2015 Master Plan Reexamination Report and Master Plan Amendments

Ocean Township
Ocean County, New Jersey

2015 Master Plan Reexamination Report and Master Plan Amendments

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Ocean County, New Jersey

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Master Plan Reexamination Report

Introduction

New Jersey's Municipal Land Use Law requires that each municipality in the state undertake a periodic review and reexamination of its local Master Plan. The purpose of the Reexamination Report is to review and evaluate the master plan and municipal development regulations on a regular basis in order to determine the need for updates and revisions. In addition, the preparation of a statutorily compliant Reexamination Report provides a legal presumption of validity of the municipal zoning ordinance. This report constitutes the Master Plan Reexamination Report for Ocean Township as required by the Municipal Land Use Law at NJSA 40:55D-89.

Ocean Township originally adopted its comprehensive master plan in 1982. The Township's last reexamination report was adopted in 2005. The current document (hereinafter referred to as the 2015 Master Plan Reexamination Report) serves as a reexamination of the 1982 Master Plan, as supplemented by 1999 Update, 2001 and 2005 Master Plan Reexamination Reports. Other significant planning documents in Ocean Township include:

- 1998 Circulation Element;
- 2000 Economic Redevelopment Plan;
- 2002 Open Space and Recreation Plan, as amended in 2005;
- 2003 Amended Land Use Plan Element;
- 2004 Amended Housing Plan Element and Fair Share Plan;
- 2004 Edgemont Park Subdivision Redevelopment Plan;
- 2004 Route 9 Phase I Redevelopment Plan;
- 2005 Route 9 Phase I Redevelopment Plan Amendments;
- 2005 Stormwater Management Plan Element;
- 2005 Amended Land Use Plan Element, Circulation Plan Element, & Master Plan Reexamination Report;
- 2005 Housing Plan Element & Fair Share Plan, Cycles I, II, & III;
- 2006 Land Use Element Amendment Environmental Constraints & Bayfront Conservation Areas;
- 2008 Housing and Fair Share Plan;
- 2008 Municipal Stormwater Management Plan;
- 2008-2012 Community Forestry Management Plan;
- 2012 Floodplain Management Plan;

- 2013 Waretown Town Center Redevelopment Plan; and,
- 2014 Strategic Recovery Planning Report.

While the 2015 Master Plan Reexamination Report is broad in scope, it has been prepared in light of the experience of Hurricane Sandy. It, therefore, places special emphasis on facilitating recovery from Hurricane Sandy's impacts, as well as promoting resiliency to future storm impacts and other potential natural hazards. To achieve this, the 2015 Master Plan Reexamination Report recommends a number of updates and revisions to the municipal master plan. These changes have been compiled into a master plan amendment, which is appended to this document.

Requirements of the Reexamination Report

The Municipal Land Use Law requires that Ocean Township provide for the reexamination of the municipal master plan and development regulations at least once every ten years. The purpose of the reexamination is to review the progress of the Township in achieving its planning objectives, and to consider the need for changes in order to ensure that the municipal plan is current and meets the needs of the Township. The municipal planning board is responsible for completing the reexamination, and preparing and adopting by resolution a report on the findings of the reexamination.

The Municipal Land Use Law requires that the reexamination report state the following:

- The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report;
- The extent to which such problems and objectives have been reduced or have increased subsequent to such date;
- The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in state, county and municipal policies and objectives;
- The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared; and,
- The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the Local Redevelopment and Housing Law (NJSA 40A:12A-l et seq.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

The 2015 Master Plan Reexamination Report addresses each of these statutory requirements.

Major Problems and Objectives in 2005

The following subsections describe the major problems and objectives of Ocean Township at the time of the 2005 Master Plan Reexamination Report.

Master Plan Goals

The Master Plan, first adopted in 1982, set forth specific objectives and policies for the future development of the Township of Ocean. The 1999 Master Plan Update reiterated a number of planning goals and objectives contained in the 1982 Master Plan and supplemented these with additional goals and objectives. The goals presented in the 1999 Master Plan Update were unaffected by the 2005 Master Plan Reexamination Report. As presented in the 1999 Master Plan Update, and supplemented by the 2005 Master Plan Reexamination, the following are the goals and objectives the Township's Master Plan:

1982 Goals and Objectives

Residential Development and Housing

- Maintain and enhance the prevailing single-family character of the community. Increase lot sizes where possible and limit multi-family development to selected locations and types.
- Maintain and upgrade the quality of seasonal housing converted to year-round occupancy through the administration and use of proper standards and codes.
- Encourage new residential development in areas with public water and sewer facilities and in areas where these facilities can be made available. Provide for large lot sizes in areas not served by central sewer and water facilities.
- Discourage major subdivisions and large-scale residential developments west of the Parkway.
- Provide for the development of high-value, high-amenity townhouse-type of condominium properties in selected bay front locations for the purposes of producing tax ratables and upgrading housing quality and diversity in the community.
- Provide for cluster subdivision design to conserve open space and natural amenities in residential areas and to reduce road and utility cost.

Commercial and Industrial Development

- Discourage "strip" development along the entire Route 9 frontage; provide for concentrated patterns of commercial use to facilitate traffic control and promote

traffic safety; use frontage roads and minimize access/egress points wherever practicable.

- Promote the development of marine-oriented and complementary commercial uses, including marinas, in certain bay front locations; minimize their traffic, noise, and aesthetic impacts on adjacent residential areas by screening and other means.
- Provide for the development of employment and tax-producing, resource-based industrial activities in rural sections of the Township west of the Parkway, including sand/gravel extraction, wood and wood products, glass products, etc; provide for adequate access, setbacks, buffers, and performance standards in order to minimize environmental and aesthetic impacts.

Transportation and Public Facilities

- Maintain and enhance the traffic carrying capacity of principal thoroughfares, such as Route 9, by making traffic engineering improvements and regulating access and egress.
- Develop a system of secondary streets in built-up and urbanizing areas which improve access to individual areas and reduce use of Route 9 for internal trips.
- Improve local streets and drainage where poor conditions and problems exist.
- Provide for the expansion of public sewer and water systems to serve all built-up areas and future development generally east of Route 9.
- Develop a system of recreation sites to serve local neighborhoods, such facilities to be accessible primarily by foot or bicycle.
- Expand and improve all other public services and facilities commensurate with need and population growth.

Conservation and Environmental Protection

- Provide for cluster design, as mentioned above, to conserve open space and natural amenities in residential subdivisions and projects.
- Restrict unsewered development in all areas with less than five (5) foot depth to seasonal high water table.
- Establish a system of conservation areas which are designed to limit or restrict development in wetlands, along streams, and in undeveloped bay front locations; promote appropriate recreational uses in these conservation areas.
- Limit the type and scale of development west of the Parkway in accordance with Pinelands regulations.
- Retain and improve the village atmosphere and identity of Waretown center by regulating land uses, and the design of new facilities and by promoting the restoration, reuse, and maintenance of older structures.

1999 Goals and Objectives

The 1999 Master Plan Update added the following goals and objectives to the municipal master plan.

General Development Goals

- Encourage the use of best management policies for all development to ensure the least negative impact on the overall quality of residential life and the environment in the Township.
- Review and continually update, as needed, the various codes and development standards and maintain an aggressive code enforcement policy to ensure the highest quality of life within the Township.
- Review and continually update the permitted uses within each zone to ensure that only those uses compatible with the land capacity to support them are permitted.

Residential Development

- Maintain and enhance the existing single-family residential neighborhoods. Develop programs which will encourage the upgrading of these neighborhoods.
- Ensure that any conversion of seasonal residential units to year-round residential uses is accomplished in a manner consistent with all applicable codes and standards.
- Encourage development of new residential housing units in areas that are served with adequate infrastructure including water, sewer, stormwater management, and streets, so as to minimize any negative environmental impacts.

Commercial Development

- Encourage the development of commercial uses in the Waretown Coastal Village designated area along the Route 9, Main Street Corridor.
- Review economic development and redevelopment programs to encourage both new construction and conversion of existing non-commercial uses to viable commercial activities.
- Encourage owner-occupied commercial uses in selected areas of the Townships.
- Review and update as required the home occupation and "cottage industry" commercial activities.
- Maximize the economic benefit of resource-based development with the lowest possible negative environmental impact.

Industrial Development

- Encourage the use of incentive programs which promote industrial development that provide the maximum positive tax revenue at the least possible municipal cost impact.

2005 Waretown Town Center Goals and Objectives

The goal of the 2005 Master Plan Reexamination was to provide the planning framework and foundation for the implementation of the Township's proposed Waretown Town Center, which was included in the Township's application for Plan Endorsement from the New Jersey State Plannning Commision. The following goals specific to the Waretown Town Center were added to the master plan with the 2005 Master Plan Reexamination Report:

General Goals

- Create an attractive, diverse, and vibrant center consisting of mixed-use development, open space, civic buildings and residential uses.
- Create safe trail linkages between the destination nodes in the center, municipal facilities, elementary schools, and the Barnegat Bay (across Route 9).

Land Use Goals

- Create a pedestrian friendly town, easily accessible from neighboring residential areas.
- Provide essential services to residents.
- Develop a Center at a density that creates a sense of place, encourages pedestrian activity and uses infrastructure efficiently.

Environmental Goals

- Protect environmentally sensitive lands and direct growth towards areas of Township with existing infrastructure.

Housing

- Encourage a variety of housing types suiting the needs of all income and age levels.
- Incorporate low and moderate income housing in Centers in accordance with the State Development and Redevelopment Plan and Council on Affordable Housing regulations.

Circulation

- Create pedestrian walkways, bikeways, and other pathways to enhance both the ability and desirability of walking and bicycling.
- Design the interior roadways of the Center to meet the needs of the car, pedestrian and bicyclists.
- Establish trails and greenways linking neighborhoods, schools, recreational facilities, community facilities and the Town Center.

Design

- Create building design which ensures privacy, safety and contributes to the long-term desirability of the community.
- Create small-town charm as a key design element for future development.

2005 Master Plan Reexamination Report-Recommended Changes to Town Center Objectives

While many of the policies outlined in earlier planning documents were still valid, changes in the Township's vision for the Town Center caused the need for a number of revisions to be made. These revisions were recommended and outlined in the 2005 Master Plan Reexamination Report. The following section of this report lists the 2005 Master Plan Reexaminaton Report-recommended changes, and provides commentary on how circumstances have changed in the period from 2005 onward.

The Extent to Which Major Problems and Objectives in 2005 Have Been Reduced or Increased

The extent to which the major problems and objectives in 2005 have been reduced or increased, as well as the validity of the recommendations of the 2005 Master Plan Reexamination Report, is discussed in the following subsections.

Status of 2005 Master Plan Reexamination Report-Recommended Changes to Town Center Objectives

This section evaluates the status of recommended changes to the objectives of 2005. Commentary on the extent to which the objective has been reduced or increased is provided in italics.

- Rezone the I-1 and I-2 properties to environmentally sensitive land use designation outside of the Waretown Town Center and to land use classifications consistent with the proposed Waretown Center concept plan within the center boundaries. *This has been completed and can be removed as an objective.*
- Limit sewer and water infrastructure to the Township's Town Center and those areas of the Township within Planning Area 2 and amend the Township's Wastewater Management Plan and Utility Plan Element accordingly. *This has been completed and can be removed as an objective.*
- Rezone the C-3 district near the Garden State Parkway to R-2 Residential. *This has been completed and can be removed as an objective.*
- Investigate the creation of a transfer of development rights (TDR) program in Ocean. *The Township has opted to enact a non-contiguous clustering ordinance instead of a TDR program. A draft ordinance has been prepared and requires town action and review.*
- Incorporate the Route 9 Phase 1 Redevelopment Plan and Edgemont Redevelopment Plan into the Land Use Plan Element of the Master Plan.
  These redevelopment plans have been incorporated into the Township's zoning map.
- Replace the 2000 Economic Redevelopment Plan with a comprehensive redevelopment plan to implement the remainder of the Waretown Town Center consistent with the proposed concept plan and vision for the center, with the plan limited to boundaries of the center as currently proposed. *The Waretown Town Center Redevelopment Plan was completed in 2013.*
- Investigate the designation of the entire Route 9 corridor as either an area in need of redevelopment or area in need of rehabilitation and prepare a redevelopment plan for the corridor. *Several redevelopment plans for this corridor have been adopted, however this is still a valid objective.*

- Include the affordable housing sites identified in the Township's Housing Element and Fair Share Plan into the Land Use Plan. *This is still an on-going objective and should be added to an update of the Land Use Plan amendment.*
- Locate new Township municipal facilities within the center in the areas noted on the Center Concept Plan. *This is no longer an objective of the Township and should be removed.*
- Amend the Township's Open Space and Recreation Plan and ROSI to be consistent with the Waretown Town Center Concept Plan and work with NJDEP Green Acres on needed diversion of existing ROSI properties to implement the Township's Town Center plan. *An update of the existing Open Space and Recreation Plan is a recommended item for this Master Plan update.*
- Update the Township's circulation plan element as follows *(Updating the circulation plan will be an item in the 2015 Master Plan update, which is a part of this document)*:
  - Show the road network in the proposed concept plan area of the Waretown Center. *This has been completed in the 2013 Waretown Town Center Redevelopment Plan.*
  - Complete the improvements currently under construction at the Parkway interchange and identify them in the plan. *This has been approved and is pending construction. It can be removed as an objective.*
  - Amend the road alignment for the proposed Volunteer Way extension to avoid existing wetlands and floodplain areas along Waretown Creek, with the new Volunteer Way to be the main direct route into to the Township. *This has been approved and can be removed as an objective.*
  - Re-align existing Route 532 west of Waretown Creek to create a new signalized 'T' intersection with the Volunteer Way extension. *This has been approved.*
  - Create a pedestrian and bikeway system consistent with the proposed Waretown Town Center concept plan. *Efforts to do so should piggyback of the existing Barnegat Branch Trail.*
  - Improve pedestrian crossings at key nodal locations on Route 9. *Updating the circulation plan will be an item in this Master Plan update.*
  - Investigate lowering speed limits on Route 9 and Wells Mill Road within the Center. *This can be removed as an objective.*
  - Incorporate traffic calming techniques into the center design. *Updating the circulation plan will be an item in this Master Plan update.*
  - Incorporate the Highway Management Access Code into the Circulation Plan Element and Township Zoning Ordinance and development regulations.

While this has not been implemented in the Circulation Plan Element or the Township Zoning Ordinance, the Highway Management Access Code has been included in planning and implementation agreement as part of the Township's Plan Endorsement process.

Recommendations of the 2005 Reexamination Report

The 2005 Reexamination Report and Land Use Element recommended a number of changes to the Zoning Map and the Land Development Ordinance Provisions. An updated Summary of Recommendations of the 2005 Reexamination Report with the 2015 Planning Board's recommendations to bring those recommendations up to date is provided below. Commentary on the extent to which the objective has been reduced or increased is provided in italics:

2005 Master Plan Recommended Changes

- Reduce residential development that has a negative financial impact on the Township. *This is still relevant.*
- Encourage, through land development standards, the protection of open space. *This is still relevant and more of a priority, post-Sandy.*
- Continue to balance all forms of development through the use of smart growth principles and sustainability planning. *This continues to be an ongoing objective.*

Recommended Land Use Plan Changes

- Make no changes to Block 39, leave as existing R-2 with housing overlay. *This area has been rezoned to EC (Environmental Conservation) and is no longer applicable.*
- Change the minimum lot size in the R-2 Residential Zone from 20,000 SF/ lot to 43,560 SF. Any lot of record at the time of enactment of the change in minimum lot size that meets the requirements in effect at that time is to be considered a buildable lot as to minimum lot size and will not require a variance. *The current lot size minimum for the R-2 Residential Zone is 2 acres. There is no recommendation to change this at this time.*
- Change the minimum lot size in the R-1 Residential Zone from 12,500 SF to 30,000 SF. Any lot of record at the time of enactment of the change in minim lot size that meets the requirements in effect at that time is to be considered a buildable lot as to minimum lot size and will not require a variance. *The minimum lot size in the R-1 Residential Zone is currently 1 acre. However, 98% of the lots currently zoned R-1 do not meet this minimum lot size. It is recommended that lot size minimums for the R-1 districts are changed based on the standard neighborhood lot size to expedite the rebuilding process as the Township recovers from Hurricane Sandy.*

- Change the minim lot size in the R-1A Residential Zone from 8,000 SF to 20,000 SF. Any lot of record at the time of enactment of the change in minimum lot size that meets the requirements in effect at that time is to be considered a buildable lot as to minimum lot size and will not require a variance. *The minimum lot size in the R-1A Residential Zone had been changed to 12,500 square feet. However, 93% of the lots currently zoned R-1A do not meet the minimum lot size. It is recommended that lot size minimums for the R-1A districts are changed based on the standard neighborhood lot size to expedite the rebuilding process as the Township recovers from Hurricane Sandy.*
- Establish a conservation set-aside program, which would utilize a maximum building lot provision within the residential zones. *The Township has developed and adopted noncontiguous cluster provisions.*
- For any development on properties east of the Garden State Parkway within the approved sewer service area, require that they be connected to public sewer. *This is still relevant.*
- Consider revising the definitions of an improved road to allow for roads which are less than 30′ in cartway width and do not have curbs and sidewalks to be used under certain circumstances. *In residential areas, the Township should maintain consistency with the Residential Site Improvement Standards (RSIS; NJAC 5:21 et al.)*

The Extent to Which There Have Been Significant Changes in the Assumptions, Policies and Objectives

The following changes in the assumptions, policies and objectives relating to land use and development in Ocean Township are noted:

Changes at the Local Level

As indicated in the following subsections, there have been considerable changes at the local level since the adoption of the 2005 Master Plan Reexamination Report.

Hurricane Sandy

Hurricane Sandy struck the coast of New Jersey on October 29, 2012, and brought extensive damage to Ocean Township from both storm surge and wind damage. The Township reported that 87 properties within the Township's jurisdiction faced substantial damage. Five of the Township's sewage pump stations went offline due to floodwater inundation and/or power system failure. Trees and power lines throughout the Township also fell, in some cases damaging roofs and buildings. The Township also faced total power outages for 14 days.

Hurricane Sandy exposed several of the Township's vulnerabilities, including: the fact that land to the east of Route 9, which is the most flood prone area of the Township, is largely built out; there are limited options for relocating debris after major storms; the building that houses the municipal

zoning and construction departments has no generators; the municipal building's generator is 30 years old; the Township's community center has no generator and is in a flood zone; and, erosion from the Barnegat Bay shoreline compounds vulnerability.

With the impacts of Hurricane Sandy so great and the vulnerabilities so significant, Ocean Township has serious concern and reason for promoting not only recovery from Sandy, but also building resiliency to future storm impacts and other potential natural hazards. While the current 2015 Master Plan Reexamination Report is broad in scope, the experience of Hurricane Sandy and the need to build resiliency has influenced and informed its development.

Strategic Recovery Planning Report

As a response to Hurricane Sandy, Ocean Township and adopted a Strategic Recovery Planning Report in 2014. The purpose of the Strategic Recovery Planning Report is to outline a recommended set of actions to guide the Township in promoting recovery from the impacts of Hurricane Sandy and resiliency to future storms.

Ocean Township

Strategic Recovery Planning Report

The actions recommended by the Strategic Recovery Planning Report are as follows:

- Stabilizing the bay shoreline by installing riprap;
- Installing new generators at Township Hall, the Department of Public Works complex, the Construction and Zoning building, and the first aid building;
- Allocating a place for Township debris removal;
- Providing more radios for emergency communication;
- Updating the Comprehensive Master Plan;
- Installing a town-wide Supervisory Control and Data Acquisition (SCADA) system;
- Automating and upgrading the zoning and construction permit program;
- Reviewing and updating zoning in the waterfront development districts as it relates to resiliency;
- Preparing a Capital Improvement Plan identifying needed capital investments in public facilities to improve local resiliency;
- Updating the Floodplain Management Plan;
- Developing a GIS database/inventory of Township-owned infrastructure and low elevation aerial mapping to support future planning efforts;
- Compiling low-elevation aerial mapping of identified special flood hazard areas;

- Continuing to increase participation in FEMA's CRS program, including improving the Township's rating and promoting education and awareness among residents; and
- Evaluating the relevancy of green infrastructure techniques and engineering controls that could further enhance resiliency within the Township.

Implementation of the recommendations that have been listed above will promote recovery from Hurricane Sandy and increased resiliency to future storms. Where relevant, individual actions are discussed elsewhere in this report.

Demographic Changes

Ocean Township's population has continued to grow at an exceptional pace. In the period between 2000 and 2010, the Township's population grew by 29.2 percent, which is significantly higher than the growth of 12.8 percent and 4.5 percent experienced by Ocean County and the State of New Jersey, respectively. This is a long-standing trend, which is demonstrated by the fact that the average rate of decennial population change since 1930 has been 30.0 percent in Ocean Township, 28.4 percent in Ocean County, and 10.4 percent in New Jersey. Indeed, the Township's population, as well as that of the county, has grown at a much faster pace than the State of New Jersey's since 1930. The period of largest population growth for both Ocean Township and Ocean County was between 1950 and 1980. This period of growth was most likely spurred by the construction of the Garden State Parkway, which provided travelers with faster, more direct access to Ocean Township and Ocean County from New York City and Northern New Jersey. From 1950 to 1960 population growth increased by 77.1 percent in the Township and 91.2 percent in the county. From 1960 to 1970 population growth in the Township saw its largest single decennial increase at 141.3 percent, while it was at 92.6 percent in the county. From 1970 to 1980 population growth increased by 67.9 percent Ocean Township and 66.0 Ocean County. With decennial population increases in the double digits, population growth has continued to remain higher in Ocean Township and Ocean County than in the State of New Jersey.

Table 1: Population 1930–2010

	Ocean Township		Ocean County		New Jersey	
	Population	Change	Population	Change	Population	Change
1930	387	–	33069	–	4,041,334	–
1940	427	10.3%	37,675	13.9%	4,160,165	2.9%
1950	520	21.8%	56,609	50.3%	4,835,329	16.2%
1960	921	77.1%	108,240	91.2%	6,066,782	25.5%
1970	2,222	141.3%	208,470	92.6%	7,171,112	18.2%
1980	3,731	67.9%	346,038	66.0%	7,365,011	2.7%
1990	5,416	45.2%	433,203	25.2%	7,730,188	5.0%
2000	6,450	19.1%	510,916	17.9%	8,414,350	8.9%
2010	8,332	29.2%	576,567	12.8%	8,791,894	4.5%
Average	–	30.0%	–	28.4%	–	10.4%

Source: US Census Bureau

In the period from 2000 to 2010, the Township's population has aged. The percentage of 2000 and 2010 populations by age group are listed for Ocean Township and Ocean County in Table 2. From 2000 to 2010 the Township saw a decrease in the percentage of the population under the age of 45 and conversely, an increase in the percentage of the population aged 45 and over. The largest percentage increase in Ocean Township's population occurred in those over the age of 65, who went from being 13.7 percent of the population in 2000 to 24.4 percent of the population in 2010. Within Ocean County as a whole, the percentage of the population under the age of five, ages 15 to 24, and ages 45 to 64 increased between 2000 and 2010. The percentage of Ocean County residents aged 5 to 14, 25 to 44 and over 65 decreased between 2000 and 2010. The median age in the Township (49.6 in 2010) increased by nearly 12 years between 2000 and 2010, while the median age in the county (42.6 in 2010) increased just slightly by a little more one and one-half year during the same time period.

Population trends within Ocean Township are influenced by a variety of factors including national, state, and regional economic conditions, social changes, and government policy. Changing birth rates, changing employment trends and consumer preferences, the availability of land, flood insurance rates, and other factors can affect future development within the Township. The planning board should monitor population growth and composition and review its planning program to determine how the needs and desires of present and future residents of Ocean Township may be changing.

Table 2: Population Distribution 2000 and 2010

	2000 Population		2010 Population		Change (2000–2010)	
	Township	County	Township	County	Township	County
Under 5	5.8%	6.3%	4.2%	6.7%	-1.60	0.40
5-14	15.6%	13.3%	8.9%	12.8%	-6.70	-0.50
15-24	10.9%	10.2%	10.2%	11.3%	-0.70	1.10
25-34	13.1%	11.2%	9.4%	10.6%	-3.70	-0.60
35-44	17.2%	14.9%	10.6%	11.6%	-6.60	-3.30
45-54	13.5%	12.4%	14.9%	13.6%	1.40	1.20
55-64	10.3%	9.5%	17.4%	12.3%	7.10	2.80
65 and Over	13.7%	22.1%	24.4%	21.0%	10.70	-1.10
Total	100.0%	100.0%	100.0%	100.0%	0.00	0.00
Median Age	37.7	41.0	49.6	42.6	11.9	1.6

Source: US Census Bureau

With regard to household size, it is noted that the average household size in Ocean Township at the time of the 2010 US Census was 2.39 persons, which is lower than the average household size of 2.58 persons in Ocean County. A potential explanation for this is the higher median age in Township. Senior populations tend to live in smaller households due to a lower number of children present. The US Census Bureau defines a household as one or more persons, whether related or not, living together in a dwelling unit.

With regard to the number of households in Ocean Township it is noted that there were a total of 3,483 in 2010. This is a 42.4 percent increase over the 2,446 households that existed in 2000. The number of households in a particular area is synonymous with the number of occupied housing units. Thus, in 2010, there were 3,483 occupied housing units in Ocean Township. In 2010, there were also 808 vacant housing units in the Township, which results in a total of 4,291 housing units in Ocean Township at the time of the 2010 US Census.

With regard to the number of housing units that have been developed in the period since the time of the 2010 US Census, it is noted that the New Jersey Construction Reporter indicates that a total of 228 certificates of occupancy and 67 demolition permits have been issued from April 1, 2010 through June 2014. This results in a net of 161 new residential housing units. When added to the number of housing units reported by the 2010 US Census, it is estimated that there were 4,452 housing units in June 2014.

Amended Land Use Plan Element, 2003

This Amended Land Use Plan Element serves as one aspect of Ocean Township's continuing effort to upgrade and refine its planning documents. The Plan establishes

Ocean's long-range land use planning objectives and serves as a guide for the Township's officials in making decisions about land use and development within the Township. It has been designed to permit growth and development in the Township consistent with state and regional plans. The Plan seeks to update the Township's planning policies in accordance with the State Plan, continue to provide a high quality of life for Township residents, promote environmental protection, and to encourage growth and development where appropriate.

The Plan includes an outline of the Land Use Board's recommendations for changes in zoning, bulk regulations, and design standards based on a review of the previous Land Use Plan.

Land Use Plan Element Amendment—Environmental Conservation and Bayfront Conservation Areas, 2006

This amendment created an Environmental Conservation (EC) district and expanded an existing Bayfront Conservation (BC) district in an effort to focus development from environmentally sensitive areas east of the Garden State Parkway within Ocean Township into the Town Center, which is more appropriate for development. Other benefits include the preservation of the environmental and open space amenities for all residents in the Center and surrounding areas and to create a green belt around the Center to delineate its boundaries.

The Township's creation/expansion of the EC and BC districts serve as an example of its efforts to support sustainability and resiliency, and to be consistent with smart growth principles. Other examples of such include: the Township receiving Plan Endorsement from the New Jersey State Planning Commission, center designation, and consistency with CAFRA principles.

Review of Land Use Designations

Given the experience of Hurricane Sandy and the need to build resiliency to the impacts of future storms and other potential natural hazards, the Township is currently conducting a review of its zoning and underlying land use designations.

This review has focused upon the Township's waterfront zones and has indicated that there is a need for distinct regulations for waterfront properties and zone districts, specifically with regard to: minimum lot sizes and setback requirements; decks; sheds; preservation of viewsheds; placement of above-ground pools and hot tubs; storage of recreational vehicles; and, parking. It has also indicated that there is a need for clarification of particular terms (e.g., front yard area, attached, and one-half story) in the Township zoning ordinance; and, the elimination of zoning ordinance conflicts with the

Municipal Land Use Law and existing case law (viz., Undersize Lots at Section 410-6.C of the Township code). This work was ongoing as of the preparation of the 2015 Master Plan Reexamination Report.

Open Space and Recreation Plan, 2002

The goal of the 2002 Open Space and Recreation Plan is to preserve open space and natural lands for a range of recreational uses and for historical and environmental benefits. A number of objectives and action items, as described below, are suggested to help implement this goal. Action items that should be added to help increase resiliency within Ocean Township are written in italics.

- Improve the quantity, variety, and quality of useable active and passive open space
  - In coordination with the Department of Parks and Recreation, the Township Committee will review and revise standards and policies to clarify the role of public and private open space in meeting recreation and open space needs.
  - The Land Use Board and Township Committee will review and revise the development regulations to ensure that necessary areas for useable active and passive open space of the appropriate size and location are designated at the beginning of the development process
  - The Township will develop standards that enhance the viability of natural systems when adding lands to the public open space inventory
  - Additional public access to the Barnegat Bay should be provided while preserving the natural assets in a manner consistent with the Township's Master Plan
  - *Promote living shoreline and green infrastructure projects through a variety of measures, including open space acquisition*
- Provide open spaces which contribute to building and maintaining community and neighborhood identity
  - New recreational facilities should be developed in locations accessible to existing and future neighborhoods
  - Pedestrian and bikeway linkages should be provided between residential areas and public active and passive open space (*the Barnegat Branch Trail provides some of these linkages)*
  - Recreational and open space lands should be located to act as a focal point for community activities
- Maintain and enhance the natural environment by preserving lands for passive open space and resource conservation

  - Undeveloped land and natural areas should be identified to meet future open space needs as set forth in the open space and recreation plan
  - The Township will review programs that provide and protect open space lands and recommend ways to enhance public and private mechanisms for acquisition and protection of these areas
  - The Township will promote the establishment of passive open space areas and greenways, which provide both community benefits and the continued viability of natural systems and wildlife corridors.
- Coordinate the acquisition, use, and management of open space lands
  - Township departments and boards should work together to develop programs and facilities that will maximize the potential for multiple and common use of public lands for open space and recreation.
  - The acquisition of open space should be coordinated to enhance joint State, County, and municipal needs and goals
  - The Township will develop joint management plans and agreements to use State, County, and private recreational land to meet overall recreational needs
  - *Encourage buyouts of flood prone properties through partnerships with NRCS, Blue Acres, and other funding sources.*

Zoning Board of Adjustment Annual Reports

The Ocean Township Zoning Board of Adjustment releases an annual report that covers the Board's actions in each calendar year. The board works with applicants to develop improved designs and reduce the intensity and quantity of variances, often reducing the number requested. Summaries of the Board's actions from 2007- 2014 can be found in the following table.

Table 3: Zoning Board of Adjustment Annual Report Data

Year	Total Applications	Approved	Denied	Dismissed	Total Variance Requests	Most Frequent Variance	Number	Zone with Most Variances Requested	Number
2007	26	16	1	1	31	Lot Building Coverage	10	R-1A	11
2008	24	20	4	0	25	Lot Building Coverage	9	R-1A	11
2009	20	19	1	0	30	Side Yard Setbacks	6	R-1A	14
2010	11	9	0	2	15	Setbacks/ Rear	5	R-1	5
2011	6	6	0	0	10	N/A	2	R-1A	5
2012	12	9	0	2	14	Lot Area	4	R-1/ R-1A	5
2013	9	9	0	0	26	Lot Frontage & Side Yard Setback	8	R-1A	16
2014	13	12	1	0	20	Yard Encroachment	5	R-1A	7

Source: Ocean Township Zoning Board of Adjustment Annual Reports 2007–2014

Changes at the County Level

Since the adoption of the 2005 Master Plan Reexamination Report, there have been several changes at county level, including the adoption of the 2011 Ocean County Comprehensive Master Plan and the 2014 Ocean County Multi-Jurisdictional All Hazard Mitigation Plan.

2011 Ocean County Comprehensive Master Plan

The Ocean County Planning Board adopted a comprehensive master plan in 2011. The Comprehensive Master Plan serves as a county policy statement about the future development of Ocean County. While it makes no statements that are explicitly relevant to future land use planning within Ocean Township, it does make a number of recommendations that are relevant to the recovery from Hurricane Sandy and the promotion of resiliency to future storm impacts and other potential natural hazards in Ocean County. These include *(commentary in italics)*:

- Encourage the New Jersey Department of Transportation to modernize and upgrade state highways throughout Ocean County, including Route 9, NJ Route 35, NJ Route 37, NJ Route 70, NJ Route 72, NJ Route 88, and NJ Route 166. *Modernizing and upgrading Ocean County's highways will improve mobility and facilitate the evacuation of Ocean Township in times of crisis, including during future storms. This is particularly true for Route 9, which provides a north-south connection through eastern Ocean Township, and intersects with numerous state highways and other roadways that provide connections to the west.*
- Encourage the retention of established residential neighborhoods and the rehabilitation of the county's older housing stock. Facilitate participation in home rehabilitation and historical preservation grant programs, where applicable. *Home rehabilitation may help to improve the structural integrity of existing housing stock. This, in turn, provides extra security and protection during extreme weather events, such as hurricanes and storms.*
- Encourage low-impact design techniques to minimize the disturbance of natural areas and maximize the recharge of stormwater on-site. *Maximizing the recharge of stormwater on-site may help to decrease the incidence of flooding.*
- Support the tourism amenities and needs of shore towns and continue to facilitate the protection and replenishment of county's beaches and shoreline areas. *Protection and replenishment of the county's beaches and shorelines areas, including those along Barnegat Bay in the eastern part of Ocean Township, will help the county to cope with future hurricanes and storms and mitigate their impacts.*
- Continue to support the Ocean County Agriculture Development Board (OCADB) in its mission to protect and enhance the county's agricultural resources. *Preservation of farmland helps to reduce vulnerabilities to storms by protecting and promoting agricultural land uses. Such land uses typically have a very low amount of impervious cover, and consequently support the infiltration of stormwater.*
- Maintain an ongoing evaluation of the recreational needs of Ocean County residents, and assist in identifying new park and open space areas, as necessary. *Expansion of park and open space areas, particularly in the eastern part of Ocean Township, will help to preserve and protect natural and other areas with low impervious surface cover. This supports the infiltration of stormwater. Additionally, it eliminates the potential that such areas will be converted to residential uses. This helps to restrict population development in areas that may be vulnerable to hurricanes and other storms. It also protects the local and regional economy by guiding non-residential development (such as commercial and industrial uses) away from areas that may be susceptible to disturbance and interruptions caused by extreme weather events.*

- Continue to work with all federal, state, local, and non-profit partners to acquire open space and maximize financial resources available for preservation. *As has been previously noted, expansion of open space areas promotes resiliency to future hurricanes and storms.*
- Continue to assist the State of New Jersey in the implementation of the Governor's Ten-Point Plan for Barnegat Bay. *Key parts of the Governor's Ten-Point Plan that will help to protect Ocean Township and promote resiliency to extreme weather events include: funding stormwater mitigation projects and acquiring land in the watershed.*
- Encourage land use planning strategies such as low-impact design to preserve open space and maximize the natural infiltration of stormwater. *Preservation of open space and maximization of stormwater infiltration helps to minimize flooding and promotes resiliency to future hurricanes and storms.*
- Explore and assess best management practices used by other areas in the country to address stormwater management. *Effectively addressing stormwater management helps to minimize flooding and promotes resiliency to future hurricanes and storms.*
- Continue to assess structural and nonstructural options for stormwater management to increase infiltration, remove debris, and reduce nutrient and pollution loads. *Increasing infiltration will help to reduce flooding. Additionally, removing debris will help to increase the efficiency of existing stormwater management facilities.*
- Encourage compliance with new legislation that requires the New Jersey Department of Transportation to address stormwater management issues on state highways, including Route 9, NJ Route 35, NJ Route 37, NJ Route 70, NJ Route 72, NJ Route 88, and NJ Route 166. *Addressing stormwater management issues along highways will help to minimize their impacts and increase their safety. This is particularly important as highways generate stormwater runoff, and may serve as evacuation routes during emergencies.*

If implemented, the recommendations that have been listed above will promote recovery from the impacts of Hurricane Sandy and build resiliency to future storm impacts and other potential natural hazards in Ocean Township and the county at large.

2014 Ocean County Multi-Jurisdictional All Hazard Mitigation Plan

The 2014 Multi-Jurisdictional All Hazard Mitigation Plan is intended to provide a blueprint for saving lives and reducing property damage from the effects of natural and man-made disasters in Ocean County, as well as to improve community resiliency following disastrous events. The Multi-Jurisdictional All Hazard Mitigation Plan is also intended to fulfill state and federal legislative requirements related to local hazard mitigation planning, and facilitate access to pre- and post-disaster grant funding.

The Multi-Jurisdictional All Hazard Mitigation Plan is comprehensive in scope, and outlines a mitigation strategy that is centered on the following countywide goals and objectives:

- Encourage sustainable development to protect people, property, community resource and the environment from natural and human-made disasters.
  - Meet and exceed minimum standards of the National Flood Insurance Program.
  - Manage building code, land use code, ordinance and other planning mechanisms to prevent and mitigate the impact of disasters on people and property.
  - Improve information available for mitigation planning.
  - Coordinate and increase applications for federal and state grant programs.
  - Integrate and leverage other planning mechanisms from: neighboring jurisdictions; local, county and regional organizations; and, state partnerships to implement the plan.
  - Improve shelter management.
- Build and rebuild structures and infrastructure to protect people, and to reduce impacts of future disasters.
  - Increase the number of residential properties protected from hazards.
  - Increase the number of community resources and amount of infrastructure protected from hazards.
  - Improve the ability of critical facilities and infrastructure to safely operate during storms and utility interruptions.
  - Improve evacuation capability.
- Protect and restore the natural environment to support disaster resiliency.
  - Improve the health of natural systems to safely and naturally accommodate flooding and wildfire.
  - Improve the health of natural systems used to protect residential properties and other community resources.
  - Plan for increased open space in the most vulnerable areas.
  - Promote appropriate urban-wild land interface for wildfire mitigation.
- Promote education, awareness and outreach before, during and after disaster.
  - Improve and expand information and opportunities for input available by television, radio, websites, social media, newsletters, and meetings.
  - Increase participation in mitigation programs, including the Community Rating System, StormReady, and FireWise programs.
  - Tailor timely messages for audiences, including children, parents, community groups, universities, seniors and other groups.
  - Improve alert and warning systems.

In addition to the above, the 2014 Multi-Jurisdictional All Hazard Mitigation Plan identifies the following Ocean Township-specific actions to mitigate hazards:

- Acquire flood-prone residential properties;
- Adopt Advisory Base Flood Elevation maps;
- Continue junior police academy program;
- Continue or develop a CERT Team;
- Continue or develop a "We Care" program;
- Continue or develop fire & police outreach in schools;
- Continue to enforce building codes;
- Continue to participate in the National Flood Insurance Program (NFIP);
- Develop and implement shelter management plans;
- Elevate residential properties;
- Implement erosion control related projects;
- Implement flood control related projects;
- Install riprap along shoreline;
- Join, maintain, or increase rating for CRS program;
- Maintain and improve information on municipal website and Facebook;
- Maintain, improve, and expand education and awareness programs; and,
- Relocate community facilities/ infrastructure.

Barnegat Branch Trail Conceptual Plan

The Barnegat Branch Trail Conceptual Plan was prepared in 2007 with the primary goal of enhancing the recreational use of the proposed Trail corridor through increased access and visibility and improved physical conditions. The Barnegat Branch trail is a rail trail project planned to connect Barnegat Township to Downtown Toms River along old railroad Right-of-Ways. All portions of the project within Ocean Township have been completed, and are consistent with Ocean Township's goals for Transportation and Public Facilities, as outlined in the 1982 Master Plan.

Ocean County Comprehensive Farmland Management Plan

The overall goal of the Comprehensive Farmland Management Plan is to support the promotion and retention of Ocean County's agricultural industry through farmland preservation. This is primarily done through a variety of techniques, including purchasing of development easements, donation of development easements, fee-simple acquisition of farmland, and other techniques.

This plan acknowledges the preserved Hammarstrom Farm in Ocean Township. However, no portion of Ocean is located within an Agricultural Development Area,

which is identified as an area where agricultural uses are preferred. This Plan specifies that the county's future farmland preservation efforts will focus on its designated Agricultural Development Areas. It follows that Ocean Township will not be a focus of the future farmland preservation program that is envisioned by the Comprehensive Farmland Management Plan.

It is important to note that the retention and expansion of agriculture in Ocean Township (as well as in Ocean County as a whole) is generally supportive of reducing vulnerabilities to storms, as agricultural lands typically have a very low amount of impervious cover and support stormwater infiltration.

Changes at the State Level

As indicated in the following subsections, there have been considerable changes at the state level since the adoption of the 2005 Master Plan Reexamination Report.

State Development and Redevelopment Plan/State Strategic Plan

The New Jersey State Planning Commission is now staffed by the Office of Planning Advocacy, which is located within the Department of State. The Office of Planning Advocacy has released a draft State Strategic Plan to supersede the current State Development and Redevelopment Plan. Public Hearings were held in February, March, and September of 2012. The draft State Strategic Plan is based upon a criteria-based system rather than a geographic planning area. The draft State Strategic Plan has not been adopted by the State Planning Commission at this time and was put on hold following Hurricane Sandy. Ocean Township should continue to monitor the progress of the new plan and its implication for future planning in the Township.

The 2001 State Development and Redevelopment Plan remains current.

Affordable Housing (COAH)

COAH originally adopted rules affordable housing rules for the third round period in 2004. However, an Appellate Division decision in 2007 stayed COAH from reviewing any plans as part of a petition for substantive certification, and resulted in a remand of the 2004 rules back to COAH to revise them consistent with the Appellate Division decision. COAH subsequently adopted revised third round rules in 2008.

In 2010, the Appellate Division invalidated COAH's 2008 third round rules, and the "growth share" methodology upon which they were based. In 2013, the New Jersey Supreme Court upheld and modified the Appellate Division's 2010 decision that invalidated COAH's third round rules. As a result, COAH was then charged with the task of adopting new affordable housing rules.

COAH has since failed twice to adopt new affordable housing rules for the third round period. Due to COAH's failure to adopt such rules, the New Jersey Supreme Court concluded on March 10, 2015 that there no longer exists a legitimate basis to block access to the courts, which was the original intent of the COAH process. The New Jersey Supreme Court's March 10 decision notes that: "parties concerned about municipal compliance with constitutional affordable housing obligations are [now] entitled to such access, and municipalities that believe they are constitutionally compliant[,] or that are ready and willing to demonstrate … compliance [with such obligations,] should be able to secure declarations that their housing plans and implementing ordinances are presumptively valid in the event they … must defend [themselves] against exclusionary zoning litigation."

In its March 10 decision, the New Jersey Supreme Court established a transitional process to not immediately allow exclusionary zoning actions to proceed in court. The decision notes that: "[d]uring the first thirty days following [June 8, 2015] …, the only actions that will be entertained by the courts will be declaratory judgment actions filed by any [municipality] … that either (1) had achieved substantive certification from COAH under prior iterations of Third Round Rules before they were invalidated, or (2) had "participating" status before COAH. Assuming [that] any such [municipality] … waits and does not file a declaratory judgment action during [the] … thirty-day period, an action may thereafter be brought by a party against [the municipality] …, provided the action's sole focus is on whether the [municipality's] … housing plan meets its Mount Laurel obligations (a constitutional compliance challenge). The court's evaluation of a [municipality's] … plan that had received substantive certification, or that will be submitted to the court as proof of constitutional compliance, may result in the [municipality's] … receipt of the judicial equivalent of substantive certification and accompanying protection as provided under the [Fair Housing Act] …."

Ocean Township has filed a plan with COAH. Therefore, the Township fulfills Criterion 2 as outlined in the transitional process that has been described above. The Township will, as a result, be able to file a declaratory judgment action immediately upon the March 10 decision becoming effective on June 8, 2015.

Garden State Parkway Widening

The New Jersey Turnpike Authority is currently an expansion of a portion of the Garden State Parkway, which runs through Ocean Township. This project will result in the widening of the Garden State Parkway from two to three lanes in each direction from mileposts 38 to 80, and installation of Express EZ Pass lanes at the Barnegat Toll

Plaza. Construction on Phase I of this project, which included the Ocean Township portion of the roadway, was completed in May 2011.

Complete Streets

In late 2009, the New Jersey Department of Transportation (NJDOT) adopted a Complete Streets Policy. A "complete street" is defined by the NJDOT as a "means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options." Seven (7) counties and 104 municipalities (as of July 2014) have adopted complete streets policies. The intent of the policy is to provide streets to meet the needs of all types of users and all modes of circulation- walking, bikes, cars, trucks, and buses.

Ocean Township should consider a Complete Street Policy.

Route 9 Corridor Master Plan

The Route 9 Corridor Master Plan focuses on the section of the corridor from South Toms River to Tuckerton Borough in Ocean County, New Jersey. In this area, Route 9 runs parallel to the Garden State Parkway and serves as the only alternate north-south arterial through the County. Historically, the road has been a rural, two-lane arterial, however recent development patterns have increased the number of cars of the road and created traffic congestion, safety, and environmental concerns. This corridor plan outlines six guiding principles for future development and redevelopment. The principles are as follows:

- Balance Regional Mobility and Local Access Needs
- Focus on Improving Capacity Where It Counts
- Reconnect and Enhance the Transportation Network
- Strengthen Community Character
- Provide Alternatives to the Car
- Match Growth with Infrastructure Limitations

Pinelands Comprehensive Management Plan

The Pinelands Comprehensive Management Plan (CMP) is intended to serve two functions: as a general guide for local authorities in preparing master plans and land use ordinances for certification by the Pinelands Commission, and as a planning and regulatory mechanism that can be adopted and enforced by the Commission if a county or municipality fails to secure certification.

The regulations and standards contained in the plan are designed to promote orderly development of the Pinelands so as to preserve and protect the significant and unique

natural, ecological, agricultural, archaeological, historical, scenic, cultural, and recreational resources of the Pinelands.

According to the CMP, municipalities that have land within the Pinelands Area must bring their master plan and land use ordinances into conformance with the minimum standards set forth in the CMP. Ocean was certified by the Pinelands Commission based on the Township's adoption of the Pinelands Area Master Plan and Pinelands Area Land Development Ordinance in 2001.

Under the guidance of the Pinelands Comprehensive Management Plan, the Pinelands National Reserve is carefully regulated to support and preserve the health of the ecosystem, while permitting compatible development. The Pinelands Commission has applied many smart growth and planning concepts such as watershed management, Transfer of Development Rights (TDR) including the Pinelands Development Credit Program (PDC), and timed growth and conservation planning.

Approximately 10,455 acres (38%) of the Township falls under the jurisdiction of the Pinelands Commission. This includes land to the west of the Garden State Parkway and south of the New Jersey Central Power and Light Company right-of-way. Most of the National Reserve that is not under the jurisdiction of the Pinelands Commission falls within the CAFRA regulatory jurisdiction where NJDEP is charged with implementing the Pinelands CMP.

Coastal Area Review Act (CAFRA)

CAFRA regulations apply to development projects near coastal waters. Generally, the closer the project is to the water, the more likely it will be regulated. The CAFRA zone for Ocean generally applies to land in the Township east of the Parkway, extending out to Barnegat Bay. Approximately 5,573 acres of the Township is under the jurisdiction of CAFRA.

The CAFRA divides the area of CAFRA jurisdiction into zones where development is regulated by varying degrees. The CAFRA law regulates almost all development activities involved in residential, commercial, or industrial development, including construction, relocation and enlargement of buildings, excavation, grading, shore protection structures, and site preparation.

Time of Decision

On May 5, 2010, Governor Christie signed P.L. 2010 c.9 into law, effectively nullifying the "time of decision" rule, which had previously allowed municipalities the ability to alter zoning requirements even after an application for development had been filed but before a formal decision on the application had been rendered. P.L. 2010 c.9 provides

that the development regulations applicable to a property at the time an application for development is filed will govern the review of the application and any decision made pertaining to it. P.L. 2010 c.9 was effective on May 5, 2011.

Solar and Wind Facilities as Permitted Uses in Industrial Zones

The Municipal Land Use Law was amended in 2008 to provide that solar and wind facilities on parcels of 20 acres or more shall be deemed as permitted uses in industrial zone districts. In addition, the definition of "inherently beneficial use" in the Municipal Land Use Law now includes a wind, solar, or photovoltaic energy facility or structure.

Stormwater Management

In 2004, the New Jersey Department of Environmental Protection (NJDEP) adopted municipal stormwater regulations that required preparation and adoption of a stormwater management plan and ordinance by the Township to address the need for promoting groundwater recharge and controlling the impacts of stormwater runoff from development. Ocean Township adopted a Municipal Stormwater Management Plan in 2008.

Green Buildings and Environmental Sustainability Element

Many New Jersey municipalities have endorsed efforts to reduce their carbon footprint, decrease greenhouse gas emissions, encourage the use of renewable energy sources, conserve energy, and minimize the use of natural resources. Federal and state programs have been established to assist municipalities to address these goals. In the private sector, the US Green Building Council, a private organization, has established the Leadership for Energy and Environmental Design (LEED) certification programs to encourage and standardize the certification of buildings, which are energy efficient and incorporate sustainable environmental design concepts.

Recognizing the importance of green building and sustainability, the Legislature amended the Municipal Land Use Law (MLUL) in 2008 to add the "Green Building and Environmental Sustainability Plan Element" to the list of optional elements of municipal master plans. The scope of the new element is as follows: "A green buildings and environmental sustainability plan element, which shall provide for, encourage and promote the efficient use of natural resources and the installation and usage of renewable energy systems, consider the impact of buildings on the local, regional, and global environment; allow ecosystems to function naturally; conserve and reuse water; treat storm water on site; and optimize climatic conditions through site orientation and design."

Ocean Township should prepare a Green Building and Sustainability Element as a new element of the master plan.

Redevelopment Case Law

There have been a number of recent court decisions concerning the use of the criteria for determining an area "in need of redevelopment" pursuant to the Local Redevelopment and Housing Law. The most significant of these decisions is the New Jersey Supreme Court's decision in Gallenthin vs. Paulsboro, which reevaluated and set guidelines for the use of the statutory criteria for determining an area in need of redevelopment. The New Jersey Legislature also held hearings in 2010 on legislation to update the New Jersey Redevelopment and Housing Law. In 2013, the legislation (Assembly Bill 3615) became law, and is intended to protect property owners by limiting the redevelopment powers of municipalities under the Local Redevelopment and Housing Law. This amendment raises the standard for a blight finding to one in which the property must be unproductive.

Given that some of the Township's revitalization efforts are based on redevelopment, municipal officials should monitor these legal decisions and legislative initiatives. Further, the validity of any redevelopment are designation should be evaluated in light of the recent amendment.

Changes at the Federal Level

New FEMA Flood insurance maps are in the process of being adopted. These maps increase the flood zone and base flood elevations for some coastal areas of the Township. Property owners will need to take preventative measures to ensure they are in compliance with the new regulations.

Specific Changes Recommended for the Master Plan and Development Regulations

Given the extent to which there have been significant changes in assumptions, policies and objectives at the local, county, and state levels, the 2015 Master Plan Reexamination Report recommends a number of changes to the Township's municipal master plan and development regulations. These are discussed in the following subsections.

Changes to the Master Plan

A master plan amendment has been compiled and incorporated into this document. The following subsections outline the key points that are addressed in the amendment.

Update Master Plan Goals

The following goals of the 1982 Master Plan are recommended for deletion *(commentary in italics)*:

- Residential Development and Housing:
  - Discourage major subdivisions and large-scale residential developments west of the Parkway. *Addressed through current zoning.*
  - Provide for the development of high- value, high amenity townhouse-type of condominium properties in selected bay front locations for the purposes of producing tax ratables and upgrading housing quality and diversity in the community. *Given the destruction from Hurricane Sandy, the Township should consider promoting development away from bayfront areas, or developing design standards that make future development along the water more resilient to future hazards.*
- Commercial and Industrial Development:
  - Provide for the development of employment and tax-producing, resource-based industrial activities in rural sections of the Township west of the Parkway, including sand/gravel extraction, wood and wood products, glass products, etc; provide for adequate access, setbacks, buffers, and performance standards in order to minimize environmental and aesthetic impacts. *This goal should be removed in order to make the master plan consistent with the sensitive environment and the area's location within the New Jersey Pinelands.*
- Transportation and Public Facilities:
  - Provide for the expansion of public sewer and water systems to serve all built-up areas and future development generally east of Route 9. *This has been completed.*
- Conservation and Environmental Protection:
  - Restrict unsewered development in all areas with less than five (5) foot depth to seasonal high water table. *This has been completed.*

Given the need to promote recovery and resiliency within the Township, the 2015 Master Plan Reexamination Report also recommends that the following goals and objectives be added to the municipal master plan:

- General Goals:
  - Promote public awareness of hazard mitigation and resiliency issues;
  - Focus public agencies on community vulnerabilities to hazards such as flooding;
  - Encourage regional solutions to flood- and storm-related impacts;
  - Ensure that future capital projects are designed and constructed to incorporated features that are resilient to storm- and flood-related impacts;
  - Automate, update and expedite the Township's system for processing zoning and construction permits; and,
  - Increase participation in FEMA's Community Rating System (CRS).
- Environmental Goals:
  - Stabilize bay shoreline by installing riprap or developing living shorelines;
  - Compile low elevation aerials to produce high-quality mapping with six-inch contour levels within identified special flood hazard areas;
  - Prepare a Green Buildings and Environmental Sustainability Element;
  - Update Stormwater Management Plan to include green infrastructure management techniques; and,
  - Update Floodplain Management Plan.
- Infrastructure and Utilities:
  - Install new generators at Township Hall, the Department of Public Works complex, the building that houses the Construction and Zoning, and the first aid building;
  - Create a Township Debris Management Plan including such components as allocating debris removal sites, collection strategies, and describes reduction methods;
  - Provide more radios for emergency communication;
  - Install a town-wide Supervisory Control and Data Acquisition (SCADA) system throughout the Township in conjunction with its owned and operated facilities to communicate critical alarms to a centralized location or operational personnel;
  - Prepare a Capital Improvement Plan that identifies needed capital investments in public facilities to improve local resiliency;
  - Develop GIS database and user interface to catalog and inventory all infrastructure owned by the Township, including roadways, its stormwater collection system, its sanitary sewer collection system, and residential and commercial property information;

- Develop GIS-based, low elevation aerial mapping to support future planning efforts;
- Update Township's Emergency Operating Plan;
- Elevate key municipal facilities above the Advisory Base Flood Elevation; and,
- Encourage Green Infrastructure projects.

Miscellaneous Changes

A Master Plan Amendment has been compiled and is included in this document. The following changes are recommended for the Master Plan:

- A land use plan amendment to facilitate the changes to development regulations that are recommended in this master plan reexamination (below);
- Update the Open Space and Recreation Plan to provide current mapping of the Township's recreation and open space network, encourage buyouts of flood-prone properties, and promote living shoreline and other green infrastructure strategies;
- Update the Circulation Plan Element to promote the development of bicycle and pedestrian connections in the Township; and,
- Update the Community Facilities Plan to provide current mapping of public facilities and other critical infrastructure within the Township.

Changes to Development Regulations

The 2015 Master Plan Reexamination Report recommends a number of changes to the Township's development regulations. These changes are outlined in the following subsections.

Zone Changes

In addition to the above, it would be prudent to change the zone district designation of certain areas of the Township. The areas where changes are recommended are illustrated in the map provided in Appendix A. The reasons for individual zone changes are described below:

1. Area to the east of Route 9 and south of Bay Parkway: Change zoning from BC to R-1A. *The area is surrounded by existing residential development, is located within the sewer service area.*
2. Area south of Lighthouse Drive and to the north of Hornblower Drive: Change zoning from R-1 to BC. *This area is outside of the sewer service area and is nearly entirely encumbered by wetlands.*
3. Area to the south of Bay Parkway and to the east of Spruce Street: Change zoning from BC to R-1A. *This area contains existing residential development.*

4. Area to the south of Admiral Way and to the west of the nearby lagoons (limited to two individual parcels adjacent to the WD zone): Change zoning from R-1A to WD. *This change will promote marine-oriented development.*
5. Area to the south of Tiller Drive and nearby lagoon: Change zoning from R-1 to WD. *This change will promote marine-oriented development.*
6. Area to the south of Pennsylvania Avenue and to the north of Bryant Road: Change zoning from R-1 to BC. *This area is outside of the sewer service area and is partially encumbered by wetlands.*

Waterfront Zoning Update

In addition to the above, and with specific regard to the Township's waterfront areas, it is necessary to revise and update the zoning in the Ocean Township's waterfront development districts to: promote sustainable development and resiliency to future Sandy-type storms; and, facilitate rebuilding and reinvestment by providing zoning standards that minimize non-conformities and reduce the number of bulk variances that may be required to rebuild dwellings damaged by Hurricane Sandy or future storm events.

Under current zoning regulations, the vast and overwhelming majority of the lots in the Residential Medium Density (R-1), Residential Medium/High Density (R-1A) and Waterfront Development (WD) zone districts are undersized or otherwise non-conforming. To aid in the recovery process and ensure that homes in these districts are rebuilt in a resilient manner, zoning regulations should be revised to better accommodate the typical lot size in each waterfront neighborhood. Revising zoning regulations in these zone districts can also minimize non-conformities and reduce the number of bulk variances that may be required to rebuild dwellings damaged by Superstorm Sandy or that may be damaged in future storm events. Furthermore, to preserve the character of each waterfront neighborhood, lot sizes should be reduced so that they are typical for the specific neighborhood in which they are located.

In addition to the above, it is noted that while townhouse development was previously a conditional use in the Waterfront Development (WD) zone district, the 2003 Amended Land Use Plan Element recommended that townhouse development be eliminated as a conditional use. The subsequent elimination of townhouse development as a

conditional use from the Waterfront Development (WD) zone district resulted in the townhomes that existed at the time of elimination becoming nonconforming uses. The status of such units, which were originally conforming uses, poses a heightened burden on the owners during the permitting process, which may hinder recovery from Hurricane Sandy and future storms. This issue should be addressed.

Conditional Use Standards

Currently, the Township's conditional use standards: make several references to Schedule A, which has been repealed and no longer exists; and, does not provide standards for multiple conditional uses in several zone districts. To increase the clarity surrounding the Township's conditional use standards, it is recommended that the Township develop and adopt an updated and complete set of conditional use regulations.

To inform the development of a new, updated set of conditional use standards, we outline below the following points that should be addressed:

- Institutional Uses in R-1, R-2, R-1A Zone Districts:
  - Eliminate references to Schedule A
- Other Recreational Uses in PV Zone District:
  - Eliminate references to Schedule A
- Accessory Apartment Residential Uses in R-1, R-1A:
  - Reference existing definition
- Provide Conditional Use Standards for the Following Uses (Applicable Zone District):
  - Landfills (FO);
  - Landscape Nurseries (FO, C2);
  - Garden Centers (FO, C2);
  - Tennis Clubs (R-1, R-1A);
  - Private Golf Courses and County Clubs (R-2);
  - Fuel Dealer (C1);
  - Contractor's Storage Yard (C1);
  - Lumber Yard (C1);
  - Outdoor Sale and Storage of Building Materials (C1);
  - Warehouse (C1);
  - Distribution Facility (C1);
  - Vehicle Body Repair Services (C1);
  - Boat Building (C1);
  - Boat Yard (C1);

- Accessory Apartment in a Single-Family Dwelling on Commercial Premises (C1);
- Convenience Stores, Including Mixed Uses with Gasoline Service (C1);
- Roadside Market for the Sale of Agricultural Produce and Related Goods (C2);
- Restaurant (C2);
- Alcoholic Beverage Store (C2); and,
- Churches and Places of Worship (C1, C2).

Sustainable Development and Resiliency

In an effort to promote resiliency in Ocean Township, it is also recommended that the Township update its zoning policies to promote sustainable development and resilience to future storms. As part of this, the Township should evaluate its Bayfront Conservation (BC) District to ensure that the zoning in this area supports the preservation of natural environmental systems, such as coastal wetlands, which protect the Township from storm events. To achieve this, the Township should consider the adoption of noncontiguous clustering provisions as permitted by the Municipal Land Use Law (NJSA 40:55D-1 et seq.). Noncontiguous clusters are noncontiguous areas that are developed as a single entity at a greater concentration of density or intensity than authorized within the development area under conventional zoning in exchange for the permanent preservation of another area as common or public open space, or for historic or agricultural purposes, or a combination thereof.

Miscellaneous Changes

In addition to the above, a number of changes are recommended to various other aspects of the Township's development regulations. These changes are outlined below:

- Standards pertaining to exemptions from site plan requirements should be updated to improve clarity and ensure that all instances when exemptions should be granted are covered;
- Setback requirements for pumps and other equipment associated with swimming pools and hot tubs, as well as for generators and air conditioning condensers, should be provided;
- Standards for accessory apartments and mother/daughter-type units should be provided. Such standards should include specific off-street parking requirements;
- Definitions should be reviewed and revised, as needed, to increase clarity and promote increased efficiency in land use administration;
- Subsequent to any waterfront zoning amendments, the Township should consider deleting its current grandfather clause;
- Standards should be provided for ground-mounted solar facilities as accessory structures;

- Setback requirements should be provided for stairs and other means of access to elevated residential dwellings;
- Provisions relating to the size and number of certain accessory structures (e.g., sheds and detached garages) on single family residential properties should be customized for the zone districts located to the east and west of the Garden State Parkway. The reason for this is that residential properties to the west of the Garden State Parkway (i.e., in the Pinelands Area) are typically large tracts and do not require the same limitations as the generally smaller properties on the east side of the Garden State Parkway; and,
- The Township's sign ordinance should be updated to reflect the separation from the cartway due to the rail trail and visibility of businesses along the west side of Route 9. Specifically, sign setback requirements should be reduced to compensate for the separation of the businesses from Route 9 that results from the rail trail.

Recommendations Concerning Redevelopment Plans

In 2005 Ocean Township received Plan Endorsement from the New Jersey State Planning Commission, which included the designation of the Waretown Town Center as a redevelopment area. This designation legitimized over a decade of planning in Ocean to create a vibrant new mixed-use town center at Waretown. The Waretown Town Center is reflected on the Township's zoning map as the "Town Center Redevelopment District (TC)", and integrates land uses and smart growth planning principles into a comprehensive mixed-use center design. The Waretown Town Center has also been designated a coastal town center under the Coastal Area Facility Review Act (CAFRA). The Plan Endorsement and Town Center Designation also included the extension of Volunteer Way to the Garden State Parkway, providing a key evacuation route for new and existing development in the Township.

In 2007, the Economic Redevelopment Plan was amended to include the Town Center Conceptual Plan approved by the State Planning Commission. In 2013, the Economic Redevelopment Plan was further amended to outline more detailed design standards for the Waretown Town Center Redevelopment Area.

Master Plan Amendment

Introduction

The purpose of this master plan amendment is to incorporate the recommendations and changes that have been outlined in the 2015 Master Plan Reexamination Report into the Township's master plan, or to establish the basis for future actions through the definition of new goals and objectives. This master plan amendment: includes an updated, comprehensive list of master plan goals and objectives; modifies the Land Use Element; updates the Open Space and Recreation and Community Facilities plan elements; and, adds a new section on bicycle and pedestrian linkages to the Circulation Plan Element.

Master Plan Goals and Objectives

Given the fact that the master plan goals and objectives were changed in multiple instances by means of several documents, and that several new goals were recommended by the 2015 Master Plan Reexamination Report, it is prudent that the master plan amendment provide a new, comprehensive list of master plan goals and objectives that replaces all previous iterations. This is done below:

General Development Goals

- Encourage the use of best management policies for all development to ensure the least negative impact on the overall quality of residential life and the environment in the Township;
- Review and continually update, as needed, the various codes and development standards and maintain an aggressive code enforcement policy to ensure the highest quality of life within the Township;
- Review and continually update the permitted uses within each zone to ensure that only those uses compatible with the land capacity to support them are permitted;
- Promote public awareness of hazard mitigation and resiliency issues;
- Focus public agencies on community vulnerabilities to hazards such as flooding;
- Encourage regional solutions to flood- and storm-related impacts;
- Ensure that future capital projects are designed and constructed to incorporated features that are resilient to storm- and flood-related impacts;
- Automate, update and expedite the Township's system for processing zoning and construction permits; and,
- Increase participation in FEMA's Community Rating System (CRS).

Residential Development and Housing

- Maintain and enhance the prevailing single-family character of the community. Increase lot sizes where possible and limit multi-family development to selected locations and types;
- Maintain and upgrade the quality of seasonal housing converted to year-round occupancy through the administration and use of proper standards and codes;
- Encourage new residential development in areas with public water and sewer facilities and in areas where these facilities can be made available. Provide for large lot sizes in areas not served by central sewer and water facilities;
- Provide for cluster subdivision design to conserve open space and natural amenities in residential areas and to reduce road and utility cost;

- Maintain and enhance the existing single-family residential neighborhoods. Develop programs that will encourage the upgrading of these neighborhoods;
- Ensure that any conversion of seasonal residential units to year-round residential uses is accomplished in a manner consistent with all applicable codes and standards; and,
- Encourage development of new residential housing units in areas that are served with adequate infrastructure including water, sewer, stormwater management, and streets, so as to minimize any negative environmental impacts.

Commercial and Industrial Development

- Discourage "strip" development along the entire Route 9 frontage; provide for concentrated patterns of commercial use to facilitate traffic control and promote traffic safety; use frontage roads and minimize access/egress points wherever practicable;
- Promote the development of marine-oriented and complementary commercial uses, including marinas, in certain bay front locations; minimize their traffic, noise, and aesthetic impacts on adjacent residential areas by screening and other means;
- Review economic development and redevelopment programs to encourage both new construction and conversion of existing non-commercial uses to viable commercial activities;
- Encourage owner-occupied commercial uses in selected areas of the Townships;
- Review and update as required the home occupation and "cottage industry" commercial activities;
- Maximize the economic benefit of resource-based development with the lowest possible negative environmental impact; and,
- Encourage the use of incentive programs, which promote industrial development that provide the maximum positive tax revenue at the least possible municipal cost impact.

Transportation and Public Facilities

- Maintain and enhance the traffic carrying capacity of principal thoroughfares, such as Route 9, by making traffic engineering improvements and regulating access and egress;
- Develop a system of secondary streets in built-up and urbanizing areas, which improve access to individual areas and reduce use of Route 9 for internal trips;
- Improve local streets and drainage where poor conditions and problems exist;

- Develop a system of recreation sites to serve local neighborhoods, such facilities to be accessible primarily by foot or bicycle; and,
- Expand and improve all other public services and facilities commensurate with need and population growth.

Conservation and Environmental Protection

- Provide for cluster design, as mentioned above, to conserve open space and natural amenities in residential subdivisions and projects;
- Establish a system of conservation areas that are designed to limit or restrict development in wetlands, along streams, and in undeveloped bayfront locations; promote appropriate recreational uses in these conservation areas;
- Limit the type and scale of development west of the Parkway in accordance with Pinelands regulations;
- Retain and improve the village atmosphere and identity of Waretown center by regulating land uses, and the design of new facilities and by promoting the restoration, reuse, and maintenance of older structures;
- Stabilize bay shoreline by installing riprap or developing living shorelines;
- Compile low elevation aerials to produce high-quality mapping with six-inch contour levels within identified special flood hazard areas;
- Prepare a Green Buildings and Environmental Sustainability Element;
- Update Stormwater Management Plan to include green infrastructure management techniques; and,
- Update Floodplain Management Plan.

Infrastructure and Utilities

- Install new generators at Township Hall, the Department of Public Works complex, the building that houses the Construction and Zoning, and the first aid building;
- Create a Township Debris Management Plan including such components as allocating debris removal sites, collection strategies, and describes reduction methods;
- Provide more radios for emergency communication;
- Install a town-wide Supervisory Control and Data Acquisition (SCADA) system throughout the Township in conjunction with its owned and operated facilities to communicate critical alarms to a centralized location or operational personnel;
- Prepare a Capital Improvement Plan that identifies needed capital investments in public facilities to improve local resiliency;

- Develop GIS database and user interface to catalog and inventory all infrastructure owned by the Township, including roadways, its stormwater collection system, its sanitary sewer collection system, and residential and commercial property information;
- Develop GIS-based, low elevation aerial mapping to support future planning efforts;
- Update Township's Emergency Operating Plan;
- Elevate key municipal facilities above the Advisory Base Flood Elevation; and,
- Encourage Green Infrastructure projects.

Waretown Town Center

General Goals

- Create an attractive, diverse, and vibrant center consisting of mixed-use development, open space, civic buildings and residential uses; and,
- Create safe trail linkages between the destination nodes in the center, municipal facilities, elementary schools, and the Barnegat Bay (across Route 9).

Land Use Goals

- Create a pedestrian friendly town, easily accessible from neighboring residential areas;
- Provide essential services to residents; and,
- Develop a Center at a density that creates a sense of place, encourages pedestrian activity and uses infrastructure efficiently.

Environmental Goals

- Protect environmentally sensitive lands and direct growth towards areas of Township with existing infrastructure.

Housing

- Encourage a variety of housing types suiting the needs of all income and age levels; and,
- Incorporate low- and moderate-income housing in Centers in accordance with the State Development and Redevelopment Plan and Council on Affordable Housing regulations.

Circulation

- Create pedestrian walkways, bikeways, and other pathways to enhance both the ability and desirability of walking and bicycling; and,

- Establish trails and greenways linking neighborhoods, schools, recreational facilities, community facilities and the Town Center.

Design

- Create building design that ensures privacy, safety and contributes to the long-term desirability of the community; and,
- Create small-town charm as a key design element for future development.

Land Use Plan Element

The section of the 2015 Master Plan Reexamination Report that is entitled "Changes to Development Regulations" outlines changes to development regulations to: clarify the Township's conditional use standards; change zoning designations in selected areas; promote sustainability and resiliency; and, update waterfront zoning. The full content of "Changes to Development Regulations" is hereby adopted as part of the Land Use Plan Element.

In addition to the above, the Land Use Plan Element is amended to include updated mapping of existing land use as provided in Appendix D, mapping of proposed land use as provided in Appendix E, and the following new section on building resiliency through development regulations.

Apart from the changes discussed in this Land Use Plan Element, there are no significant land use changes incorporated by the Township.

Building Resiliency through Development Regulations

Given the experience of Hurricane Sandy and the potential for future storms, there is a compelling need to build resiliency in Ocean Township. The Land Use Plan Element, therefore, recommends that the Township's development regulations be designed to build resiliency throughout the Township. This should be done through the promotion of green building and infrastructure techniques. This section of the Land Use Plan Element overviews green building and infrastructure techniques, and is meant to inform the future development of municipal development regulations.

Green Building and Infrastructure Techniques

Green building and infrastructure techniques are an important tool for promoting resiliency in Ocean Township. They use permeable surfaces (e.g., porous concrete, gravel, mulch, etc.), landscape formations (e.g., channels, depressions), plant material, or other technologies to reduce stormwater runoff by promoting natural infiltration. Their use can promote resiliency by mitigating flooding (i.e., reducing the risk and impacts of flooding) and helping the Township to quickly recover from storms. In addition, they provide numerous co-benefits, not the least of which are: reducing long-term maintenance and operation costs of stormwater infrastructure; and, capturing runoff pollution (e.g., particular matter, heavy metals) and preventing their entry into sensitive terrestrial waterways.

The Land Use Plan Element recommends the incorporation of green building and infrastructure techniques in the Township's development regulations. Recommended green building and infrastructure techniques are described in the following subsections.

Downspout Disconnection

Downspout disconnection refers to the rerouting of rooftop drainage pipes to specialized containment devices (e.g., rain barrels, cisterns) and permeable areas, instead of traditional stormwater drainage systems. This allows stormwater runoff from building roofs not only to infiltrate soil, but also to be collected for later use (e.g., watering lawns and gardens), which reduces demand on public water supplies.

Rain Gardens

Rain gardens are shallow, vegetated basins that absorb stormwater runoff from impervious surfaces (e.g., rooftops, sidewalks, and streets). Runoff is channeled into rain gardens, and is then used by plants, infiltrated into the ground, and evaporated. They may be installed in a variety of locations, and can be an attractive element of site design. In addition, it is important to note that rain gardens can be installed in a variety of locations. Indeed, they may be installed in any properly graded unpaved space, and in parking lots and paved areas through the construction of specialized planter boxes that collect and absorb runoff.

Bioswales

Bioswales are open, linear channels with vegetation, mulching, or xeriscaping that slow stormwater runoff and attenuate flooding potential while conveying stormwater runoff away from critical infrastructure. While they convey stormwater runoff away from critical

infrastructure, their permeable surface permits the natural infiltration of stormwater. They are often used as an alternative to, or enhancement of, traditional stormwater drainage systems.

Permeable Pavements

Permeable pavements help to reduce stormwater runoff, which helps to improve the quality of terrestrial waters and mitigate flooding. With traditional (i.e., impervious) pavement, stormwater runs into drains and inlets, which places a burden on such infrastructure, and may result in the discharge of pollutants (e.g., sediment, oil residue, etc.) into terrestrial waters. Permeable pavements, however, infiltrate, treat, or store rainwater where it falls. Key examples of permeable pavements include pervious concrete, porous asphalt, and permeable interlocking pavers.

Green Roofs

Green roofs are roofs that are covered with substrate and vegetation that enable the infiltration of rainwater. This not only minimizes stormwater runoff, but leads to reduced building operating costs and energy consumption by providing improved insulation of the roof surface, and absorbing less heat on the roof surface (i.e., increasing the roof surface albedo over traditional roof surfaces). Flat and low-pitched roofs are most suited to green roof development and retrofitting therewith.

Tree Cover

Increased tree cover in developed areas is an important example of green infrastructure. Trees reduce and slow stormwater by intercepting precipitation in their leaves and branches. In addition, their root systems help to aerate soil, which facilitates natural infiltration of stormwater and reduces runoff. Trees also purify the air, and can help to cool developed

areas by providing shade, and through evaporative cooling and increased latent heat flux (i.e., the dissipation of sensible heat).

Living Shorelines

Living shorelines are an approach to shoreline stabilization that uses wetland plants, submerged aquatic plants, oyster reefs, coir fiber logs, sand fill, and stone to provide shoreline protection and maintain important habitat areas. They offer numerous benefits over hardened structures (e.g., bulkheads and concrete walls), including protection of the riparian and intertidal environments, improvement of water quality via filtration of upland runoff; and creation of habitat for aquatic and terrestrial species.

Open Space Preservation

Preservation of open space areas within and adjacent to developed areas can help to mitigate the water quality and flooding impacts of stormwater. Indeed, natural open space areas promote increased groundwater recharge, lower stormwater runoff, and reduced levels of nutrients and sediment in terrestrial waters. They also help to cool developed areas through evaporative cooling and increased latent heat flux. The use of building coverage and impervious surface limits, tree-save requirements, and noncontiguous clustering are key ways to promote open space preservation through development regulation.

Open Space and Recreation Plan Element

Given the age of the Township's Open Space and Recreation Plan, and the fact that several properties have been acquired since the initial adoption of the 2002 Open Space and Recreation Plan, it is prudent that the Open Space and Recreation Plan be amended to include updated mapping. Appendix B provides updated mapping of the Township's recreation and open space areas.

In addition to amending the Open Space and Recreation Plan to include updated mapping of the Township's recreation and open space areas, and given the experience of Hurricane Sandy, it is important that the plan's list of objectives and action items be amended to include additional objectives and action items to help increase resiliency within Ocean Township. This is done with the following list, which supplements and replaces the list of objectives and actions in the original Open Space and Recreation Plan (new actions and commentary are shown in *italicized* text):

- Improve the quantity, variety, and quality of useable active and passive open space
  - In coordination with the Department of Parks and Recreation, the Township Committee will review and revise standards and policies to clarify the role of public and private open space in meeting recreation and open space needs.
  - The Land Use Board and Township Committee will review and revise the development regulations to ensure that necessary areas for useable active and passive open space of the appropriate size and location are designated at the beginning of the development process
  - The Township will develop standards that enhance the viability of natural systems when adding lands to the public open space inventory
  - Additional public access to the Barnegat Bay should be provided while preserving the natural assets in a manner consistent with the Township's Master Plan
  - *Promote living shoreline and green infrastructure projects through a variety of measures, including open space acquisition*
- Provide open spaces which contribute to building and maintaining community and neighborhood identity
  - New recreational facilities should be developed in locations accessible to existing and future neighborhoods
  - Pedestrian and bikeway linkages should be provided between residential areas and public active and passive open space (*the Barnegat Branch Trail provides some of these linkages)*

  - Recreational and open space lands should be located to act as a focal point for community activities
- Maintain and enhance the natural environment by preserving lands for passive open space and resource conservation
  - Undeveloped land and natural areas should be identified to meet future open space needs as set forth in the open space and recreation plan
  - The Township will review programs that provide and protect open space lands and recommend ways to enhance public and private mechanisms for acquisition and protection of these areas
  - The Township will promote the establishment of passive open space areas and greenways, which provide both community benefits and the continued viability of natural systems and wildlife corridors.
- Coordinate the acquisition, use, and management of open space lands
  - Township departments and boards should work together to develop programs and facilities that will maximize the potential for multiple and common use of public lands for open space and recreation.
  - The acquisition of open space should be coordinated to enhance joint State, County, and municipal needs and goals
  - The Township will develop joint management plans and agreements to use State, County, and private recreational land to meet overall recreational needs
  - *Encourage buyouts of flood prone properties through partnerships with NRCS, Blue Acres, and other funding sources.*

Circulation Plan Element

The Circulation Plan Element is amended to include the following new section on Bicycle and Pedestrian Linkages.

Bicycle and Pedestrian Linkages

Bicycle and pedestrian linages are encouraged and should be provided to the maximum extent possible in all areas of the Township, and particularly between parks, recreation, and open space areas, and key destinations within the Waretown Town Center. Providing such connections will not only help to make Ocean Township more sustainable by promoting non-motorized transportation, but also greatly improve the quality of life for Township residents. While sidewalks are an important pedestrian facility, the focus of this Circulation Plan Element is on dedicated and shared bicycle lanes, greenways and multipurpose trails.

To maximize the provision of bicycle and pedestrian linkages, this Circulation Plan Element does not specify the exact locations where they should be provided, but, rather, establishes a vision, discusses key principles of the design and maintenance of bicycle and pedestrian facilities, and outlines important goals and objectives for their provision.

Vision for Bicycle and Pedestrian Linkages

The Circulation Plan Element's vision is to develop and expand the Township's network of bicycle and pedestrian linkages and secure the recreation and transportation benefits of bicycling and walking for Township residents. The Circulation Plan Element envisions a network of bicycle and pedestrian linkages that connects the Township's residential developments with: open space and recreation areas; schools; shopping and employment centers; and, other key destinations in Ocean Township and neighboring municipalities.

The Circulation Plan Element also envisions that linkages will be provided in the form of: on-road bicycle lanes; lanes shared between bicycles and vehicles, where appropriate; greenways; and protected multipurpose trails. In all variations, bicyclists and pedestrians will be able to travel in a safe and efficient manner throughout the network, which will boost bicycling and walking for recreation, and increase their use as a means of transport.

Facility Design and Maintenance

When planning bicycle and pedestrian linkages, it is important to pay attention to the needs and expectations of users; the facility's visual appeal and design; and its upkeep.

The following section provides an overview of basic concepts to guide the planning and development of bicycle and pedestrian facilities within Ocean Township.

High Quality Experience

As a starting point, it is important to consider the elements that lead to a high quality experience. Examples of such elements include: visual appeal; pleasantness and convenience of location; presence of interconnections, residential areas, and community facilities; sufficient length; accessibility for users with limited mobility; and, the availability of special features, such as educational opportunities, benches, shelters, and similar amenities. When planning bicycle and pedestrian facilities, it is important to maximize the availability of these elements in order to provide a high quality experience.

User

It is also important to consider the needs and physical ability of the user. For example, the elderly and disabled will typically have different levels of ability than the remainder of the population. By giving consideration to the needs and physical ability of all users, use and success of the network will be maximized. Accommodating a broad cross section of users of all ages and abilities will help to maximize the use and success of the network.

Connectivity

Connectivity refers to the linkages a network provides from a given point to another. When planning bicycle and pedestrian facilities, it is important to consider possible connections between neighborhoods, business districts, parks, community facilities, and natural environments. By providing such connections, bicycle and pedestrian facilities can provide a viable route to a destination.

Facility Type

Facility type will affect its design. The basic types of bicycle and pedestrian facilities are: on-road bicycle lanes; shared lanes; greenways; and, multipurpose trails.

- **Dedicated, On-Road Bicycle Lanes:** On-road bicycle lanes provide dedicated space for cyclists where motorists are not allowed to park, stand or drive. They are designated with striping, signage and pavement markings, and make the movements of motorists and cyclists more predictable, thereby increasing safety. They are generally unidirectional, and travel in the same direction as the adjacent vehicle travel lanes. They are located on the right side of the roadway (i.e., along the curb), and, when on-street parking is available, are generally situated between vehicle travel and parking lanes. According to guidelines of the American

Association of State Highway and Transportation Officials, the minimum recommended width of an on-road bicycle lane is four feet. However, six feet is the preferred width recommended by this Circulation Plan Element. The additional width provides a greater degree of separation between bicycles and motor vehicles. Standards of the American Association of State Highway and Transportation Officials indicate that striping to separate on-road bicycle lanes from vehicle travel lanes should be six inches in width. Striping to separate on-road bicycle lanes from parking lanes should be four inches.

- **Shared Lanes:** Bicycle facilities may be provided in lanes shared between bicycles and motor vehicles. Shared lanes may be suitable on roadways with low traffic volumes or wide roadway shoulders, and are generally a low-cost solution because they can be provided without the requirement for physical changes to the roadway. Indeed, shared lanes only require bikeway network signage; they can, however, be supplemented with pavement markings. The width of a shared lane should, ideally, be 15 feet to allow for enough clearance between bicycles and large vehicles.
- **Greenways:** Greenways are long, linear open spaces that provide a setting for nature conservation and recreation. They often contain trails and link parks. The corridors of streams and rivers, and utility easements lend themselves to greenway development. Greenways are often the location of bicycle and pedestrian facilities.
- **Multipurpose Trails:** Multipurpose trails facilitate connections within the community. They provide for safe, non-motorized passage between residential and commercial areas, parks and open space areas, and other community features. A width of eight to ten feet is appropriate for multipurpose trails. In certain high-traffic areas, however, a tread width of ten to twelve feet may be appropriate. In all cases, the width should be wide enough to accommodate bidirectional passage. Multipurpose trails may be provided in roadway rights-of-way, but, when they are provided in such areas, are physically separated from motor vehicle traffic by open space or some other type of physical barrier (e.g., guard rail, curbing, etc.).

Signage

Signage serves a number of important functions. Most importantly, it helps a user to identify his or her location and conveys information about facility characteristics. As such, proper signage is an important part of bicycle and pedestrian facility design.

Signage at the trailhead should include: the name of the facility; a large-format map; length; permitted activities; and, information on connections. Signage should contain a minimal amount of text by making extensive use of icons and pictograms. Locational markers placed at regular intervals along the route should supplement this information.

Additionally, interpretative signage should be provided where significant natural or cultural features are present. All signage should be made of durable materials that resist fading, water damage, and vandalism.

With regard to traffic signage, it is noted that the Federal Highway Administration's Manual on Uniform Traffic Control Devices (MUTCD) provides standards for all traffic control devices nationwide, including signs for bicycle facilities. All traffic control devices nationwide must conform to its standards. It is, therefore, the recommendation of the Circulation Plan Element that the current MUTCD be consulted when planning traffic control signage.

Amenities

When planning bicycle and pedestrian facilities, it is important to provide appropriate amenities. The appropriateness of a particular amenity will be determined by the function, type, and anticipated users of the facility.

Amenities have a significant impact on a user's overall experience, and may include: bicycle racks; bicycle repair stations and air pumps; benches; picnic areas; drinking fountains; animal-proof refuse containers; observation areas; and shelters, among others.

Maintenance

The proper maintenance and upkeep of Ocean's bicycle and pedestrian facilities will ensure the public's continued use, safety, and enjoyment. As such, maintenance is an integral part of the bicycle and pedestrian facility planning process.

The maintenance required for a specific facility will be determined by type, surface, and amenities. Consequently, it is the recommendation of this Circulation Plan Element that a maintenance plan be written for the bicycle and pedestrian network in Ocean Township.

A facility's future maintenance needs must also be considered during the design process. For instance, off-road facilities should be designed to be accessible to maintenance vehicles. Additionally, benches and other amenities should be designed to be low maintenance. By giving forethought to maintenance in the design process, a facility's future maintenance requirements can be simplified.

Goals for Bicycle and Pedestrian Linkages

The Township's goals for bicycle and pedestrian linkages are as follows:

- Provide bicycle and pedestrian linkages between major destinations within the Township, and to neighboring municipalities.

- Establish a permanent advisory committee for bicycle and pedestrian facilities.
- To the greatest extent possible, develop bicycle and pedestrian linkages between dead-end streets and cul-de-sacs.
- Provide identification and guide signs for bicyclists and pedestrians.
- Provide safe and adequate bicycle parking options at key destinations, and in all public parks.
- Work with Ocean County to provide signage that alerts motorists of the presence of bicyclists along county roadways.
- Provide only bicycle-safe sewer grates in all areas of the Township.
- Provide adequate lighting to ensure safety for bicyclists and pedestrians.
- Ensure that all bicycle projects comply with recognized design standards, such as the *Guide for the Development of Bicycling Facilities* prepared by the American Association of State Highway and Transportation Officials.
- Investigate potential funding mechanisms for bicycle and pedestrian facilities, including grants and open space trust funds.
- Coordinate bicycle planning with Ocean County and the State of New Jersey.
- Develop a Township-wide bicycle and pedestrian facility map that is displayed at parks and other major destinations.
- Provide linkages with the Barnegat Branch Trail.
- Promote east-west bicycle and pedestrian access by improving crossings at key locations along Route 9.
- Provide traffic calming at key locations to improve bicycle and pedestrian safety and encourage use of facilities.

Community Facilities Plan Element

The Community Facilities Plan Element is amended to include updated mapping of public facilities and other critical infrastructure. This mapping is provided in Appendix C and shows the location of such infrastructure in relation to important roadways (incl., evacuation routes) and flood hazard areas. It is the intent of this amendment that the updated mapping support multiple aspects of planning, including the development of an updated Emergency Operating Plan, which has been set as a goal for the Township by this master plan amendment.

In addition to the amendment of the Community Facilities Plan to include the updated mapping in Appendix C, it is noted that this master plan amendment includes several goals and objectives that are relevant to community facilities, including the elevation of key municipal facilities above the Advisory Base Flood Elevation and the preparation of a Capital Facilities Plan. These goals and objectives have been presented in a prior section of this document.

Appendix A: Recommended Zone Changes

Zoning District	Name
R-2	Residential, Medium- Low Density
R-1	Residential, Medium Density
R-1A	Residential, Medium- High Density
R-1B	Residential, Medium- Low Density
WD	Waterfront Development
BC	Bayfront Conservation
PRD	Planned Residential Development
C-1	General Commercial
C-2	Village Commercial
PA	Pineland Preservation
FO	Pineland Forest
PV	Pineland Village
TC	Town Center Redevelopment District
TC-MXD	Town Center Redevelopment Subdistrict
TC-OC	Ocean Commons Town Center Redevelopment Subdistrict

Existing Zone Boundary

Proposed Zoning

- R-BB (Residential, Barnegat Beach)
- R-BH (Residential, Bay Haven/Bryant Beach
- R-HH (Residential, Holiday Harbor)
- R-PB (Residential, Pebble Beach)
- R-SC (Residential Skippers Cove II)
- R-SP (Residential Sands Point)
- 1 Change from BC zone to R-1A zone
- 2 Change from R-1 zone to BC zone
- 3 Change from BC zone to R-1A zone
- 4 Change from R-1A zone to WD zone
- 5 Change from R-1 zone to WD zone
- 6 Change from R-1 zone to BC zone

11 Tindall Road
Middletown, NJ 07748-2792
Phone: 732-671-6400
Fax: 732-671-7365

Prepared by: JAC, 4/2/2015
Source: NJDEP; NJDOT; NJGIN
H:\OTWP\05551\GIS\Projects\Proposed Zoning East of PKWY.mxd

Parcel Boundary
Existing Zone Boundary
Open Water
U.S. Route
State Route
Toll Route
County Route
Local Road
Municipal Boundary

0 0.075 0.15 0.3 0.45 0.6 Miles

Proposed Zoning Changes - East of Garden State Parkway
Ocean Township, Ocean County, New Jersey

NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Appendix B: Open Space and Recreation Areas

11 Tindall Road
Middletown, NJ 07748-2792
Phone: 732-671-6400
Fax: 732-671-7365

0 2,100 4,200 8,400 Feet

Prepared by: ARR, July 18, 2012, Revised by CLB September 29, 2014
Source: NJDEP (State and NJ Natural Lands Trust Owned Properties); NJDOT (Road Names);
NJGIN (Township Parcels, Municipal Boundary); Ocean County (County and OC Natural Lands Trust Owned Properties); FEMA (Flood Hazard Areas)
H:\OTWP\00551\GIS\Projects\ExistingOpenSpaceandParkland_FEMA FHA Overlay.mxd

Open Space and Parkland by Owner

- Ocean Township
- Ocean County
- Ocean County Natural Lands Trust
- New Jersey Natural Lands Trust
- State of New Jersey (NJDEP)

Preliminary Flood Hazard Zones

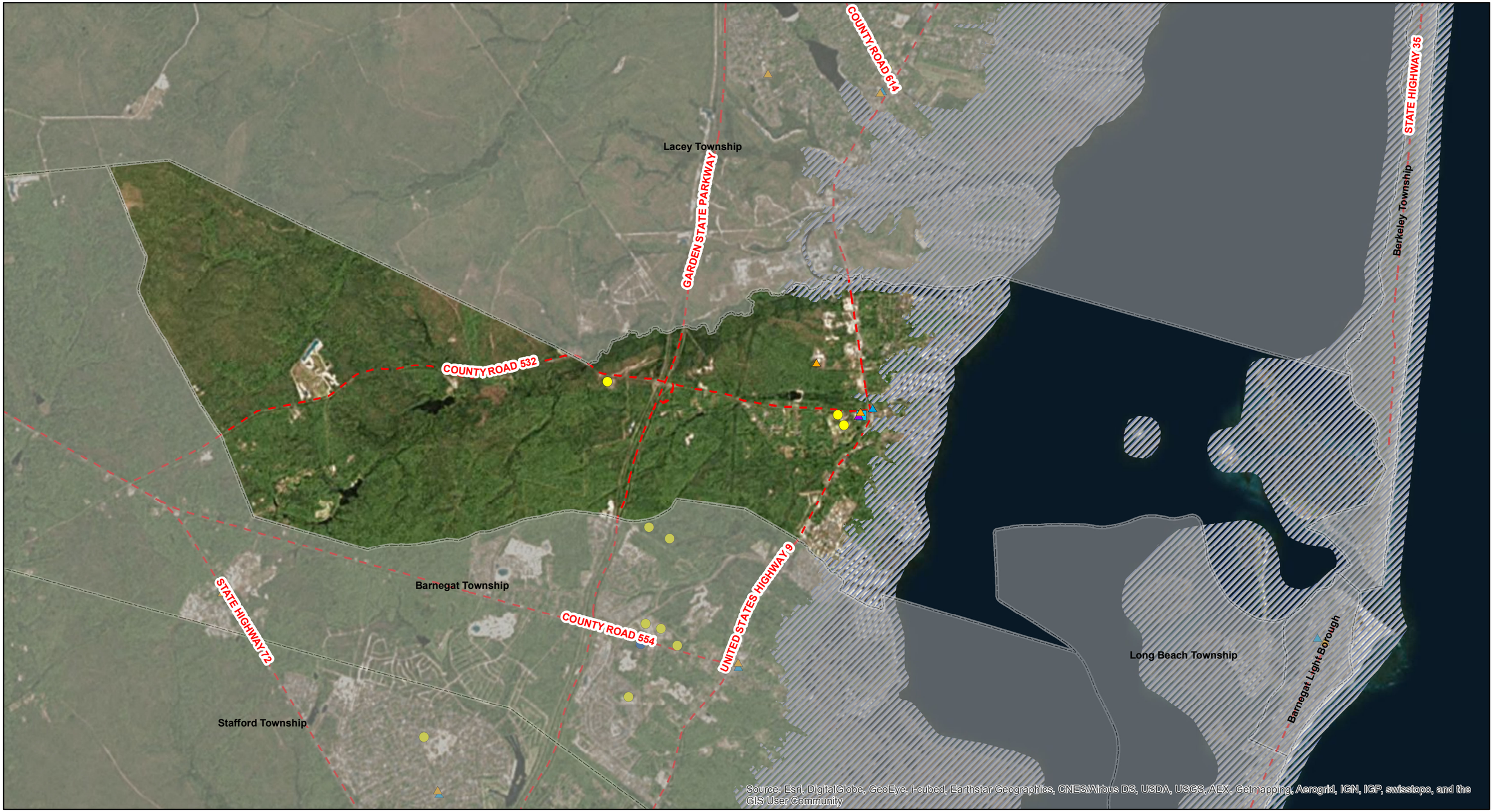
- 0.2 PCT ANNUAL CHANCE FLOOD HAZARD
- A
- AE
- VE
- Municipal Boundary
- Tax Parcel

Existing Open Space and Parkland and FEMA Flood Hazard Area Overlay
Ocean Township
Ocean County, New Jersey

N

NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Appendix C: Critical Infrastructure



T&M ASSOCIATES
11 Tindall Road
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Phone: 732-671-6400
Fax: 732-671-7365

0 2,500 5,000 10,000 Feet

Prepared by: RED, 09-05-14
Source: NJDEP, NJDOT, MOD-IV, ESRI
File Path: H:\OTWP\00551\GIS\Projects\Critical Infrastructure.mxd

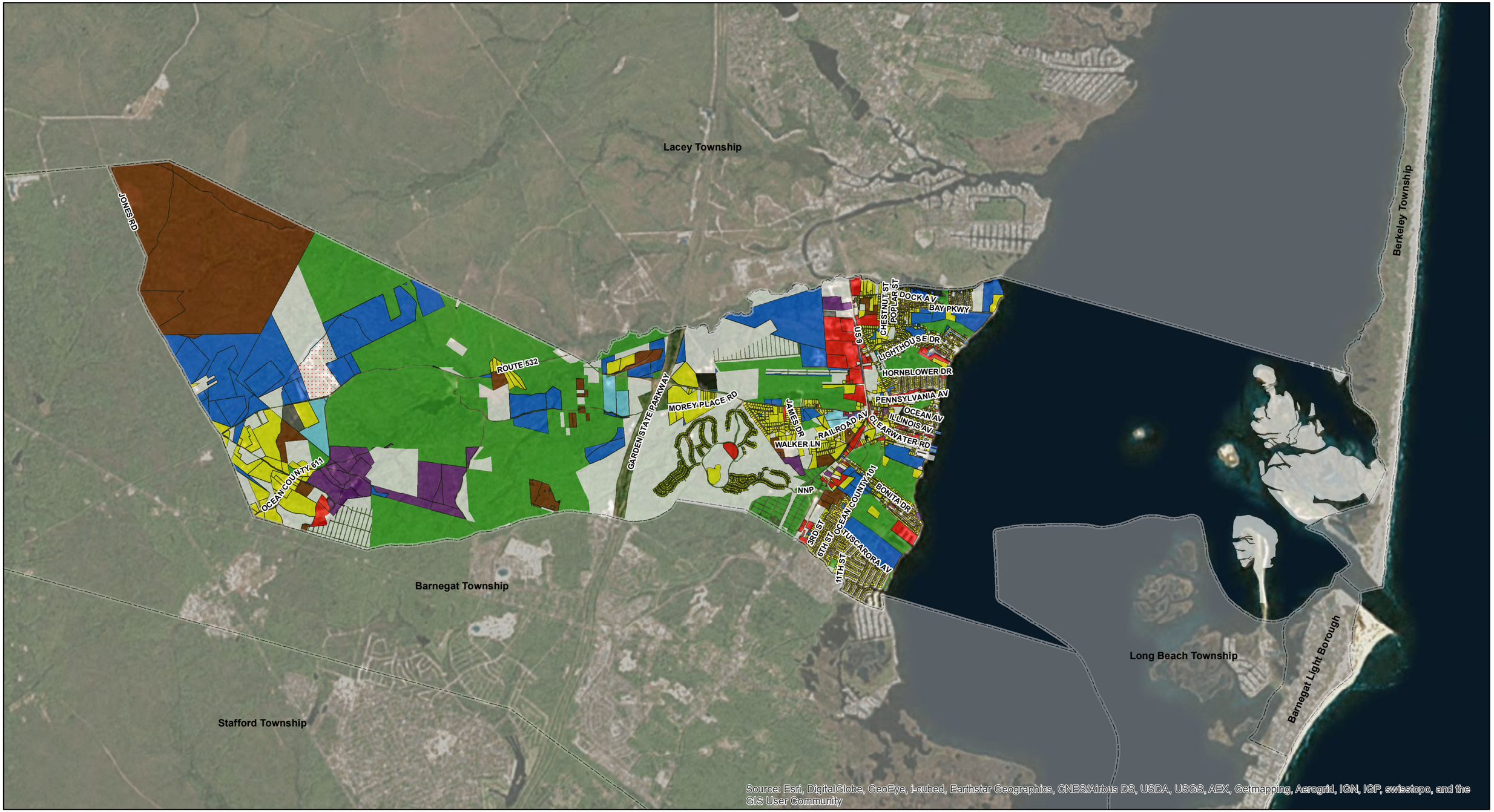
- Fire Station
- Police Station
- EMS Station
- Hospital
- Nursing Home
- School
- Municipal Building
- Designated Evacuation Route
- Ocean County Flood Hazard Area

Critical Infrastructure
Ocean Township
Ocean County, New Jersey

N

NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Appendix D: Existing Land Use



T&M ASSOCIATES
11 Tindall Road
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0 2,500 5,000 10,000 Feet

Prepared by: RED, 07-29-14, EDITED 09-05-14
Source: NJDEP, NJDOT, MOD-IV, ESRI
File Path: H:\OTWP\00551\GIS\Projects\Land Use.mxd

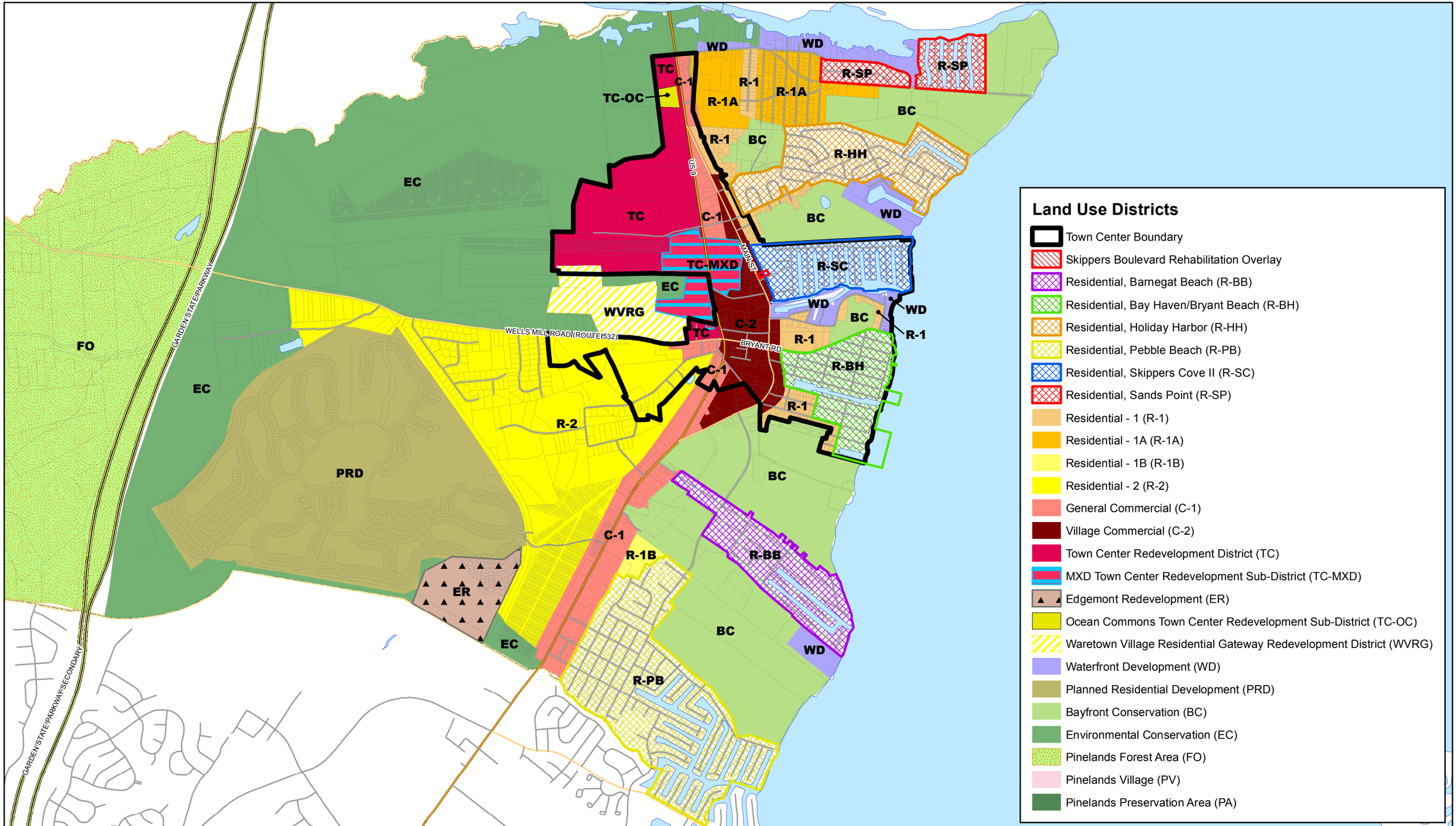
- ASSESSED FARMLAND
- CEMETARY
- COMMERCIAL
- INDUSTRIAL
- PUBLIC PROPERTY
- PUBLIC SCHOOL
- RECREATION/OPEN SPACE
- RELIGIOUS, CHARITABLE, OR BENEVOLENT ORGANIZATION
- RESIDENTIAL
- RGHT-OF-WAY
- RIPARIAN
- UNKNOWN
- VACANT/UNDEVELOPED

Parcelized Land Use
Ocean Township
Ocean County, New Jersey

N

NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Appendix E: Proposed Land Use



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Prepared by: JAC, 4/2/2015
Source: NJDEP; NJDOT; NJGIN
H:\OTWP\00551\GIS\Projects\Proposed Land Use Plan East of Pkwy 04-02-15.mxd

Town Center Boundary
Open Water
Parcel Boundary
U.S. Route
State Route
Toll Route
County Route
Local Road
Municipal Boundary

0 0.075 0.15 0.3 0.45 0.6 Miles

Proposed Land Use Plan - East of Garden State Parkway
Ocean Township, Ocean County, New Jersey

NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.