Monmouth County Coastal Waterfront Access Study

December 1992

Prepared by
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MONMOUTH COUNTY
COASTAL WATERFRONT ACCESS STUDY

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This resource document was prepared by the staff of the Monmouth County Park System, 805 Newman Springs Road, Lincroft, New Jersey 07738, (908) 842-4000. Funding for the study was provided by the New Jersey Department of Environmental Protection and Energy through the State and Federal Shore Protection Fund Programs.

PREFACE

The substance of this study, the inventory and text, were completed prior to December 11, 1992. On that date, coastal Monmouth County was battered by a major northeast storm. Many of the access sites in this study suffered extensive damage from this storm. The impact of the storm and post-storm reconstruction on public access opportunities remains to be seen.

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STUDY SUMMARY

From the north end of Sea Bright to the Manasquan Inlet, Monmouth County has over 20 miles of frontage on the Atlantic Ocean plus a wealth of other tidal waters including the Navesink, Swimming, Shrewsbury, Shark and Manasquan Rivers and their tributaries and Deal Lake. However, due to historical development patterns much of the water frontage is privately owned and water access to the general public is limited. This study recommends a range of strategies that local, county, and state agencies, independently and cooperatively, can employ to improve public waterfront access opportunities.

This study and a consultant-generated background report were prepared as a result of findings and recommendations of the Monmouth County Park, Recreation and Open Space Plan. The purpose of the study is to examine existing access conditions, assess current problems related to access, and to present recommendations for both general policies and specific actions to facilitate and enhance public access and a regional public access network. The project was funded by the New Jersey Department of Environmental Protection and Energy through the State and Federal Shore Protection Fund Programs. The project area includes the oceanfront and all other tidal waters in Monmouth County south of the Route 36 bridge in Sea Bright.

It was found that the quantity and quality of public water access opportunities is quite variable among the twenty-five municipalities in the project area. In general, access to Deal Lake was good, access to the ocean was fair, and public access to the other tidal waters was severely limited. There is considerable potential to enhance existing access sites and provide new access opportunities, but several issues which present obstacles to change will have to be addressed. These include the costs of making improvements, the lack of suitable land, the burden of regulatory requirements, nuisances associated with public use, sand conditions, water quality, ownership patterns, and security, maintenance and liability concerns.

Based on the consultant's research and on information provided by municipal representatives, seven alternative strategies are recommended for implementation. They are as follows:

1. Revise local master plans and zoning regulations to provide for access opportunities.
2. Reform statutory and regulatory policies to promote improvements for public access.
3. Expand use at existing sites through acquisition, facility development, and programming.
4. Provide a stable source of funding for projects related to public access.
5. Acquire new access sites.
6. Coordinate minor access improvements at a regional level to reduce soft costs.
7. Provide transportation linkages between access sites and users.

INTRODUCTION

Purpose of the Study

This study is an outgrowth of the Monmouth County Park, Recreation and Open Space Plan, first published in draft form in November 1989 and adopted by the Monmouth County Planning Board and Monmouth County Board of Recreation Commissioners in 1991. The Plan outlines overall land preservation goals and objectives for the county based on established County policy and recommends general strategies and specific actions by the County to implement those goals and objectives. The general strategies include fostering the establishment of an integrated system of open space, undertaking certain planning projects related to open space, adapting operational practices to reflect their interrelationship with the actual and perceived need for additional open space, continuing the open space acquisition program for recreation and resource protection, and periodically reexamining the Plan to ensure its continued usefulness. These strategies are intended to be universal, having potential application throughout the County.

One of the needs identified in the Plan is preservation of opportunities for public access to the water for boating, swimming, fishing, and passive enjoyment. As a strategy, the Plan recommended that a study or studies similar to the Bayshore Waterfront Access Plan, prepared and adopted by the Monmouth County Planning Board in 1987, be undertaken for the remainder of the County. The purpose of such studies would be to assemble accurate information concerning current opportunities for public access, to evaluate those opportunities, and to formulate recommendations for public and private action to provide new and enhanced access opportunities.

Funding for a study for waterfront access in the coastal region of Monmouth County was made available by the New Jersey Department of Environmental Protection and Energy through the State and Federal Shore Protection Fund Programs which include access plan requirements. Thus, the project area was drawn to conform with the Shore Protection program area in Monmouth County and includes the oceanfront and all tidal rivers, creeks, lakes, and bays south of the Route 36 bridge in the Borough of Sea Bright. The area north and west of this bridge was included in the 1987 Bayshore Waterfront Access Plan.

The tidal water bodies and their limits were defined with the assistance of the New Jersey Department of Environmental Protection and Energy, Division of Fish, Game and Wildlife. They include the Atlantic Ocean, the Navesink River, the Swimming River west to the Swimming River Road bridge, and the Pine Brook west to the Garden State Parkway. The Shrewsbury River is included as are Parkers Creek west to the mouth of Parkers Brook, Oceanport Creek west to the mouth of Husky Brook, Town Neck Creek, Little Silver Creek west to the mouth of Little Silver Creek Brook, Branchport Creek west to the mouth of Turtle Mill Brook, and Oyster Bay. Deal Lake is

tidal west to the dam at the railroad crossing in Loch Arbour. The Shark River is tidal west to Remson's Mill Road in Neptune and Wall Townships. Stockton Lake, Glimmer Glass Harbor, Deep Cut Creek, Watson's Creek, Sherman's Creek, Outlet Creek and the Manasquan River west to Hospital Road in Wall Township are also tidal and included in the project area.

The study document describes existing access conditions along each of the major water bodies, assesses the current problems related to public waterfront access, and presents recommendations for both general policies and specific actions to facilitate and enhance public access and a regional public access network. These recommendations do not represent a mandate by either the County or the State. Rather, the purpose of this planning effort and the study itself is to serve as a foundation and catalyst for policies, projects, and plans which can improve water access opportunities in the region. It is anticipated that implementation of the study recommendations may occur by voluntary initiative of local, county and state agencies acting independently and cooperatively, by capitalizing on opportunities made possible by other public improvement projects, and as a condition of State permitting and funding programs.

Planning Process

Two principal work products have been generated as a part of this project. The first is a background report prepared by an independent consultant under contract with the Monmouth County Park System. This report includes an inventory of existing public and private access points such as beaches, marinas, parks, piers, bridges, and street rights-of-way presented in both tabular and map form. It also includes an inventory and evaluation of potential new and enhanced public access points. Other chapters discuss local, state and regional plans and regulatory controls and transportation systems as they impact water access and review alternatives for ownership, maintenance, liability, and security employed at waterfront access points in other areas of the country.

In February 1992, a copy of the background report was sent to each of the twenty-five municipalities in the project area. Each town was asked to designate a person or persons to review the report for accuracy, to evaluate the report recommendations, and to meet with a Park System planner to discuss the report and the proposed study. Their input was considered in preparing the study. Also, the inventory of existing access points was revised based on the comments provided and an updated version of the table with notes was distributed to each town for confirmation prior to publication. All of the municipalities participated in this review and comment process and a list of the contacts is included as Appendix A.

The Monmouth County Planning Board Staff reviewed drafts of each chapter of the report as they were prepared by the consultant. Staff of the New Jersey Department of Environmental Protection and Energy - Environmental Regulation contributed comments on the completed report as well as guidance on the substance and format of the study.

This study document, the Monmouth County Coastal Waterfront Access Study, is the second principal work product of the project. The study will be submitted to the New Jersey Department of Environmental Protection and Energy for its information and use as required by the project funding. The study will also be forwarded to the Monmouth County Board of Recreation Commissioners and Monmouth County Planning Board for their consideration.

FINDINGS

Existing Conditions

The quantity and quality of public water access opportunities is quite variable among the twenty-five municipalities in the project area. Historic development patterns and local tolerance of non-residents appear to strongly influence the existing conditions as well as the prospects for new and enhanced opportunities.
A detailed tabular inventory of existing public and private access sites has been prepared for each of the municipalities. The form identifies by water body, the type of access, uses and facilities, and adjacent land uses at each site. The notes on each form briefly describe notable features, problems, and plans related to access opportunities in that community. These forms are included as Appendix B.

The interest of the County and the State in the issue of public access reflects the regional significance of the coastal waterfront. For this reason, in addition to the municipal inventory forms, a general assessment of opportunities for access to each of the major tidal water bodies in the project area is presented as well.

Atlantic Ocean - Visual and physical access to the ocean is fair. While there is at least one public beach in every oceanfront municipality, in many communities, particularly in the northern half of the project area, the public beaches constitute a small percentage of the total beachfront. Visual access is largely limited to the points of physical access due to buildings and, in Monmouth Beach and Sea Bright, the seawall. Neptune Township is the only municipality that does not own and operate a public beach. While a fee is charged at all public beaches during beach hours in the summer season, policies regarding off-hour and off-season use by fishermen and others are generally liberal. Private beach clubs currently are satisfactorily meeting a certain segment of demand; conversion of these facilities to other uses could have a deleterious impact on overall ocean access.

Reliance on mass transit for access to ocean beaches is minimal. Access via train has recently been promoted by New Jersey Transit in cooperation with several towns, but foot, bicycle, and car are the primary means of access. Limited parking at some sites is a barrier to public access. At some sites, limited parking serves as an effective control for ensuring that the beaches are not overcrowded, but at others more users could reasonably be accommodated if additional parking were available. The pending beach replenishment programs which will significantly expand the sand area to many sites can be expected to exacerbate existing parking problems.

Navesink River - Visual and physical public access to the Navesink River is severely limited. Most frontage on both sides of the river is developed with private homes. Several public and private boat ramps provide reasonable access to the river for boating. Public street ends on the south

side provide some neighborhood access for other uses, but are not adequate to accommodate more use. There are no public swimming beaches along the Navesink River. The Borough of Red Bank's Marine Park was specifically mentioned by other towns as a regional waterfront resource where people from throughout the area congregate for both passive enjoyment and special events. The Borough's plans to expand the park will further enhance this site. The County-owned Hartshorne Woods Park offers some potential for additional visual access opportunities, but steep slopes at the river's edge and throughout the site and swift currents are a significant constraint to developing physical access opportunities.

Shrewsbury River - Overall, physical public access to the Shrewsbury River is limited. The many bridges crossing the Shrewsbury and its tributaries provide good visual access, but most of the riverfront is occupied by private residences. In most towns, street ends and pocket parks provide access for the immediate neighborhood, but are not adequate to accommodate more use. Access in the Borough of Oceanport is good due to a number of waterfront parks throughout the town. Oceanport's Branchport Park which includes a boat launch facility was mentioned by other towns as serving their residents. Demand for access to the River for fishing, particularly in the Highlands/Sea Bright area, exceeds the capacity of existing sites.

Shark River - Visual access to the Shark River is very good as public roads parallel much of the frontage. Physical access in Belmar, where most of the frontage is Borough-owned and improved for access, is very good. Additional public access amenities including an expanded marina, additional parking and an area for scuba diving are planned. Outside Belmar, most of the riverfront is privately owned with physical access limited to several municipal parks which are generally small, undeveloped, and/or under-utilized due to money problems. The County's Shark River Park frontage is used for limited launching of canoes for programs, but a lack of upland for parking, extensive wetlands, and shallow water conditions make this a less than ideal public access site.

Manasquan River - Visual and physical public access to the Manasquan River is severely limited. Many of the commercial uses are water-dependent, providing access to marina and charter boat services for members and customers. Narrow street ends provide the only physical access in developed residential areas. Public access is available at Allaire State Park and the Manasquan Wildlife Refuge at the westerly extreme of the tidal waters and from Riverside Drive along the Manasquan Inlet. The Borough of Manasquan has recently endorsed preservation of a property known as Fisherman's Cove for public access. This 60 acre tract is the only significant undeveloped site on the Manasquan River east of the Route 70 bridge.

Deal Lake - Visual and physical to the tidal portion of Deal Lake is very good as most of the frontage is publicly owned. However, sections of the bulkheading are reported to be in poor condition and siltation is effecting fishing conditions. A small boat launch was identified as a need; an existing launch site in Asbury Park is in poor condition and has limited

parking. Several communities raised concern about the potential loss of access to the Deal Lake Flume site. Sale of the private Loch Arbour Beach Club to the north and partial privatization of City of Asbury Park property to the south as proposed in the City's Redevelopment Plan could render this popular regional fishing spot off limits to the public.

Problems

For the most part, officials of the municipalities in the project area were receptive to the study objective of improving access opportunities in the region. However, there were a number of issues identified as potential obstacles to meeting this objective.

Cost - Public agency budgets are universally tight. Improvements for public access are not a spending priority except in those communities seeking to benefit from associated tourist and economic development activities. In most cases, residents of the immediate community are adequately served by existing access opportunities so there is little or no motivation to spend public money to do more.

There is concern about the ability of agencies to afford reconstruction of existing facilities as they deteriorate and the operation of some public facilities has been reduced to less than peak levels because of fiscal constraints.

Lack of Suitable Land - The ability to expand or create new access sites is constrained by the availability of suitable land. Few private waterfront sites in the project area are undeveloped and public purchase of developed parcels involves higher acquisition costs, displacement of businesses or residences, and loss of property tax ratables. Environmental conditions at many existing and potential sites, such as wetlands and steep slopes, preclude construction of improvements for physical access.

Regulatory Requirements - Several towns mentioned the cost and difficulty of satisfying federal and state permitting requirements as discouraging improvements for access. Most towns must hire outside consultants to prepare and shepherd permit applications because of their complexity; these soft costs can equal or exceed the hard costs of important, but relatively minor access enhancement projects. Cited as particularly frustrating were instances in which a local project sponsored by one state agency was denied permits by a second state agency.

Nuisances - Many existing access points are small in size, located on narrow streets, and abut private residences. There is potential for conflict between residents and access users, usually related to noise, litter, sanitation, or competition for parking. To preclude such problems some towns have acted to discourage use by vacating of street ends so they revert to private ownership, adopting ordinances which prohibit parking and fishing, and establishing resident only policies at access sites. In addition, many sites are not signed so that most people are unaware that

public access is permitted. In some areas there are legitimate reasons for not advertising access to a wider audience or promoting more intensive use, such as a boat launch, that can generate considerable parking demand. However, in most instances, a more moderate approach such as providing designated access points or hours where potential conflict can be minimized is an effective compromise to permit access while protecting residents from nuisances.

Sand Conditions - At some ocean beaches, particularly in the northern half of the project area, the sand area has been diminished to the point that beach access is also diminished. Monmouth Beach almost did not open its public beach for the 1992 season because the October 1991 storm virtually removed all the sand. Beach replenishment funded by the Shore Protection program is scheduled to begin in Sea Bright and Monmouth Beach this fall. Later, and as yet unfunded, phases of the replenishment project include placement of sand from Long Branch to Loch Arbour between 1994 and 1998 and from Asbury Park to the Manasquan Inlet after 1998. Conversely, siltation and sedimentation on other tidal waters threatens use of existing lake and riverfront access sites. For example, Fair Haven's boat ramp on the Navesink River can only be used at high tide and the depth of water at the Deal Lake bulkhead in Loch Arbour is no longer conducive to fishing. Absent routine sand replenishment and dredging projects, nature can render the public investment in site acquisition and facility development meaningless.

Water Quality - Due to concerted efforts in recent years to reduce point and non-point source pollution, the perception among public officials is that water quality has improved significantly and that there is renewed interest in water access both for contact sports and for catching seafood for personal consumption. In Belmar for example, the L Street Beach on the Shark River will reopen for swimming in 1993 due to water quality improvements resulting from the replacement of sewer mains in the area. While conditions are improving, water contact is still not recommended on the Navesink River and shellfish beds in the Navesink, Shrewsbury, and Shark Rivers remain closed. Continued vigilance will be needed to sustain this improvement in water quality which is critical to many types of water access.

Ownership - Private facilities, particularly beach clubs and marinas, are helping to satisfy a segment of the demand for water access. However, because of fees and membership structures, they are not a viable access option for many people and, as evidenced by the closure and conversion of such facilities over the years, they are not permanent. The potential exists to secure easements or use agreements for public access on private property, but this technique has been used infrequently within the project area. Towns seem reluctant to use their zoning powers to secure limited public access opportunities although the Borough of Red Bank has been successful in incrementally implementing its Riverwalk Plan in this manner without challenge. Several towns indicated that they had discussed this concept with property owners, but that concerns regarding liability, maintenance, and security had forestalled any action.

Security, Maintenance and Liability - The existing system of public access is made up largely of multiple small, scattered sites with many located on narrow, dead-end streets. The potential for congregation for unlawful purposes and for safety hazards inherent to water-related activity raises concerns about the need for and ability to provide proper supervision at these sites. Several towns indicated that they had closed sites because of liability concerns. Routine clean-up, periodic restoration and reconstruction, and repair of damage caused by storms and vandals can be a burdensome cost for public and private property owners.

RECOMMENDATIONS FOR ACTION

The following strategies have been identified as potentially appropriate for enhancing public access and a regional public access network in light of the existing conditions and problems. While several of the strategies require action at a particular level of government, most could be implemented at any level or through inter-governmental cooperation.

1. Revise local master plans and zoning regulations to provide for access opportunities. Even though much of the waterfront is currently developed, all land and particularly commercial land, has potential for redevelopment. This potential should be considered when preparing master plans and zoning regulations. Local plans should include a statement of waterfront access goals which addresses the provision of a range of basic public access facilities including but not limited to fishing/crabbing piers, docks, or jetties, boat launches, marinas, swimming beaches, and scenic overlooks with adequate parking for each. The plans should identify existing and future policies and sites for achieving those goals. This may include relying in part on private parties to provide facilities open to the public. The zoning should permit and encourage water dependent and water related uses along some, if not all, of the waterfront and should require public access easements, where appropriate, as a condition of development. The County Planning Board can serve a role in encouraging consistency between the waterfront access plans of neighboring communities.

2. Reform statutory and regulatory policies to promote improvements for public access. The State's Coastal Area Facility Review Act (CAFRA) requires that regulated projects provide public access. Changes to the Act are being contemplated which would expand the scope of regulated activities to include more projects within the plan area. Where provision of access at the regulated site would not be meaningful or manageable, off-site access improvements can be accepted as an alternative. If this study were adopted by reference in the CAFRA rules as was done with the Bayshore Waterfront Access Plan, implementation of certain study strategies could occur as a condition of State permit approvals.

   A State Department of Environmental Protection and Energy policy to provide pre-application technical assistance for public access projects recommended by the study could also serve to promote improvements. Project-specific guidance relative to appropriate facility location, design, and materials before contract consultants log billable hours could help public agency applicants to avoid filing incomplete or inappropriate permit applications. By reducing unnecessary local costs associated with permit applications, one of the major disincentives to undertaking public access projects is eliminated.

Amendments to current state liability statutes may be needed to protect public and private property owners who provide public access opportunities. At present, the perceived, if not the actual risk of liability, is a strong deterrent to public access improvements.

3. Expand use at existing sites through acquisition, facility development, and programming. Existing public beach and park sites represent a considerable public investment and often have the support facilities capable of absorbing additional use. Expanded use at these sites, where feasible, can offer an economical return on that investment and avoid some of the maintenance and security problems involved with operating small, scattered sites. Land acquisitions being considered by Red Bank at Marine Park, by Neptune City at Memorial Park, and by Sea Bright adjacent to its public beach are consistent with this philosophy as are physical site improvements being contemplated by Belmar at its Shark River sites and by Sea Girt at its beach. These and other expansion/improvement projects should be encouraged. Even relatively minor improvements such as the construction of off-street parking and provision of rest room facilities can have a significant positive impact.

   Where existing developed riverfront sites are under-utilized, such as at Neptune City's Memorial Park, the possibility of the County Park System running water-based recreation programs from the sites should be explored. This would not be a substitute for basic services by the host town, but would enable the County to offer additional programs dependent on the water to a regional population, thus expanding access opportunities.

   On a more modest scale, but equally important and potentially effective in expanding use is the reexamination of local policies and practices which effect the public's ability to use access sites. On-street parking rules should be evaluated and restrictions relaxed wherever possible. Where a right-of-way is fifty feet or more in width, on-street parking should be possible without interfering with emergency access provided that the area immediately at the street end is kept clear. All public access sites should have signs posted indicating the public use is permitted. Existing prohibitions on certain activities such as fishing and crabbing should be reevaluated on a site-by-site basis. Some sites may be able to accommodate such uses without nuisance problems and provision of trash receptacles and portajohns at others may be sufficient to avoid anticipated nuisance problems. Local governing bodies should deny any requests by adjacent property owners to vacate street ends which provide public water access. It may be inappropriate to encourage physical access at certain street ends under existing conditions, but existing public access sites are too limited to permanently relinquish ownership to private control.

4. Provide a stable source of funding for projects related to public access. In the past, Shore Protection programs have provided critical funding for repair of shore protection structures such as groins,

bulkheads, and seawalls and beach nourishment. Use of Federal program monies for acquisition is permitted but has been precluded by policy at the State level. Examples of recent projects funded by this program include the new seawall in Monmouth Beach and Sea Bright and the beach replenishment in these same communities which is expected to start this fall. This work has always been funded as if it were a one time exceptional or emergency expense rather than as a capital infrastructure improvement which can be expected to have a finite life-span and requires scheduled maintenance and reconstruction. While these projects are undertaken to protect public and private property, they are also essential to providing safe and purposeful access opportunities and thus a stable source of funding for shore protection also advances access objectives.

The New Jersey Department of Environmental Protection and Energy will be updating its Shore Protection Master Plan in the coming months. Projects mentioned in this study should be considered for inclusion in the State's master plan. This should include land acquisition as well as repair of shore protection structures and beach replenishment. Acquisition of land is the ultimate form of protection of improved property from storm damage and would also enhance public water access opportunities.

Another funding program important to public access is the Green Acres Program. The program policy of requiring at least one waterfront park in waterfront communities as a condition of funding and its high ranking of projects which provide access has encouraged towns to pursue waterfront park projects. Several towns mentioned the availability of Green Acres monies as making a key difference in local political and public support for projects. Continued state funding of the Green Acres Program can provide a critical incentive for local implementation of access improvements.

At the County level, the Community Development Program administers the disbursement of Federal Community Development Block Grant funds to municipalities. Consideration should be given to making public waterfront access projects a funding priority.

5. Acquire new access sites. Because the supply of potential new access sites is limited, acquisition of any available and appropriate sites should be considered a priority. In addition to the possible acquisitions mentioned previously as expanding existing sites, several prime sites identified for acquisition include the Fisherman's Cove property in Manasquan, the Ocean Grove beach in Neptune Township, the Armory in Long Branch, and if their present uses are abandoned, the National Guard site in Sea Girt, the Marine Police Station in Monmouth Beach, and portions of Fort Monmouth. Public acquisition of commercial waterfront sites, which come on the market, particularly existing water-dependent uses along the Navesink, Shrewsbury, Shark, and Manasquan Rivers where existing public access is limited, should be

actively pursued to ensure that existing access opportunities are not lost. Establishment of at least one regional site for physical and visual access to each of these rivers is recommended.

Acquisition of access easements and use agreements should also be pursued. The Northern Monmouth Regional Sewer Authority site in Monmouth Beach and several restaurants in the Monmouth Beach/Sea Bright area are examples of situations in which private use and public access could co-exist.

One option for providing public access to the many tidal rivers and streams in the project area is to acquire small properties at selected bridge crossings to serve as fishing access sites. Such a site presently exists at the northerly end of the Oceanic Bridge in Middletown. These sites would be highly visible from adjacent County and State roads providing a built-in level of security. By providing small parking areas (less than 5 cars), portajohns, and trash receptacles, typical nuisance problems would be addressed. Cooperative agreements for routine maintenance of the site could be made with towns, local clubs, the County Department of Public Works, local or County Clean Communities Programs, or others as deemed appropriate on a case by case basis. The County should identify potential demonstration sites and initiate discussions of this concept with local officials.

6. Coordinate minor access improvements at a regional level to reduce soft costs. State Department of Environmental Protection and Energy pre-application technical assistance for public access projects was suggested previously as a regulatory reform strategy to reduce soft costs incurred by local agencies. Greater local savings, and hence, greater local interest in access projects could be achieved by State or County funding of County assumption of engineering and permitting requirements for local access projects deemed to have regional benefit. If offered as a short term incentive program, this assistance could spur significant improvements to a coordinated regional access network.

   Similarly, minor local access projects could be consolidated into a single application for Green Acres Program or other funding. This should reduce the cumulative cost of preparing the application and should present a more attractive project to a funding agency.

7. Provide transportation linkages between access sites and users. Existing bus and train lines provide service to the communities within the project area, but direct access to access sites off their routes by bus or shuttle is not feasible because of the relatively low volume of riders involved. Improved facilities for bicycles is one realistic means to reduce the dependence on the automobile for water access. Towns generally endorsed the concept of a bikeway within street rights-of-way, running north to south along the coast from Sea Bright to

Manasquan as suggested by the Monmouth County Park, Recreation and Open Space Plan although there were some concerns about its feasibility in several of the more narrow and heavily trafficked areas. Belmar recommended that a bikeway loop around the Shark River be considered and bike routes along the other rivers are also possible. A design and implementation plan for the oceanfront bikeway should be prepared in cooperation with the appropriate County agencies and the New Jersey Department of Transportation and should include a review of the possible re-designation of some road sections as county roads. Tentative routes for the Shark River and other possible bikeways should be investigated by the County.

CONCLUSION

After examining existing public waterfront access conditions in the project area, it is clear that, while opportunities for public access to Deal Lake is good, access to the oceanfront and other tidal water bodies is largely privately controlled and physical public access for active recreation is limited. The outlook, however, need not be dismal. There is considerable potential to enhance existing access sites and provide new access opportunities.

The intent of the Monmouth County Coastal Waterfront Access Study is to formulate recommendations for general policies and specific actions to facilitate and enhance public access and a regional public access network. Seven strategies have been identified to meet this objective. These strategies offer agencies at the local, county, and state levels a broad range of approaches appropriate to a wide variety of circumstances. While some are dependent on additional funding, others can be implemented within existing programmatic and operating budgets by adjustments to policies, procedures, or priorities.

Many of the strategies rely on initiative and commitment by the County and State in cooperation with municipalities. It is hoped that the dialogue started by this process and the interest generated by it will serve as a foundation and catalyst for action.

APPENDIX A
LIST OF MUNICIPAL CONTACTS

Borough of Allenhurst	Vito D. Gadaleta, Clerk-Administrator
City of Asbury Park	David Roberts, City Planner
Borough of Avon-by-the-Sea	Ken Bruton, Commissioner
Borough of Belmar	Kenneth E. Pringle, Mayor
Borough of Bradley Beach	William M. Gray, Zoning Officer
Borough of Brielle	M. Boyd Miller, Councilman
Borough of Deal	Brendan W. Kelly, Beach Superintendent
Borough of Fair Haven	Andrew Trocchia, Councilman
Borough of Highlands	Nina Flannery, Clerk
Borough of Little Silver	Geroge Darragh, Councilman
Village of Loch Arbour	James V. Kiely, President
City of Long Branch	Bart Cook, Director of Recreation
Borough of Manasquan	Eden O'Hare, Councilman
Township of Middletown	Anthony Mercantante, Director of Planning
Borough of Monmouth Beach	Cheryl Reynolds
Township of Neptune	Alayne M. Shepler, Administrator
Borough of Neptune City	Joel Popkin, Clerk
Borough of Oceanport	Edward J. Miller, Councilman
Borough of Red Bank	Sally J. Levine, Administrator
Borough of Rumson	J. Gary Sammon, Administrator
Borough of Sea Bright	William J. Keeler, Councilman
Borough of Sea Girt	William H. Damora
Borough of Spring Lake	Pricilla Reilly, Councilwoman
Borough of Tinton Falls	Larry Wiltbank, Recreation Superintendent
Township of Wall	John F. Hoffmann, Land Use Officer

APPENDIX B

INVENTORY OF EXISTING WATERFRONT ACCESS SITES

Inventory forms for each of the municipalities in the project area follow. Each of the sites listed on the forms is included on the maps at the back of this document. Sites are referenced on the maps by a two letter abbreviation of the municipal name and a number corresponding to that on the municipal inventory form.

Inventory of Existing Waterfront Access Sites -Allenhurst (AL)

	#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																						
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN	1	Allenhurst Beach Club & Restaurant Deal border to Corlies Avenue	x		x	x	x							x											x	x		x			x								Seasonal use by membership only; fee charged; gate at Cedar Ave. open off-season for public access
	2	Allenhurst Public Beach Corlies Avenue to Allen Avenue	x		x	x	x																	x	x	x		x			x		x						Changing building on beach; Boardwalk ends at Beach Club; Fee

Notes: 100% of the oceanfront and 80% of the frontage on Deal Lake in Allenhurst is owned by the Borough.

Borough previously declined Federal/State funding for jetty improvements because of attached conditions restricting future post-storm reconstruction of private residences adjacent to the beach.

Inventory of Existing Waterfront Access Sites -City of Asbury Park (AP)

	#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses							Comments
																R.O.W. Terminates at:																						
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN	3	Public Beach	x		x	x	x																x		x	x	x	x		x			x				x	x	Metered parking; Commercial uses on boardwalk; Fishing jetties, surf, piers; fee charged
	5	Convention Hall at Ocean Avenue	x		x	x	x						x										x		x		x						x				x		
	8	Deal Lake Flume at Ocean Avenue	x		x	x	x																x			x							x				x	x	
	4	Howard Johnson at Ocean Avenue		x	x	x	x						x										x		x								x				x	x	
LAKE	2	Casino at Lake Avenue	x		x	x	x						x										x	x	x								x				x		
	6	Deal Lake Drive and Park Deal Lake (R)	x		x	x	x			x	x												x			x	x				x	x	x						No swimming; No parking meters; Municipal park (1.4 acres); boat ramp is not in use

Notes: 100 % of the oceanfront and 50% of the frontage on Deal Lake in Asbury Park is owned by the City.

The Deal Lake flume site (aka Marine Grill) is currently included in the City's Redevelopment Plan area; the plan requires that fishing access and accessory parking be provided at the northern end of this site which is very popular with fishermen.

Both jetty repair and beach nourishment are needed to counter beach erosion.

Inventory of Existing Waterfront Access Sites -Avon by the Sea (AV)

#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
															R.O.W. Terminates at:																						
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN	1	Public Beach	x		x	x																x		x		x	x			x	x	x						No meters; Fee; fishing permitted except in swimmng areas
RIVER	2	First Avenue Right-of-Way	x		x														x	x	x									x								No fishing; No parking; 80' Right-of-Way
	3	Second Avnue Right-of-Way	x		x														x	x	x									x								No fishing; No parking; 80' Right-of-Way
	4	Third Avenue Right-of-Way	x		x														x	x	x									x								No fishing; No parking; 80' Right-of-Way
	5	Fourth Avenue Right-of-Way	x		x																									x								No fishing; No parking; 80' Right-of-Way
	6	Fifth Avenue Right-of-Way	x		x																									x								No fishing; No parking; 80' Right-of-Way
	8	Main Street Bridge (Route 71)	x		x																											x						Sidewalk; Draw bridge
	9	Riverside Drive Right-of-Way	x		x	x	x																		x					x								Fishing permitted on paper street between Ocean Avenue and First Avenue
	10	Ocean Avenue Bridge (Route 18)	x		x																									x						x		
	11	US Coast Guard Station	x		x	x			x														x							x								No puiblic access
	7	Main One Marina Main Street (R)		x	x	x		x	x				x										x								x	x						Dive shop and marina

Notes: 100% of the oceanfront in Avon by the Sea is owned by the Borough. Approximately 25% of the Shark River waterfront is publicly owned including street ends.

Parking prohibited at river street ends for fire emergency access. Fishing prohibited at river street ends due to risk of people falling in and to avoid conflicts with residental neighbors. Liveliners frequently use First Avenue to get and discard saltwater for bait. Fishing is permitted at Riverside Drive between Ocean Avenue and First Avenue and under the Ocean Avenue Bridge, but litter and alcohol consumption are frequent problems.

Beach replenishment, river dredging, and reconstruction of the bulkhead at the river between Ocean and First Avenues are needed.

Inventory of Existing Waterfront Access Sites - Belmar (BE)

	#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																							
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN	7	Ocean Avenue Bridge	x		x																										x	x							Sidewalk both sides - 8' wide; drawbridge
	8	Public Beach	x		x	x	x						x	x									x		x	x	x	x			x	x	x						Parking both sides Ocean Avenue; Concessions, restrooms, changing rooms, Fee, 35 acres
	6	Belmar Fishing Club		x	x	x	x					x	x										x			x						x					x		Fenced; open membership
RIVER	1	Maclearie Park/L Street Beach Route 35/G Street	x		x	x	x				x												x				x	x	x	x	x		x				x		Tennis courts; Municipal Park; 7.3 acres
	2	Belmar Marina Park Route 35/K Street	x		x	x	x	x	x	x		x	x	x										x		x	x										x		Ramp fee; private slips; fishing pier, charter boats; No swimming, Municipal, 4 acres
	9	Route 35 Bridge	x		x																												x				x		
	10	East Railroad Avenue Right-of-Way	x		x																																		Undesirable access point due to stormdrains
	11	A Street Right-of-Way	x		x	x	x																			x					x								Street end and area between A Street and Ocean Avenue used for visual and fishing access
	3	Havens & Hampton's Fifth Avenue		x	x								x	x										x							x		x						Parking for patrons only; view from parking lot
	4	A.P.'s Inlet Marina Fifth Avenue		x	x	x		x	x				x																		x		x						
	5	Klein's Fish Market River Avenue (R)		x	x								x	x									x					x			x		x						Outdoor seating

Notes: 100% of the oceanfront and approximately 55% of the frontage on Shark River in Belmar is owned by the Borough.

Construction of a new Route 35 bridge is planned. Designs include a two-way bike/pedestrian lane on the west span. Belmar hopes to use compensation for the impact of the new bridge on its municipal park land to construct Class 2 bikeway along Shark River; would like to see Class 3 bikeway continued through other riverfront towns.

The Borough is currently working on a number of waterfront access improvements projects. At the ocean, improvements at the Fifth Avenue beach for fishing and at the 10th Avenue beach for barrier free access are planned. Along the river, an expansion of the marina from 315 to 585 slips, a new parking area, a new scuba diving park, a new boat launch, and reconfigured fishing piers are planned. Sewer mains adjacent to the L Street Beach were replaced in 1992; public swimming will be permitted beginning in 1993 due to the resultant improvement in water quality.

Belmar has participated in the NJ Transit train to the beach program for two years. It is hoped that barrier free improvements can be made between the station and the beach. The Borough is also investigating the potential of extending the existing privately owned and operated seasonal weekend trolley to link to the station and expanding to all week service.

Inventory of Existing Waterfront Access Sites -Bradley Beach (BB)

	#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																						
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN	1	Public Beach (B)	x		x	x	x				x		x										x	x	x	x	x	x	x	x	x	x	x					x	Green Acres: rest rooms, picnicking, fee charged; concessions

Notes: 100% of the oceanfront in Bradley Beach is owned by the Borough.

Inventory of Existing Waterfront Access Sites - Brielle (BR)

#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
															R.O.W. Terminates at:																						
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
RIVER 2	Route 70 Bridge	x		x																												x						Sidewalk one side
3	Forrest Road Right-of-Way	x		x	x													x			x	x								x								50' Right-of-Way
4	Brainard Place Right-of-Way	x		x														x			x									x								No parking one side of street; Partial seasonal view; 50' Right-of-Way
5	Osprey Point Drive Borough Building	x		x																	x									x								Partial view
6	Laurel Avenue Right-of-Way	x		x														x		x	x									x								Hedge; No parking; Partial view; 20' Right-of-Way
10	Riverview Lane Right-of-Way	x		x														x			x									x								Narrow road; 15' Right-of-Way
11	Route 35 Bridge	x		x																												x						6' wide walk both sides
21	Donnelly Place Right-of-Way	x		x	x													x		x	x									x								No parking in area; Bathe at own risk; site fenced and locked; 30' R.O.W., 130 LF water frontage
24	Osborn Island	x		x	x	x																			x													No camping
1	McCarthy's Marina Sales Route 70		x	x	x		x	x	x			x											x									x						
7	Manasquan River Golf Club Riverview Drive		x	x	x									x									x							x								
8	Brielle Basin Ashley Avenue		x	x	x		x	x	x			x											x		x							x						
9	River Queen Mississippi River Boat - Ashley Avenue		x	x	x							x	x										x									x						
12	Dina Dee II Charter Boats Ashley Avenue		x	x	x							x											x		x							x						
13	Miss Rhett Charter Boats Ashley Avenue		x	x	x							x											x		x							x						
14	Harbour Inn Bar Ashley Avenue		x	x	x			x					x										x									x						
15	Brielle Yacht Club Marina & Restaurant - Ashley Avenue		x	x	x		x	x	x			x	x										x		x					x	x							No street parking Charter boats
16	Union Landing Restaurant Union Lane		x	x	x								x										x									x						
17	Brielle Marine Basin Green Avenue		x	x	x		x	x	x														x									x				x		Adjacent to small park; no street parking
18	Hoffman's Marina Green Avenue		x	x	x		x	x																	x							x						Charter Boats No street parking

Inventory of Existing Waterfront Access Sites - Brielle (BR)

#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses								Comments
															R.O.W. Terminates at:																							
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
19	River Watch Restaurant Brielle Yacht Club - Green Avenue		x	x	x		x	x	x				x										x									x						No street parking
20	Brielle Anchorage M.V. Tackle Green Avenue		x	x	x			x				x													x					x		x						Sportfishing Center; No parking available
25	Yacht Club Riverview Lane		x	x	x	x	x																x							x								
C R E E K 22	Debbie's Creek Bridge	x		x																										x								1 walk - 3' wide
23	Bar Casablanca at Debbie's Creek - Fisk Avenue (B)		x	x	x								x										x							x								

Notes: The only publicly-owned waterfront land in Brielle is at street ends, bridge crossings, and on one island.

Camping had previously been permitted on Borough-owned Osborn Island (#24) but it has been prohibited due to trash and rowdy behavior.

Narrow streets, limited parking, and residential uses limit ability to improve existing public access sites which are primarily street ends. The Donnelly Place right-of-way (#21) had been a popular unsupervised swimming beach, but it was closed down due to a combination of insurance, water quality, and erosion problems; had applied for DEPE permits to construct a boat ramp at this site, but were denied; considering reopening site for access.

Riverfront east of the Route 35 bridge is commercially developed and most uses are water related. Opportunity exists to require public access as a condition of redevelopment of these sites or subdivision of residential properties.

Inventory of Existing Waterfront Access Sites - Deal (DE)

#	Location	Type of Access																		Uses/Facilities								Adj. Land Uses								Comments
															R.O.W. Terminates at:																					
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN 1	Neptune Avenue Right-of-Way	x		x	x															x	x				x					x								70' Right-of-Way
2	Hathaway Avenue Right-of-Way	x		x	x															x	x				x					x								70' Right-of-Way
3	Marine Place Right-of-Way	x		x																	x				x	x				x								Wall; 88' Right-of-Way
4	Deal Esplanade Right-of-Way	x		x	x															x	x				x					x								Partial view; 100' Right-of-Way
5	Darlington Road Right-of-Way	x		x	x															x	x				x					x								60' Right-of-Way
7	Clem Conover Road Right-of-Way	x		x																x	x				x					x								
8	Deal Casino Public Beach at Wallace Road	x		x	x	x																	x		x		x	x	x	x								Parking 300 vehicles; Fee charged; Municipal beach; Membership restricted to residents and their families; Tennis
9	Phillips Avenue Pavilion	x		x	x	x																	x	x	x	x	x	x		x								NJ Transit stop; Municipal beach open to all; 200 car parking lot with some fee/permit parking and some free/no-permit parking
10	Phillips Avenue Overlook	x		x	x	x																x	x	x	x	x				x								
11	Deal Fishing Access at Roosevelt Avenue (R)	x		x	x	x																x								x								Fenced; 70' Right-of-Way; Borough owns adjacent 1 acre beachfront lot (B-14, L-16 & 17); access stairs and rampway across seawall

Notes: Approximately 20% of the oceanfront property in Deal is owned by the Borough.

Borough has vacated several street ends at the request of adjacent residents. During the summer months on-street parking in the beach block is available only on Roosevelt Avenue (both sides), Phillips Avenue (one side), Deal Esplanade (2 hour limit 8am - 8pm), and Darlington Road (2 hour limit 8am - 8pm). Parking is prohibited by ordinance at street ends year-round for emergency access. Fishing is permitted but access from some street ends requires that fishermen climb over and along the seawall to avoid trespassing on private property.

Entire beach is accessible from Phillips Avenue; Borough has recently completed improvements here including benches, trash receptacles, fencing, lighting, and replacement of deteriorated sections of decking.

Inventory of Existing Waterfront Access Sites - Fair Haven (FH)

#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses								Comments
															R.O.W. Terminates at:																							
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
RIVER	1	Grange Avenue Right-of-Way	X		x	x									x						x	x								x								Steep decline to River; grass slope; open views
	2	Hance Road Right-of-Way	x		x	x														x	x	x								x								Steep decline to River; worn path through low brush
	3	Battin Road Right-of-Way	x		x	x	x			x					x						x									x		x						Ramp to River; open views; limited parking; adjacent to River Rats Club
	5	Fairhaven Road Pier	x		x	x	x					x									x	x				x				x								Green Acres; signage at access points; 0.25 acres; Municipal Park
	6	DeNormandie Avenue Right-of-Way	x		x	x	x								x						x									x		x						Beach area; adjacent boat docks
	4	River Rats Club, Battin Road		x	x	x	x					x																		x								Wetlands on site
	7	Fair Haven Yacht Works at DeNormandie Avenue		x	x	x	x	x	x																					x								
	8	Shrewsbury River Yacht Club at River Road		x	x	x	x	x	x													x								x						x		
	9	Easement at River Road (R)		x	x	x	x								x															x		x				x		10' wide adjacent to Shrewsbury Yacht Club and Pump Station; easement is owned by property owner association

Notes: Less than 3% of the frontage on the Navesink River in Fair Haven is publicly owned. Street ends provide the only public waterfront access.

Due to shoaling, the boat ramp at Battin Road (#3) has been usable only at high tide for several years; plan to apply for dredging permit . Lack of off-street parking largely limits ramp use.

Borough has made minor maintenance improvements at Hance Avenue (#2) to enhance views and improve physical access for crabbers and swimmers. Similar improvements are planned at Grange Avenue (#1). Concerned that improvements at other access points could encourage use beyond capacity due to narrow streets and limited parking.

Inventory of Existing Waterfront Access Sites - Highlands (HI)

#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses								Comments
															R.O.W. Terminates at:																							
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
RIVER 1	South Bay Beach at South Bay Avenue	x		x	x	x				x												x				x	x		x	x		x						Green Acres; beach; fishing; picnicking; 0.5 acre; Municipal Park
2	Route 36 Bridge	x		x	x																				x							x				x		Area under bridge used for fishing
3	Hillside Avenue (B)	x		x	x														x										x	x								Remnants of old pier

Notes: Approximately 10% of the frontage on the Shrewsbury River and in the project area is owned by the Borough. The borough has an additional 6 improved waterfront access sites which are north off the Route 36 bridge and, therefore, outside the project study area.

The Borough would like to reconstruct the pier at Hillside Avenue; an application for County Community Development Block Grant monies to design the pier did not receive funding.

South Bay Beach is too small to construct a parking lot; users walk or park on nearby streets. A public parking lot constructed at South Second and South Streets to serve a farmer's market may help serve this facility. Could also investigate possibility of using adjacent NJDOT property under the bridge for 2-3 parking spaces; a cooperative managenment agreement between NJDOT and the Borough could address existing problems of litter and alcohol consumption by persons fishing under the bridge.

Inventory of Existing Waterfront Access Sites - Little Silver (LS)

	#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																						
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
CREEKS	1	Seven Bridges Road at Town Neck Creek	x		x																										x								Walk one side
	2	Unnamed Right-of-Way (south side of Little Silver Point Road)	x		x	x										x															x								50' Right-of-Way
	3	Battle Row Right-of-Way	x		x	x										x															x								Old dock; area used for boat storage; 33' R.O.W.
	5	Seven Bridges Road at Parker Creek	x		x															x		x									x							x	Walk one side; fishing and crabbing allowed on same side
	6	Riverview Park at Riverview Avenue	x		x	x	x			x	x											x		x			x		x	x	x								Tennis courts; Municipal Park; 3.0 acres
	7	Fairview Avenue Right-of-Way	x		x												x				x												x						Partial view to Fort Monmouth; 50' R.O.W.
	8	Seven Bridges Road at Little Silver Creek	x		x																										x								Walk one side; fishing and crabbing allowed on same side
	4	Alwin Terrace Right-of-Way (B)		x	x	x	x		x		x											x									x								Private dock; owned by property owner's association

Notes: Less than 3% of the frontage on the Shrewsbury River and various creeks in Little Silver is publicly owned. Six of the seven public access points are street ends and bridge crossings.

Riverview Park has recently been developed to include a boat launch and bulkhead; the availability of Green Acres funding was key to public support of the project. Bridges are used for fishing and crabbing.

Inventory of Existing Waterfront Access Sites -Loch Arbour (LA)

	#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																						
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN	2	Public Beach	x		x	x	x																x					x			x								Limited off-street parking but adequate for beach; fee charged
	4	Beach Club Associates at Ocean Place		x	x	x	x						x															x			x						x		Fee charged
LAKE	1	Edgemont Avenue Deal Lake	x		x		x																								x								No sidewalk along lakeside
	3	Deal Lake Yacht Club at Main Street (R)		x	x	x								x										x									x						

Notes: Approximately 35% of the oceanfront and 95% of the frontage on Deal Lake in Loch Arbour is owned by the Borough .

Private beach club (#4) is for sale. This site abuts the Deal Lake flume which is a popular fishing spot.

Village uses parking meters on Ocean Avenue to ensure that spaces are available for beach goers rather that used for long term parking.

Village would like to have a walk along Deal Lake but the deteriorated condition of the existing concrete bulkhead has made the area unstable. This condition could potentially interfere with fishing along the lake edge.

Inventory of Existing Waterfront Access Sites -Long Branch (LB)

#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses								Comments
															R.O.W. Terminates at:																							
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN 18	Seven Presidents Oceanfront Park; New Ocean Avenue between SeaView Avenue and City Border	x		x	x	x			x														x	x	x	x	x	x	x		x	x						Restrooms; concessions; Green Acres; Parking - 800 vehicles; Fee; approximately 39 acres; County
19	Oceanfront Promenade Between Laird and SeaView Avenue; Public Beach except btwn. Cooper & Ocean Terr.	x		x	x	x																		x		x	x					x						Access to promenade via street ends only.; access from promenade to beach via only 1 set of stairs; erosion; no vehicular access; ,Green Acres
20	Public Beach between Franklin Terrace and Chelsea Avenue	x		x	x	x																	x	x	x		x					x						Comfort Station
24	Public Beach between Brighton Avenue and Melrose Terrace	x		x	x	x																		x	x	x	x			x	x	x						No parking; Fishing - piers, jetties, surf & bank; Green Acres; restrooms at Brighton Ave.; access south of South Bath Avenue via street ends only
25	Park Avenue ROW	x		x	x	x									x															x								Street vacated; 10' access easement reserved
31	Pullman Avenue Right-of-Way	x		x	x															x	x									x								No stopping or standing; 50' Right-of-Way
34	Adams Street Right-of-Way	x		x	x															x	x									x								No parking; 50' Right-of-Way
35	Plaza Court Right-of-Way	x		x	x															x	x									x								No parking; 50' Right-of-Way
37	15' wide access easement at Harbour Island Spa	x			x	x							x																		x	x						Open all year; fee for bathers in summer to use private beach; unmarked
21	Vacant land (Block 299, Lot 2) between Cooper Avenue and Ocean Terrace		x	x	x																															x		Across Ocean Blvd. from armory
23	Private Beach Melrose Terrace - Franklin Terrace (Block 223, Lot 2)		x	x	x	x																x		x	x	x					x	x						Boardwalk; concessions; some parking spaces
29	Harbour Island Spa Hotel at Ocean Avenue		x	x	x	x						x											x								x							Shut down
30	San Alonso Retreat House at Ocean Avenue		x	x	x	x																	x								x			x				
32	Stella Maria Retreat House at Ocean Avenue		x	x																										x								
33	Beach Club at Ocean/Park Avenue		x	x	x	x						x											x				x			x								Members only
38	Elberon Beach Club at Ocean Avenue		x	x	x	x						x											x				x			x								Members only
39	Breakwater Beach Club at Ocean Avenue/Breakwater Place		x	x	x	x						x											x				x			x		x						Members only
40	Elberon S.C. at Ocean Avenue/Breakwater Place		x	x	x	x						x											x				x			x		x						Members Only
41	Takanassee Beach Club at Ocean Avenue		x	x	x	x						x											x				x			x								Members only
42	Ocean Blvd. at Brighton Avenue (Block 125, Lot 3)		x	x	x																	x									x	x						Vacant lot; beach used by public

Inventory of Existing Waterfront Access Sites -Long Branch (LB)

	#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																						
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
	43	Pier at Ocean Blvd. and Laird Street (Block 292, Lots 1.01 and 1.02)		x	x	x	x				x	x																					x				x		Closed; fire damaged
	22	Concessions and private beach at Ocean Blvd. near Laird Street (Block 298, Lots 2.01, 3.01, 3.02)		x	x	x	x					x											x	x	x		x						x				x		Boardwalk; concessions
BRANCHPORT CREEK	9	Liberty Street Right-of-Way	x		x														x												x	x							Pile of brush; partial view; 60' Right-of-Way
	11	Pleasure View Park at Atlantic Avenue	x		x	x																					x		x		x	x							Playing fields; No parking; partial view; Municipal; 5 acres
	12	Branchport Avenue Bridge	x		x																					x							x			x	x		Sidewalk
	13	Branchport Park at Branchport Avenue	x		x	x	x																	x			x		x		x		x						Green Acres; Municipal Park; 1.25 acres
	17	Atlantic Avenue Park and Boat Ramp	x		x	x	x			x	x																				x	x							Municipal Park; 5 acres
	14	Casa Comida Restaurant at Branchport Avenue		x	x									x										x							x					x	x		
	15	Mariner's Emporium at Renwick Place		x	x	x	x	x	x	x														x		x					x								
TROUTMANS CREEK	5	Park at Atlantic Avenue	x		x	x	x				x												x				x				x								Municipal; 1 acre
	6	Atlantic Avenue Bridge	x		x																																		Sidewalk both sides - 7' wide
	7	Joline Avenue Bridge	x		x																																		Sidewalk
	8	Seaview Avenue Bridge	x		x																																		Sidewalk both sides - 6' wide; Marsh
	10	Rivers Edge Shopping Mall at Liberty Street		x	x																			x								x	x						View from service area only
MANAHASSETT CREEK	1	Patten Avenue Bridge	x		x																	x									x		x						No fishing - narrow bridge No walkway
	2	Riddle Avenue Right-of-Way	x		x	x												x				x									x	x							30' Right-of-Way
	3	Manahassett Avenue Right-of-Way	x		x	x												x				x									x								40' Right-of-Way
	4	Narragansett Avenue Right-of-Way	x														x														x	x							No view; 65' Right-of-Way
	16	Long Branch Ice Boat & Yacht Club at Marine Place (R)		x	x	x	x	x	x	x														x		x					x								

Inventory of Existing Waterfront Access Sites -Long Branch (LB)

#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses							Comments
															R.O.W. Terminates at:																					
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	

Notes: Approximately 55% of the ocean frontage in Long Branch is publicly owned. Less than 6% of the frontage on Manahassett, Branchport, and Troutman's Creek in Long Branch is owned by the City.

The City is currently negotiating to purchase the National Guard Armory which abuts the Oceanfront Promenade between Cooper Avenue and Broadway and also hopes to purchase an adjacent privately-owned vacant lot for conversion to public recreation use.

The City's Environmental Commission prepared a report recommending acquisition of four waterfront sites for public park use: Takanassee Beach Club (#41), Brighton Avenue (#42), Troutman's Creek Riverwalk (a linear park along Troutman's Creek), and an assemblage of public and private parcels along Long Branch Avenue, Naragansett Avenue and Manahassett Creek.

Few private properties along the creeks have been designed to relate to the waterfront or provide any intended access.

Inventory of Existing Waterfront Access Sites -Manasquan (MA)

	#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
															R.O.W. Terminates at:																							
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN	16	Public Beach	x		x	x																			x		x	x		x	x			x					Limited parking 1st Ave.; Access at street ROW's, Ocean Ave. disposal plant & perpendicular access easement; restrooms; Fee; 25 acres
	20	First Avenue Right-of-Way	x		x																x	x									x				x				Barbed wire, National Guard Encampment
	17	Sea Watch Beach & Restaurant - Ocean Avenue		x	x	x							x	x										x				x			x						x		End of boardwalk; Fee
LAKE	21	Stockton Lake Recreation Area	x		x	x	x				x													x			x		x	x	x								Parking lot 1 block from beach; Municipal park - 5 acres
	22	Stockton Lake Blvd. and Park	x		x		x				x										x	x					x				x								No parking anytime; bulkhead with walkway along river; linear park
RIVER	15	Riverside Drive Right-of-Way	x		x	x															x	x		x		x	x				x		x						1 hour parking 9am - 6pm
	23	Fisherman's Cove	x	x	x	x																									x		x				x	x	Vacant land, some privately-owned, some municipally-owned. Used by public for walking, fishing, swimming & sunbathing
CREEKS	6	Deep Cut Creek Drive Right-of-Way	x		x	x											x			x	x	x									x								No parking on street; 50' Right-of-Way
	7	Warren Avenue Right-of-Way	x		x												x				x	x									x								60' Right-of-Way
	8	Perrine Blvd. Right-of-Way	x		x											x						x									x								Private docks along waterfront
	9	Mallard Park Cedar Avenue	x		x	x				x		x											x				x		x	x	x								Playing fields; Basketball, public dock, Municipal Park - 5.8 acres
	10	Euclid Avenue Right-of-Way	x		x	x														x	x		x								x								
	11	Borough Parking Lot - Outlet Creek 4th Avenue	x		x	x			x															x							x		x						Paved lot; Guardrail along water's edge; public dock; Municipal - 2.5 acres
	12	Long Avenue Right-of-Way	x		x														x		x	x	x								x								Partial view; 50' Right-of-Way
	13	Borough Land - 3rd Avenue	x												x									x							x		x						Compost Area; no visual access from parking lot
	18	River Park	x		x	x	x				x																				x			x					0.7 acres, 300 LF water frontage; adjacent to railroad
	19	Brielle Road at Glimmer Glass (Block 136, Lot 27)	x		x	x	x					x														x					x								
	1	The Drawbridge Restaurant and Marina - Brielle Road		x	x	x		x	x					x										x									x						
	2	Jim's Bait and Tackle Brielle Road		x	x	x							x											x									x						
	3	Robinson's Anchorage Brielle Road		x	x	x			x				x											x									x						No view from road

Inventory of Existing Waterfront Access Sites -Manasquan (MA)

#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses							Comments
															R.O.W. Terminates at:																						
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
4	Glimmer Glass Marina Brielle Road		x	x	x		x	x	x														x							x		x						Partial view - seasonal
5	Castaways Motel & Marina Brielle Road		x	x	x		x	x				x	x										x							x		x						
14	Fisherman Cove Bait/Tackle Riverside Drive (R)		x	x	x							x											x		x					x		x						

Notes: Approximately 95% of the oceanfront, 60% of the Manasquan River frontage, and 65% of the Stockton Lake frontage in Manasquan is owned by the Borough. Public ownership on other creeks is minimal.

Borough owns and leases 141 boat slips along Watson and Sherman's Creek at Mallard Park (#9) and the Borough parking lot at 4th Avenue (#11).

Borough acquired Site #19 including the pier as a condition of the adjacent residential development. They intend to sign the site as a public access site.

The Borough identified the foot of Warren Avenue (Sites #7, 8, 24) as a potential boat ramp site.

Fisherman's Cove has been targetted for open space preservation by the Borough, County, and State, but the private land owner has filed suit to permit development.

Inventory of Existing Waterfront Access Sites -Middletown Township (MT)

	#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																						
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Sealing	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
SWIMMING	1	Lincroft Acres Park at Swimming River	x		x		x				x																			x	x			x					Green Acres; adjacent to Naval RR; Municipal - 59 acres; soccer fields; wetlands
	2	Swimming River Road Bridge	x		x																																		
RIVER	3	May Place Right-of-Way	x		x														x			x	x								x								
	6	West Front Street Bridge	x		x	x																									x							x	Views from roadway; County owns Block 368.01, Lot 5 at bridge crossing; Walkway one side
	10	Dutch Neck Tract May Place	x		x		x				x																				x								Municipal park land; 78 acres; undeveloped wetlands along Swimming River
	11	Township Open Space Block 365, Lot 36	x		x																										x								29 acres; wetlands; no road access
	4	Chris's Deli at West Front Street		x	x								x											x							x		x						Patron parking only
	5	River Plaza Marina at West Front Street		x	x	x	x	x	x	x			x											x		x							x						Boat rental for fishing
NAVESINK	7	Conover Avenue Right-of-Way	x		x														x			x									x								Steep slope to river
	9	Center Street Right-of-Way	x		x														x			x									x								Marsh below steep slope
RIVER	12	Oceanic Bridge Approach	x		x	x	x																	x		x					x								
	13	Hartshorne Woods Park	x		x	x	x																	x						x	x								County; Green Acres; Trails; approximately 735 acres, 7500 LF water frontage
	14	Hartshorne Woods Road	x		x	x	x													x		x									x					x			Open Views
	8	JCP&L Easement Conover Lane (R)		x	x														x		x										x								View from road partially obstructed in summer

Notes: Approximately 50% of the frontage on the Swimming River between Swimming River Road and West Front Street and approximately 15% of the frontage on the Navesink River in Middletown is publicly owned.

Local, County and State facilities along the Raritan Bay which is outside the project area provide ample access opportunities to this waterbody. However, public physical access to both the Swimming River and the Navesink River is extremely limited and most of the waterfront land is developed. A four car parking area at the approach to the Oceanic Bridge (#12) and stairs at the bulkhead were provided as a condition of prior Shore Protection funds and provide much needed public access to the Navesink River. While the County owns considerable water frontage along the Navesink River at Hartshorne Woods Park (#13), steep slopes at the river's edge severely constrain physical access opportunities. Steep slopes also limit physical access to the Swimming River at the Township owned Dutch Neck Tract (#10).

The Township had negotiated the dedication of a 10 acre tract on the Swimming River for park use as a condition of a site plan approval, but a legal challenge of the zoning by another property owner has delayed the transfer of this tract to the Township. Preliminary plans for the site include a small boat/canoe rental facility.

Inventory of Existing Waterfront Access Sites - Monmouth Beach (MB)

	#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																							
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN	16	Monmouth Beach Pavilion - public beach	x		x	x	x			x				x										x		x	x	x		x	x								Small sand beach; view from parking lot; fee charged; open to fishermen off-season
	18	Misc. Small Lots B-1,L-3,5,6,7;B-16, L-2,4,6,8	x		x	x	x																															x	Borough owned oceanfront properties; only improvements are stairs across seawall at Central and Seacrest Roads
	17	Monmouth Bath and Tennis Club		x	x	x	x							x										x		x		x		x	x	x							Tennis; fencing restricts all access to members year round.
RIVER	1	Riverview Road Right of Way	x		x	x										x					x	x									x							x	Extremely Narrow
	2	Seacrest Road Right -of -Way	x		x	x										x						x									x	x			x				No parking. State police pier/dock;
	4	Central Road Right-of -Way	x		x	x										x				x		x										x	x					x	Good view; adj. marina
	7	West Street Right-of-Way	x		x	x	x			x						x						x										x	x						Signage at access point; no parking at boat ramp
	9	Shorelands Park at North Road	x		x	x	x				x					x						x		x			x		x		x		x						1.2 acre Municipal Park
	10	Meadow Avenue at Jims Creek	x		x																	x									x	x						x	View from road
	11	NEMC Regional Sewerage Authority	x		x	x																		x						x	x	x							Fenced; softball field
	5	Atlantis Yacht Club at River Avenue		x	x	x	x	x	x																					x	x	x							Members only
	6	Channel Club Marina at West Street		x	x	x	x	x	x	x			x											x						x	x	x	x						Members only
	8	Monmouth Sailing Center at West Street		x	x	x	x		x	x			x																		x		x						
CREEK	12	Patten Avenue Bridge	x		x	x	x			x						x						x	x	x							x						x	x	View of Manahassett Creek; no walks; extremely narrow
	13	Tocci Avenue Right-of-Way	x		x	x	x				x					x								x		x	x		x	x	x				x				Adj. to Griffin Park; 5 car/trailer parking spaces for boat ramp; Patten Ave. bridge limits size of boats using this ramp
	14	Griffin Street Memorial Park	x		x	x	x																	x			x			x	x						x		Adj. to school; good condition; port-a-john; bike racks; Green Acres 1.8 acres
	15	Griffin Street School Property (R2)	x		x	x	x																	x			x			x	x						x		Tennis Courts; 24 car spaces; 6 acres; maintained as part of Griffin Park

Inventory of Existing Waterfront Access Sites - Monmouth Beach (MB)

#	Location	Type of Access																		Uses/Facilities							Adj. Land Uses							Comments
														R.O.W. Terminates at:																				
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	

NOTES: Approximately 15% of the oceanfront in Monmouth Beach is publicly owned. Minimal land on the river and creek is in public ownership.

The Borough Beach (#16) almost did not open for the 1992 season due to lack of sand beach resulting from an October 1991 storm. A beach replenishmei project is scheduled for fall 1992. Lack of parking at the beachfront may become an issue when the beach is replenished and now that stairs across the seawall have been constructed near Central and Seacrest Roads. Parallel parking along the east side of Ocean Ave. and construction of parking lots on municipal properties at Valentine and Cottage Roads have been discussed, but pedestrian safety at Ocean Avenue is a concern. The abandoned icehous at Park Road could be acquired and developed for beach parking. Relaxation of seasonal restrictions on parking on side streets would also provide additional parking.

The State Marine Police may be relocating to a new site. If the Seacrest Road facility (#2) were abandoned for this use, it should be retained as a public access site; the dock could provide physical access to the River and the property at Ocean Avenue could be used for parking for the dock and for people using the public access stairs over the seawall at Seacrest Road. Portions of the NEMC Sewer Authority property (#11) are currently used for organized sports. Because of its river frontage, arrangements to permit public waterfront acess would be desirable. Swimming may be possible as water quality has been improving.

Inventory of Existing Waterfront Access Sites -Neptune City (NC)

#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																						
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
RIVER	1	Sylvania Avenue Park	x		x					x													x			x		x		x		x	x	x				No signs to park; partial view to water; no acknowledgment of water; Municipal Park, 6.6 acres
	2	Neptune Avenue Right-of-Way	x		x													x												x								Pile of debris; 44' Right-of-Way
	3	Windsor Court Right-of-Way	x		x	x														x	x	x								x							x	No dumping; condemned shellfish area; 50' Right-of-Way
	4	Memorial Park at Riverview Avenue (R)	x		x	x	x			x													x			x		x	x	x								Picnic tables; No fishing; Municipal Park, 5 acres

Notes: Approximately 30% of the Shark River frontage in Neptune City is owned by the Borough.

The no fishing policy at Memorial Park resulted in response to illegal clamming activites and conflicts with supervised swimming which has since been abandoned due to poor water quality and budgetary constrants; shallow depth made it undesirable for fishing. Potential exists to expand park area by acquiring residential property on the market. Park is now used for launching of car top and smaller boats; expansion would permit construction of slips fo lease or for boat rentals.

Inventory of Existing Waterfront Access Sites -Neptune Township (NT)

	#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																						
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN	14	Private Beach Ocean Grove		x	x	x	x															x		x		x	x		x	x	x							Restrooms: fee charged
	15	Ocean Grove Fishing Club		x	x	x	x					x													x													Access from boardwalk
RIVER	1	Remsen Mill Road Bridge	x		x																																	Guardrail; no sidewalk
	2	Brighton Avenue Bridge	x		x																																	No sidewalk; No fishing, crabbing, parking allowed; pipe across water
	6	Riverside Drive North	x		x	x																	x							x		x						Unofficial pulloff
	7	Tuckers Point Bridge	x		x																																	One 5' wide walkway
	8	Riverside Drive at Wilson Road	x		x																									x				x				Vacant
	16	Shark River Golf Course at Old Corlies Avenue	x		x	x																	x							x								County facility; 176 acres
	18	Municipal properties (Block 558, Lots 1.01, 1.03, 1.23) West & South Concourse	x		x	x																											x					Small disjunct lots between roads and river
	19	Municipal property (Blocks 501, 501.01) Norwalk Place	x		x	x																														x	x	
	3	Riverside Drive South		x	x	x																									x							Used without authorization as pulloff
	4	Shark River Beach & Yacht Club at Riverside Drive		x	x	x	x	x	x	x													x							x								
	5	Shark River Hills Marina at Riverside Drive		x	x	x	x	x	x	x													x		x							x						Full scale marina; dry dock; hoist; food
	9	West Concourse Avenue		x	x				x																					x								Private docks along road
	10	Bry's Marina at South Concourse		x	x	x	x		x														x									x	x					
	11	Polo Club Restaurant at South Concourse		x	x	x	x		x					x									x										x					Parking for patrons only; use to be displaced by reconstruction of bridge
	12	Lobster Bait shop at South Concourse		x	x	x	x		x				x										x										x					
	17	Seaview Marina at Shark River		x	x	x	x	x	x	x													x									x						Public access and Utility easement along and to waterfront; public use of boat ramp for fee

Inventory of Existing Waterfront Access Sites -Neptune Township (NT)

#	Location	Type of Access																		Uses/Facilities							Adj. Land Uses							Comments
														R.O.W. Terminates at:																				
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	

Notes: None of the ocean frontage or Fletcher Lake frontage in Neptune Township is publicly owned. The Ocean Grove Camp Meeting Association owns the beach and boardwalk and Fletcher Lake Park which are open to the general public. Minimal frontage on the Shark River is publicly owned. The Township has extensive frontage along the Shark River but little is publicly owned. Visual access from roads paralleling the river is good, but the strip of land between the river and road is privately owned.

A previous municipal proposal to improve Site #19 for public access was strenuously objected to by area residents and was abandoned. The Township is now planning to improve Block 558, Lot 1.03 (part of Site #18) as a passive pocket park which they expect will be better received as there are existing marine uses in the area.

Inventory of Existing Waterfront Access Study Sites-Oceanport (OC)

	#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses								Comments
																	R.O.W. Terminates at:																						
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
RIVER	7	Nicholson Place Right-of-Way	x		x														x			x									x								Piles of brush; 70' Right-of-Way
	9	Pocono Avenue Right-of-Way	x		x	x														x	x										x								50' Right-of-Way
	10	Paul Sommers Sr. Scout Park at Pocono Avenue	x		x	x	x				x																x				x								No parking; Municipal; 0.3 acres
	8	Pleasure Basin Yachts at Comanche Drive		x	x	x	x	x	x	x			x											x							x								
BAY	11	Seawaneka Avenue Boat Ramp	x		x	x	x			x	x													x							x		x						No sign; Municipal; 1.4 acres; boat launch is hard sand beach suitable for smaller boats only
	13	Blackberry Bay Park Port Au Peck Avenue	x		x	x	x			x	x													x			x		x	x	x								Green Acres; Pool; Tennis; Fields; Restrooms; signage; Basketball; Municipal Park; 9.5 acres
	14	Mohawk Avenue Right-of-Way	x		x	x															x	x									x								50' Right-of-Way
	15	Hiawatha Avenue Right-of-Way	x		x	x													x	x	x	x									x								50' Right-of-Way
	12	Shrewsbury Sailing Yacht Club at Seawaneka Avenue		x	x	x	x																	x							x								
BRANCHPORT CREEK	2	Doreen Drive Right-of-Way	x		x														x			x									x								Partial view; 40' Right-of-Way
	3	Branchport Avenue Bridge	x		x																										x		x						Sidewalk one side - 5' wide
	5	Ilasca Place Right-of-Way	x		x	x													x		x										x								50' Right-of-Way
	27	Municipal Property-Orchard Drive (Block 105, Lots 8,10; Block 108, Lots 10, 13)	x		x	x																									x								Vacant, 5 acres, 750 LF frontage
	28	Municipal Property - Ausable Avenue (Block 1, Lot 13)	x		x	x																									x								Vacant, .45 acres, wooded
	6	Warren Place Right-of-Way	x		x	x	x			x											x										x								Paved access; no off-street parking for boat launch; 40' Right-of-Way
	1	Monmouth Park RaceTrack at Port Au Peck Avenue		x																				x							x	x	x						
	4	River Street Yachts at River Street		x	x	x	x	x	X	x			x											x							x								
OCEANPORT CREEK	16	Driveway Right-of-Way	x		x	x													x												x								Cul-de-sac with open views; 20' Right-of-Way
	17	Charles Park at Monmouth Blvd.	x		x	x	x				x													x			x		x		x								3 parking spaces; Municipal Park 1.8 acres
	18	Deal Avenue Right-of-Way	x		x	x														x	x										x								50' Right-of-Way

Inventory of Existing Waterfront Access Study Sites-Oceanport (OC)

#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
															R.O.W. Terminates at:																						
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Sealing	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
19	Allenhurst Avenue Right-of-Way	x		x														x	x	x										x								Seasonal view; 50' Right-of-Way
20	Woodside Place Right-of-Way	x		x														x												x								Seasonal view; 40' Right-of-Way
21	Rewolf Avenue Right-of-Way	x		x																										x								Parallels waterfront; 45' Right-of-Way
22	Bridgewater's Drive Bridge	x		x																											x	x						No sidewalk
23	East Main Street Bridge	x		x	x																										x	x			x			No sidewalk
24	Old Wharf Park at East Main Street	x		x	x	x				x													x			x		x		x	x							Green Acres; Municipal Park, 2.4 acres; add'l public parking across street
25	Oceanport Avenue Bridge	x		x	x																										x	x						Sidewalks both side - 6' wide
26	Fort Monmouth (R)	x		x	x																									x								Not open to the general public

Notes: Approximately 10% of Oceanport's considerable water frontage is owned by the Borough.

Existing improved and unimproved points and their distribution offer significant public access opportunities to all tidal water bodies in the Borough. In particular, Blackberry Park was mentioned by Oceanport and nearby towns as a good access site and permits have been secured to improve the existing ramp to accommodate larger boats at low tide.

Consideration should be given to ensuring public access to the waterfront within the Fort Monmouth property if all or part of the site were declared surplus.

Inventory of Existing Waterfront Access Sites -Red Bank (RB)

#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
															R.O.W. Terminates at:																						
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Mutli-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
RIVER 1	Newman Springs Road Bridge at Swimming River	x		x																																		4 Lane Highway; one 5' wide walk
2	Vacant City land at Munson Street	x		x																										x								Vacant; 8 acres; wetlands/flood plain
3	Chapin Avenue Right-of-Way	x		x	x	x									x						x	x														x		Asphalt ramp to river; adjacent to convalescent home; open view
4	Red Bank Landfill - Sunset Avenue	x		x	x																									x						x	x	8.55 acres
5	West Bergen Place Right-of-Way	x		x	x										x						x	x								x								Eroded grass path to River; application for CDBG funds for a boat ramp pending
6	Bank Street Right-of-Way	x		x																x	x									x								No parking; steep slope to water; seasonal view
7	River Street Right-of-Way	x		x														x			x	x								x						x		Pile of earth at end of pavement; seasonal view
8	Red Bank Primary School at River Street	x		x	x																	x	x							x	x							Partial view - seasonal; approx. 1500 LF water frontage
9	Locust Avenue Right-of-Way	x																		x	x									x	x							Screen fence blocks view and physical access
10	West Front Street Bridge	x		x																										x								Narrow sidewalk - 1 side
12	Route 35 Bridge	x		x																												x						Sidewalk - 1 side
16	Maple Avenue Right-of-Way	x		x														x		x	x									x		x					x	Restricted parking; fenced; 60' Right-of-Way
18	Red Bank Library at Front Street	x		x																		x								x		x						
21	Marine Park at Union Street	x		x	x	x		x		x	x												x		x	x		x	x			x						Restrooms; Green Acres; good condition; Municipal Park - 4.3 acres
24	North Washington Street Right-of-Way	x		x	x	x			x																									x				Parking in Hospital lot; Access to ramp controlled by Hospital Security
25	Prospect Avenue Right-of-Way	x		x																x	x									x								Narrow Roads
27	Haddon Park Right-of-Way	x		x	x													x			x									x								Gate; seasonal view
11	Exxon Gas Station at Rector Place		x	x	x							x																		x								Public access easement pending
13	Oyster Point Hotel Bodman Place		x	x	x	x	x	x	x				x	x									x		x	x					x	x						Hotel; public access easement along river; signage at access point; good condition
14	Office Building - Bodman Place		x	x	x	x						x		x									x									x						Grass unimproved; no signs; access easement; bulkhead

Inventory of Existing Waterfront Access Sites -Red Bank (RB)

#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses								Comments
															R.O.W. Terminates at:																							
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
15	Molly Pitcher Inn at Riverside Avenue		x	x	x	x	x	x	x			x	x										x								x							View from parking lot; public access easement pending
17	Salvation Army at Riverside Avenue		x	x	x																									x	x							
19	North Shrewsbury Ice Yacht Club - Union Street		x	x	x	x	x	x	x														x									x						
20	Monmouth Boat Club at Union Street		x	x	x	x	x	x																								x				x		
22	Boat Sales at Wharf Avenue		x	x	x	x						x											x											x		x		
23	Riverview Hospital at Union Street		x	x								x											x									x						Building design does not take advantage of waterfront
26	Buena Place Private Right-of-Way		x	x	x	x															x									x								Concrete path to waters edge, no view from road
28	Sealand Boat Livery Front Street		x	x	x	x			x			x											x						x			x						Boat Rental; adjacent to bridge; picnic table

Notes: Approximately 25% of the frontage on the Navesink River is owned by the Borough but the 4.3 acre Marine Park is the only major improved public access site.

The Borough has filed a Green Acres application for funding to acquire a 1.5 acre vacant parcel with 200 LF frontage between Broad Street and Maple Avenue which they hope to improve for passive use. This would complement Marine Park which is used for many special events. The Borough perceives access to the waterfront as enhancing economic development potential.

The Borough development ordinance requires dedication of public access easements to and along the river as a condition of development approvals. Existing easements include Oyster Point Hotel (#13), the Bodman Place Office Building (#14), the Navesink House (a highrise care facility), and the Bluffs (a townhouse development). An easement is pending for the Exxon Station (#11). It is intended that there would ultimately be continuous access along the river.

Clearing of debris and removal of fencing at street ends on the west side of the Borough could provide improved public waterfront access to residents of these neighborhoods. The Red Bank Primary School (#8) also has access potential.

Several properties on the west side of Maple Avenue contain vacant and delapidated buildings. The Borough identified this area as a potential boat ramp site.

Inventory of Existing Waterfront Access Sites -Rumson (RU)

	#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																						
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
NAVESINK RIVER	5	Victory Park	x		x	x	x				x													x			x		x	x	x		x						Picnicking; swimming beach closed; good condition; for Rumson residents only by deed restriction; 6 parking spaces; Municipal Park - 3.5 acres
	9	Avenue of Two Rivers Right-of-Way/Borough Hall	x		x	x	x			x	x													x			x				x						x		Permit req. for boat launch; porta-john available; located to rear of Boro Hall & Recycling Center; water frontage equals 370 LF
	10	Oceanic Bridge	x		x																																		One 5' wide walkway; no fishing
	4	Barnacle Bill's Marina & Restaurant at First Avenue		x	x	x	x		x			x		x										x							x								Parking for patrons only; Good condition
	6	Oceanic Marina at Washington Street		x	x	x	x	x	x	x			x										x			x					x						x		Fair condition; boat rental for fishing
	7	Fisherman's Restaurant at Washington Street & Bingham Avenue		x	x	x	x		x															x			x						x						
SHREWSBURY RIVER	15	West Park at Rumson Road	x		x	x	x				x												x			x	x		x		x				x				Bank fishing; good condition; Municipal Park - 2.87 acres; swift currents
	16	Sea Bright Rumson Bridge (Route 520)	x		x																										x		x						Walks both sides - 5' wide
	21	Grant Avenue Right-of-Way at Oyster Bay	x		x	x	x													x		x									x								Small floating dock at end of Right-of-Way for use of area residents; 50' Right-of-Way
	25	Avenue of Two Rivers South (R)	x		x	x										x							x								x								No parking within 450' of river; 50' Right-of-Way

Notes: Less than 6% of the frontage on the Navesink and Shrewsbury Rivers in Rumson is publicly owned.

There are many public access sites in Rumson but actual access opportunities are limited. Narrow residential streets and parking restrictions limit access at most of these sites to pedestrians and ordinances prohibit fishing and crabbing at most sites due to potential hazard of someone falling into the river and the potential nuisance of these activities to adjacent residents. Such sites have been excluded from the inventory at the request of Rumson officials. The municipal boat launch (#9) provides significant access opportunity and because of the ample parking at that site, it serves many non-residents. The Borough officials indicated they had no plans or desires to make access improvements which would attract additional use.

Inventory of Existing Waterfront Access Sites -Sea Bright (SB)

	#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																							
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN	6	Access easement to Ocean Ocean Avenue	x		x	x	x								x																		x						20' easement - 5' path; Fence & gate; Stairs over seawall; No signs; no view
	20	Public Beach	x		x	x	x																	x		x		x			x		x						Fee; Fishing jetties, bank, surf, beach buggy; 8.7 acres
	40	Marlus Lane Right-of-Way	x			x	x																								x							x	Seawall blocks view; No parking; 35' R.O.W.; Stair over wall
	41	State Beach Ocean Avenue	x		x	x	x																										x						Former site of Anchorage Beach Club; unimproved - to be developed by State and operated by Borough; 2 acres
	43	Via Ripa Road Stairs Ocean Avenue	x		x	x	x																			x												x	Parking proposed
	44	Riverview Place stairs Ocean Avenue	x		x	x	x																			x												x	Parking proposed
	2	Driftwood Cabana & Fitness Club - Ocean Avenue		x	x	x	x						x	x										x			x	x	x	x	x	x	x						No view from road; Fee
	3	Edgewater Beach & Cabana Club - Ocean Avenue		x	x	x	x						x	x										x			x	x	x	x	x	x	x						No view from road; Fee
	5	Trade Winds Ocean Avenue		x	x	x	x						x											x			x	x	x			x	x						Night Club; Tennis; Fee
	14	Donovans Reef Bar East Center Street		x	x	x	x							x										x									x					x	Patron parking lot
	23	Chapel Beach Club Ocean Avenue		x	x	x	x						x											x				x					x					x	No view from road; Fee
	24	Sea Bright Beach Club Ocean Avenue		x	x	x	x						x											x				x				x	x						No view from road; Fee
	25	Surfrider Beach Club Ocean Avenue		x	x	x	x						x											x				x		x	x		x					x	No view from road; Fee
	26	Sands Beach Club Ocean Avenue		x	x	x	x						x															x				x							No view from road; Fee
	46	Ship Ahoy Beach Club		x	x	x	x						x											x		x		x					x						No view from road; fee; includes parking lot on river opposite club which is used informally by fishermen off-season
	42	Peninsula House site Ocean Avenue		x	x	x																											x				x		Unimproved; former use destroyed by fire; 5 acres
RIVER	1	Island View Way R.O.W.	x		x	x														x		x									x								
	4	Imbrie Place Right-of-Way	x		x	x														x		x	x								x		x						Very wide road; 1 hour parking 10-6 95' R.O.W..
	13	Osborne Street R.O.W.	x		x	x														x		x									x	x							Tie-up; 30' R.O.W.
	15	Center Street Right-of-Way	x		x	x														x		x									x								Pedestrian walk at waters edge; 40' R.O.W.

Inventory of Existing Waterfront Access Sites -Sea Bright (SB)

#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
															R.O.W. Terminates at:																						
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
16	Beach Street Right-of-Way	x		x	x														x		x									x	x							Narrow street, parking difficult 30' R.O.W.
18	South Street Right-of-Way	x		x	x														x		x											x						25' R.O.W.
19	River Street Right-of-Way	x		x	x														x		x	x								x		x						1 hour parking; 40' R.O.W.
21	Peninsula Avenue R.O.W.	x		x	x														x		x									x	x							No parking; 50' R.O.W.
22	Rumson Road Right-of-Way	x		x	x	x													x		x	x					x				x							Deck and lawn area
28	Shrewsbury Way R.O.W.	x		x	x														x	x	x									x								No parking; 25' R.O.W.
29	Bellevue Place R.O.W.	x		x	x	x		x											x		x									x								No parking; Parallel to River
30	Beachway Right-of-Way	x		x	x														x		x									x								No parking anytime; Wide street 50' R.O.W.
33	South Way Right-of-Way	x		x															x	x	x									x								20' R.O.W.
34	Jenkinson Street R.O.W.	x		x															x	x	x									x								Parallel to river; 20' R.O.W. Overtaken by adjacent residences
35	Waterview Right-of-Way	x		x															x		x									x								20' R.O.W.
36	Park at River Street	x		x	x	x				x																	x			x		x						Municipal - 0.35 acres; 40 LF water frontage; adj. to J.C.P. & L. transformer
39	Via Ripa Right-of-Way	x		x															x	x	x									x								25' R.O.W.
17	Church Street R.O.W.	x		x	x														x			x										x						Bulkhead areas of adjacent commercial buildings suitable for access easements
7	Navesink Marina Imbrie Place		x	x	x	x	x	x	x				x										x							x		x						Public restaurant
8	Surfside Marina Ocean Avenue		x	x	x	x	x	x	x														x								x	x						
9	Angler's Marina Ocean Avenue		x	x	x	x	x	x	x			x											x								x	x						
10	Sandy Hook Yacht Sales Ocean Avenue		x	x	x	x	x	x	x																					x	x	x						
11	Covesail Marina Ocean Avenue		x	x	x	x	x	x	x			x																				x						
12	Carriage House Marina Ocean Avenue		x	x	x	x	x	x	x																					x	x	x						

Inventory of Existing Waterfront Access Sites -Sea Bright (SB)

#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses							Comments
														R.O.W. Terminates at:																						
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
27	Rum Runners Ocean Avenue		x	x	x	x							x										x									x					x	No fishing sign
31	Chuckling Oyster Ocean Avenue		x	x	x	x							x										x							x		x					x	
32	Ocean View Marina Ocean Avenue		x	x	x	x	x	x	x														x							x	x	x						
37	Gaiter's Restaurant Route 36 Ramp		x	x	x								x										x							x		x						
38	Something Fishy Route 36 Ramp		x	x	x								x										x									x						

Notes: Approximately 10% of the riverfront in Sea Bright is publicly owned.

In conjunction with the seawall reconstruction, partially funded by Shore Protection Program monies, maintenance and access easements were secured along the west side of the seawall and stairs for access across the wall were built near Via Ripa Road and Riverview Place (#43 and #44). Small parking lots (approx. 15 cars) are proposed at these locations and widening of the concrete backsplash will permit its dual use as a bikeway. Beach replenishment along the oceanfront is scheduled for Fall 1992. Consideration is being given to accepting conversion of one private beach club to public beach use in lieu of access easements across all the beach clubs as would normally be required as a part of the process. These improvements will help to ameliorate the existing lack of both visual and physical access to the ocean resulting from the seawall itself, parking restrictions on Ocean Avenue, and private ownership of much of the beachfront.

The former Anchorage Beach Club (#41) is owned by the State. It is intended that the State will develop the site as a public beach and it will be operated by the Borough, but the State has not had sufficient funds to make any improvements. At present, the site is fenced and provides no access.

Riverfront street ends are popular with fishermen but the narrow streets cannot accommodate the parking demand. Fishermen also use, without authorization, private parking lots for fishing access to the river. The Borough has had conversations with riverfront and oceanfront property owners re: agreements for off-season public use but concerns re: liability and maintenance have been obstacles.

The Borough has constructed new bulkheading at Imbrie Place (#44) and intends to provide parking down the center of this 95 foot wide ROW. The river is shallow here so it is not a good fishing spot, but it provides good visual access and may be a suitable location for a public boat ramp which the Borough has identified as a need.

Other contemplated access projects include improvements to the River Street Park (#36) and acquisition of an easement between the Rumson/Sea Bright bridge (#45) and the small park area at the Rumson Road right-of-way (#22).

Inventory of Existing Waterfront Access Sites -Sea Girt (SG)

#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses								Comments
															R.O.W. Terminates at:																							
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN 1	Public Bathhouse Ocean Avenue at the Terrace and Beacon Avenues	x		x	x	x																x		x		x				x								Lockers, restrooms, food concessions
2	Public Beach between Spring Lake border & Trenton Avenue, Neptune Ave. and the National Guard	x		x	x	x																x		x	x		x			x						x		Boardwalk extends from Beacon to Trenton Ave; access at all intersecting street ROW including trash receptacles, bikeracks & stairs; free street parking
3	National Guard Encampment (R)	x		x	x																								x	x								Playing fields; fenced; also fronts on Stockton Lake

Notes: Approximately 65% of the oceanfront is municipally owned and operated as a public beach. The National Guard Encampment occupies the majority of the remaining oceanfront as well as all of the Stockton Lake frontage within the Borough. If the current uses of the 164 acre Encampment were abandoned, public use for water access and other recreation should be considered.

Inventory of Existing Waterfront Access Sites -Spring Lake (SL)

#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses							Comments
															R.O.W. Terminates at:																					
		Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
OCEAN	1	Public Beach	x		x	x	x															x		x		x	x		x	x								Free parking on Ocean Avenue; fee in season. Bath houses and swimming pools at Brighton and Sussex Avenue.

Notes: 100 percent of the oceanfront in Spring Lake is municipally owned and operated as a public beach with a boardwalk and street parking extending along the length of the beach. Stairs at each intersecting street ROW provide access from the boardwalk to the beach.

Inventory of Existing Waterfront Access Sites -Tinton Falls (TF)

	#	Location	Type of Access																				Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																							
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
RIVER	5	Swimming River Park Leland Terrace	x		x	x	x				x																				x								Green Acres: Municipal - 14.7 acres
	2	Newman Springs Road Bridge at Swimming River	x		x																																		Walk on one side. 5' wide
	7	South Riveredge Natural Area	x		x																										x					x			Municipal; has no street frontage; public access via trails from Tinton Falls School on Hance Ave. across State Natural Area.
	3	First Reformed Church of Red Bank at Hance Avenue		x	x																			x							x								Fence at property line; Steep drop to river; Water tower in view
BROOK	4	Swimming River Natural Area Riverdale Avenue East	x		x	x	x																								x								No parking facilities; No signage; approx. 108 acres
	1	Riverdale Avenue East at Pine Brook	x		x	x	x																x								x					x			Adjacent to State Natural Area
	6	Mahala Atchison School Sycamore Avenue (R)	x		x	x																		x							x								

Notes: Approximately 75% of the Swimming River frontage east of Swimming River Road and 90% of the Pine Brook frontage east of the Garden State Parkway is publicly owned.

Large wetlands area make physical access to the Swimming River and Pine Brook for fishing or boating difficult. People presently launch canoes from a section of Swimming River Park (#5) off Leland Terrace. A proposed expansion of Swimming River Park which received Green Acres funding would include trails and a nature observation deck but there will be no physical access to the river.

A 1991 Management Plan for the State-owned Swimming River Natural Area (#4) recommends locations for signs identifying the area and construction of a ten car parking lot on Riverdale Avenue East.

People currently fish and crab from the Newman Springs Road Bridge (#21) although this is prohibited.

Inventory of Existing Waterfront Access Sites -Wall (WA)

	#	Location	Type of Access																			Uses/Facilities								Adj. Land Uses								Comments
																R.O.W. Terminates at:																						
			Public	Private	Visual	Physical	Intended Access	Marina	Dockage	Boat Launch	Park	Pier	Commercial	Restaurant	Other	Shoreline	Wetlands	Retained Slope	Natural Vegetation	Bulkhead	Guardrail / Fence	Improved Corridor	Street Parking	Off-street Parking	Boardwalk	Fishing	Seating	Supervised Swimming	Play Equipment	Other	Single Family	Multi-Family	Commercial	Industrial	Institutional	Conservation	Municipal	Vacant	
MANASQUAN RIVER	1	Hospital Road Bridge at Manasquan River	x		x																					x										x			Adj. to County & State land; Unpaved lot; Bank fishing below bridge; No walk
	3	Manasquan Wildlife Refuge Ramshorn Drive	x		x	x	x																	x		x					x					x	x		State land approx. 330 acres; Trails; Parking area
	4	Robert L. Brice Memorial Park Allenwood Lakewood Road	x		x	x																		x		x	x		x	x	x					x	x		20 acres; No launching boats or swimming; Municipal park; Bank fishing; Playing fields
	5	Allenwood/Lakewood Road Bridge	x		x	x																				x										x	x		
	6	Riverside Terrace Right-of-Way	x		x														x			x	x								x					x			View of River and wetlands
	7	Lakewood Road Right-of-Way	x		x														x		x	x	x								x								
	8	Connover Place Right-of-Way	x		x														x				x								x								
	11	Old Bridge Road Right-of-Way	x		x																		x													x			
	15	Manasquan River, Hospital Road Bridge, County Highway Department	x		x	x	x																			x										x			County land - 116 acres; adj. to Allaire State Park; undeveloped
	9	Sterling Place Right-of-Way		x	x	x													x					x							x								For Sterling Woods residents
	10	Harpoon Willy's Restaurant Old Bridge Road		x	x	x								x										x							x		x						
SHARK RIVER	12	Marconi Road Park Shark River	x		x						x																				x				x	x			Adj. to Fort Monmouth & Shark River County Park; Municipal - 20 acres; Marsh
	13	Shark River Park - Belmar Blvd. at Shark River	x		x						x																				x								Municipal park - 1.88 acres undeveloped
	14	Shark River County Park Brighton Avenue - G.S.P.	x		x	x	x			x	x												x	x		x				x	x				x	x	x		County park - 587 acres; restrooms, picnicking, play area, trails
	16	Marconi Road Right-of-Way (R)	x		x	x																x	x								x								Used informally for launching of small boats at high tide

Notes: Approximately 40% of the Shark River frontage east of Highway 18 and approximately 10% of the Manasquan River frontage east of Allenwood-Lakewood Road in Wall is publicly owned.

While there is considerable public land with water frontage in Wall, few are improved to permit physical access to the water for fishing or boating. The Township has no plans to make improvements at any of its sites due to cost and liability considerations. Additional improvements could be made at the County-owned site on Hospital Road (#15) to permit access to the river for fishing and canoeing.

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