

In, June 2000, the Township of Ocean adopted an Economic Redevelopment Plan to guide future redevelopment of properties regulating over 1,234 acres. Since the adoption of the plan the Township has made significant progress in its efforts. December 2005, the Township received plan endorsement and center designation from the New Jersey State Planning Commission, which acknowledged the State's support to create a new mixed-use town center in Ocean and the conservation of extensive areas of underdeveloped land. In 2007, the Township adopted an amendment to the Economic Redevelopment Plan to reflect the Township's plan endorsement and center designation as required by the Planning and Implementation Agenda (PIA) approved by the State Planning Commission as part of the Township's plan endorsement. The 2007 Amendment established the framework for pedestrian-orientated, mixed-use center within the redevelopment plan area designated in the 2000 Economic Redevelopment Plan and incorporated into the 2015 Master Plan and Chapter 410 of the Municipal Code also updated.

The intent of the 2013 Economic Redevelopment Plan is to guide with smart growth planning principals enunciated in the State Development and Redevelopment (SDRP), and with existing and planned redevelopment. The plan is designed to enable a mixture of complementary uses, attractive public spaces, strategically placed parking, and a safe and efficient circulation system, with "complete" streets designed for vehicles, bicyclists and pedestrian use. Projects design must also employ a variety of neotraditional design forms with strategic pedestrian connection, plazas and green space areas which de-emphasize the parking while highlighting common spaces. Off-street parking, where needed shall be provided in the central areas of blocks and sites to avoid parking fields proximate to streets and road and other components of the public realm where pedestrian activity is anticipated. Where parking is provided near streets or public spaces it must be shielded from view with the use of walls, landscaping, and buffers. Pages 14-17 of the Plan detail Roadway Network and Street Typologies including cross section maps and figures.

Objectives the plan is guided by include:

Encourage pedestrian- orientated development at densities and intensities that will help promote transit usage, interconnected uses and businesses.

Promote the health and well-being of residents by encouraging physical activity, alternative transportation options and greater social interaction.

Ensure that all buildings are consistent with and enhanced by high-quality streetscape amenities.

Accommodate off-street parking in a convenient manner that does not interfered with the rhythm of the street network and building facades.

Goals include:

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 rt. 9).

Create a pedestrian friendly town, easily accessible from neighboring residential areas.

Develop a Center at a density that creates a sense of place, encourages pedestrian activity and uses infrastructure efficiently.

Parking management techniques deployed include surface parking, pedestrian circulation, bicycle facilities. On-street parking, parking calculations- number of spaces, shared parking, loading and service areas, and provisions related to off-site improvements.

Surface Parking

Whenever possible, surface parking should be located to the rear of the building. No parking areas shall be permitted between the street right-of-way and the front façade of a building. Parking lots adjacent to street rights-of-way shall be screened with either a landscaped buffer or a solid wall or equivalent "edge" treatment, architecturally integrated into the overall site development. All off-street parking areas shall be set back a minimum 13 feet from a right-of-way.

Parking lot layout, landscaping, buffering, and screening shall be provided to minimize direct views of parked vehicles from streets and sidewalks, avoid spillover light, glare, noise, or exhaust fumes onto adjacent properties, and provide the parking area with a reasonable measure of shade, when trees reach maturity. In order to achieve these objectives, parking lots exposed to view shall be surrounded by a minimum four foot high, year-round visually impervious screen, or hedge, or three foot high wall. The height of any required screen, hedge or wall shall decrease where driveways approach sidewalks or walkways, in order to provide adequate visibility of pedestrians from motor vehicles, and shall not interfere with clear sight triangle requirements.

Surface lots shall be extensively landscaped. Tree islands are recommended at the ends of each aisle and interspersed within aisles to provide visual relief from long expanses of parking and to guide circulation. In addition, surface parking areas shall be broken up into sections separated from other sections by streets, buildings or a landscaped island wide enough to incorporate a pedestrian walkway flanked by five foot minimum planting strips to support medium sided shade trees or ornamental trees. The pedestrian walkways shall be designed into the overall pedestrian and bicycle circulation system within the project.

All surface parking lots shall include shade trees, with a caliper of 2.5 inches minimum. The equivalent of one shade tree per 70 spaces is required in landscape islands, and around parking areas.

Pedestrian Circulation

Safe provisions for pedestrian access to and through a parking lot shall be required, including striping, enhanced pavement markings, brick or paver crosswalks and traffic calming features. Surface parking areas and pedestrian walkways connecting to them shall have sufficient lighting in accordance with Township standard.

Bicycle Facilities

Bike racks, Bike bollards or lockers shall be provided in close proximity to all commercial uses in Mixed-use buildings. Racks may be located at a store entrance or at a central location connected by pedestrian walkways but not in such a manner as to impede pedestrian flow. The equivalent: of a minimum of one bike rack per store entrance is required. Bicycle storage facilities shall also be provided for at least 15% of the occupants of residential dwelling units within the project.

On-Street Parking

Parallel or angled parking shall be permitted along both street sides in locations deemed safe for vehicular, bicycle and pedestrian circulation by the Board Engineer.

Parking Calculations

The required number of parking spaces for residential uses shall conform to the Residential Site Improvement Standards (RSIS). Parking for retail space shall be based on 4 spaces per 1,000 square feet and parking for office uses shall be based on 3 spaces per thousand, or as approved by the Redevelopment Committee and/or Planning Board.

Shared Parking

Shared parking shall be encouraged for parking lots serving mixed-use commercial and residential buildings. Where necessary, the Planning Board may permit a limited amount of parking to be reserved either for residential or specified commercial uses only; or may restrict the hours that certain spaces are to be used for residential or commercial uses only.

The designated redeveloper responsible for the development of a property in the Redevelopment Plan Area seeking to satisfy its parking requirement using a shared parking approach shall prepare a parking report and/or provide detailed parking testimony to the Planning Board that documents how an adequate supply of parking spaces will be provided to satisfy projected parking demand.

Loading and Service Areas

Service and/or loading areas must be located to the side or rear of buildings unless a more appropriate location is approved by the Planning Board. Screening and landscaping shall be provided to minimize direct views of the loading areas and their driveways from adjacent properties or from the public right-of-way. Screening and buffering shall be achieved through walls, fences, and landscaping. Screening shall be a minimum of six feet high and shall be visually impervious. Recesses in the building, or depressed access ramps, may be used.

Shared refuse storage facilities shall be utilized where available and practical. The storage of refuse shall be provided inside building(s) or within an outdoor area in the rear of the property, screened around the perimeter by walls faced with brick or stone at a minimum height of seven feet with a gate or door. Such a wall shall be capped on the top.

Provisions Related to Off-Site Improvements

The designated redeveloper or other such party responsible for the development of a property in the redevelopment area will be responsible for their fair share of any installation or upgrade of infrastructure related to their project whether on-site or off-site including improvements to Route 9. Infrastructure items include but are not limited to gas, electric, water, sanitary and storm sewers, traffic control devices, telecommunications, streets, curbs, sidewalks, street lighting and street trees. The Township and redeveloper will work in partnership to overcome access and traffic circulation issues with the NJDOT to enable an orderly, safe, and efficient rerouting of traffic through and around the Redevelopment Plan Area. The extent of the redeveloper's responsibility will be outlined in the redeveloper agreement with the Township. Offsite responsibility for properties not covered under the redeveloper's agreement will be determined during the permit and/or site plan review phases. All infrastructure improvements will comply with applicable local, state and federal codes including the Americans with Disabilities Act. All utilities will be placed underground.