

TOWNSHIP OF OCEAN

50 RAILROAD AVENUE
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Waretown Town Center

Economic Redevelopment Plan TC Town Center District Redevelopment Plan

Adopted: April 11, 2013

Prepared for:
Township of Ocean Redevelopment Committee

Prepared by:



A handwritten signature in black ink, appearing to read "Stan Slachetka".

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Section 1. Introduction

1.1 General Intent

In June 2000, the Township of Ocean adopted an Economic Redevelopment Plan to guide future redevelopment of properties that are east of the Garden State Parkway and are north of Wells Mill Road on the eastern side of Route 9. In total, the Redevelopment Plan regulates approximately 1,234 acres or 1.92 square miles of the Township. Since the adoption of the 2000 Plan, the Township has made significant progress in its efforts to create a new town center at Waretown. In 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 undeveloped land west of the center to the Oyster Creek and Parkway.

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 a pedestrian-oriented, mixed-use center within the redevelopment plan area designated in the 2000 Economic Redevelopment Plan. The TC Town Center District Redevelopment Plan further refines the Township's Economic Redevelopment Plan by establishing a regulating plan, form-based code, and revised conceptual development plan for the

TC Town Center District. Components of this redevelopment plan amendment include:

- Revised road network layout and typology
- Updated open space plan
- Amended Land Use Plan and Conceptual Development Plan for the TC District
- Regulating plan governing the location of permitted building forms
- Development regulations and design standards

Figure 1 depicts the location of the Town Center District. Figure 2 depicts the TC District and other current redevelopment areas and sub-districts in relation to the overall Economic Development Plan.

The intent of this plan is to guide the redevelopment of the TC Town Center District in a manner that is consistent with the articulated vision for the Waretown Town Center as identified in the Township's Plan Endorsement documents, with the smart growth planning principles enunciated in the State Development and Redevelopment Plan (SDRP), and with existing and planned redevelopment. The plan as presented herein modifies and amends the previously adopted Waretown Town Center Conceptual Development Plan to further refine the concepts presented in the original plan and recognize local property boundaries to ensure a seamless integration of the various plan components and Sub-District plans governing the area.

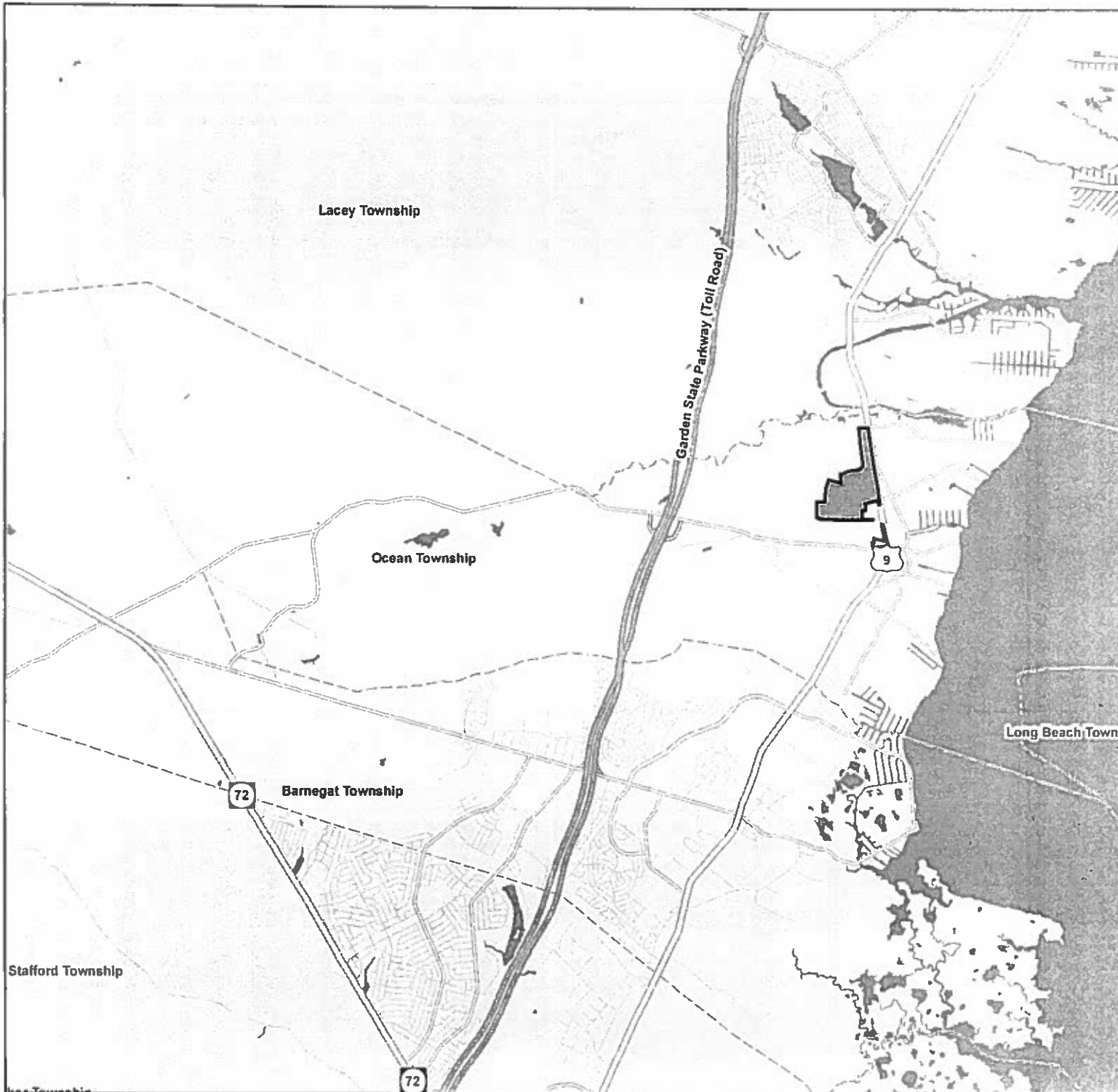










Figure 1
Site Location
TC Zone
Waretown Town Center
Township of Ocean
Ocean County
New Jersey

Legend

-  Town Center (TC) Zone
-  Interstate or Toll Route
-  US or State Route
-  County Route
-  Local Road
-  Ramp
-  Municipal Boundary
-  Open Water

 7,000 Feet

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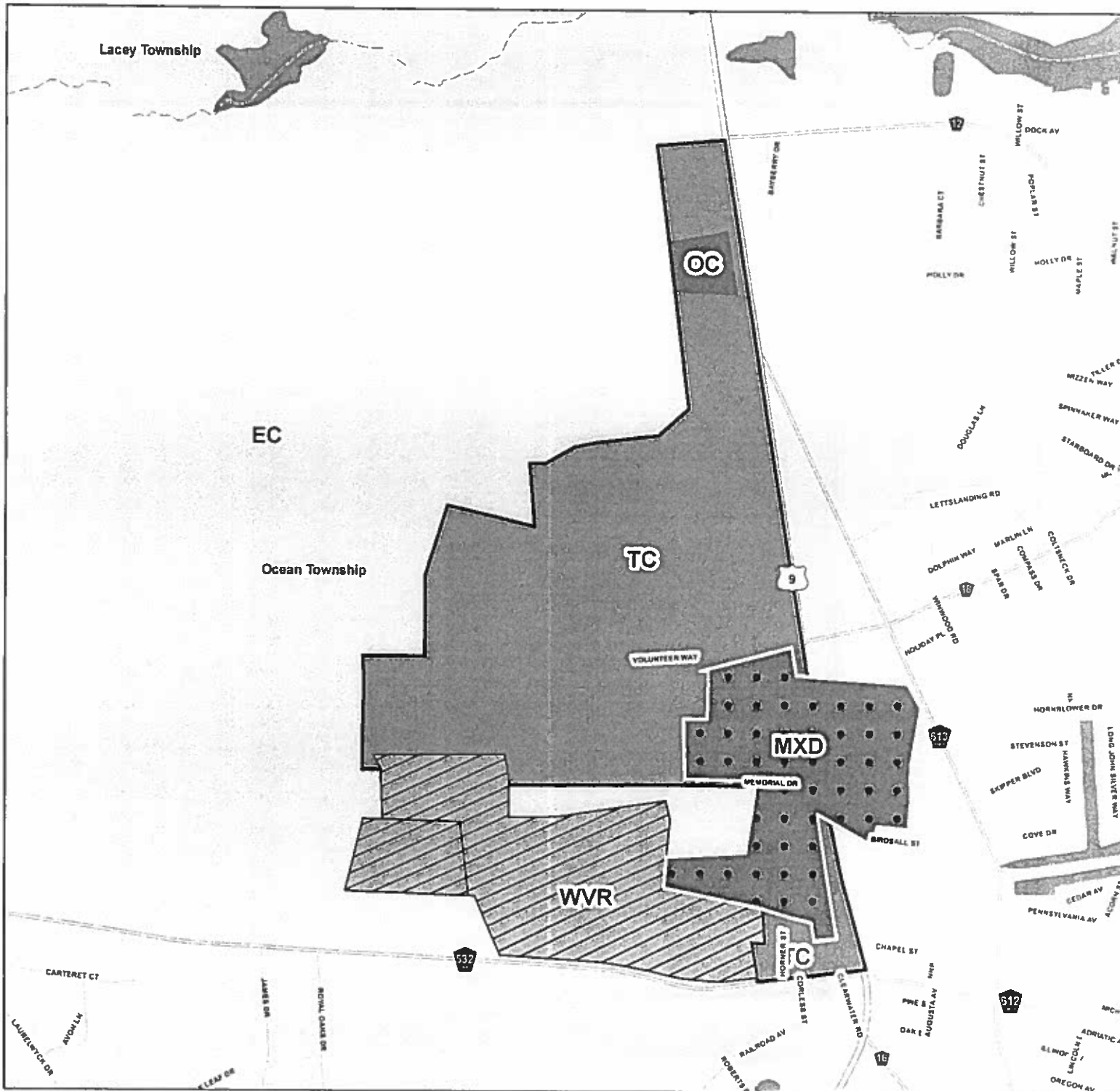


Figure 2
Redevelopment Districts
2007 Economic
Development Plan
Amendment
Waretown Town Center
Township of Ocean
Ocean County
New Jersey

Legend

- Town Center (TC) Zone
- Environmental Conservation (EC) Zone
- Phase I Route 9 Mixed Use Redevelopment District (MXD)
- Waretown Village Residential Gateway Redevelopment District (WVR)
- Ocean Commons Sub Redevelopment District (OC)
- Interstate or Toll Route
- US or State Route
- County Road
- Local Road
- Ramp
- Municipal Boundary
- Open Water



1,000 Feet

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 Source: NJGIN, NJDEP, Ocean Township, FEMA H.OTWP00420GISP\mxd\fig2_TC and Ocean Commons.mxd

1.2 Relationship to Local Objectives

The goal of the Waretown Town Center Redevelopment Plan is to promote the development of a compact, pedestrian-oriented Town Center with the potential for 24-hour activity, consisting of retail and employment facilities, vibrant and dynamic mixed-use areas, open space and recreation facilities, and residential living environments that provide a broad range of housing types for an array of housing needs.

The redevelopment of the Town Center is guided by the following objectives:

1. Promote a diverse mix of residential, business, commercial, office, institutional, educational, recreational and cultural and entertainment activities for workers, visitors, and residents;
2. Encourage pedestrian-oriented development at densities and intensities that will help promote transit usage, interconnected uses and businesses;
3. Promote the health and well-being of residents by encouraging physical activity, alternative transportation options and greater social interaction;
4. Create a center that represents a unique, attractive and memorable destination for visitors and residents;
5. Encourage lively, human-scaled activity areas and gathering places through the promotion of high-quality urban design;
6. Ensure that all buildings are consistent with and enhanced by high-quality streetscape amenities; and

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

The Township's efforts to develop a new town center have been identified and comprehensively documented in the Township of Ocean's Master Plan, Master Plan Reexamination Report, Amended Land Use Plan Element, Amended Plan Endorsement and Center Designation Petition, Housing Plan Element and Fair Share Plan, Economic Redevelopment Plan and subsequent redevelopment plan amendments.

1.3 Property Description

The Economic Redevelopment Area is located in the eastern portion of the Township north of Wells Mill Road, east of the Garden State Parkway and west of Route 9. The Redevelopment Area consists of several sub areas, including the TC Town Center District. Other Sub-Districts in the Economic Redevelopment Plan Area include:

- The Ocean Commons (OC) Redevelopment Sub-District;
- Phase I – Route 9 Redevelopment Area, which is regulated by the MXD Redevelopment District;
- The Waretown Village Residential Gateway Redevelopment District; and
- Environmental Conservation (EC) Zone District.

This Plan also acknowledges properties on the westerly side of Route 9 are separated from Route 9 by a former railroad right-of-way owned by Ocean County, which is currently developing a bicycle and pedestrian trail in concert with the Township's redevelopment efforts.

1.4 Redevelopment Plan Requirements

This Redevelopment Plan is written pursuant to Section 7 of the LRHL (N.J.S.A. 40A:12A-7), which provides that "no redevelopment project shall be undertaken or carried out except in accordance with a redevelopment plan adopted by ordinance of the municipal governing body." Pursuant to the requirements of the LRHL, the redevelopment plan shall include an outline for the planning, development, redevelopment, or rehabilitation of the project area sufficient to indicate:

- (1) Its relationship to definite local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements.
- (2) Proposed land uses and building requirements in the project area.
- (3) Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe and sanitary dwelling units affordable to displaced residents will be available to them in the existing local housing market.

- (4) An identification of any property within the redevelopment area which is proposed to be acquired in accordance with the redevelopment plan.
- (5) Any significant relationship of the redevelopment plan to: (a) the master plans of contiguous municipalities; (b) the master plan of the county in which the municipality is located; and (c) the State Development and Redevelopment Plan adopted pursuant to the "State Planning Act," P.L. 1985, c.398 (C.52:18A-196 et al.).

The TC Town Center Redevelopment Plan addresses each of these requirements as described in the following sections of the plan.

Section 2. General Guidelines

2.1 Definitions

All terms used herein shall have the same meaning as defined in the Ocean Township Land Use Ordinance unless otherwise specified in this redevelopment plan. [See Section 9]

2.2 Town Center Conceptual Development Plan

The Redevelopment Plan Area is envisioned as a mixture of residential and commercial uses and public space that will provide high quality mixed-use development, including a range of housing opportunities and retail and service uses to serve the community, while protecting sensitive natural resources. The Town Center Redevelopment 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.

The project design must use high quality architectural detailing and materials on all building facades and within the streetscape design. Buildings must be oriented to the street to create an attractive streetscape and well-defined public realm. Build-to lines rather than setbacks will be used to define building location on the lot and the relationship to the street. Buildings located on lots or blocks located along Route 9 must be oriented to provide an inviting presentation to Route 9 frontage and adjoining Ocean County bikeway.

The project design must also employ a variety of neo-traditional design forms with strategic pedestrian connections, plazas and green space areas which de-emphasize the parking while highlighting common spaces.

The elevations of the various building types must be well proportioned and include a variety of forms and materials. All buildings shall employ a “four-sided architecture” (attractive fenestration along every building façade) and project submissions to the Redevelopment Committee and Planning Board must include renderings regarding the proposed architectural forms and samples of materials and colors for all building facades.

A combination of brick masonry and natural stone materials must be used on portions of the building facades of both the residential buildings and mixed-use buildings, with clapboard and shingle siding and cupolas to address the maritime theme chosen by the Redevelopment Committee for the Town Center in the Waretown Center Redevelopment Plan.

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. Off-street parking standards and requirements are specified in Section 3 of this plan. Shared parking is encouraged as described in Section 3.

2.3 Permitted Land Uses

The Township seeks to develop the Town Center District in a coordinated manner that is consistent with the vision and goals and objectives for the Waretown Town Center. While the Township's intent is to provide some flexibility in the design of the center, this plan is intended prevent uses, building layout and design features that are inconsistent with the intended vision for the Center and the Land Use and Regulating Plans described herein. In addition, the provisions of this plan will ensure that the area is developed in a manner that will work in concert with newly constructed and planned development within the Center in an effort to create a unified, cohesive development consistent with goals and objectives for the Center as approved by the State Planning Commission.

Accordingly, this plan identifies permitted uses in the Town Center District and uses that shall be specifically prohibited as follows:

2.3.1 Permitted Principal Uses

1. Retail stores and service establishments
2. Professional offices
3. General business offices
4. Drugstores
5. Restaurants and cafes
6. Coffee shops
7. Mixed use buildings containing a combination of permitted uses
8. Community and municipal buildings

9. Residential Apartments (on upper floors of mixed use buildings)
10. Open space land permanently protected through conservation easements
11. Schools
12. Public recreation facilities
13. Single-family residential
14. Townhouses
15. Live-work residential units
16. Multi-family residential

2.3.2 Accessory Uses

1. Uses accessory and incidental to the principal use.

These uses shall be distributed within the redevelopment plan area as illustrated within the Town Center Land Use Plan map.

2.3.3 Uses Specifically Prohibited

Specifically prohibited uses include:

- Auto dependent design/drive-thru businesses
- Warehouses
- "Big Box" type businesses, i.e. Wal-Mart, Home Depot, which require large parking lots
- Gasoline oriented businesses
- Industrial uses
- Mining or extracting uses

2.4 Town Center Sub-Districts

While it is the intent and purpose of this plan to provide a cohesive framework governing the redevelopment of the Town Center, it is important to recognize that there are distinct sub-districts within the Town Center that are or will be subject to different regulations. These sub-districts are as follows:

2.4.1 Mixed-Use Overlay Sub-District

This sub-district consists of those portions of Block 41, Lots 42.02 and 42.05 that are located within the northern portion of the Town Center Boundary. A second Mixed-use overlay sub-district consists of Block 41, Lots 32.01, 33, and 34; Block 42, Lots 1, 2 and 3; Block 44, Lots 1, 2 and 3; Block 45, Lots 1.01 and 1.02; and Block 61.03, Lot 4, located proximate to the intersection of Route 532 and Route 9. The intent of these two sub-districts is permit development in accordance with the underlying C-1 Zone District requirements, but permit as an overlay option the development of mixed-use development in accordance with the overall Waretown Town Center plan. The C-1 District for these areas had previously been superseded by the adoption of the 2007 Economic Redevelopment Plan amendment. This amendment reestablishes the former C-1 District zoning for these areas in addition to the mixed-use overlay.

2.4.2 Ocean Commons Sub-District

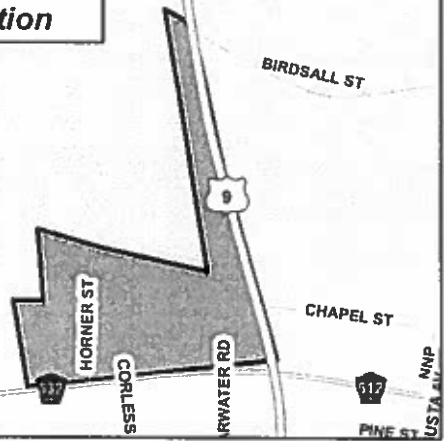
This sub-district consists of Block 41, Lot 42.01. A redevelopment plan governing the redevelopment plan for this property was adopted by the Ocean Township Committee in 2012. The requirements included in that sub-district redevelopment plan will continue to govern redevelopment projects in that area. No changes or amendments are proposed as part of this plan.

2.4.3 Waretown Town Center Core Sub-District

This sub-district is the largest sub-district within the TC District and Town Center Redevelopment plan area. The properties located within this sub-district will be developed in accordance with the standards and requirements specified herein.

Figure 3 depicts the Sub-Districts located within the Redevelopment Area. These Sub-Districts shall adhere to the regulations set forth in this plan.

**Inset Map
Route 9/Route 532
Intersection**



**Figure 3
Town Center (TC)
District Sub-Areas
Waretown Town Center
Township of Ocean
Ocean County
New Jersey**

Legend

- Mixed-Use Overlay Sub-District
- Town Center Core Sub-District
- Ocean Commons Sub-District
- Town Center (TC) Zone
- Interstate or Toll Route
- US or State Route
- County Route
- Local Road
- Ramp



650 Feet



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Source: NJGIN, NJDEP, Ocean Township, FEMA H.10TWP00420GISProjects\Fig3 - RedevelopmentSubDistricts.mxd

2.5 Roadway Network and Street Typologies

The Waretown Town Center will be developed as a mixed-use neighborhood that encourages pedestrian and bicycle activity, provides multiple route choices, and encourages residents and visitors to “park once and walk.” The roadway network and street typologies herein have been designed to encourage such behavior and activity.

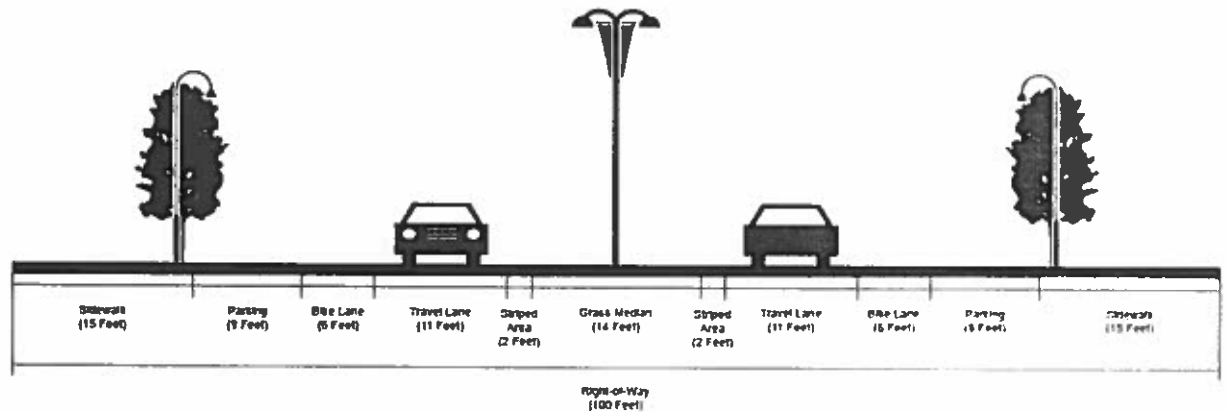
Figure 4 depicts the roadway network for the Waretown Town Center. The roadway network within the Town Center is modeled after a traditional street grid and is designed to offer route choices to pedestrians, bicyclists and motorists.

The roadway network within the Waretown Town Center provides for three street types. These street types are as follows and are labeled in Figure 4.

“ROAD TYPE A”

Road Type A (Volunteer Way) is a boulevard-type roadway that provides an east-west connection between Route 9 and Route 532 (Wells Mills Road). This roadway will be constructed according to the following cross section dimensions:

“Road Type A” (Volunteer Way) Cross Section	
Feature	Width (ft.)
Right-of-Way	100
Sidewalk (Both Sides)	15
Parking (Both Sides)	9
Bike Lane (Both Sides)	6
Travel Lane (Both Sides)	11
Interior Striped Pavement (Both Sides)	2
Grass Median	14

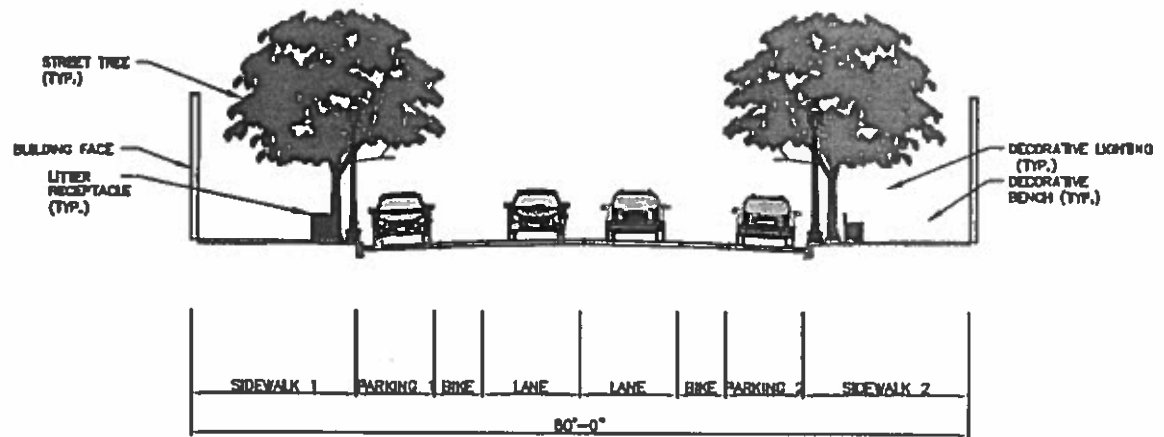


Volunteer Way Cross Section

"ROAD TYPE B"

Road Type B roads are intended to be the roadways that act as the "spines" of the Town Center, traversing the area from north to south through the center of the proposed development and around its westerly extent. These roadways will also provide two connections to Volunteer Way and the main connections between areas north of Volunteer Way and areas south of Volunteer Way. This roadway type will be constructed according to the following cross section dimensions:

"Road Type B" Cross Section	
Feature	Width (ft.)
Right-of-Way	80
Sidewalk (Both Sides)	12
Planting/Furniture/Lighting Area (Both Sides)	8
Parking (Both Sides)	9
Travel Lane (Both Sides)	11

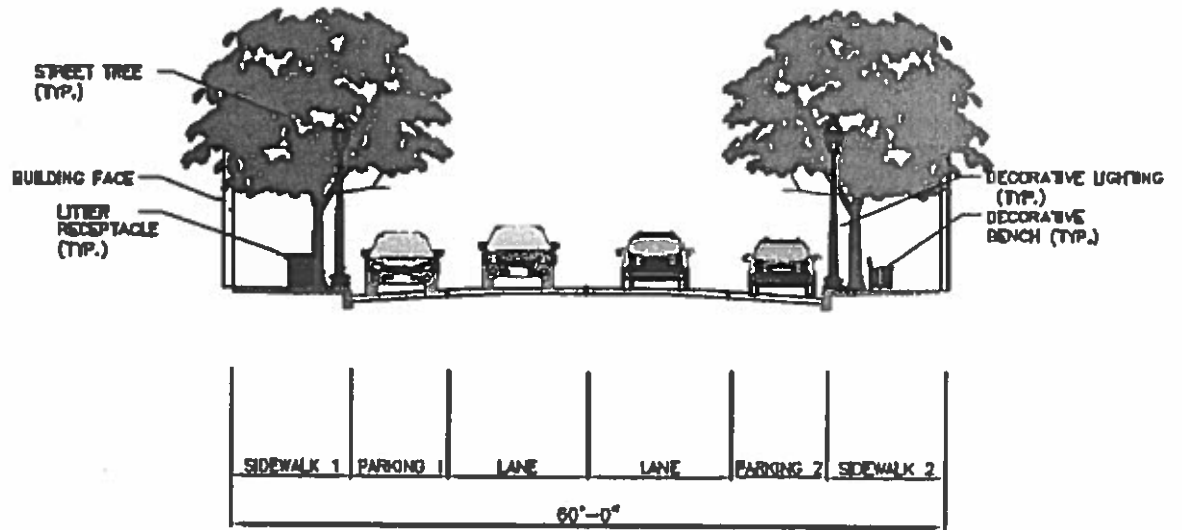


"Road Type B" Cross Section

“ROAD TYPE C”

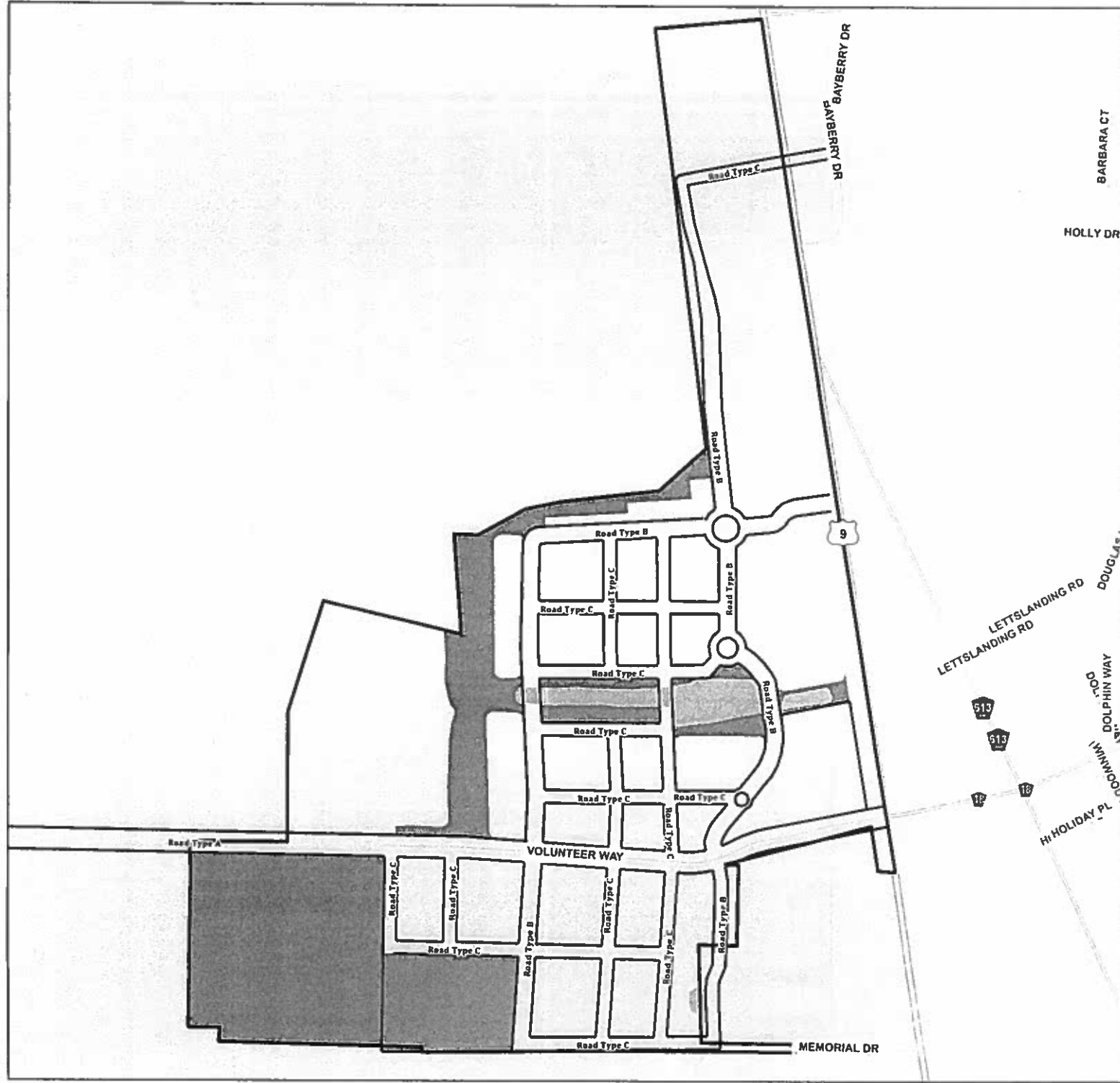
Road Type C roads are intended to act as residential streets within the Town Center and will be constructed according to the following cross section dimensions:

“Road Type C” Cross Section	
Feature	Width (ft.)
Right-of-Way	60
Sidewalk (Both Sides)	10
Parking (Both Sides)	9
Travel Lane (Both Sides)	11



“Road Type C” Cross Section

Figure 4
Roadway Network
Street Typology and
Open Space
Waretown Town Center
Township of Ocean
Ocean County
New Jersey



Legend

- Proposed Right-of-Way Lines
- Parks and Open Space
- Water Features
- Town Center (TC) Zone
- Interstate or Toll Route
- US or State Route
- County Route
- Local Road
- Ramp

625 Feet



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Section 3. Design Standards

The following design standards and form-based code (Section 11) will be applied to this Redevelopment Plan Area. Any elements not covered by these standards will be subject to other appropriate provisions of this redevelopment plan and/or the Ocean Township Land Use and Zoning Ordinance. All redevelopment activities are also subject to applicable State and Federal requirements.

The standards presented here are meant to provide some degree of flexibility to account for market and regulatory fluctuations, while ensuring that the goals and objectives of the redevelopment plan are achieved.

3.1 Policy Regulations

3.1.1 Provisions Related to State and Federal Regulations

Certain activities proposed in this plan may be subject to state and federal standards, regulations and permit requirements. The redeveloper is responsible for ensuring compliance with all applicable standards and obtaining necessary state and federal permits prior to the issuance of any construction permits.

3.1.2 Waivers

Variation from the requirements set forth in this redevelopment plan may be necessary in certain unusual circumstances or to meet state or federal permit requirements.

In such an instance, the Planning Board may waive certain bulk, parking or design requirements if the designated redeveloper demonstrates that such waiver will not substantially impair the intent of the redevelopment plan, and will not present a substantial detriment to the public health, safety and welfare. No changes in the permitted uses, density and intensity of use, Land Use Plan, or Regulating Plan shall be permitted without an amendment to the redevelopment plan.

3.1.3 Provisions Related to Affordable Housing

The redeveloper is responsible for providing any affordable housing obligation generated by the redevelopment activities in the redevelopment area in compliance with the Township's Housing Element and Fair Share Plan and the current or amended rules and regulations of either the Council on Affordable Housing (COAH), the Department of Community Affairs (DCA), or any successor agency responsible for reviewing and approving the Township's Housing Element and Fair Share Plan, as well as all applicable local ordinances. This Redevelopment Plan incorporates the density bonus for affordable housing purposes within the Base Density, which has been set higher than COAH presumptive density requirements as a compensatory benefit.

3.2 General Design Guidelines

3.2.1 Maximum Impervious Coverage

Total overall development of the designated redevelopment area shall not exceed a maximum impervious coverage of 70%.

3.2.2 Open Space

To ensure that the plan promotes and encourages a suitable environment devoted to civic spaces, parks, recreation and open space and preserves and protects areas of special or unusual ecological, environmental or geographical interest, open space and recreation facilities shall be provided in accordance with the open space plan elements as specified in the Land Use Plan and Regulating Plan maps. Depending on the specific requirements of each area and corresponding State regulations and requirements, open space areas shall be suitable for passive use or contribute to viable wildlife habitats. Recreation areas and parks shall provide for both passive and active recreation uses. Landscaped areas such as parking islands, roadway medians, and planting strips shall not be counted towards the open space requirement.

3.3 Building and Site Design

3.3.1 Building Form & Orientation

This section illustrates the form and orientation of “typical” building types that are envisioned for the Town Center.

Multi-Family

Multi-family development will follow a building form that reflect the maritime theme of the Waretown Town Center, but keeps the building close to the public sidewalk with breaks in the front facades and a rich architectural style. Building Height will be limited to two and one half stories.

Recreation facilities shall be provided for Multi-family development based upon the requirements of Ordinance 2005-39, or as approved by the Planning Board. With approval of the Redevelopment Committee and Planning Board, this recreation requirement can be accommodated with public park and recreation areas in the Town Center located proximate to the multi-family development.

Mixed-Use

Buildings with street-level retail and residential apartments on the upper floors shall follow the maritime theme of the Waretown Town Center, but may use a variety of design techniques to differentiate the retail and residential elements of the building, including the use of sash and frieze elements between the street level and upper levels. Buildings with multifamily above retail should be oriented towards public open spaces whenever possible. Density parameters shall follow those of buildings that are solely multi-family.

Non-residential

Non-residential development located along Route 9 also will follow a building form that reflects the maritime theme of the Waretown Town Center. The overall intent is to oriented buildings towards Route 9 with parking to the rear.

This approach is graphically depicted in the accompanying series of renderings.

Single-family Detached and Attached Residential

Single-family attached and detached dwellings must be oriented to the street in a traditional block pattern creating an attractive streetscape with minimal breaks for driveways or alleyways serving the units in the block. Garages shall be accessed via alley ways on the interior of each block. Parking areas for townhouse buildings shall be oriented to the interior of the block.

The architecture of the single-family detached and attached housing shall be traditional Jersey Shore housing style. The architecture shall provide for decorative front building facades for all building sides that face roadways and internal driveways. Exterior façades shall be designed in a late 19th – early 20th century worker’s Victorian or foursquare style, and will incorporate wood clapboard or shingle siding, wide porches, broad gables or cross gables, dormers, windows with grilles and stone foundations. Materials chosen for this project shall include self-sealing roof shingles, simulated wood shake, metal roof highlights and synthetic stone veneers.

In Centers

- Buildings should be placed and oriented toward Route 9 with parking placed to the rear of the building.
- Establish a minimum setback (e.g. 10-15 feet) and maximum “build-to” setback (e.g. 20 to 25 feet)
- All buildings should have a pedestrian entrance from Route 9
- Parking behind buildings

Existing **Proposed**

In Suburban areas

- Buildings should be placed and oriented toward Route 9 with parking placed to the rear or side of the building
- Establish a parcel based minimum percentage of building wall fronting the street (conforming to the build-to) requirements
- When parking areas front a street, adequate buffer (landscaping, low wall, etc.) should be provided.
- Parking behind or on the side of buildings

Existing **Proposed**

3.4 Architectural Design Elements

All rooftop mechanical equipment and other appurtenances shall be concealed by or integrated within the roof form and screened from the view of all adjoining properties and building floors or nearby streets. The following, when above the roofline, requires screening: stair wells, elevator shafts, air conditioning units, large vents, heat pumps, and mechanical equipment

All wall-mounted mechanical, electrical, communication, and service equipment, including satellite dishes and vent pipes, shall be screened from public view by parapets, walls, fences, landscaping, or other approved measures.

Solid security gates or solid roll-down metal windows shall not be permitted. Link or grill-type security devices shall be permitted only if installed from the inside, within the window or door frame. Security grills shall be recessed or concealed during normal business hours.

All exterior building materials and colors shall be subject to the review and approval of the Redevelopment Committee

3.5 Streetscape Design

All streetscape elements shall comply with Ocean Township Ordinance 2007-31. This Ordinance provides specifications for Litter Receptacles, Recycling Receptacles, Bollard Bike Racks, Bike Racks, Light Pole & Fixtures and Benches as follows:

Benches: All benches shall be Model 119-60, six foot long metal bench from DuMor Site Furnishings - Black



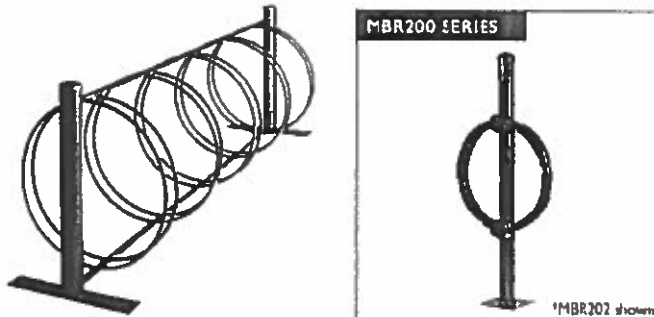
Receptacles: All receptacles shall be DuMor Site Furnishings Model 102-32SH, Thirty-two gallon all-steel receptacle with steel shield and tapered flat cover lid – Black



Recycling Receptacle: DuMor Site Furnishings Model 102-32SH – Thirty-two gallon all-steel receptacle with steel shield and RC-Recycled Lid “Cans & Bottles Only” – Black



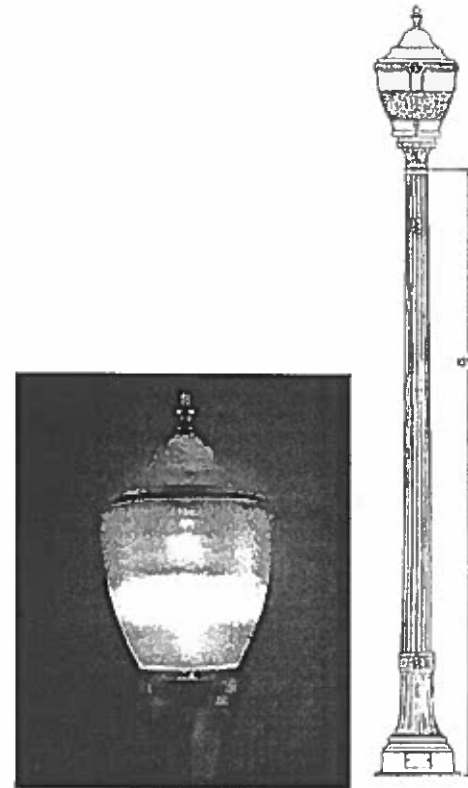
Bike Rack: Urban Accessories –Model D – Black. Length 6 feet or as approved by Redevelopment Committee.



Bollard Bike Rack: Maglin Site Furniture Incorporated Mode MBR200 – direct burial bollard - Black

See Section 3.9.3 of this Plan for requirements for placement and quantity of bicycle racks and bicycle storage facilities.

Site Lighting: Pole & Fixture – King Luminaire K-199 on a Cleveland Style pole to 13 foot mounting height.



Bus Shelters & Kiosks

Appropriate design features will be incorporated to accommodate potential bus or shuttle service. Features may include such elements as shelters and pull-off lanes located within reasonable proximity to the clubhouse. While a specific model is not specified here and will be subject to final approval

of the Redevelopment Committee, such site amenities shall complement each other and generally follow the style depicted below. The bus shelter is by Duo-gard™, and the kiosk is by Maglin (MLK-103 with accessory roof).



Duo-gard™ Bus Shelter



Maglin Kiosk (MLK-103)

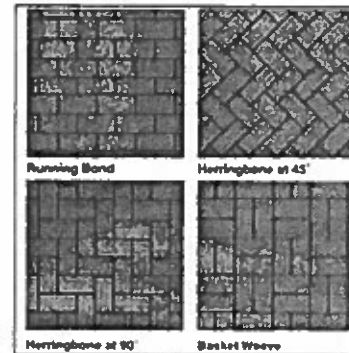
Street & Shade Trees

All street frontages should be planted with street trees at an average spacing of 30 to 40 feet consistent with Ordinance 2006-21 and the project’s overall landscaping and open space plan and Figure 4 of this Plan. Light foliated trees are encouraged in front of commercial uses to increase visibility of signage.

Paved Surfaces

Public rights-of-way will be designed to meet all local, state and federal standards. All pedestrian crossings will utilize kiln-fired red brick in a 45 degree Herringbone design with a Running Bond edging.

Typical Brick Paving Patterns



The paving patterns shown at left shall be applied to the pedestrian walkways within the redevelopment project, with final design and material selection subject to the approval of the Redevelopment Committee. In general, running bond patterns should be used for pedestrian-only walkways, 90 degree herringbone pattern for areas which require limited vehicular traffic and Basket Weave for plazas and other larger spaces such as the image below.



3.6 Site Landscaping

Any portion of the redevelopment area that is not absolutely required for buildings or parking will be devoted to public plazas and green space. These areas will be designed to provide:

- Amenities for the residents, employees, shoppers and visitors to the site.
- A lively human-scale street environment.
- Protection for environmentally sensitive resources.
- Mitigation of “heat island” effects.
- Minimize use of potable water for irrigation
- A workable pedestrian and bicycle circulation system.

The redeveloper will prepare a landscaping and open space plan for review by the Redevelopment Committee. The plan

will be prepared by a landscape architect licensed in New Jersey and specifically address and demonstrate how each of the above objectives is achieved. Section 18.48 of the Ocean Township Zoning Ordinance shall be complied with, except that the Redevelopment Committee shall have jurisdiction over the buffers as provided in Section 18.48.010(B). No application for Site Plan Approval shall be submitted to the Planning Board until the Landscape Plan has been reviewed and approved by the Redevelopment Committee.

3.7 Exterior and Street Lighting

General

All exterior lighting shall be designed to prevent glare onto adjacent properties. Pedestrian pathways need to be clearly marked and well lit. Lighting should be sufficient for security and identification without allowing light to trespass onto adjacent sites. Use of minimum wattage metal halide or color-corrected sodium light sources is encouraged. Non-color corrected low-pressure sodium are prohibited. When available, LED (Light-Emitting Diode) fixtures may be required to be used.

Light fixtures attached to the exterior of a building shall be architecturally compatible with the style, materials, colors, and details of the building and shall comply with the Township building codes. The type of light source used on the exterior of buildings, signs, parking areas, pedestrian walkways, and other areas of a site, and the light quality produced, shall be the same or compatible. Facades shall be lit from the exterior, and, as a general rule, lights should be concealed through

shielding or recessed behind architectural features. The use of low-pressure sodium, fluorescent, or mercury vapor lighting, either attached to buildings or to light the exterior of buildings, shall be prohibited. Mounting brackets and associated hardware should be inconspicuous.

Spacing and Heights

Decorative lampposts, as specified herein, not greater than 13 feet in height, shall be provided at regular intervals along all commercial or mixed-use streets, parking areas, sidewalks, walkways, courtyards, community greens, and interior open spaces in the Redevelopment Plan Area. Lighting standards shall be consistent throughout the redevelopment area. In parking lots, post heights may be extended to a maximum of 16 feet.

3.8 Signage

The redeveloper will prepare a comprehensive sign plan as part of the site plan process that will identify, locate and illustrate each proposed sign within the project. The sign plan should conform to Chapter 15.52 of the Township Code and demonstrate to the satisfaction of the Ocean Township Redevelopment Committee and/or Planning Board that the absolute minimum amount of signage is being used and that the following performance standards have been met:

- The requested signage is necessary for the reasonable identification of the redevelopment area tenants.
- The requested signage will not contribute to visual clutter.
- The requested signage will not present any safety hazards.

- The requested signage will complement the architectural style of the development.
- All signs will be professionally designed and constructed of a durable material.
- No sign will be illuminated in a manner that permits any light to shine or cause a nuisance to an adjacent residential use.
- Freestanding signs will be consolidated at strategic locations, be limited to the name and logo of the project or center and be ground-based as opposed to pole-mounted.
- Tenant directory signs will be located internal to the site and away from the right-of-way.
- Façade signs will complement and not interfere with, be out of proportion with, or cover over a building's architectural details.

Wall-Mounted Signs Wall-mounted signs shall conform to the following standards:

- a. The sign shall be affixed to the entrance facade of the building.
- b. The area of the signboards shall comply with Section 15.52.070 (4) of Chapter 15.52 of the Township Code.
- c. No part of a sign shall be higher than 15 feet above the front sidewalk elevation, and shall not extend above the base of the second floor windowsill, parapet, eave or building facade.
- d. Limited to one sign per business but one additional wall-mounted sign shall be permitted on any side or rear entrance which is open to the public for a maximum of two signs for any one business. Such wall sign may only

be lighted by an exterior source during the operating hours of the business. No backlighting is permitted.

- e. Wall-mounted building directory signs identifying the occupants of a commercial building, including upper story business uses shall not extend above the parapet, eave or building facade.
- f. Applied plastic letters shall not be permitted.
- g. All wall-mounted signs shall be approved by the Planning Board.

Awnings

Buildings may have awnings or canopies, where appropriate, to complement the architectural style of a building, subject to the approval of architectural renderings by the Redevelopment Committee. The design of awnings and canopies will be architecturally compatible with the style, materials, colors and details of such buildings and should not conceal significant architectural features, such as cornices, columns, pilasters or other trim details. Internally illuminated or backlit awnings and canopies are prohibited.

All ground-level awnings and canopies will comply with the following standards:

- a. The maximum height from ground level to uppermost portion of an awning or canopy will not exceed the height of the sill or bottom of any second story window or 15 feet whichever is less. In the case of single-story buildings, the maximum height will not exceed 12 feet or the top of the wall whichever is less.

- b. The minimum height from ground level to lowermost portion of awning or canopy will be eight feet.
- c. The minimum horizontal projection dimension of an awning from the building wall, including any appurtenances, will not be less than two feet from the building face. Awnings may project over a public sidewalk but will not be closer than two feet of the vertical plane of the curb edge or the edge of any other public right-of-way.
- d. The maximum total vertical dimension of an awning will not exceed the total horizontal projection dimension.
- e. An awning's surfacing material will be constructed of canvas, cloth or vinyl.
- f. No awning will contain more than two colors plus white. The color of any sign messages or other graphic features will be included in the number of colors. The colors must be compatible with the architectural color scheme of the entire building.
- g. On buildings with multiple storefronts, compatible awning and canopy frame styles will be used as a means of unifying the structure.
- h. A business at street level may include identification signage on a canopy or awning subject to the restrictions of Section 15.52.070(11) of Chapter 15.52 of the Township Code.

3.9 Parking and Loading

3.9.1 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 sized 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 10 spaces is required in landscape islands, and around parking areas.

3.9.2 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.

3.9.3 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.

3.9.4 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.

3.9.5 Parking Calculations

3.9.5.1 *Number of Spaces*

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.

3.9.5.2 *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.

3.9.6 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.

3.9.7 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 re-routing of traffic through and around the Redevelopment Plan Area.

The extent of the redeveloper's responsibility will be outlined in the redeveloper's agreement with the Township. Off-site 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.

Section 4. Land Use and Regulating Plan

4.1 Land Use Plan

The TC District of the Waretown Town Center is intended to be a mixed-use community that provides a variety of residential, commercial, and recreational opportunities for residents and visitors. Figure 5 depicts the Land Use Plan for the TC District, which was developed according to the articulated vision for the Waretown Town Center. The Land Use Plan provides for the following land use types:

1. Mixed Use-1 (Highway Commercial and Neighborhood Commercial Mixed Use): This land use designation provides the opportunity for the development of highway-oriented commercial uses along frontage with Route 9, while allowing for neighborhood-scale mixed use (residential and non-residential) development within the TC District. Multi-family residential development also is an option along the non-Route 9 street frontage.
2. Mixed Use-2 (Neighborhood Commercial and Single-Family Attached Residential): Provides for the development of neighborhood-scale mixed use (residential and non-residential) and townhome-style buildings.
3. Multi-Family Residential: Allows for the development of multi-family residential buildings.

4. Parks and Open Space: Provides for the development of active recreation facilities and for the preservation of existing open space.
5. Residential (Single-Family Attached or Multi-Family): Permits the development of townhome-style or multi-family residential buildings
6. Residential (Single Family Attached): Permits the development of townhome-style residential buildings.
7. Residential (Single Family Detached): Permits the development of small lot, single family detached residential homes.

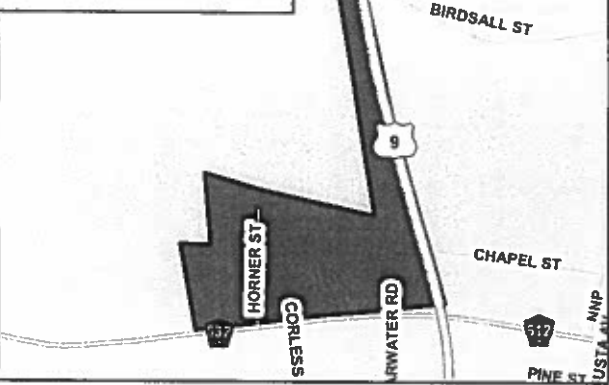
4.2 Regulating Plan

While the land use plan for the Town Center District established herein regulates the types and location of uses permitted within the Town Center, it is the intent of this plan to also govern the form and mass of buildings within the Town Center. To that end, this plan establishes a Regulating Plan for the TC District that will guide the physical appearance and form of buildings within the district.

The Regulating Plan, as depicted in Figure 6, establishes five building form types. These building form types and their descriptions are as follows:

1. A-Type: A-Type buildings are characterized by their orientation toward Route 9 and their resemblance to conventional shopping center developments, although with enhanced design elements consistent with the vision of the Town Center. A-Type buildings are capable of accommodating a variety of commercial uses and are able to accommodate single and or multiple uses in one building. A-Type buildings shall be no more than one story in height. A-Type buildings shall incorporate architectural elements and wall breaks as required by the regulations herein. While these buildings will be oriented toward Route 9, they shall be set back from the County bikeway. Parking will be provided in the rear of A-Type Buildings in accordance with Section 3 of this plan.
2. B-Type: B-Type buildings are neighborhood scale mixed-use buildings that provide non-residential floor area on the ground floor and incorporate residential dwelling units on the upper floors. B-Type buildings shall be no more than two and one half (2.5) stories. B-Type buildings shall be built in accordance with the build-to line for each block. B-Type buildings shall incorporate architectural elements as outlined in this plan. Any parking associated with B-Type buildings is required to be located at the rear of the buildings as describe in Section 3 of this plan.
3. C-Type: C-Type buildings are neighborhood-scale multi-family residential buildings. C-Type buildings shall be built in accordance with the build-to line for each block. Layout and design of C-Type buildings shall provide an environment that encourages walkability and social interaction between private and public spaces. C-Type buildings shall be no more than two and one half (2.5) stories in height. All associated parking shall be at the rear of the building as set forth in Section 3 of this plan.
4. D-Type: D-Type buildings are single family detached residential dwellings constructed on small lots and oriented to the street to provide a walkable environment for residents. D-Type buildings shall be built in accordance with the build-to lines for each block and shall incorporate front porches to encourage interaction between public and private spaces. Driveways and garages shall be incorporated into D-Type buildings at the rear of such buildings or lots and shall be accessible via a rear alley as depicted on the regulating plan. D-Type buildings shall not exceed two and one half (2.5) stories in height.
5. E-Type: E-Type buildings are townhome-style attached residential buildings. E-Type buildings shall be built in accordance with the build-to line for each block and shall provide a porch or stoop to provide an environment that encourages walkability and social interaction between private and public spaces. E-Type buildings shall not exceed two and one half (2.5) stories in height. Townhome buildings in the Ocean Commons sub-district shall be regulated in accordance with the plan for that sub-district.

**Inset Map
Route 9/Route 532
Intersection**



Land Use Types

- Mixed Use-1 (Highway Commercial and Neighborhood Commercial Mixed-Use)
- Mixed Use-2 (Neighborhood Commercial and Single-Family Attached Residential)
- Multi-Family Residential
- Parks and Open Space
- Residential (Single Family Attached or Multi-Family)
- Residential (Single Family Attached)
- Residential (Single Family Detached)

**Figure 5
Land Use Map
Waretown Town Center
Township of Ocean
Ocean County
New Jersey**

Legend

- Proposed Right-of-Way Lines
- Parks and Open Space
- Water Features
- Town Center (TC) Zone
- Interstate or Toll Route
- US or State Route
- County Route
- Local Road
- Ramp

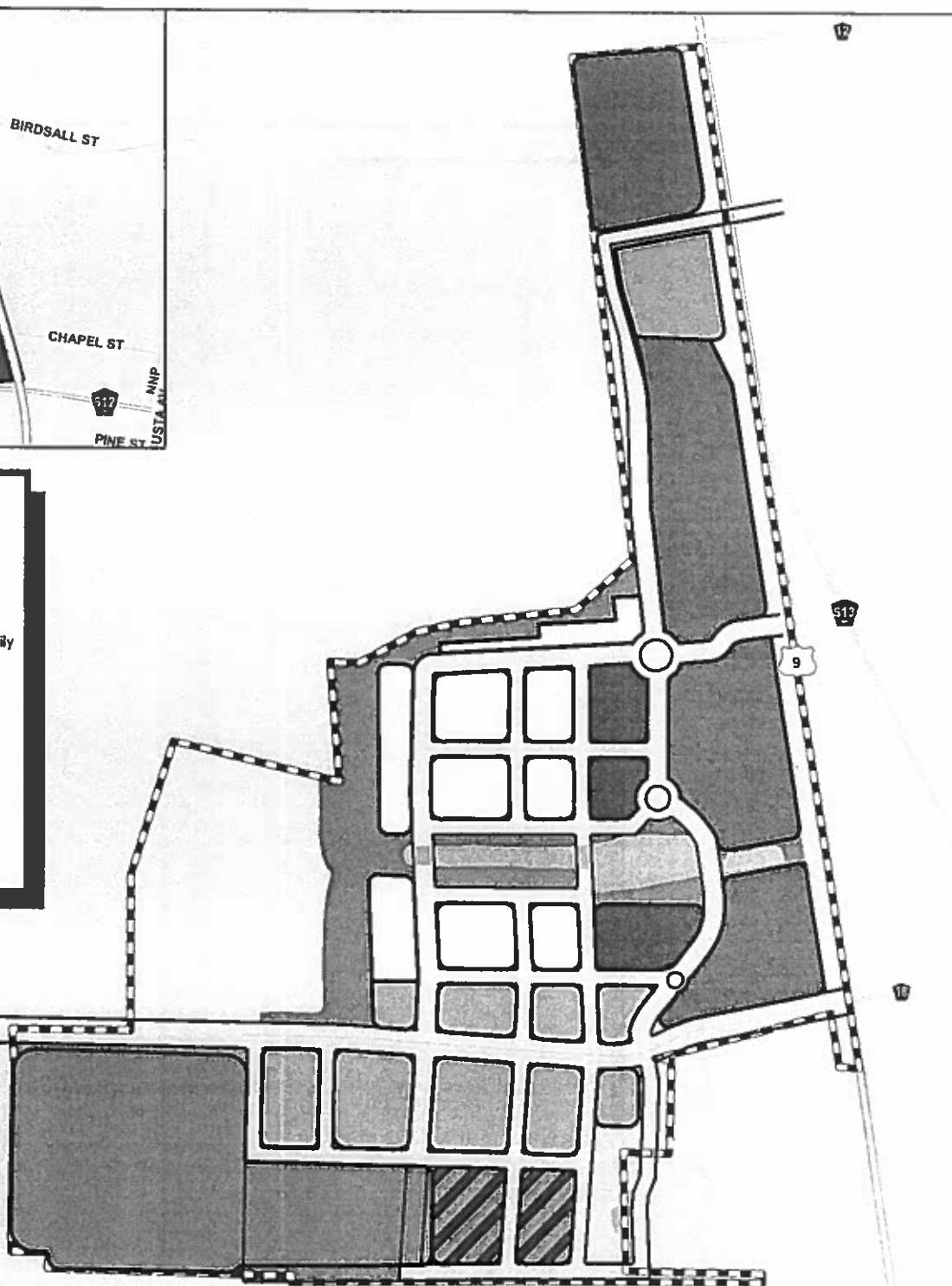


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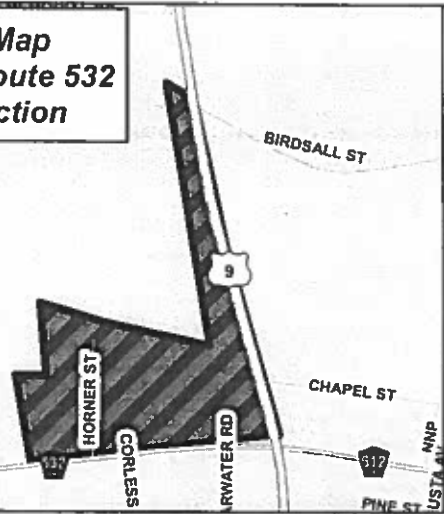
11 Tindall Road
Middletown, NJ 07748-2792
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Fax: 732-671-7365

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.

Prepared by: ARR, 3/19/2013
Source: NJGIN, NJDEP, Ocean Township, FEMA H10TWP00420GISProjects\Fig5_LUMap.mxd



**Inset Map
Route 9/Route 532
Intersection**



Building Form Types

- A Type
- B Type
- C Type
- D Type
- E Type
- A or B Type
- B or C Type

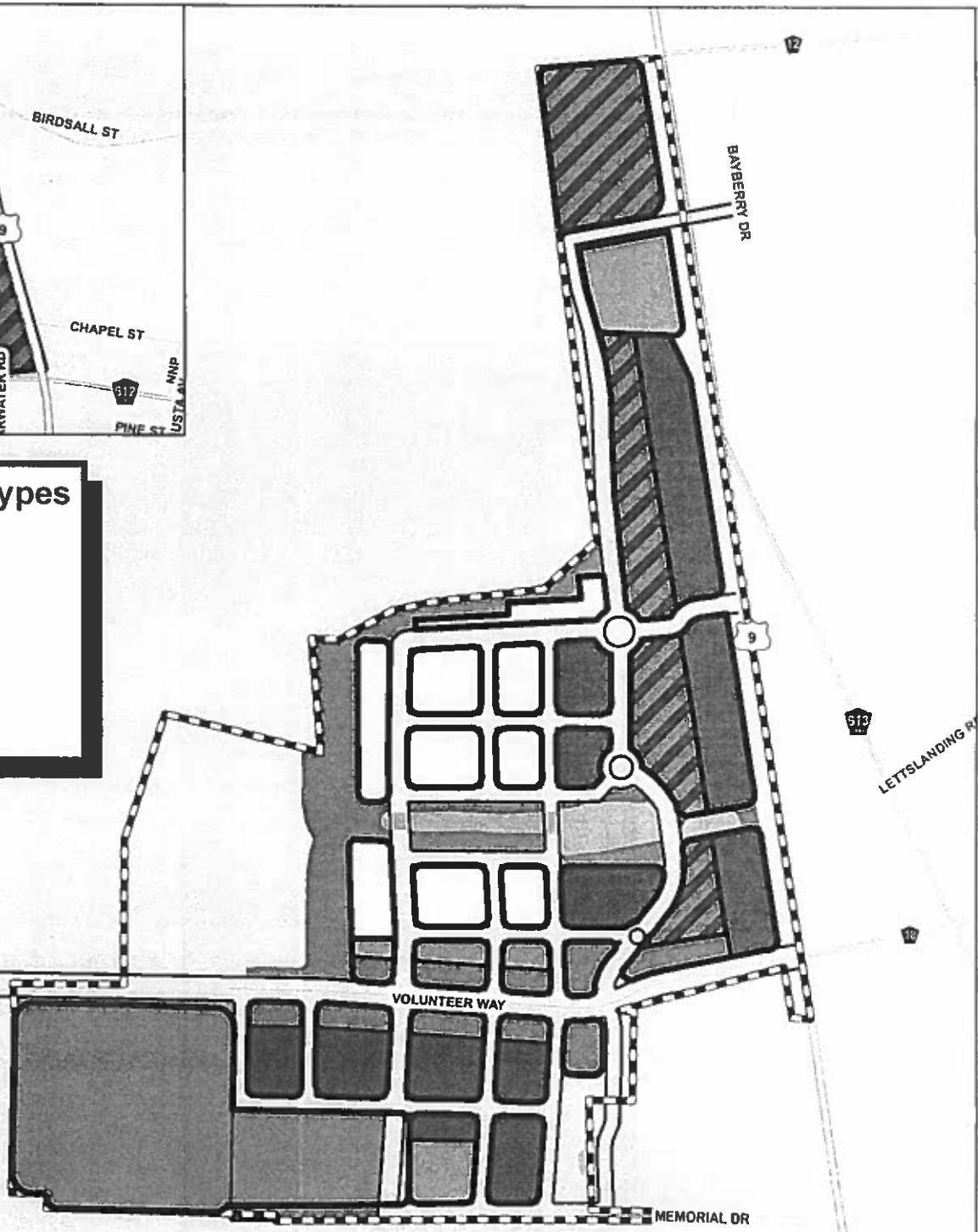
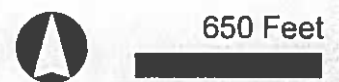


Figure 6
Regulating Plan
Waretown Town Center
Township of Ocean
Ocean County
New Jersey

Legend

- Proposed Right-of-Way Lines
- Parks and Open Space
- Water Features
- Town Center (TC) Zone
- Interstate or Toll Route
- US or State Route
- County Route
- Local Road
- Ramp



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Prepared by: ARR, 3/18/2013
Source: NJGIN, NJDEP, Ocean Township, FEMA
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Section 5. Relationship to the Land Use and Zoning Ordinance

5.1 Master Plan

The Township of Ocean and its Planning Board have adopted a number of planning documents, reports, and studies through the years. Among these documents are the:

- 1999 Master Plan Update - 1999
- 2000 Economic Redevelopment Plan - June 2000
- 2001 Master Plan Reexamination Report - April 19, 2001
- Community Forestry Plan 2002 – 2007 - January 15, 2002
- 2002 Open Space and Recreation Plan - September 12, 2002
- 2003 Amended Land Use Plan Element - April 21, 2003
- Route 9 – Phase I Redevelopment Plan - July 9, 2004
- Amended Land Use Plan Element, Circulation Plan Element and Master Plan Reexamination – December 14, 2005
- Land Use Element Amendment Environmental Conservation (EC) and Bayfront Conservation (BC) Areas – October 5, 2006
- 2007 Economic Redevelopment Plan Amendments – December 2007
- Zoning Map Amendments – November 13, 2008
- 2008 Housing Element and Fair Share Plan – December 2008

Regarding land use issues in the Township, the 2005 Reexamination Report reaffirmed the following Community Goals and Objectives from previous plans and recommended several new goals as follows:

“The Amended Land Use Plan Element is designed in a manner consistent with the “Smart Growth” policies promoted in New Jersey’s State Development and Redevelopment Plan (State Plan). The State Plan’s overall vision is to promote development and redevelopment that will consume less land, deplete fewer natural resources and use the State’s infrastructure more efficiently. Therefore, the Township’s Land Use Plan Element is designed to guide future development into areas where infrastructure is available and to limit growth in environmentally sensitive areas”. (Page 1 – 2003 Amended Land Use Plan Element)

5.1.1 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),

5.1.2 Land Use Goals

- 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.

5.1.3 Environmental Goals

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

5.1.4 Housing

- Encourage a variety of housing types suiting the needs of all income and age levels.
- Incorporate low and moderate income housing in centers.

5.1.5 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.

5.1.6 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.

The goals and objectives of the redevelopment plan are designed to effectuate these overall goals and objectives as stated in the Township's comprehensive planning documents. Therefore, the redevelopment plan is consistent with the Township's Master Plan and Master Plan Reexamination Report.

5.2 Zoning Ordinance

5.2.1 Zoning Superseded

Accept as described in Section 5.2.2, the standards contained within this redevelopment plan and form-based code shall supersede the applicable regulations in the Ocean Township Land Use and Zoning Ordinance governing this area or any previously adopted redevelopment plan where those regulations and requirements conflict with this plan. In the case where a particular land use, development regulation, or site standard is not addressed in this Redevelopment Plan, the original Economic Redevelopment Plan, or the 2007 amendment to the Economic Redevelopment Plan, compliance with the Ocean Township Land Use and Zoning Ordinance or other applicable Ocean Township code or ordinance will be required.

5.2.2 Mixed-use Overlay Sub-Districts

For the two Mixed-use overlay sub-districts, these standards shall act as an overlay to the underlying C-1 Commercial District standards unless as otherwise specified herein. The

Township Zoning Map shall be amended to restore the underlying C-1 District designation for these areas.

5.3 Zoning Map Amendment

The Zoning Map of the Township of Ocean was amended on November 18, 2008 to delineate all of the redevelopment districts in the Waretown Town Center, including the TC Town Center District. This redevelopment plan and the various sub-districts specified herein shall constitute an amendment to the Township's current zoning map to reflect the TC District and its respective sub-districts.

Section 6. Acquisition and Relocation

6.1 Acquisition

The Township does not anticipate that there will be a need to identify any properties for acquisition as part of this plan. However, the Township reserves the right to use its authority to clear any easements or other title restrictions that may prevent the development of the area in accordance with the redevelopment plan.

6.2 Relocation

No relocation of any household or business is contemplated as part of this plan.

Section 7. Significant Relationships to Other Plans

7.1 Plans of Adjacent Municipalities

Ocean Township shares its municipal border east of the Garden State Parkway with Barnegat Township to the south and Lacey Township to the north. All three municipalities share portions of the Route 9 Corridor through Ocean County. The Route 9 Corridor Master Plan, produced by NJDOT in 2005, provides recommendations that are completely in alignment with this Redevelopment Plan as show in the excerpt to the right.

7.2 Ocean County Master Plan

The Ocean County Master Plan was adopted in December 1988. The following county goals are relevant to this Redevelopment Plan:

- Continue to provide a coordinated management program to control the spatial development of the County by directing new growth to environmentally suitable areas which can be provided with essential infrastructure and support facilities.
- Promote the provision of a broad range of housing opportunities for all income levels and household types by encouraging the maintenance or rehabilitation of the

existing housing stock and through the construction of new housing units.

- Promote the development of an improved and balanced, multi-modal transportation system which integrates the highway system with bus, rail, and waterborne transport systems.
- Continue the economic development efforts of the County to reduce unemployment provide year-round employment opportunities and enhance the tax base by encouraging compatible industrial and commercial operations to locate or expand in Ocean County.

In addition, growth areas were identified to provide an objective measure of development opportunities and constraints within the county. The redevelopment area is identified as a “maximum growth area.” Growth areas were determined based on environmental features, ability to accommodate increased land use activity, growth trends, area development patterns, local zoning policies, water supply, wastewater treatment facilities, and transportation facilities (accessibility to major highways and travel distance to major commercial and shopping facilities). The development criteria associated with maximum growth areas include:

- Infill of vacant lands within existing developed areas;
- Redevelopment of existing developed areas consistent with land use and density guidelines; and

- Serviced by an existing wastewater treatment system with sufficient capacity to provide treatment for increased wastewater flows.

The TC Town Center District Redevelopment Plan is consistent and compatible with these goals and objectives.

7.3 New Jersey State Development and Redevelopment Plan (SDRP)

The Redevelopment Plan Area is located in a Town Center (Waretown Town Center) designated through Plan Endorsement in 2005. The Waretown Town Center Economic Redevelopment Plan and TC Town Center District Redevelopment Plan are compatible with the State Plan's intention for the Centers, which is: to provide for much of the state's future development; provide growth in centers and other compact forms; protect the character of existing stable communities; protect natural resources; redesign areas of sprawl; reverse the trend toward further sprawl; and revitalize cities and towns.

This plan will move Ocean Township several steps forward toward the realization of one of the State Plan's major objectives – providing alternatives to sprawl by planning for and creating new “communities of place”. In addition, the plan would achieve the following State Plan goals:

- Promoting beneficial economic growth – The Waretown Town Center will provide a focal point for future economic activity in the Township. It is expected that a higher

quality and greater diversity of goods and services will be available to residents than is currently found in the strip developments that characterize the Route 9 corridor.

- Ensuring cost-effective delivery of infrastructure – The State Plan offers centers as the model for cost-effective delivery of infrastructure.
- Preserving and enhancing the quality of community life – Centers provide a focal point for the community as a whole and a vibrant, human-scaled living environment for those who live and work in the center.
- Preserve and enhance areas with historic, cultural, scenic open space and recreational value – An open space plan has been incorporated into the overall plan as depicted in the corresponding maps.

7.4 New Jersey Pinelands Commission

Approximately half of the Township of Ocean, the portion west of the Garden State Parkway, falls under the jurisdiction of the Pinelands Commission. The Town Center is not within the Commission regulated portion of the Township (i.e., the “Pinelands Area”).

Section 8. Amendments and Completion

8.1 Amending the Redevelopment Plan

This plan may be amended from time to time in accordance with the procedures of the Local Redevelopment and Housing Law. To the extent that any such amendment to the redevelopment plan materially affects the terms and conditions of a duly executed redevelopment agreement between a redeveloper and Ocean Township, the provisions of the redevelopment plan amendment will be contingent upon the amendment of the redeveloper agreement to provide for the plan amendment.

8.2 Certificate of Completion and Compliance

Upon the inspection and verification by Ocean Township's Redevelopment Entity that the redevelopment of any parcel or area within the redevelopment plan area has been completed in accordance with an executed Redevelopment Agreement, a Certificate of Completion and Compliance will be issued to the redeveloper and such parcel or area will be deemed no longer in need of redevelopment.

The redevelopment plan will remain effective until the Redevelopment Plan Area has been redeveloped and deemed no longer in need of redevelopment by the Ocean Township Committee.

Section 9. Procedural Requirements

9.1 Redevelopment Entity Review

The Township Governing Body acting as the Redevelopment Entity shall review all proposed redevelopment projects within the redevelopment area to ensure that such project(s) is consistent with the Redevelopment Plan and relevant redeveloper agreement(s). Such review shall occur prior to the submission of the redevelopment project(s) to the Planning Board. As part of its review, the Redevelopment Entity may require the redeveloper to submit its proposed project to a technical review committee or subcommittee of the Redevelopment Entity. The technical review committee may include members of the Redevelopment Entity and any other members and/or professionals as determined necessary and appropriate by the Township. The technical review committee shall make its recommendations to the Redevelopment Entity.

In undertaking its review, the Redevelopment Entity shall determine whether the proposal is consistent with this Redevelopment Plan and relevant redeveloper agreement(s) as well as the overall vision and goals and objectives of the Waretown Town Center. In addition, the review may address the site and building design elements of the project to ensure that the project adequately addresses the goals and objectives of the plan.

9.2 Planning Board Review

Subsequent to the review of the Redevelopment Entity and determination that the project is consistent with the redevelopment plan, all development applications for development of sites governed by the TC District Redevelopment Plan shall be submitted to the Township Planning Board for review and approval in accordance with N.J.S.A. 40A12A-13.

The Planning Board shall conduct site plan and subdivision review, if applicable, pursuant to N.J.S.A. 40:55D-1 et seq.

Section 10. Definitions

Auto Dependent Design: The construction of buildings and development to accommodate the car as the only method of transportation to and from a site or development (i.e., drive through windows, plentiful parking located in front of entrances; wide road lanes with no on street parking, sidewalks, or accommodation for pedestrian and bicycle access.

Alley: A publicly or privately owned secondary roadway which provides access to the side or rear of abutting properties.

Arcade/Colonnade: A covered walk enclosed by a succession of arches that are supported by columns or piers.

Awning: A secondary covering attached to the exterior wall of a building, typically above a window, door or above the area along a sidewalk.

Balcony: a platform projecting from the wall of a building supported by columns or console brackets and enclosed with a balustrade.

Baluster/Balustrade: a molded shaft made of stone, wood, or metal that stands on a unifying footing and supports a handrail, forming a balustrade.

Build-to Line: The line at which construction of a building is to occur on a lot or block. A build-to line runs parallel to the front property line and is established to create an even building façade line on a street (see also, Required Build Line).

Building, A Type: buildings that are characterized by their orientation toward Route 9 and their resemblance to conventional shopping center developments, although with enhanced design elements consistent with the vision of the Town Center. A-Type buildings are capable of accommodating a variety of commercial uses and are able to accommodate single and or multiple uses in one building.

Building, B Type: B-Type buildings are neighborhood scale mixed-use buildings that provide non-residential floor area on the ground floor and incorporate residential dwelling units on the upper floors.

Building, C Type: C-Type buildings are neighborhood-scale multi-family residential buildings. C-Type buildings shall provide an environment that encourages walkability and social interaction between private and public spaces.

Building, D Type: D-Type buildings are single family detached residential dwellings constructed on small lots and oriented to the street to provide a walkable environment for residents.

Building, E Type: E-Type buildings are townhome-style attached residential buildings. E-Type buildings shall be built in accordance with the build-to line for each block and shall provide a porch or stoop to provide an environment that

encourages walkability and social interaction between private and public spaces.

Building Line: The line formed by the facades of buildings which creates a frame defining the public realm. Respecting building lines means to place walls or landscaping in such a manner as to continue the frame where there is an absence of buildings.

Cupola: A small structure on top of a building that crowns a large roof.

Design Review: A process where design characteristics of a project are reviewed for consistency with goals of the comprehensive plan and this Plan for proper neighborhood, site and building design. In the context of this ordinance, design review therefore includes a review of the neighborhood design for general issues such as layout of uses, connectivity of neighborhood areas, neighborhood focal points, and creation of a sense of place. It also includes review of specific plats for similar issues and more localized and specific issues such as the relationship of the plat to adjacent plats in the context of the Master Plan and the 2003 Amended Waretown Center Petition, consistency of plan layout and design to neighborhood themes, specific placement and design of key uses or buildings, and requirements for general building design and characteristics within the plat. Design review also includes specific sites and building design details; its façade and roof treatment, building style, orientation to sun and compatibility with plat conditions, etc.

Drip Line: An imaginary vertical line extending from the outermost portion of the tree canopy to the ground.

Expression Line: A visual break in a building wall expressed through architectural elements such as balconies, awnings, or another architectural feature designed to provide differentiation between the first story and second story of a building.

Facades: The vertical surface of a building which is set along a frontage line. The elevation of a façade is the vertical surface area. Facades are subject to visual definition by building height, setback lines, recess lines (a line prescribed for the full width of the façade above which the façade sets back. The location of a recess line is determined by the desired height to width ration of the enfronting space or by a desired compatibility with existing buildings), and transition lines (a line prescribed for the full width of the façade expressed by a variation of material or by a limited projection such as a cornice or balcony).

First Floor Elevation: The finished height of the lowest above ground floor of livable floor area. Livable floor area is defined as areas completely enclosed and climate controlled.

Flat Roof: Refers to the silhouette formed by a roof line. Flat roof lines infer a roof with no pitch. The actual roof structure is required to have a slope for drainage purposes. This is separate from the roof line which can be stepped or flat in appearance through architectural elements such as cornices, mansards, and parapets; or pitched as with residential homes.

Height: The vertical distance from the mean grade elevation taken at the fronting street side of a structure to the parapet or roof line of a flat roof, the eave of a pitched roof, or the deck line of a mansard roof. Towers, spires, steeples, and enclosed rooftop mechanical equipment are not counted in height measurements.

Impervious Coverage: All areas covered by buildings, pavement (not included ungrouted pavers for sidewalks), gravel, rooftops of store merchandise, i.e., cars and manufactured housing displays, even if located on grass surfaces.

Lot Area: The total area within the boundaries of a lot.

Marquee: A structure placed typically placed over the entrance to a building that displays signage stating the name of the establishment.

Massing: The shape and form a building takes on through architectural design. There are ten architectural design elements which create urban space.

1. **Building Silhouette:** Similar pitch and scale to a roof line.
2. **Spacing between building facades:** Setbacks or notches between primary facades that frames the structure.
3. **Setback from property line:** building setback and/or primary façade setback from property line.
4. **Proportion of windows, bays and doorways:** vertical or horizontal elements tied together in bands across façade length.

5. **Proportion of primary façade:** size of facades similar in area and height to width ratios.
6. **Location and treatment of entryway:** Important visual commonality between structures.
7. **Exterior materials uses:** similar materials and treatment add to detail and monumentality of a building.
8. **Building Scale:** Similarity of building height of configuration.
9. **Landscaping:** Ties together buildings and defines space.
10. **Shadow Patterns Form Decorative Features:** the light and dark surfaces from materials used and projections from windows, bays and setbacks create visual breaks.

Mechanical Equipment: All HVAC (heating, ventilation and air conditioning) equipment located on the roof of a building or outside a home or building.

Mixed Use: The presence of residential and nonresidential uses within the same building.

Off-street Parking: Parking which occurs on a lot and not on a street or any public right-of-way.

On Site, Off Site: Located on the lot relative to a use, or structure; or located off the lot relative to a use, or structure.

Open Space: Any area which does not consist of buildings, streets, rights-of-way, parking, or easements, and serves as a passive or active recreational area, or as pervious cover for watershed and habitat protection requirements.

Parking Area: All the area in square footage of land designated for the storage of cars. The parking area also includes all areas for storage and trash facilities.

Parking Setback Line: A line parallel to the property boundary line in front of which parking is not permitted.

Pedestrian Oriented Development: Development which accommodates the needs of the pedestrian. Such development will have parking to the side or rear of a building, will mix uses and provide them in proximity to one another, will allow the pedestrian the option or choice of not having the use of a car to accomplish certain trips, and will provide a variety of interesting and detailed streetscapes which balances the need of pedestrian and car equity.

Permitted Uses: Uses allowed within a designated land use plan or regulating plan.

Porch: An open, roofed structure supported by posts of columns attached to a residence that is oriented toward the front property line.

Property Line, Front: The front boundary line of a lot bordering the street or closest to the street. In the case of a corner lot, it is the frontage opposite the alley. In all other cases, the front property line shall be designated as the property line on which the main or front entrance to a building is oriented.

Rain Garden: a planted depression or a hole that allows rainwater runoff from impervious urban areas, like roofs, driveways, walkways, parking lots, and compacted lawn areas, the opportunity to be absorbed.

Required Build Line: A line parallel to the property line along which a building must be built (see also, Build-to Line).

Setback: The minimum distance between the building face and lot boundary line.

Shop front: A business or retail use. The façade of a shop front is aligned directly on the frontage line with the entrance at grade. This is typical for sidewalk retail. Shop fronts often have awnings or a colonnade. A transition line should separate the signage from the façade below.

Street Orientation: The direction of the architectural front façade of a building in relation to the street.

Street Vista: A view framed by buildings at the termination of the axis of a thoroughfare.

Stoop: A small platform and/or entrance stairway at a residential building entrance.

Trails: Pedestrian paths for walking or jogging within parkways or greenbelts. Trails are informal in design and run through natural settings. They differ from the formal design of promenades and esplanades in parks and squares.

Section 11. Form-Based Code

11.1 Purpose and Intent

- A. The Town Center District is intended to establish specific standards designed to govern the redevelopment of the Town Center District of the Waretown Town Center. These standards reflect and draw upon the principles of traditional neighborhood design and mixed-use development with regard to street layout and design, mixture of uses, and building placement.
- B. The Town Center District is provided to encourage and enable the creation of a new neighborhood that incorporates an interconnected network of pedestrian-oriented streets and includes a mixture of residential, recreational, and community-related commercial uses.
- C. The Town Center District regulations are intended to create compact neighborhoods which respect, preserve and create open space and environmentally sensitive areas, especially as it relates to parameters for preservation and encumbrance agreed upon by the Township and the New Jersey Department of Environmental Protection.
- D. The Town Center District is intended to enable the creation of a variety of housing options that are available to a variety of income levels, including designated affordable units as established in the Township's Housing Plan Element.

11.2 Town Center District Sub-Districts

- A. The following Sub-Districts shall govern development within the Town Center District:
 - 1. Town Center Core Sub-District
 - 2. Ocean Commons Sub-District
 - 3. Mixed-Use Overlay Sub-District
- B. Section 5 provides design standards for these districts.

11.3 Redevelopment Sub-District Design Standards

A. Town Center Core Sub-District

1. The Town Center Core Sub-District will be designed and structured as one neighborhood with vehicular and pedestrian connections to the Sub-Districts to the north and to the Phase I Route 9 Mixed-Use Redevelopment District to the south and east.
2. The Town Center Core Sub-District shall be developed in accordance with the block structure, roadway network, street hierarchy, land use plan and regulating plan established in the *TC Town Center District Redevelopment Plan*.
3. Permitted building types, Required Build Lines, parking setback lines, and general design standards shall adhere to the standards contained in Section 8 of this document.

B. Ocean Commons Sub-District

1. The Ocean Commons Sub-District is governed by the Ocean Commons Redevelopment Plan, which was adopted by the Ocean Township Committee on January 12, 2012.

C. Mixed-Overlay Sub-District

1. The Mixed-Use Overlay District Sub-Districts should be developed in a manner consistent with the land use plan and regulating plan established in the *TC Town Center District Redevelopment Plan*.
2. The physical form of development within these Sub-Districts may conform to the A Type and B Type Buildings as stipulated in the Regulating Plan, as well as the Required Build Lines, parking setback lines, and general design

standards contained herein. Alternatively, these Sub-Districts may be developed in accordance with the bulk and yard standards of the C-1 (General Commercial) Zone established by Title 18 of the Township of Ocean Code.

11.4 Lot Standards

A. The Lot Standards contained herein correspond to the building form types established by the Regulating Plan contained in the *TC Town Center District Redevelopment Plan*. These building form types must conform to the following lot standards:

Building Type/ Lot Standard	A Type	B Type	C Type	D Type	E Type
Minimum/Maximum Lot Width	150'/no max.	100'/no max.	100'/no max.	24'/50'	25'/35'
Minimum/Maximum Lot Area (sq. ft.)	20,000/ no max.	10,000/ no max.	10,000/no max.	2,400/5,000	2,000/3,600
Required Build Line	25'	0'	6'-12'	12'-15'	6'-12'
Required Parking Setback Line	50'	25'	25'	3'-5'	3'-5**
Required Side Yard Setback One/Combined	25'/50'	0'/0'	6'/12'	5'/10'	6'/12'***
Required Rear Yard Setback	20'	5'	5'	5'	5'
Maximum Building Height (stories)	1	2.5	2.5	2.5	2.5
Minimum First Floor Elevation	N/A	N/A	30"	30"	30"
Minimum Front Lot Line Building Frontage	65%	90%	80%	50%	70%

B. Buildings must also comply with the following provisions:

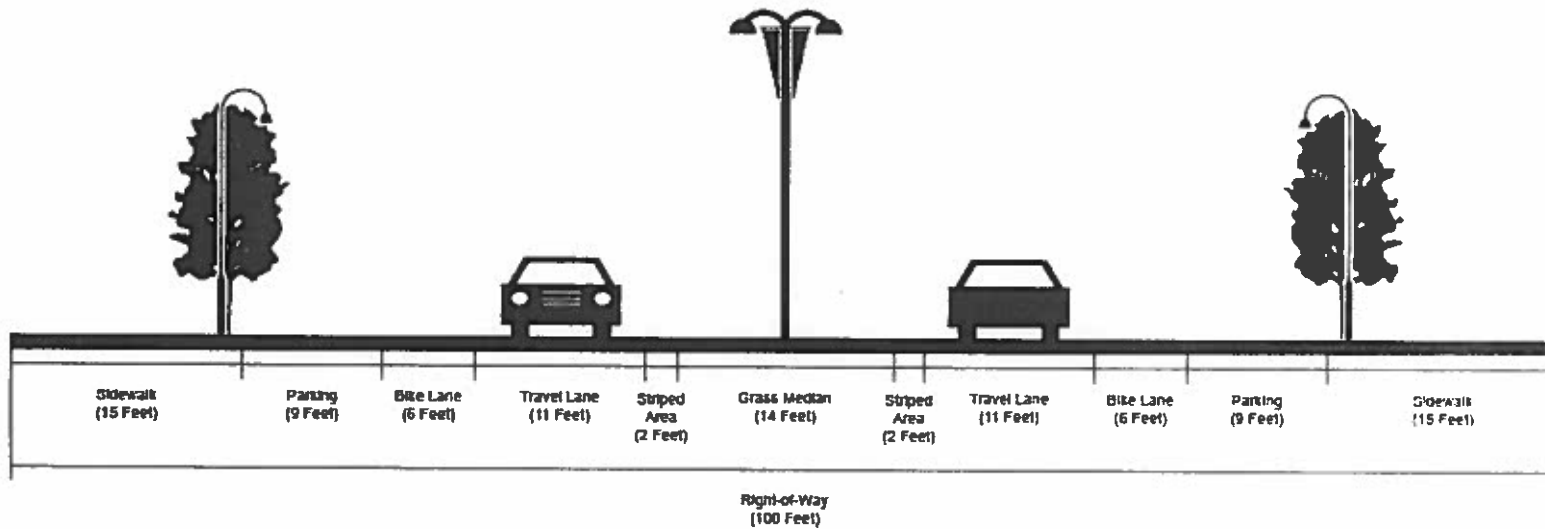
1. Each building shall have separate walls to support all loads independently of any walls located on an adjacent property.

2. The primary entrances for Americans with Disability Access (ADA) accessibility may be in the rear, convenient to parking.
3. Each building shall have an entrance facing a street.
4. Garages and driveways for D Type and E Type buildings will be provided at the rear of buildings and will be accessed via a rear alley or adjacent parking area that provides vehicular access to driveways and garages where applicable.
5. Each B Type building is required to have an awning/marquee, balcony, or colonnade/arcade. Refer to Section VIII for design requirements.
6. Front porches or stoops may occur forward of the Required Build Line, but shall not extend into the right-of-way.

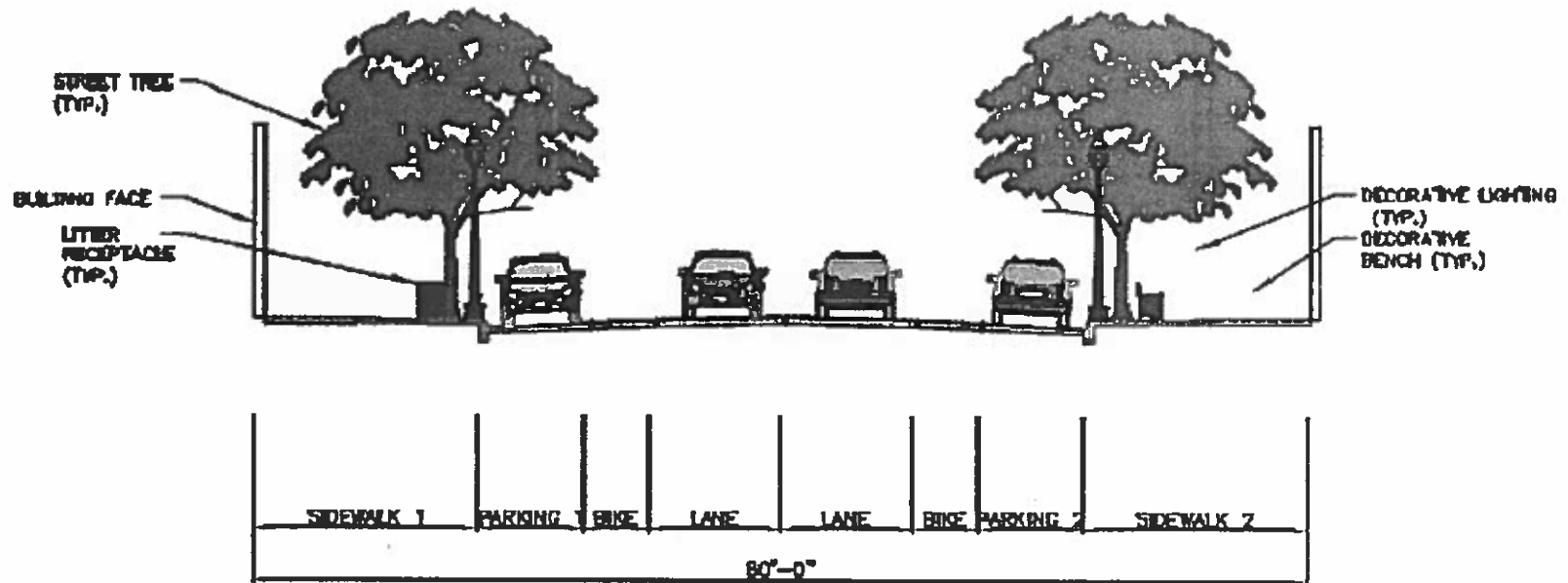
11.5 Thoroughfare Standards

- A. The street grid shall be constructed according to Figure 4: Roadway Network, Street Typology, and Open Space contained in the *TC Town Center District Redevelopment Plan*.
- B. Each street within the TC District shall be constructed in accordance with the established thoroughfare standards for its corresponding street type.
- C. Established thoroughfare standards for each street type are as follows:

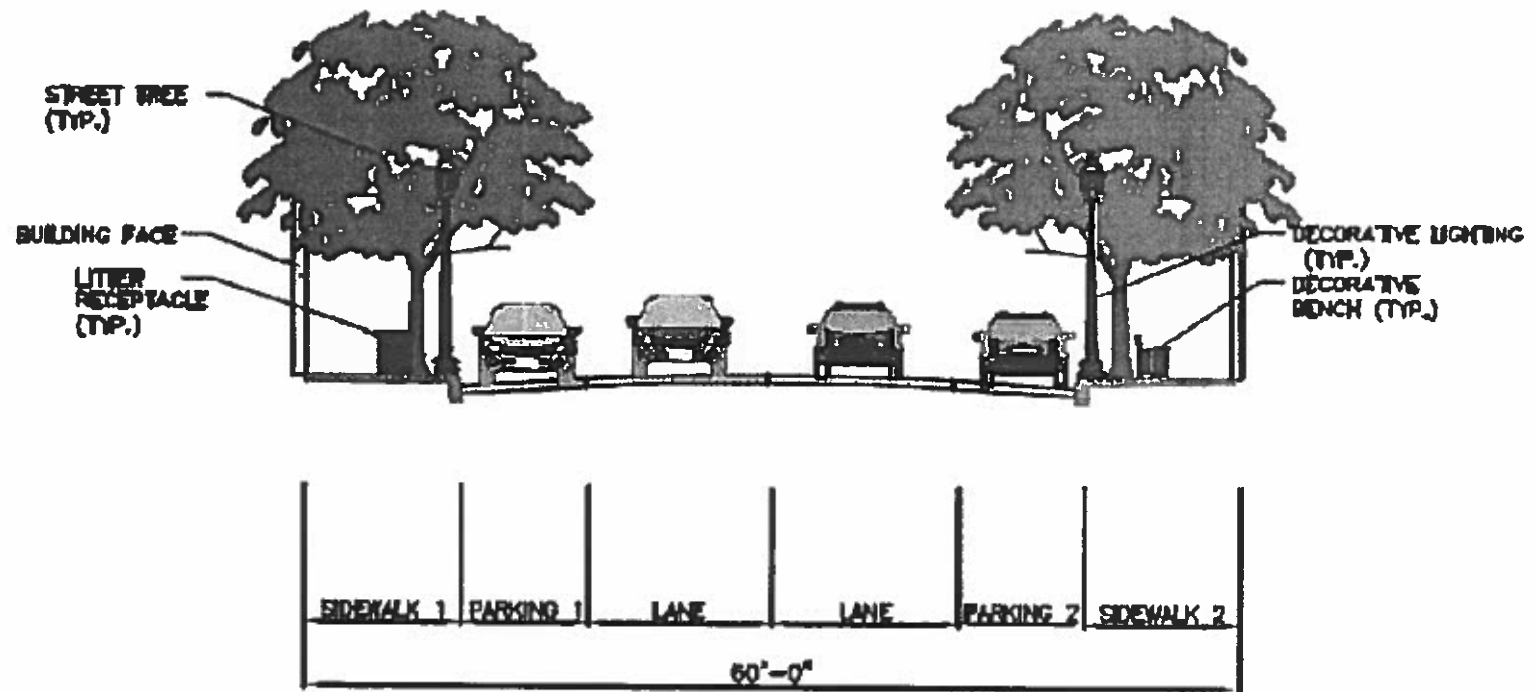
"Road Type A" (Volunteer Way) Cross Section	
Feature	Width (ft.)
Right-of-Way	100
Sidewalk (Both Sides)	15
Parking (Both Sides)	9
Bike Lane (Both Sides)	6
Travel Lane (Both Sides)	11
Interior Striped Pavement (Both Sides)	2
Grass Median	14



"Road Type B" Cross Section	
Feature	Width (ft.)
Right-of-Way	80
Sidewalk (Both Sides)	12
Planting/Furniture/Lighting Area (Both Sides)	8
Parking (Both Sides)	9
Travel Lane (Both Sides)	11



"Road Type C" Cross Section	
Feature	Width (ft.)
Right-of-Way	60
Sidewalk (Both Sides)	10
Parking (Both Sides)	9
Travel Lane (Both Sides)	11



- D. Blocks designated for D Type Buildings shall incorporate rear alleys to provide vehicular access to garages and driveways. Rear alleys shall adhere to the following thoroughfare standards:

Rear Access Alley	
Feature	Width (ft.)
Right-of-Way	20
Travel Lane	20

11.6 General Standards

The development of buildings of buildings and public spaces within the Waretown Town Center shall adhere to the following standards:

A. Special Building Elements

- Buildings within the Waretown Town Center will incorporate architectural elements and materials consistent with the established maritime theme of the Waretown Town Center. Buildings within the Waretown Town Center are encouraged to incorporate, awnings or marquees, balconies, colonnades or arcades, towers and cupolas, porches or stoops in accordance with the following matrix and regulations:

Architectural Elements/ Building Type	Awnings and Marquees	Balconies	Colonnades and Arcades	Towers and Cupolas	Porches and Stoops
A Type	X		X	X	
B Type	X	X	X	X	
C Type		X		X	X
D Type					X
E Type		X			X

2. Awnings and Marquees

- a. Awnings and marquees shall be permitted in accordance with the matrix contained in Section VII.A.1.
- b. Awnings and marquees shall be permitted only on the ground floor.
- c. Awnings and marquees shall have a minimum depth of six (6) feet as measured from the building façade to which it is mounted to the outside edge of the awning or marquee frame.
- d. Awnings and marquees shall have a minimum vertical clearance of eight (8) feet as measured from the sidewalk to the lowest horizontal structural member of the awning.
- e. Awnings and marquees shall cover a minimum of 25 percent of the building's frontage.
- f. Awnings and marquees are permitted to occur forward of the Required Build Line and may encroach within the right-of-way, but shall not interfere with landscaping, lighting or street furniture required within the right-of-way.
- g. Awnings shall be made of fabric or metal. High-gloss or plasticized fabrics are prohibited.
- h. Signage placed on awnings or marquees shall conform to the standards contained in Chapter 15.52 of the Township Code and the standards contained in Section 3.8 of the *TC Town Center District Redevelopment Plan*.

3. Balconies

- a. Balconies shall be permitted in accordance with the matrix contained in Section VII.A.1.

- b. Balconies shall be permitted for all upper floors and shall occur forward of the Required Build Line. Balconies may encroach within the right-of-way but shall not interfere with landscaping, lighting or street furniture required within the right-of-way.
 - c. Balconies shall have a minimum depth of six (6) feet and a maximum depth of ten (10) feet as measured from the building façade to edge of the most outward extending element of the balcony.
 - d. Balconies shall have a minimum ground floor clearance of ten (10) feet as measured from the sidewalk to the lowest horizontal structural member of the balcony.
 - e. Balconies shall have a maximum floor area of 100 square feet.
 - f. Balconies are permitted to have roofs but may not be enclosed or climate controls.
 - g. Balconies may wrap around building corners, but are required to adhere to the standards contained in this section with regard to required depth and maximum floor area.
4. Colonnades and Arcades
- a. Colonnades and arcades shall be permitted in accordance with the matrix contained in Section VII.A.1.
 - b. Colonnades and arcades shall have a minimum depth of eight (8) feet and a maximum depth of twelve (12) feet as measured from the building façade to the inside column face.
 - c. Colonnades and arcades shall have a minimum ground floor clearance of ten (10) feet as measured from the sidewalk to the lowest horizontal structural member of the arcade or colonnade.
 - d. Colonnades and arcades must cover a minimum of 75% of the building façade along which they are constructed.

- e. Colonnades and arcades shall only be constructed where the minimum depth can be obtained. Colonnades may be constructed forward of the Required Build Line, but may not encroach within the right-of-way.
 - f. Buildings incorporating arcades and colonnades may be constructed behind the Required Build Line provided that all outside column faces of the colonnade or arcade are constructed to the Required Build Line.
 - g. Balconies may be permitted above colonnades and arcades provided that they meet the requirements contained in Section VII.A.3.
5. Towers and Cupolas
- a. Towers and cupolas shall be permitted in accordance with the matrix contained in Section VII.A.1.
 - b. Towers and cupolas shall have a maximum footprint of ten feet by ten feet (10' x 10').
 - c. Towers and cupolas shall have a maximum height not to exceed forty percent (40%) of the building height as defined in Title 18 of the Township Code. For example, a building with a height of thirty (30) feet may not incorporate a tower or cupola greater than twelve (12) feet in height (40% of building height).
6. Porches and Stoops
- a. Porches and stoops shall be permitted in accordance with the matrix contained in Section VII.A.1.
 - b. Porches and stoops shall be permitted only at entrances to buildings fronting upon a public street. Porches and stoops are not permitted at the rear of buildings.

- c. Porches and stoops are permitted to be covered. However, porches and stoops are required to be open parts of buildings that are not climate controlled.
- d. Porches shall have a minimum depth of six (6) feet and shall not exceed a depth of twelve (12) feet as measured from the building façade to the edge of the most outward extending element of the porch.
- e. Stoops shall have a minimum depth of four (4) feet and shall not exceed a depth of eight (8) feet as measured from the building façade to the edge of the most outward extending element of the stoop.
- f. Porches and stoops may occur forward of the Required Build Line, but shall not extend into the right-of-way.
- g. Clear access for pedestrians shall be provided to and from all porches and stoops.

B. Architectural Elements

1. General Requirements

- a. Buildings within the Waretown Town Center will incorporate architectural elements and materials consistent with the established maritime theme of the Waretown Town Center. All architectural elements and building materials are subject to review and approval by the Ocean Township Committee, acting as the Ocean Township Redevelopment Entity.
- b. The following shall be located in rear yards or side yards not facing on public streets:
 - 1. Window and wall air conditioners;
 - 2. Electrical utility meters;
 - 3. Air conditioner compressors;
- c. The following shall be located in rear yards only:
 - 1. Antennas;

2. Permanent barbecues;
 3. Satellite dishes;
 4. Clotheslines;
- d. The following elements and materials are prohibited:
1. Undersized shutters (shutters must be sized to equal the width that would be required to cover the window opening);
 2. Plastic shutters;
 3. Reflective or tinted glass;
 4. Plastic/PVC Roof tiles;
 5. Backlit Awnings;
 6. Glossy-finish awnings;
2. Building Walls
- a. Building walls constructed with more than one material shall be constructed so that heavier materials are located below lighter materials.
 - b. An expression line shall delineate the division between the first story and second story of buildings. Any of the special building elements provided for in Section VII.A may act as an expression line.
3. Columns, Arches, Railings and Balustrades
- a. Columns shall be spaced no farther apart than they are tall and shall be constructed of wood (painted or natural), cast iron, smooth finish concrete or stone;
 - b. Semi-circular or segmental arches are permitted. Arches shall be constructed of concrete masonry units (e.g., bricks) or concrete;

- c. Railings and balusters shall be constructed of wood (painted or natural) or wrought iron. Balusters shall be spaced at a minimum of four (4) inches on center and at a maximum of six (6) inches on center. Top railings shall have a minimum width or diameter of three (3) inches.
4. Windows and Doors
 - a. Windows and doors are required to have trim on all sides and may be finished with wood, steel, aluminum, copper, vinyl, or clad wood;
 - b. Doors must be constructed of wood or metal. Casement and French doors are permitted;
 - c. Windows shall be single or double hung, industrial, or fixed frame;
 - d. The use of recycled, locally sourced, and/or "green" building materials is strongly encouraged.
 5. Roofs
 - a. Hipped roofs, gabled roofs and flat roofs are permitted. Flat roofs shall be concealed with parapets along all sides;
 - b. All gabled and hipped roofs shall be finished with asphalt "dimensional" type, wood, slate, or slate composite shingles;
 - c. Shingles shall be square or rectangular in shape;
 - d. Gutters shall be constructed of copper, aluminum, or galvanized steel;
 - e. Gutters and downspouts shall match in materials and finish.

6. Landscaping and Fencing







- a. Hedges, raised planting beds, at-grade planting beds or rain gardens shall be required along unbuilt front and side property lines for A Type, B Type, C Type and E Type building areas as designated in the Regulating Plan contained in the *TC Town Center District Redevelopment Plan*, except where vehicular and pedestrian access to parking areas is provided. The purpose of such hedges, planting beds, and plantings is to provide an adequate screen between the public realm and common areas and parking areas required to support the type and scale of development within the Town Center.
- b. Landscaping shall consist of drought resistant, native plant species and shall provide a visually interesting, year round screen in such areas.
- c. Landscaped plantings shall utilize mulches to minimize evaporation, reduce weed growth and prevent erosion.
- d. Fencing is permitted only in C Type, D Type and E Type building areas and is subject to the provisions governing fencing contained in the Township Code. Fencing for C Type building areas shall be limited to fencing required to enclose at-grade utility areas, patios, or other common areas. No fencing shall be permitted along any front building façade, but may be permitted along side yard areas fronting on a public street.

11.7 Sample Block Layout Plans

The following Sample Block Layout Plans are provided for illustrative purposes to show building forms and relationships in various block types within the Town Center. Actual development will be governed by the Standards herein and may vary from these illustrations so long as the purposed development is consistent with the development permitted in this plan.

**Figure FBC-1
Sample Block
Layout Plan
Neighborhood
Commercial and
Townhome Block**

Legend

-  Right-of-Way Line
-  Interstate or Toll Route
-  US or State Route
-  County Route
-  Local Road
-  Ramp



50 Feet

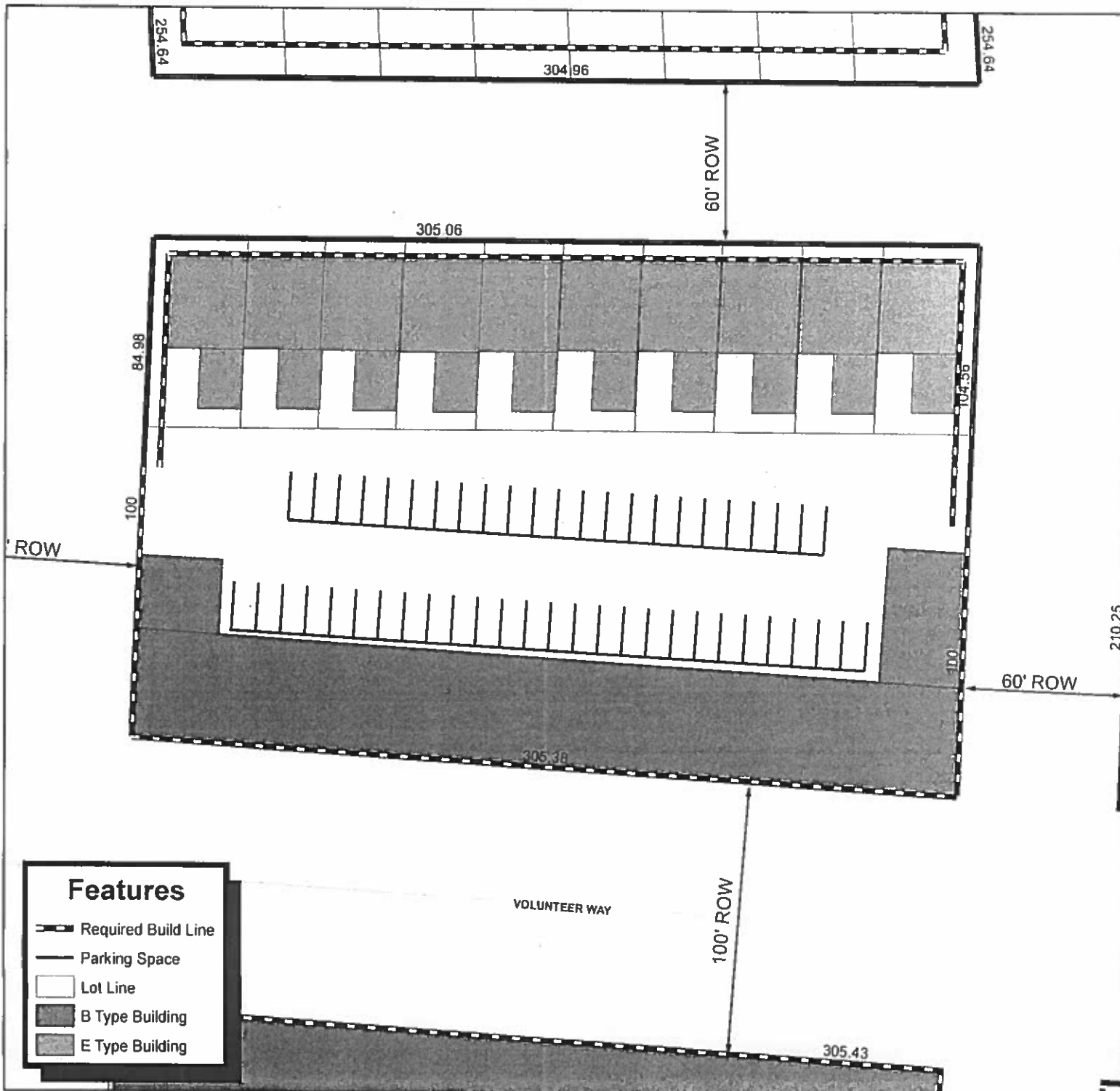


T&M
ASSOCIATES






11 Tindall Road
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Phone: 732-671-6400
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




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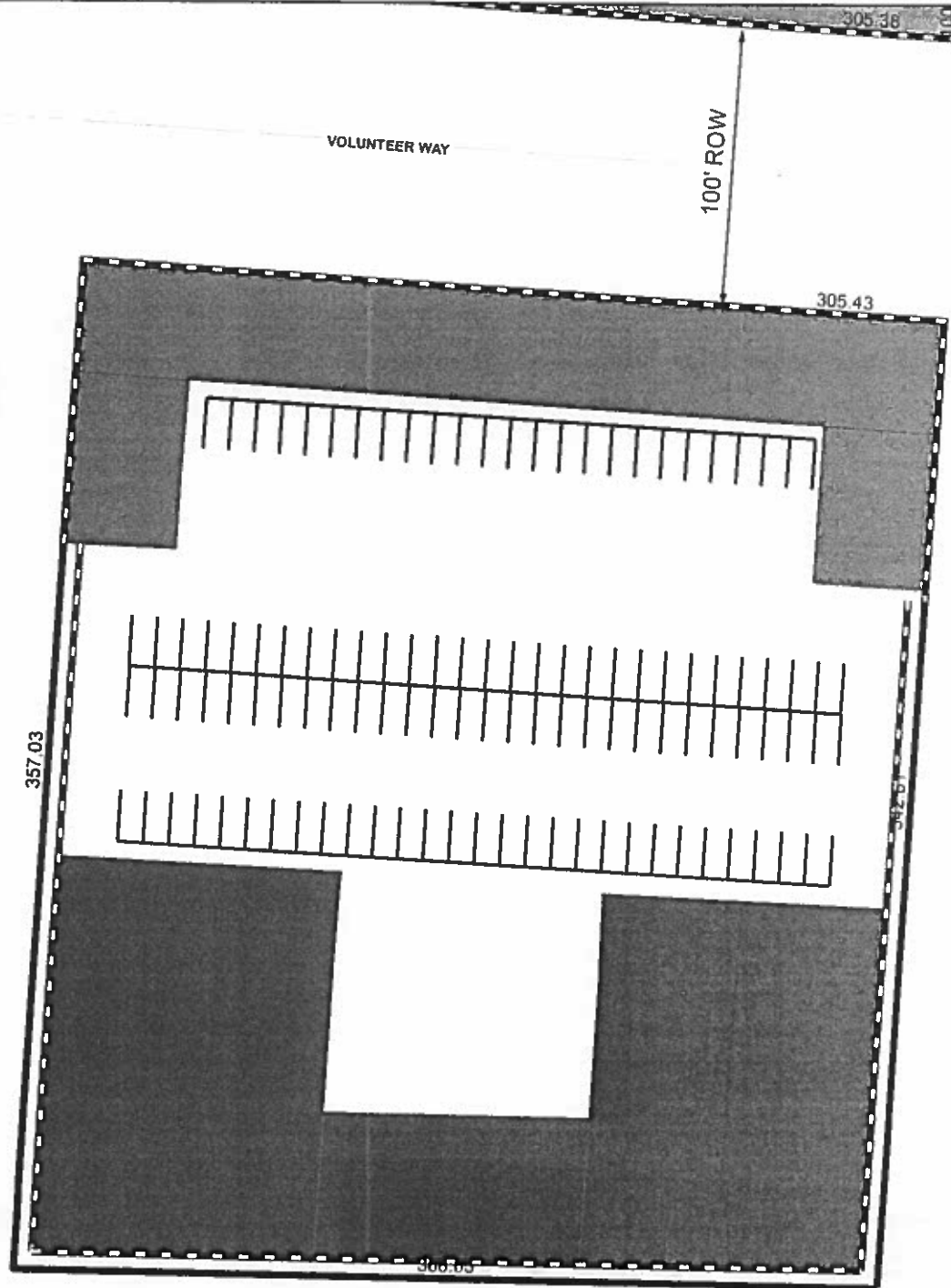


Features

-  Required Build Line
-  Parking Space
-  Lot Line
-  B Type Building
-  E Type Building








Features

-  Required Build Line
-  Parking Space
-  Lot Line
-  A Type Building
-  B Type Building
-  C Type Building
-  D Type Building
-  E Type Building



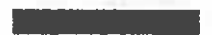
**Figure FBC-2
Sample Block
Layout Plan
Neighborhood
Commercial and
Multi-Family
Residential
Block**

Legend

-  Required Build Line
-  Right-of-Way Line
-  Interstate or Toll Route
-  US or State Route
-  County Route
-  Local Road
-  Ramp



60 Feet



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Source: NJGIN, NJDEP, Ocean Township, FEMA H:\OTWP\0042\GIS\Projects\ Form Based Code BlockModel_NC-MF.mxd

185.77

277.2

Features

-  Required Build Line
-  Parking Space
-  Lot Line
-  A Type Building
-  B Type Building
-  C Type Building
-  D Type Building
-  E Type Building

1

237.23

253.41

221.16

225.43

206.5

129.48







703.68

207.62

497.08

Figure FBC-3 Sample Block Layout Plan Neighborhood Commercial Block

Legend

-  Right-of-Way Line
-  Interstate or Toll Route
-  US or State Route
-  County Route
-  Local Road
-  Ramp



40 Feet



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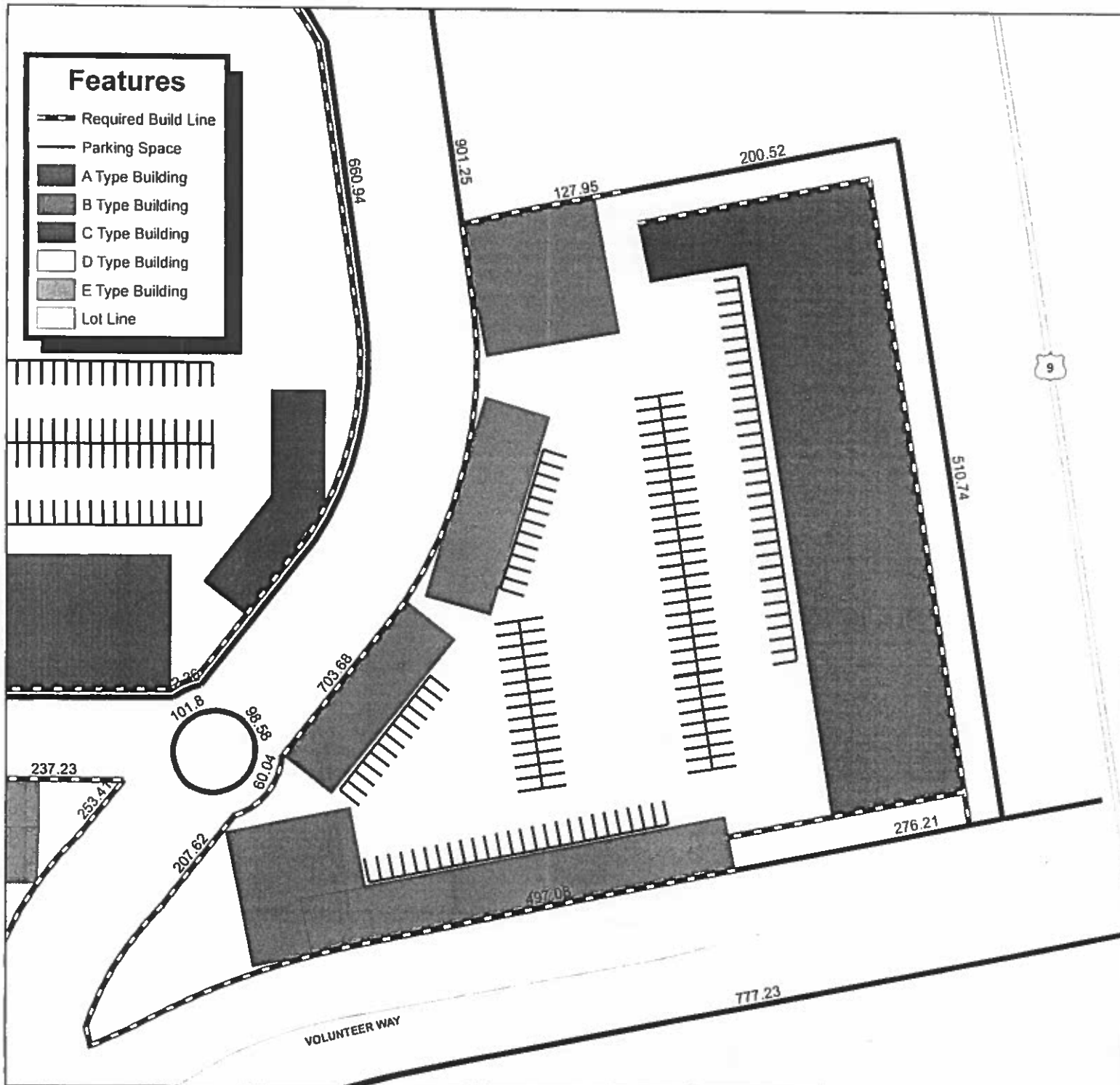
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Form Based Code_BlockModel_NC.mxd

VOLUNTEER WAY

**Figure FBC-4
Sample Block
Layout Plan
Highway
Commercial and
Neighborhood
Commercial
Block**



Legend

- Right-of-Way Line
- Interstate or Toll Route
- US or State Route
- County Route
- Local Road
- Ramp












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**Figure FBC-5
Sample Block
Layout Plan
Multi-Family
Residential
Block**

Legend

-  Required Build Line
-  Right-of-Way Line
-  Parks and Open Space
-  Water Features
-  Interstate or Toll Route
-  US or State Route
-  County Route
-  Local Road
-  Ramp

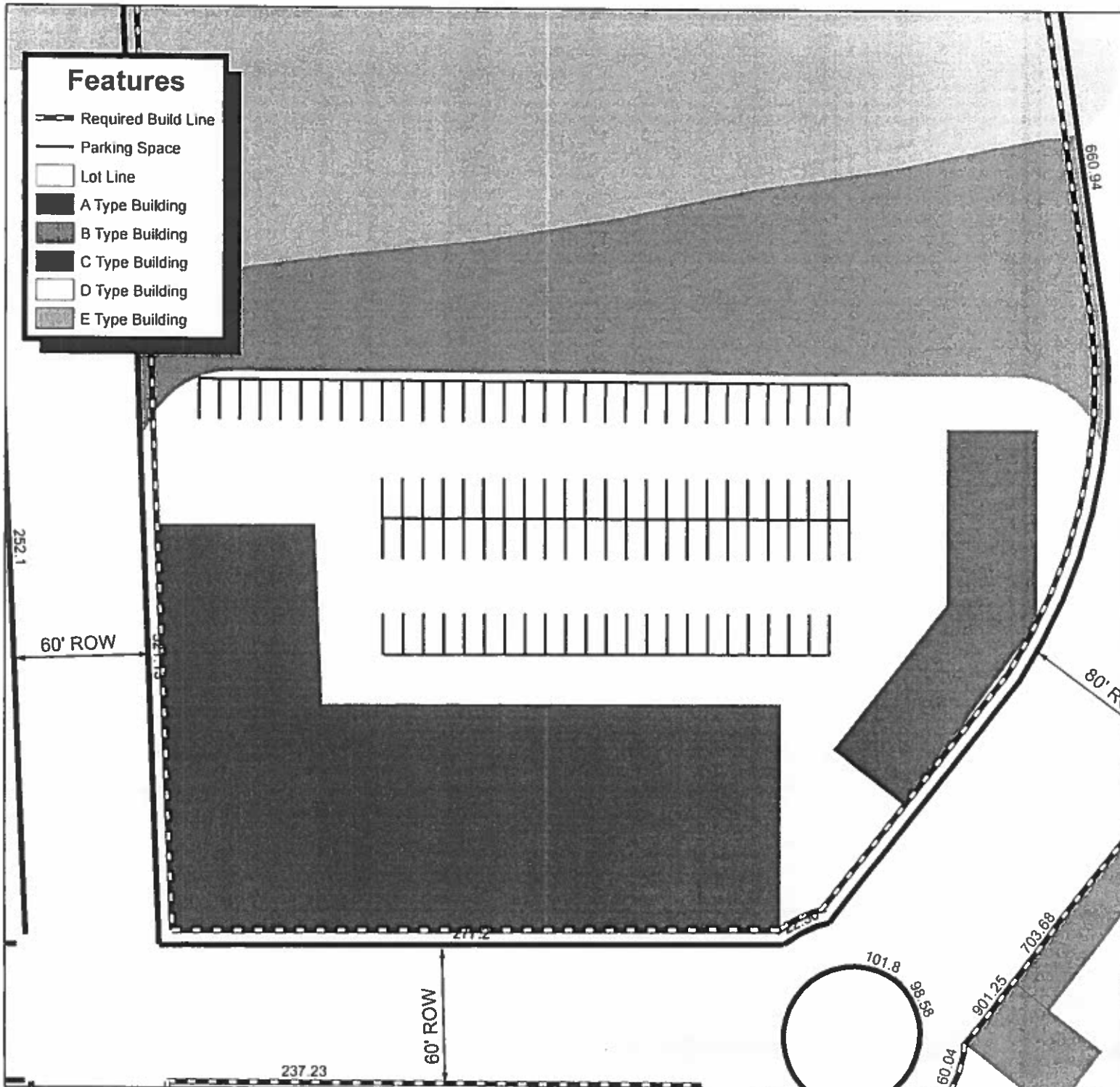










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Form Based Code_BlockModel_HG_NC.mxd



- Features**
-  Required Build Line
 -  Parking Space
 -  Lot Line
 -  A Type Building
 -  B Type Building
 -  C Type Building
 -  D Type Building
 -  E Type Building

**Figure FBC-6
Sample Block
Layout Plan
Single-Family
Residential Block**

Legend









-  Required Build Line
-  Right-of-Way Line
-  Parks and Open Space
-  Water Features
-  Interstate or Toll Route
-  US or State Route
-  County Route
-  Local Road
-  Ramp



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Features

-  Required Build Line
-  Parking Space
-  Lot Line
-  A Type Building
-  B Type Building
-  C Type Building
-  D Type Building
-  E Type Building

