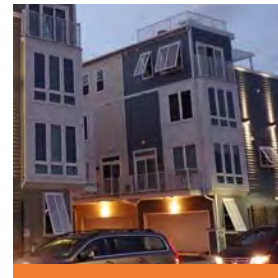
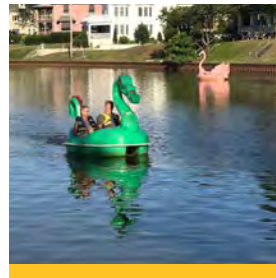
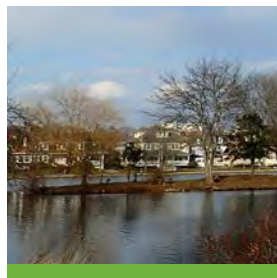
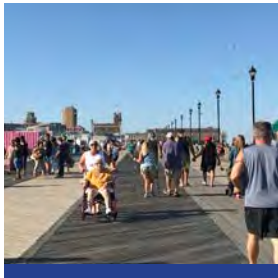




ASBURY PARK

Master Plan & Master Plan Reexamination Report



December 2017

Clarke Caton Hintz
Architecture
Planning
Landscape Architecture



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ASBURY PARK

Master Plan & Master Plan Reexamination Report

Prepared for the:
City of Asbury Park

Adopted: December 11, 2017

Asbury Park Planning Board

Herb Fehrenbach, Chairman

Sara Anne Towery, Vice Chairman

John Moor, Mayor

Yvonne Clayton

Rick Lambert

Michael Manzella

Tony Perillo

Gertrude Syphax

Alexis Taylor

Barbara Krzak, Alternate 1

Jim Henry, Alternate 2

Steering Committee

Barbara Krzak, Chair

Yvonne Clayton

Jim Henry

Rick Lambert

Michael Manzella

Mike Sodano

Sara Anne Towery

Michele Alonso, AICP, PP,
Dir. Planning & Redevelopment

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ASBURY PARK

Master Plan & Master Plan Reexamination Report

Prepared for the:
City of Asbury Park

Adopted: December 11, 2017

Clarke Caton Hintz

Architecture

Planning

Landscape Architecture



Michael F. Sullivan, ASLA, AICP
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1.0 INTRODUCTION

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ASBURY PARK MASTER PLAN & MASTER PLAN REEXAMINATION REPORT

1.0 INTRODUCTION

The municipal Master Plan is a document, adopted by the Planning Board, which sets forth the policies for land use as envisioned by the municipality. The Master Plan is the principal document that addresses the manner and locations in which development, redevelopment, conservation and/or preservation occur within a municipality. It is intended to guide the decisions made by public officials and those of private interests involving the use of land. Through its various elements, the Master Plan sets out a vision for the community in the coming years.

Further, the Master Plan forms the legal foundation for the zoning ordinance and zoning map. New Jersey, among a handful of other states, specifically ties the planning of a community as embodied in the Master Plan with the zoning ordinance and zoning map. The zoning ordinance and map, which are adopted by the City Council, constitute the primary law governing the use of land at the local level. Under New Jersey's Municipal Land Use Law N.J.S.A. 40:55D-1 et seq.,

(hereinafter "MLUL") a zoning ordinance must be substantially consistent with the land use plan. As such, while the master plan sets forth policy and vision, it is not a regulatory document. Instead, the zoning ordinance fulfills that role. Additionally, the policy and vision in the master plan provides guidance for the zoning ordinance but is not intended to provide details typical of a zoning ordinance; those details are crafted when the zoning ordinance is created.

A Reexamination Report is a review of previously adopted Master Plans, amendments and local development regulations to determine whether the ideas and policy guidelines set forth therein are still applicable. Under the MLUL, the Planning Board must conduct a general reexamination of its Master Plan and development regulations at least every ten years. Notwithstanding, a waiver may be granted by the State Planning Commission to municipalities that are built-out and have specified characteristics.



Homes along First Avenue



*Our Lady of Mt. Carmel Church,
Asbury Avenue*



Cookman and Mattison Avenues

5 REQUIRED TOPICS CONSIDERED IN THE REEXAMINATION REPORT



Historic Casino



Convention Hall

1

The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.

2

The extent to which such problems and objectives have been reduced or have increased subsequent to such date.

3

The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in state, county and municipal policies and objectives.

4

The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.

5

The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L.1992, c.79 (C.40A:12A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

ORGANIZATION OF THIS MASTER PLAN & MASTER PLAN REEXAMINATION REPORT

A reexamination of the master plan is an opportunity to evaluate the status of existing policies, in light of recent conditions, and to provide necessary direction for future planning efforts. This Reexamination Report addresses those topics that have arisen since the City's last Master Plan in 2006 and includes all of the required components pursuant to the Municipal Land Use Law (hereinafter "MLUL"). However, this Reexamination Report organizes and presents information for four required sections – major problems and objectives, the extent those problems and objectives have changed and the specific recommendations, and redevelopment – in the section 5.0 Vision & Recommendations. As such, it is the final section - 5.0 Vision & Recommendations - that provides the City and Planning Board with policy guidance and recommendations. The earlier sections provide background information about actions taken to date and existing policies.

This change in organization enhances transparency in the decision making process by concentrating information and recommendations relevant to each topic and making it easy to find, rather than spreading it throughout the Reexamination Report. A Reexamination Report may contain recommendations for the Planning Board to examine certain land use policies or

regulations or even prepare a new Master Plan. Alternatively, "if the recommendations set forth in the Reexamination Report are themselves substantially in such form as might or could be set forth as an amendment or addendum to the Master Plan, the reexamination report, if adopted in accordance with the procedures [prescribed by the MLUL for adoption of a Master Plan], may be considered to be an amendment to the Master Plan." This Master Plan and Master Plan Reexamination Report provides the detail necessary or it to be considered an amendment to the Master Plan.

This Master Plan and Master Plan Reexamination Report has been guided, both in process and substance, by a Steering Committee composed of Planning Board members, Council members and City staff. Participation by these volunteers was critical to understanding and interpreting past and current City policies and input received from stakeholders and the public.

Additionally, the City engaged 4Ward Planning to prepare a Demographic & Labor Trends Analysis. This Report, which is appended, provides a socio-economic trends analysis and a labor trends analysis which are used herein to better understand changes in land use that occurred over the last decade as well as anticipated trends over the next decade and beyond.

SECTION 5.0 VISION & RECOMMENDATIONS ORGANIZATION

1. Vision and Goals
2. Land Use
3. Historic Preservation
4. Housing
5. Sustainability
6. Open Space, Lakes, Parks and Recreation
7. Economic Development
8. Mobility
9. Community Facilities
10. Urban Design
11. Redevelopment



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ASBURY PARK MASTER PLAN & MASTER PLAN REEXAMINATION REPORT

2.0 PUBLIC PARTICIPATION



It is essential that an evaluation of Asbury Park's land use policies and determining the vision for the City involve the people who live and work here. In recognition of this, the City convened stakeholder meetings and public community input meetings.

Five stakeholder meetings were held in November and December 2016 with City officials (two groups), community and business groups, economic development initiators, and developers. In each of these meetings the attendees discussed the challenges and opportunities facing development and redevelopment in Asbury Park and if there are City land use policies that are barriers to progress.

Two public community input meetings were held in February and March 2017. In order to supplement the input received during the community meetings and ensure greater reach to residents, a survey was placed online that asked the same questions as those posed during the community meetings. A total of 567 participants responded to the survey, including 94 who filled out the survey at the two Community Meetings.

This stakeholder and community input, through the guidance of the Steering Committee, forms the basis of the recommendations. Once stakeholder and

community input was gathered, the preliminary draft recommendations were presented to the community during a public meeting in June 2017. Comments and feedback received during this meeting were incorporated into the draft recommendations, as well as other parts of the Master Plan and Master Plan Reexamination Report. The Draft Master Plan and Master Plan Reexamination Report was the subject of two public meetings during which the public and Planning Board were presented with the Draft Report and given the opportunity to ask questions and offer ideas and feedback.

PUBLIC PARTICIPATION BY THE NUMBERS

5 Stakeholder Meetings

2 Public Community Input Meetings

1 Survey

567 Survey Participants

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ASBURY PARK MASTER PLAN V REPORT

3.0 PRIOR PLANNING EFFORTS

In 1959, Asbury Park adopted its first Master Plan document, which was amended and supplemented in 1969. In 1978, the City adopted its first comprehensive Master Plan based on the regulations established by the Municipal Land Use Law, with subsequent Master Plan Reexamination Reports prepared in 1994 and 2001. In 2006, Asbury Park adopted its second comprehensive Master Plan that, in addition to the required Master Plan elements, included eight (8) of the supplemental elements. Following the adoption of the 2006 Master Plan, the City has conducted a number of studies, or have been included in studies, that resulted in the adoption of plans related to urban trees, transportation, parking, and resiliency. Provided herein is a summary of the following plans and studies:

- » Urban Tree Canopy Assessment & Tree Planting Plan
- » Rebuild by Design: Resilience + the Beach
- » Connecting Community Corridors: Asbury Park, Bradley Beach, Neptune Township
- » Complete Streets Policy
- » Comprehensive Parking Management Plan
- » Municipal Public Access Plan
- » Community Workforce Strategy

This report also identifies land use policies and regulations adopted since the 2006 Master Plan.

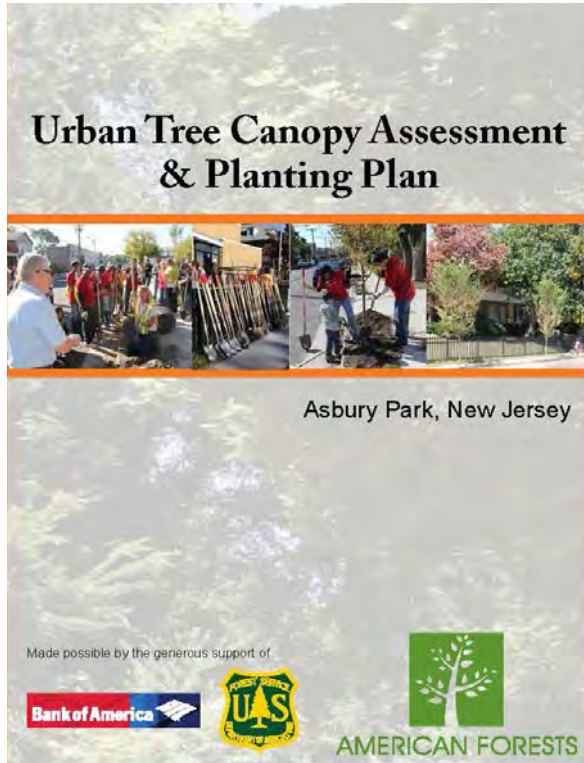
These prior planning efforts provide background information and inform the discussion herein about the extent to which problems identified in the 2006 Master Plan have been addressed, as well as the recommendations.



Lake Avenue



Main Street, between 2nd Avenue and 3rd Avenue



3.1 URBAN TREE CANOPY ASSESSMENT & PLANTING PLAN (2014)

In February 2014, the City adopted the Urban Tree Canopy Assessment & Planting Plan prepared by American Forests as part of the Community ReLeaf program. The primary goals of the report are to establish baseline data on the extent and function of the urban forest within Asbury Park and to develop tools and resources for reforestation efforts. The urban tree canopy assessment concluded that 23% of the land within the 976 acres citywide is covered with tree canopy in 2013 and that the potential urban tree canopy is 35%, the equivalent to an additional 120 acres of canopy cover. The annual benefit Asbury Park received in 2013 due to its urban tree canopy is estimated to be more than \$585,790. It is estimated that by increasing the City's urban tree canopy by 12% (to the potential 35%) the community will gain \$180,956 annually, for a total of \$766,746 in annual benefits, of improved air and managed stormwater benefits.

Recommended policies:

- » Implement routine tree maintenance, enforce tree preservation policies and plant replacement trees.
- » Maintain trees to maximize their benefits.
- » Plant large trees where possible to maximize canopy cover.
- » Plant a mix of tree sizes that correlates with available planting space.
- » Plant salt-tolerant trees with strong roots to reduce erosion from storms.
- » Design parking lots to include areas for trees within pavement and along edges.
- » Install tree boxes in front of businesses to lessen stormwater runoff.
- » Replace impervious pavement with permeable infrastructure when updating parking lots and sidewalks.
- » Conduct a public awareness campaign to encourage tree planting on private property.

3.2 REBUILD BY DESIGN: RESILIENCE + THE BEACH (2014)

In March 2014, Sasaki/Rutgers/Arup prepared a proposal entitled “Resilience + The Beach: Resiliency Planning for the Jersey Shore” in response to the U.S. Department of Housing and Urban Development’s Rebuild by Design Project. The proposal focused on understanding the characteristics and vulnerabilities of the coast, considering specifically the links between economy, ecology, and culture along the beach. The Sasaki team studied the three (3) coastal typologies found across the eastern seaboard of the United States, including Barrier Island, Headlands, and Inland Bay.

Asbury Park represents the Headlands conditions, which is characterized as having ocean views subject to the direct action of wind and waves and is the highest and driest of the three shore typologies. The Sasaki team recommends three (3) design projects to provide protection from the ocean, create inland protection through improvements to coastal lakes and streets, and connect the beach to the community. These three (3) projects include:

- » **Boardwalk-Dune.** Creation of a hybrid boardwalk-dune infrastructure along the oceanfront that honors the social func-

tion of the boardwalk while redesigning it to create dunes and vegetation within its edges that can protect the development behind it.

The incomplete segment of the boardwalk north of the convention center and south of the casino will be implemented first.

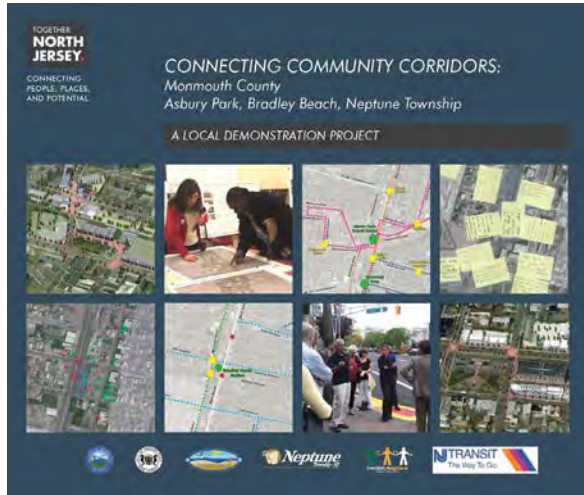
- » **Hyper-absorbent Lakes.** Improvements to coastal lakes to increase stormwater management function, useful ecological habitat, and recreation activities.

Deal Lake will undergo a thorough restoration process that includes dredging and removal of the hard edge to make way for soft, sloping shorelines. Habitat islands within the lake will be created as well to create bird rookeries and additional differentiation. To enhance recreation, boat launches and small piers will be installed, connecting residents and visitors to the improved water ecology. Sunset Lake’s stormwater management functions are linked to Deal Lake, so it should be considered in the near term as well, with Wesley Lake to follow or proceed under a different path.

- » **Hyper-absorbent Streets.** Creation of green streets that help to clean and manage stormwater through the community as it flows to the coastal lakes.



Third Avenue w pilot site for the first hyper-absorbent street since it connects from the west side of town all the way to the beach and has an ample cross section and also contains many community centers along it, such as churches or parks, with sites that could be used for larger stormwater management sites. The project includes the dedication of bike lanes and construction of stormwater management swales.



3.3 CONNECTING COMMUNITY CORRIDORS: ASBURY PARK, BRADLEY BEACH, NEPTUNE TOWNSHIP (2014)

Connecting Community Corridors is a highly focused “strategic plan” that encompasses several regional transportation corridors shared by Asbury Park, Bradley Beach and Neptune Township. The 2014 study was produced through a working partnership between Monmouth County, the City of Asbury Park, the Borough of Bradley Beach, Neptune Township, Interfaith Neighbor, and Together North Jersey. The Connecting Community Corridors plan includes concept plans for the gateway to Springwood Avenue, Cookman Avenue, and Ocean Grove within Asbury Park.

The plan is organized around several Vision Themes:

- » Arts & Culture Branding & Themes
- » Transit-Oriented Infill & Adaptive reuse
- » Enhanced Shuttle Services
- » Traffic Calming & Pedestrian/Bike Improvements
- » Business Improvement & Main Street Program
- » Urban Agriculture & Sustainable Infrastructure

In order to improve transit, redevelopment, and economic development, and to encourage pedestrian and bicycle use and safety, Asbury Park, along with Bradley Beach and Neptune Township, need to take a series of short and long-term actions. The implementation actions applicable to Asbury Park include, but is not limited to:

- » Exploring a redevelopment plan for Asbury Park Municipal Complex & Transit Center;
- » Expanding bus shuttle service;
- » Adding crosswalks, ramps, signals, and stop for pedestrian signs on key Memorial Drive intersections;
- » Adding bike racks, repair/replace sidewalks, adding pedestrian lighting;
- » Adopting a Complete Streets Policy;
- » Encouraging adaptive reuse of existing Structures in industrial and commercial zones;
- » Amending ordinances to encourage pedestrian-friendly mixed-use development that enhances existing business districts;
- » Developing a bus shelter advertising program and programming for public art; and
- » Expanding on the community gardens on Interfaith Neighbor’s parcels.



RESOLUTION NO. 2017-247

City of Asbury Park
County of Monmouth
State of New Jersey

RESOLUTION ESTABLISHING AND ADOPTING AN AMENDED COMPLETE STREETS POLICY FOR THE CITY OF ASBURY PARK

WHEREAS, a Complete Street is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options; and

WHEREAS, the benefits of Complete Streets include improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and the mobility challenged as well as those that cannot afford a car or choose to live car free; providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities; promoting healthy lifestyles; creating more livable communities; reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and saving money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later; and

WHEREAS, the Asbury Park Mayor and Municipal Council wishes to amend its Complete Streets policy where though the planning, design, construction, maintenance and operation of new and retrofit transportation facilities, enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities; and

WHEREAS, it is the intent of the Municipal Council that to the extent practicable, the Asbury Park Complete Streets policy shall include all road, bridge, and building projects in the municipality ; and ages and abilities; and

WHEREAS, complete streets have the potential for improving physical and mental health either directly or indirectly in the following ways:

- i. Incorporating physical activity into our daily lives by increasing pedestrian activity and bicycle use.
- ii. Reducing rates of several chronic diseases related to increases in physical activity from walking and bicycling. Key impacted diseases include diabetes, heart disease, depression, and some cancers.
- iii. Reducing rates of injury and death from decreased traffic crashes and improved road

3.4 COMPLETE STREETS (20107)

On October 8, 2015, the City of Asbury Park adopted Resolution # 2015-358 establishing and adopting a Complete Streets policy for the City. Complete Streets is defined as a means to provide safe access for all users by designing and operating a comprehensive, integrated, connected multi-modal network of transportation options. The benefits of Complete Streets include:

- » Improving safety for pedestrians, bicyclists, children, older citizens, non-drivers and mobility challenged as well as those that cannot afford a car or choose to live car free;
- » Providing connections to bicycling and walking trip generators such as employment, education, residential, recreation, retail centers and public facilities;
- » Promoting healthy lifestyles;
- » Creating more livable communities;
- » Reducing traffic congestion and reliance on carbon fuels thereby reducing greenhouse gas emissions; and
- » Saving money by incorporating sidewalks, bike lanes, safe crossings and transit amenities into the initial design of a project, thus sparing the expense of retrofits later.

The Complete Streets policy will be implemented through the planning, design, construction, maintenance and operation of new and retrofit transportation facilities enabling safe access and mobility of pedestrians, bicyclists, transit users of all ages and abilities. The City's Complete Streets policy will include all road, bridge and building projects within the municipality.

On July 26, 2017, the City adopted Resolution 2017-247 establishing and adopting an amended Complete Streets policy. The 2017 amendment incorporates one (1) additional goal and objective to the 2015 Complete Streets policy. The additional goal states "all initial planning and design studies of complete street infrastructure projects shall consider opportunities to improve public health."

CITY OF ASBURY PARK
Comprehensive Parking Management Plan



Submitted to:
Department of Planning & Redevelopment
 City of Asbury Park, New Jersey

Prepared by:
DESMAN
 ASSOCIATES

March 2015

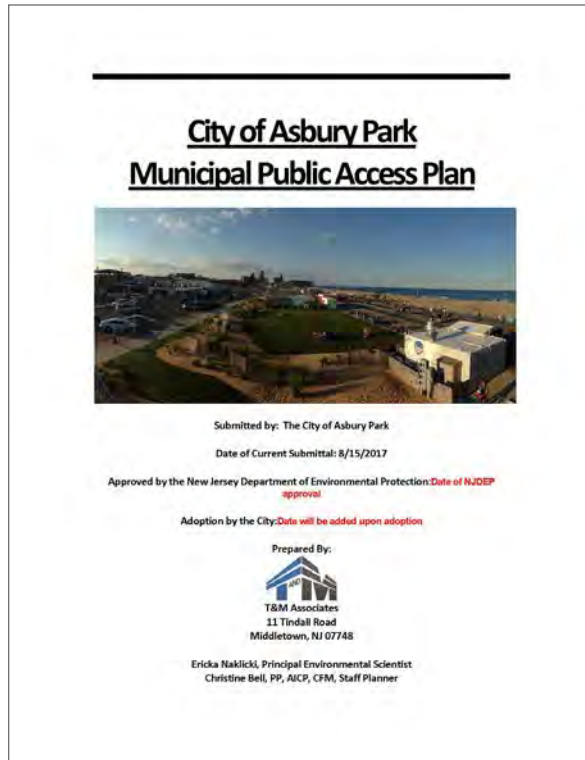
3.5 COMPREHENSIVE PARKING MANAGEMENT PLAN (2017)

In March 2015, DESMAN Associates prepared a “Comprehensive Parking Management Plan” for the City. The report analyzes the current situation, forecasts the impact of trending circumstances, explores immediate and long term problem-solving opportunities, evaluates the effectiveness of the current program management and policies, and includes a template for implementation.

It is estimated that there is a 300-space parking supply deficit in the CBD. Absent adequate off-street parking plans, housing, restaurants and entertainment projects will over burden the already stressed on-street parking system.

Recommended policies:

- » Strictly adhere to the code requirements established for parking.
- » Revise or develop new permit program policies that include new eligibility guidelines and user regulations for year-round parking permits.
- » Activate the meter system’s monitoring capability needs.
- » Revise parking meter pricing and regulations to optimally balance and manage the daily consumption of on-street spaces by short and long-term parkers.
- » Upgrade parking enforcement handhelds and tablets.
- » Replace parking system meter units.
- » Produce annual reports on the parking system.
- » Amend the existing signage ordinance to create a uniform signage program for the parking system that includes standards on appearance, placement and content.
- » Create a parking website to facilitate online payments of parking citations.
- » Establish a curbside valet parking program in the CBD.
- » Create a licensing program for private entities to establish and operate public parking facilities.
- » Convert from the Pay-by-Space system to a Pay-by-License Plate system to eliminate the need to number parking spaces.



3.6 MUNICIPAL PUBLIC ACCESS PLAN (2017)

The City submitted a Municipal Public Access Plan (MPAP), dated August 15, 2017, to the New Jersey Department of Environmental Protection (NJDEP) for review and approval. Once the NJDEP approves the plan, the City shall adopt the plan into the municipal Master Plan.

The MPAP is intended to provide a comprehensive public access plan for the City of Asbury Park which lays out a vision of providing access to tidal waters and shorelines within the municipal boundary. The development and implementation of the MPAP supports the policy of local determination of public access locations and facilities, while safeguarding regulatory flexibility.

The development of a MPAP enables the City to better plan, implement, maintain, and improve the provisions of public access for its residents and visitors. It also informs and/or identifies public access requirements associated with any proposed development or redevelopment project.

Asbury Park is responsible for ensuring that public access to the tidal waters within the City is in accordance with this plan as approved by NJDEP and adopted as part of the municipal Master Plan. For each new project that is required to provide public access through a NJDEP issued Coastal Area Review Act or Waterfront Development permit, Asbury Park will provide the NJDEP with a letter confirming its consistency with this MPAP. Upon adoption of this MPAP into the municipal Master Plan, the NJDEP public access requirement shall be satisfied in accordance with this plan.

It is important to note that approval of the MPAP does not eliminate the need for any Federal, State, County or municipal permits, certifications, authorizations or other approvals that may be required by the Applicant, nor shall the approval of this MPAP obligate the NJDEP to issue any permits, certifications, authorizations or other approvals required for any project described within the MPAP.



3.7 COMMUNITY WORKFORCE STRATEGY (2017)

Asbury Park contracted Thomas P. Miller & Associates to prepare a detailed Industry and Labor Force Analysis with a target industry analysis for the City. The culmination of the analysis was documented in a report entitled “Community and Workforce Strategy”, dated September 2017. The analysis identifies industries that are growing and emerging in the City and the surrounding region.

The purpose of the report is to provide the City with better visibility of current trends in industry and the workforce and assist the City with developing a direction in which these trends can grow. The Report’s key findings include:

- » Asbury Park’s current occupational mix is heavily reliant on employment related to tourism and these industries are focused primarily on retail, food service and hospitality. The seasonal nature of these employment opportunities creates instability for the City’s residents.
- » Current trends and projects have shown growth in industries that pay low wag-

es. Asbury Park’s family poverty rate of 26.9% is higher than adjacent regions as well as the state and National poverty rates. Additionally, Asbury Park’s median household income of \$32,755 is substantially lower than Monmouth County’s (\$85,242) and is also lower than the state and National median incomes of \$72,093 and \$53,889 respectively.

- » Asbury Park has a comparatively low level of educational attainment compared to the surrounding region.
- » Although Asbury Park relies heavily on tourism, there are emerging opportunities locally and regionally in Healthcare, Professional Services and Food Manufacturing that have potential growth opportunities within the City.

The Analysis concludes that “although Asbury Park faces challenges there is significant opportunity to capitalize on the City’s current labor assets to develop target industries that will be able to benefit the City’s residents and provide new, higher paying and stable jobs in growing industries.”

3.8 LAND USE ORDINANCE AND REDEVELOPMENT PLANS AMENDMENTS

3.8.1 Asbury Park Main Street Redevelopment Plan



In September 2008, Asbury Park adopted the Main Street Redevelopment Plan for the entirety of Main Street as shown on the Zoning Map. Main Street runs through the approximate center of the City; therefore, the revitalization of Main Street is a critical piece of the overall effort to revitalize the City. The Redevelopment Plan manifests the City's visions and goals for the future of this important section of Asbury Park.

The Redevelopment Plan identifies a series of five (5) character districts – areas that

share similar characteristics and/or roles due to their location, built form, land uses, and/or other elements, as follows:

- » Civic Core / South Gateway
- » Community Shopping Zone
- » Asbury Avenue Gateway
- » Sunset Park
- » North Gateway

The Redevelopment Plan calls for a mix of uses along Main Street that promotes a pedestrian friendly design, including outdoor seating, dining areas and/or art displays adjacent to sidewalks, and requires surface parking lots to the rear of the buildings. The Redevelopment also includes a provision for new residential development to comply with the Council on Affordable Housing (COAH) regulations and the City's overall affordable housing obligations.

Investment from both public and private property-owners will be required to achieve the visions and aspirations for the Main Street Redevelopment Area. Present owners of property within the Main Street Redevelopment Area are encouraged to participate in the redevelopment process through the redevelopment or rehabilitation of their properties in accordance with the land uses, building, and design requirements included

within the Redevelopment Plan. Incentives to participate may include long- or short-term property tax abatements or payments in lieu of taxes.

In 2015, the City adopted an amendment to the Redevelopment Plan relating to the Community Shopping Zone to permit microbreweries.

3.8.2 The Washington Avenue Redevelopment Plan



Asbury Park adopted the Washington Avenue Redevelopment Plan in July 2010. The redevelopment area is located in the southwestern section of the City and encompasses the lands bounded by Monroe Avenue to the north, Summerfield Avenue

to the south, Prospect Avenue to the east, and Ridge Avenue to the west.

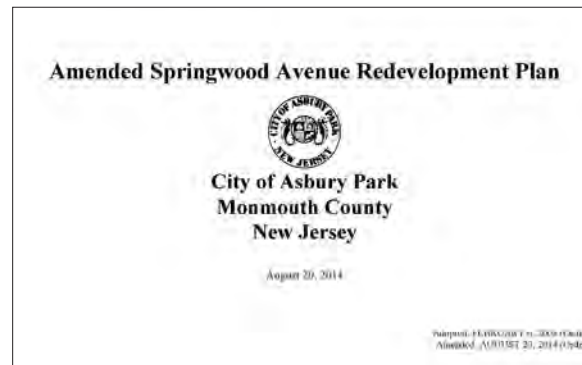
The vision of the Redevelopment Plan is to create “a safe, walkable neighborhood that provides a full spectrum of affordable housing opportunities, employment opportunities, and a stronger sense of community. Equally important, the community vision includes the creation of a social structure that will foster sustained community participation and stewardship of [the] neighborhood.”

The Redevelopment Plan includes the following goals:

- » Increase the level of affordable mixed income housing supply for existing residents
- » Address public safety issues
- » Create pedestrian friendly streets
- » Increase public participation to sustained community improvements and develop sense of community and neighborhood pride
- » Improve neighborhood circulation and connectivity to other areas of the City
- » Enhance the recreational needs and opportunities of residents within the community

- » Increase workforce development initiatives
- » The Redevelopment Plan strategies include restoration/preservation, rehabilitation, infill development, and adaptive re-use. The Redevelopment Plan permits a mix of residential units, community-based facilities/offices, commercial, retail, and open space/recreational uses. The Redevelopment also includes a provision for new residential development to comply with the Council on Affordable Housing (COAH) regulations and the City’s overall affordable housing obligations.

3.8.3 Amended Springwood Avenue Redevelopment Plan



Asbury Park adopted the Springwood Avenue Redevelopment Plan on February

6, 2008 and a subsequent amendment on August 20, 2014. The Amended Redevelopment Plan encompasses the entire length of Springwood Avenue from Memorial Drive on the east to the Neptune Township border on the west, with a few exceptions (the existing townhouses east of Atkins Avenue and lots currently owned by Saint Stephen’s Church).

The Redevelopment Plan calls for the creation of new businesses, housing, public spaces and a park to be constructed in a pedestrian friendly environment, with a user-friendly and attractive streetscape. It identifies four (4) specific zones which have their own distinct character, but at the same time, complement each other to help form an interconnected development pattern that services multiple community needs. These four (4) zones are, from east to west:

- » The Springwood Avenue Gateway Zone
- » The Springwood Avenue Residential Zone
- » The Springwood Avenue Park Zone
- » The Springwood Avenue Neighborhood Commercial Zone

The overarching goal of the Amended Springwood Avenue Redevelopment Plan is the development of the Avenue in a manner

that protects and promotes the interest and meets the needs of local residents and businesses of the present without compromising the ability of future generations to meet their own needs. The Amended Redevelopment Plan identifies eleven (11) “sub-goals” to support the overarching goal.

The Amended Redevelopment Plan permits a mix of uses that promotes a pedestrian friendly design. The Amended Redevelopment Plan includes an inclusionary zoning provision that requires a developer proposing either a residential or mixed-use development to designate a percentage of the housing units for low- and moderate-income households.

Off-street parking may be provided either within or underneath a building, provided however, that no portion of the off-street parking area shall occupy the Springwood Avenue street frontage. In the Residential Zone, parking areas must be located in rear yards and shall be accessed from rear lanes, wherever feasible, or driveways running along the side of the house. Shared driveways are recommended.

3.8.4 Land Use Ordinance Amendments

Subsequent to the adoption of the 2006 Master Plan, Asbury Park has adopted the following ordinances amending the Land Development Regulations, Chapter XXX, and other relevant Code sections:

1. Ord. No. 2015-05: Amends the Land Development Regulations to add Section 30-81 “Request to Amend Redevelopment Plan”
2. Ord. No. 2015-29: The Mayor and City Council has caused its ordinances of a general and permanent nature to be amended and supplemented and to be compiled and revised and embodied in a codification known as “The Code of the City of Asbury Park, 2015”
3. Ord. No. 2015-52: An ordinance amending the Land Development Regulations section 30-24, Fees; 30-63, Fences; 30-111.7, Escrow deposits; checklists; applications, variances application/checklist (Exhibits A-H)
4. Ord. No. 2016-49: An ordinance amending and supplementing Chapter IV “General Licensing”, section 4.9 “Display of Merchandise in Public Areas; Outdoor/Sidewalk Cafes”, subsection 4.9-5 “Annual Licensing Fees” of the “Code of the City of Asbury Park, New Jersey”
5. Ord. No. 2016-52: Vacating and dedicating Boston Way right-of-way pursuant to the Local Redevelopment and Housing Law
6. Ord. No. 2016-54: An ordinance amending and supplementing Chapter XXX “Land Development Regulations, Chapter 30-21 “Planning Board”, subsection 30-21.1 “Establishment and Membership”
7. Ord. No. 2017-6: An ordinance amending and supplementing Chapter II “Administration” Article XI “Fees”, section 2-87 “Payment in lieu of parking” in the Central Business District of the “Code of the City of Asbury Park, New Jersey”
8. Ord. No. 2017-18: Amendment of accessory uses to permit outdoor sun protection structures for outdoor tables for restaurants with limited outdoor seating for the LI Zone and prohibiting commercial drive-thrus in the B-2 Zone
9. Ord. No. 2017-22: Bond ordinance amending and supplementing bond ordinance no. 2910 (which provides for sanitary and storm sewer improvements) heretofore finally adopted on June 3, 2009 to amend the description

set forth therein to provide for sanitary and storm sewer improvements for the Springwood Avenue Redevelopment Area and the Central Business District Redevelopment Area

3.8.5 Central Business District (CBD) Redevelopment Plan Amendments

10. Ord. No. 2761: An ordinance amendment to increase the maximum height on certain lots to permit the construction of a structured parking deck
11. Ord. No. 2788: An ordinance amendment relating to Site Plan Review
12. Ord. No. 2893: An ordinance amendment to allow for parking as a permitted principal use through December 21, 2012 for certain parcels identified pursuant to the Local Redevelopment and Housing Law
13. Ord. No. 2908: An ordinance amendment to allow for parking as a permitted principal use through December 21, 2012 for certain parcels identified pursuant to the Local Redevelopment and Housing Law
14. Ord. No. 2912: An ordinance amendment to alter the parking requirement for newly constructed nonresidential space within the redevelopment area
15. Ord. No. 2922: An ordinance amendment to alter the parking requirement for newly constructed nonresidential space within the redevelopment area
16. Ord. No. 2947: An ordinance amendment to allow for certain entertainment uses within the Cookman Retail Core
17. Ord. No. 2950: An ordinance amendment to allow for certain entertainment uses within the CBD Mixed-Use District
18. Ord. No. 2966: An ordinance amendment to streamline the application and approval process for sound mitigation measures
19. Ord. No. 2972: An ordinance authorizing the Mayor and City Council to enter into a revised financial agreement between the City and AVB Asbury Urban Renewal, LLC for certain property within the CBD Redevelopment Area
20. Ord. No. 2976: An ordinance amendment to allow for certain entertainment uses within the Cookman Retail Core
21. Ord. No. 2996: An ordinance amendment to establish a revised contribution amount for developers with on site parking deficiency
22. Ord. No. 3015: An ordinance amendment to allow additional uses in the CBD
23. Ord. No. 3026: Amends the CBD Redevelopment Plan at 625 Bangs Avenue
24. Ord. No. 3035: Amends the CBD Redevelopment Plan for parking and height requirements
25. Ord. No. 3043: Amends the CBD Redevelopment Plan at 208 Bond Street
26. Ord. No. 3049: Amends the CBD Redevelopment Plan at 527 Lake Avenue
27. Ord. No. 3092: Amends the CBD Redevelopment Plan regarding craft distilleries
28. Ord. No. 2015-6: Amends the CBD Redevelopment Plan at 621 Lake Avenue
29. Ord. No. 2016-08: Amends the CBD Redevelopment Plan relating to the subdivision of Overlook Park
30. Ord. No. 2016-26: Amends the CBD Redevelopment Plan to review certain uses for sound mitigation
31. Ord. No. 2016-44: Amends the CBD Redevelopment Plan relating to parking and circulation at Cookman Avenue Retail Core and to implementation of the Plan

3.8.6 Main Street Redevelopment Plan Amendments

- 32.** Ord. No. 2886: An ordinance adopting the Main Street Redevelopment Plan
- 33.** Ord. No. 2015-01: Amends the Main Street Redevelopment Plan relating to the community shopping zone and adds microbreweries
- 34.** Ord. No. 2017-10: An amendment to adopt a license agreement for the encroachment into areas of the public right-of-way adjacent to the property located at 1101, 1105 and 1107 Main Street (Block 2804, Lot 5.01, f/k/a Block 2804, Lots 5, 6, and 7, respectively) and 800 Fourth Avenue (Block 2804, Lot 2)
- 35.** Ord. No. 2017-13: An ordinance authorizing the City to convey an easement over certain portions of the right-of-way (air space) adjacent to the property located at 1101, 1105 and 1107 Main Street (Block 2804, Lot 5.01, f/k/a Block 2804, Lots 5, 6, and 7, respectively)

3.8.7 Scattered Site Redevelopment Plan Amendments

- 36.** Ord. No. 2775: An ordinance approving and adopting an amendment to the Scattered Site Redevelopment Plan, Phase 1A, 408 Third Avenue

- 37.** Ord. No. 2869: An ordinance amending Phase 1A of the Scattered Site Redevelopment Plan relating to the former Metropolitan Hotel Site, located at 309 Asbury Avenue (Block 147, Lot 1)

- 38.** Ord. No. 3012: An ordinance amending Phase 1A relating to the property located at 408 Third Avenue

- 39.** Ord. No. 3014: An ordinance amending Phase 1A relating to the property located at 309 Asbury Avenue

3.8.8 Springwood Avenue Redevelopment Plan Amendments

- 40.** Ord. No. 2862: An ordinance adopting the Springwood Avenue Redevelopment Plan
- 41.** Ord. No. 3076: Amends the Springwood Avenue Redevelopment Area
- 42.** Ord. No. 2016-13: Amends the Springwood Avenue Redevelopment Plan to add certain blocks and lots and certain bicycle rack provisions

3.8.9 S.T.A.R.S. Redevelopment Plan Amendments

- 43.** Ord. No. 2814: An ordinance amending the S.T.A.R.S. Redevelopment Plan relating to the properties located at

1406-1422 Springwood Avenue (Block 96, Lots 1 - 3 and 42 - 45)

- 44.** Ord. No. 2861: An ordinance amending the S.T.A.R.S. Redevelopment Plan at Borden Avenue

- 45.** Ord. No. 2885: An ordinance amending the S.T.A.R.S. Redevelopment Plan relating to properties located in Blocks 98, 99 and 100 (area bounded by Borden Avenue, Springwood Avenue, Avenue "A", Atkins Avenue and the Neptune Township border)

3.8.10 Washington Avenue Redevelopment Plan Amendments

- 46.** Ord. No. 2948: An ordinance adopting the Washington Avenue Redevelopment Plan

3.8.11 Waterfront Redevelopment Plan Amendments

- 47.** Ord. No. 2776: An ordinance amending the Waterfront Redevelopment Plan relating to the property located at 1007 Bergh Street (Block 163, Lot 14)
- 48.** Ord. No. 2784: An ordinance amendment to permit redevelopment of the site located at Block 178, Lots 10-16, commonly known as the Salvation Army site, as a Mixed-Use Retail and Residential site

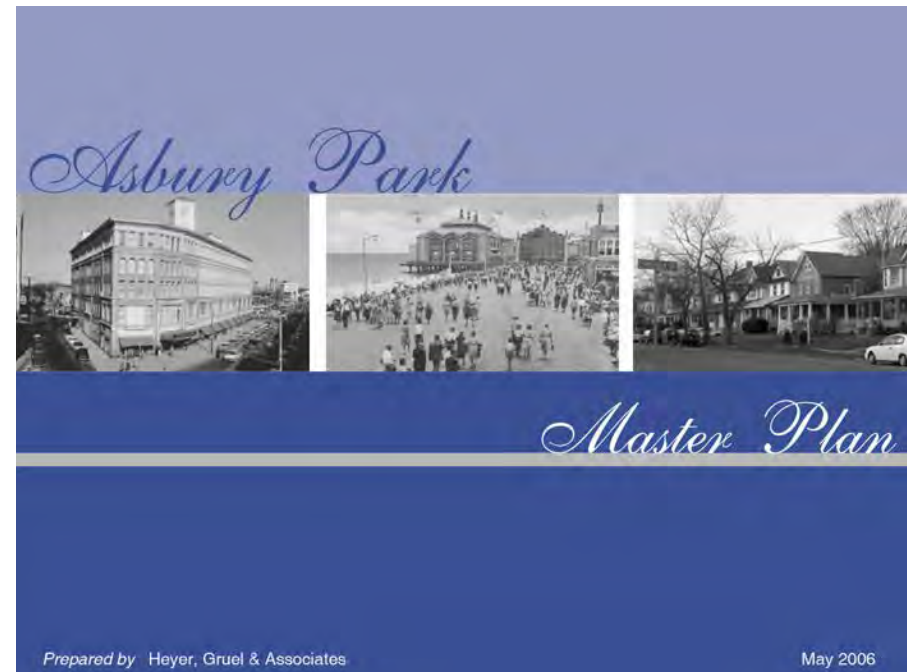
- 49.** Ord. No. 2824: An ordinance amendment to allow for the installation of telecommunications equipment on the rooftop of the property located at 206 First Avenue, also known as Block 146, Lots 2 and 3 (Philips Seaview Tower)
- 50.** Ord. No. 2858: An ordinance vacating a portion of St. James Place, and dedicating said portion to Block 130 (proposed Block 130.01) and accepting the dedication of a portion of Block 130 (proposed Block 130.01) to be used as a City street known as Wesley Lake Drive, and vacating a portion of Lake Avenue and dedicating said portion to proposed Block 130.02 subject to the reservation of an access and utility easement to the City and subject to a vehicular access easement, and confirming the areas of Block 130.01, Lot 1 and Block 130.02, Lot 1, pursuant to the Local Redevelopment and Housing Law.
- 51.** Ord. No. 2859: An ordinance vacating a portion of a public road (Ocean Avenue) pursuant to N.J.S.A. 40:67-1 et seq. and the City's Waterfront Redevelopment Plan
- 52.** Ord. No. 2880: An ordinance amendment to permit development of the site located at Block 178, Lots 10-16, commonly known as the Salvation Army site, as a Mixed-Use Retail and Residential site
- 53.** Ord. No. 2887: An ordinance vacating a portion of proposed Bradley Terrace (extension of Deal Lake Drive) and dedicating said portion to Block 222, Lot 1, and accepting a dedication of a portion of Block 222, Lot 1 to be used as a part of City streets North Ocean Avenue and Deal Lake Drive, pursuant to the Local Redevelopment and Housing Law.
- 54.** Ord. No. 2956: An ordinance rescinding Ordinance No. 2880

ASBURY PARK MASTER PLAN & MASTER PLAN REEXAMINATION REPORT

4.0 CHANGES SINCE THE 2006 MASTER PLAN

Several state, regional, county and local planning events have occurred subsequent to preparation of the 2006 Master Plan. The following section identifies the changes in assumptions, policies and objectives that have occurred as a result of those changes and which impact land use and planning policies in the City of Asbury Park.

These new or revised policies and regulations provide background information and inform the recommendations contained herein.



4.1 AFFORDABLE HOUSING RULES & LEGISLATION – STATE LEVEL

The Council on Affordable Housing's (COAH) 2004 third round Substantive Rules were partially invalidated in a January 25, 2007 Appellate Court decision. In a unanimous decision, the Court invalidated some of COAH's key third round rules, such as the concept of "growth share", the size of each municipality's fair share obligation and the manner in which the obligation can be satisfied. COAH revised its third round rules (N.J.A.C. 5:96 [procedural rules] and 5:97 [substantive rules]), effective June 2, 2008 as well as a further rule revision which was effective on October 20, 2008. These revised rules were intended to address the 2007 Appellate Court decision, while still relying on a revised "growth share" approach. The 2008 COAH rules were challenged in an Appellate Court Case. On October 8, 2010, the Appellate Court invalidated several key provisions of COAH's rules, including the revised "growth share" approach. The Court directed COAH to revise its third round methodology and regulations by March 8, 2011 using a methodology substantially similar to COAH's first and second round methodologies. Subsequent delays in COAH's rule preparation and ensu-

ing litigation led to the NJ Supreme Court, on March 14, 2014, setting forth a schedule for adoption of COAH's rules.

Although ordered by the NJ Supreme Court to adopt revised new rules on or before October 22, 2014, the Council on Affordable Housing ("COAH") deadlocked 3-3 at its October 20, 2014 meeting and failed to adopt new rules. This put COAH in violation of the Supreme Court's Order. A motion in aid of litigant's rights was filed with the NJ Supreme Court.

On March 10, 2015, the Supreme Court issued a ruling on the Motion In Aid of Litigant's Rights filed by Fair Share Housing Center ("FSHC") (In re Adoption of N.J.A.C. 5:96 & 5:97 by N.J. Council on Affordable Housing). This long-awaited decision provided a new direction for how New Jersey municipalities are to comply with the constitutional requirement to provide their fair share of affordable housing. The Court transferred responsibility to review and approve housing elements and fair share plans (housing plans) from COAH to designated Mount Laurel trial judges. The implication of this is that municipalities may no longer wait for COAH to adopt third round rules before preparing new third round housing plans and municipalities must now apply to

Court, instead of COAH, if they wish to be protected from exclusionary zoning lawsuits. These trial judges, likely with the assistance of an appointed Special Master to the Court, will review municipal plans much in the same manner as COAH previously did. Those towns whose plans are approved by the Court will receive a Judgment of Repose, the court-equivalent of COAH's substantive certification.

In addition to judicial activity, there have been a number of efforts at statewide affordable housing reform over recent years. The most significant occurred on July 17, 2008, when Governor Corzine signed P.L. 2008, c.46, known as the "Roberts Bill", which amended the Fair Housing Act in a number of ways. Key provisions of the Roberts bill include the following:

- » Eliminated regional contribution agreements ("RCAs");
- » Added a requirement for 13% of third round affordable housing units to be restricted to very low income households (30% or less of median income);
- » Established a statewide 2.5% nonresidential development fee instead of a nonresidential growth share delivery obligation for affordable housing; and

- » Established a requirement that development fees be committed for expenditure within four years of being received by the municipality.

COAH has not yet promulgated rules to effectuate the “Roberts Bill”.

4.2 COASTAL ZONE MANAGEMENT RULES

On July 6, 2015, the New Jersey Department of Environmental Protection (“DEP”) consolidated the Coastal Permit Program Rules, N.J.A.C. 7:7, and Coastal Zone Management rules, N.J.A.C. 7:7E, into one (1) regulatory document known as the Coastal Zone Management rules, N.J.A.C. 7:7 (CZM”). The consolidation of the coastal rules into one (1) document is part of the DEP’s effort to align the rules governing the permitting process of the coastal permitting programs to the extent the respective enabling statutes allow.

The CZM rules are used in reviewing applications for coastal permits under the Coastal Area Facility Review Act, N.J.S.A. 13:19-1 et seq. (CAFRA permits), the Wetlands Act of 1970, N.J.S.A. 13-19A-1 et seq. (coastal wetlands permits), and the Waterfront Development Law, N.J.S.A. 12:5-3 (waterfront development permits). The CZM rules are

also used in the review of water quality certificates subject to Section 401 of the Federal Clean Water Act, 33 U.S.C. §1341, and Federal consistency determinations under Section 307 of the Federal Coastal Zone Management Act, 16 U.S.C. §1456. The CZM rules also provide a basis for recommendations by the coastal zone management program to the Tidelands Resource Council on applications for riparian grants, leases, and licenses.

Within Asbury Park, the regulated coastal areas are as follows:

- » The CAFRA zone is designated between the Atlantic Ocean and Memorial Drive.
- » Coastal wetlands are identified along the Atlantic Ocean. Wetlands within Asbury Park, other than those associated with the Atlantic Ocean, are regulated

under the Freshwater Wetlands Protection Act rules, N.J.A.C. 7:7A.

The Waterfront Development area is identified as the following:

- » Within the CAFRA zone, the regulated waterfront area includes any tidal waterway of New Jersey and all lands lying thereunder, up to and including the mean high water line.
- » In those areas outside of the CAFRA zone, the regulated waterfront area includes:
 - » All tidal waterways and lands lying thereunder, up to and including the mean high water line; and
 - » Adjacent upland areas within one hundred (100) feet of the mean high water line. For properties within one hundred (100) feet of the mean high water line



Asbury Park beach

that extend inland beyond one hundred (100) feet from the mean high water line, the regulated waterfront area extends inland to the lesser distance of either five hundred (500) feet from the mean high water line or to the first paved public road, railroad, or surveyable property line that existed on September 26, 1980 and generally parallels the waterway.

- » Tidelands claims are identified along the Atlantic Ocean and Deal Lake.

4.3 FLOOD HAZARD AREA CONTROL ACT

On June 20, 2016, The New Jersey Department of Environmental Protection (“DEP”) adopted comprehensive changes to the Flood Hazard Area Control Act (“FHA”) rules, N.J.A.C. 7:13, to reduce unnecessary regulatory burden, add appropriate flexibility, and provide better consistency with Federal, local, and other State requirements. The amendments further increase riparian zone protections, improve mitigation requirements, and facilitate environmental beneficial agricultural activities, among other changes.

The FHA rules regulate certain types of construction and other development within flood hazard areas and riparian zones. Ex-

amples of construction that requires a FHA permit from the DEP includes, but is not limited to:

- » Alteration of topography through excavation, grading or placement of fill;
- » Clearing, cutting and/or removal of vegetation in a riparian zone;
- » Creation of impervious surfaces;
- » Storage of unsecured materials; and
- » Construction, reconstruction, repair, alteration, enlargement, elevation or removal of a structure, including utility lines, retaining walls, bulkheads, and stormwater outfalls structures.

The flood hazard area includes any land, and any space above that land, which lies below the flood hazard area design flood elevation, which is equal to the Federal Emergency Management Agency’s (FEMA) 100-year floodplain in coastal areas and at least one (1) foot higher than FEMA’s floodplain in fluvial (non-coastal) areas. A flood hazard area is comprised of a flood fringe and a floodway, except for the Atlantic Ocean and other non-linear tidal waters such as bays and inlets, which do not have a floodway. Therefore, the entire flood hazard area along these tidal waters is considered to be a flood fringe for purposes of the FHA rules. In Asbury Park, flood hazard

areas exist along the Atlantic Ocean, Deal Lake, Sunset Lake, and Lake Wesley and adjacent roadways.

A riparian zone is a buffer around surface waters, like streams, lakes, and rivers. A riparian zone can be 50, 150, or 300-feet wide along both sides of the waterway, depending how the waterway is classified. Riparian zones also exist along Deal Lake, Sunset Lake, and Lake Wesley. There is no riparian zone within or along the Atlantic Ocean.

4.4 GREEN BUILDINGS & ENVIRONMENTAL SUSTAINABILITY PLAN ELEMENT

In August 2008, the Municipal Land Use Law was amended to include the Green Buildings and Environmental Sustainability Element in the list of permitted Master Plan Elements. The Element is permitted to address such topics as natural resources, renewable energy, impact of buildings on the global environment, ecosystem, stormwater and optimizing climatic conditions through site and building design. The City may wish to incorporate this newly permitted element in a future master plan since sustainability concepts have a direct relationship to the resiliency, land use and transportation policies expressed herein.

4.5 OPEN SPACE PRESERVATION

In November of 2014 New Jersey voters approved, via referendum, a constitutional amendment that will dedicate money from a business tax toward open space preservation. While it has not yet been decided how these funds will be allocated, the referendum will lead to a continuous funding stream for open space preservation and stewardship.

4.6 RENEWABLE ENERGY LEGISLATION



Rooftop solar panels

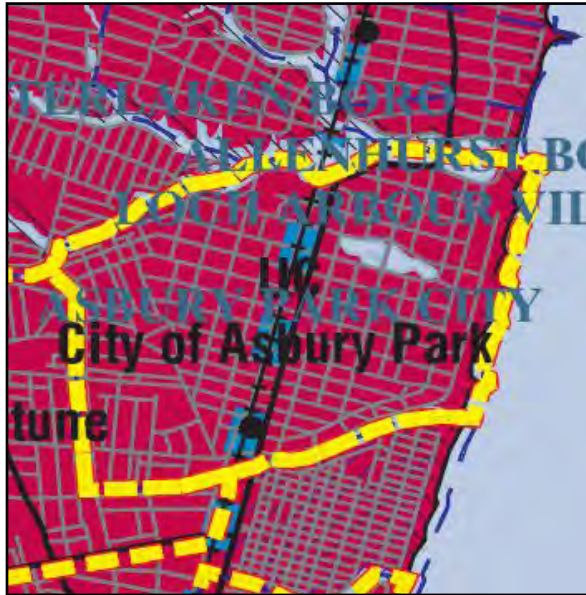
The New Jersey Legislature has been active since the 2006 Master Plan legislating to facilitate the production of alternative forms of energy. The following four new statutes, in particular, have changed the way alternative energy can be produced in New Jersey.

- » **Industrial Zones.** The Municipal Land Use Law was amended March 31, 2009 to pre-empt local zoning authority and to permit, by right, solar, photovoltaic, and wind electrical generating facilities in every industrial district of a municipality. To be eligible for this permitted use, a tract must be a minimum size of 20 contiguous acres and entirely under one owner. Accordingly, this use may be permitted in some of the City's larger industrial areas but may require lot consolidation in order to achieve the 20 acre minimum lot size.
- » **Inherently Beneficial Use.** The Municipal Land Use Law was amended to define inherently beneficial uses and to include solar, wind and photovoltaic energy generating facilities in the definition.
- » **Wind, Solar, and Biomass on Farms.** A law signed on January 16, 2009 restructured statutes regarding alternative energy and preserved farms, commercial farms, right to farm, and farmland assessment. In response, the State Agriculture Development Committee (SADC) adopted rules establishing an Agricultural Management Practice (an "AMP") for on-farm generation of solar energy which extends the protections of the Right to Farm Act to the generation of solar energy on commercial farms.

Additionally, the Right to Farm Act was amended to permit and protect up to 10 acres or 2 megawatts (2MW) maximum production of electricity on commercial farms not subject to farmland preservation, provided the acreage of the electrical facility does not exceed a ratio of 1 acre of energy facility to 5 acres of agricultural acres, or approximately 17% of the farmland. In addition, farms developing electrical facilities not exceeding these limits will remain eligible for farmland assessment for the entire farm including the area under the electric generating facility. Given that Asbury Park is fully developed, this provision is likely to have little or no impact on the City.

- » **Solar Not Considered Impervious.** On April 22, 2010 an act exempting solar panels from being considered impervious surfaces was signed into law. This bill exempts solar panels from impervious surface or impervious cover designations. It mandates that NJDEP shall not include solar panels in calculations of impervious surface or impervious cover, or agricultural impervious cover and requires that municipal stormwater management plans and ordinances not be construed to prohibit solar panels to be constructed and installed on a site.

4.7 STATE DEVELOPMENT AND REDEVELOPMENT PLAN



Excerpt from the New Jersey State Development and Redevelopment Plan depicting Asbury Park

In March, 2001 a new State Development and Redevelopment Plan was adopted by the State Planning Commission. As with the first State Plan (adopted in 1992), the 2001 State Plan delineated a series of Planning Areas based on natural and built characteristics and sets forth the State's vision for the future development of those areas. The five Planning Areas (listed in descending

order from the most developed to the least developed condition) include the Metropolitan Planning Area (PA1), Suburban Planning Area (PA2), Fringe Planning Area (PA3), Rural Planning Area (PA4) and Environmentally Sensitive Planning Area (PA5.).

All of Asbury Park is designated under the 2001 State Plan include the Metropolitan Planning Area (PA1).

In April 2004, the State Planning Commission released a Preliminary Plan proposing amendments to the 2001 State Plan, triggering a third round of the State Plan Cross-Acceptance process. While significant input was gathered from municipalities and Counties during the Cross-Acceptance process, this Plan was never adopted.

Rather, a new State Plan, the State Strategic Plan: New Jersey's State Development & Redevelopment Plan, was drafted and released in 2012. This draft State Plan takes a significantly different approach than the 2001 State Plan with the elimination of Planning Areas in favor of "Investment Areas". The Plan identifies four investment areas to be used for identifying locations for growth, preservation and related investments (listed in descending order from the most developed to the least developed condition): Priority Growth, Alternate Growth,

Limited Growth and Priority Preservation. The locations of the Investment Areas are determined not by a State Plan Map, as in the past, but by a criteria-based system applied during State agency decisions on investments, incentives and flexibility on State land use regulations, programs and operations.

After a series of public hearings at various locations throughout the State, the 2012 Plan was scheduled for adoption by the State Planning Commission on November 13, 2012. However, the adoption was delayed to further refine the Plan and to better account for the impact of Superstorm Sandy which occurred on October 30, 2012. No Plan revisions have been released to date and no further public hearings on the Plan have been scheduled. Until such time as a new State Plan is adopted, the 2001 State Plan remains in effect. The City will monitor the State's efforts toward adopting a new State Plan and respond accordingly.

4.8 SUPERSTORM SANDY



Superstorm Sandy damage to Ocean Avenue

Hurricane Sandy was the deadliest and most destructive hurricane of the 2012 Atlantic Hurricane season. It made landfall on October 29, 2012 along the southern coast of New Jersey near Atlantic City. Fortunately, it was downgraded to a post-tropical cyclone with hurricane force winds prior to landfall. Even with the downgraded status, the City experienced significant damage from flooding and wind.

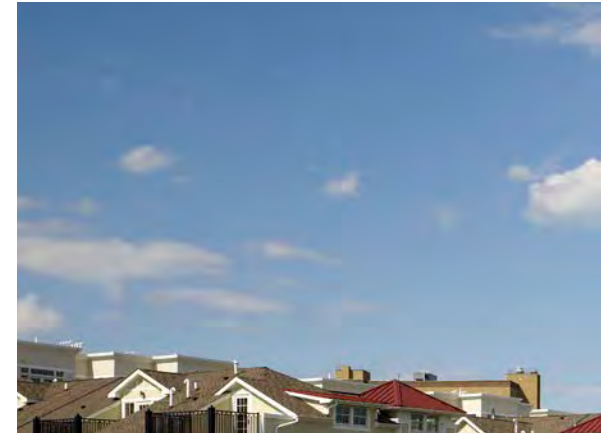
Superstorm Sandy forced local governments across New Jersey to reassess their emergency services. This unique event created opportunity to review emergency plans, response and infrastructure in a different light.

Future actions by Asbury Park, as well as all New Jersey municipalities, should better account for resiliency to and mitigation of future weather events. Planning and development will be reassessed, beginning with this Master Plan and Master Plan Reexamination Report and review of the City's zoning ordinance.

4.9 TIME OF APPLICATION LAW

The "Time of Application" Law was signed on May 5, 2010 and took effect on May 5, 2011. The effect of this statutory change is that the municipal ordinance provisions that are in place at the time an application for development is filed are those which are applicable, regardless of whether or not an ordinance is amended subsequent to such an application. This is a departure from previously established case law, where courts in New Jersey have consistently held that the ordinance that is in place at the "time of decision" (the moment the Planning Board or Zoning Board of Adjustment votes on the application) is the law that applies to the application.

4.10 STORMWATER MANAGEMENT



Wesley Lake

N.J.A.C. 7:8-4.3 Schedule for adoption of municipal stormwater management plan and ordinances requires the following:

(a) A municipality shall adopt a municipal stormwater management plan as an integral part of its master plan and official map in accordance with the schedule in (a)1 or 2 below, whichever is sooner. The requirements in N.J.A.C. 7:8-4.2(c)8 and 9 are not operative until February 2, 2006.

1. By the deadline established in a New Jersey Pollutant Discharge Elimination System permit obtained by the municipality for a municipal separate storm sewer system under N.J.A.C. 7:14A; or

2. By the next reexamination of the master plan under N.J.S.A. 40:55D-89, if a grant for 90 percent of the costs for the preparation of the municipal stormwater management plan has been made available to a municipality by the Department.

4.11 TRANSIT VILLAGE DESIGNATION



Asbury Park train station

In June 2017 the City was designated a Transit Village by the New Jersey Department of Transportation, NJ Transit and sev-

en other state agencies that make up the Transit Village Inter-agency Task Force. The Transit Village Initiative designates municipalities with a bus, train, light rail station or a ferry terminal that have embraced a Transit Oriented Development vision. That vision includes growth and economic revitalization; a commitment to compact, mixed-use development; a strong residential component; jobs, restaurants, arts and entertainment and preservation of a rich architectural character, all within walking distance of a passenger transportation facility. As part of the designation, the State agencies pledge to partner with the City to help it achieve its redevelopment goals.

The City, as part of its application to the State, identified a Transit Village District that encompassed portions of the Springwood Avenue Redevelopment Plan, the Main Street Area Redevelopment Plan and the Central Business District Redevelopment Plan. This area was selected because it includes the City's train station and surrounding lands, is served by bus routes, consists of a mix of uses (including mixed use development), and offers redevelopment potential.

4.12 WASTEWATER QUALITY MANAGEMENT PLANNING PROGRAM

The Water Quality Management ("WQM") Rules, N.J.A.C. 7:15, have been amended and are effective as of November 7, 2016. The new rules repeal and replace the prior rules. The WQM rules implement the Water Quality Planning Act, N.J.S.A. 58:11A-1 et seq., and are one component of NJ's continuing planning process required by the Clean Water Act.

The WQM plans are key water quality planning documents that identify treatment works necessary to meet the anticipated municipal and industrial waste treatment needs of the area. The WQM plans also require that all projects and activities affecting water quality in any planning area must be developed and conducted in a manner consistent with the Areawide WQM plan adopted for that planning area.

The WQMP were amended to avoid duplication of program action and to provide for better synergy amongst other New Jersey Department of Environmental Protection ("DEP") programs. The core aspects of the WQMP remain intact, such as mapping, consistency, wastewater management plans ("WMP"), role of designated planning agen-

cy (“DPA”), and meets all State and Federal statutory and regulatory requirements. The top issues that are carried forth from the existing rules include:

- » WMP development and updates
- » Role of DPA
- » Water treatment capacity analysis
- » Nitrate dilution analysis
- » What constitutes an Environmentally Sensitive Area (“ESA”)
- » Limiting sewer service areas (“SSA”) in certain Coastal Planning Areas
- » Previous adoption (amendments/ WMPs) remain in effect
- » Consistency determinations conducted
- » Listing water quality limited waters and total maximum daily loads (“TMDLs”)
- » The changes between the 2008 WQMP rules and the new 2016 WQMP rules include:
- » Elimination of mandatory withdrawal of sewer service delineation for failure to adopt a WMP
- » Streamlined wastewater treatment capacity analysis
- » Flexibility in SSA delineation (PA-1, T&E habitat, NHP Sites)

- » Flexibility in CAFRA areas for failing septic systems
- » Simplified nitrate dilution analysis
- » Habitat Impact Assessment Process
- » Eliminate Requirement for Ordinances, such as stormwater and steep slope ordinances
- » Streamlined Revision and Amendment Process
- » Consistency Determination deferred to Permitting
- » Expanded regional planning coordination

Asbury Park is located within the Monmouth County Areawide WQM Planning Area and the DPA is the Monmouth County Board of Chosen Freeholders. The Areawide WQM plans include the WMPs, TMDLs, and other water quality improvement and wastewater related plans as determined appropriate by the DPA and the DEP. The DPA is required to adopt new WMPs by May 7, 2018 and at least once every ten (10) years thereafter.

The Sewer Utility within Asbury Park manages the wastewater treatment plant, known as the Asbury Park Sewage Treatment Plant (“STP”), and the sanitary sewer

collection system; collectively known as the domestic treatment works (“DTW”). The Asbury Park STP is located on Kingsley Street in Asbury Park and has been in operation since 2007. The Asbury Park STP has a New Jersey Pollutant Discharge Elimination System permit (“NJPDES”) approved permit flow of 4.4 million gallons per day (“MGP”).

In coordination with the DPA to prepare a new WMP, Asbury Park will be required to provide the following information to the DPA for each DTW owned and operated by the City:

- » Identification of any contractual obligations to provide sewer service to an area and any associated capacity allocation to municipalities, or industrial or commercial customers if not part of the municipal allocation, within the district and sewer service area of the Asbury Park STP;
- » The relationship of the municipalities within each sewer service area;
- » Maps, prepared in accordance with the requirements at N.J.A.C. 7:15-1.7 and 4.3, showing the name and NJPDES discharge permit number of each DTW; and,
- » Any other information needed to satisfy the requirements of N.J.A.C. 7:15-4.

The WMP shall also include wastewater treatment facility tables prepared for each existing and anticipated wastewater treatment facility. As such, Asbury Park will need to provide the following information for the Asbury Park STP and any future STPs within the municipality:

- » Name of the wastewater treatment facility;
- » Identification of whether the wastewater treatment plant is existing or an anticipated facility;
- » The name of the wastewater treatment plant facility owner and NJPDES permittee;
- » The physical location of the wastewater treatment facility;
- » The NJPDES permit number;
- » Identification of whether the wastewater treatment facility discharges or will discharge to surface water, groundwater, or both;
- » The name of the receiving surface water body or aquifer;
- » Identification of the classification of the receiving surface water body or aquifer;
- » The discharge location or planned discharge location for each wastewater treatment facility;

- » The flow identified in the NJPDES permit in MGP; and
- » Identification of the existing and projected population and/or development and wastewater flow to be served by the wastewater treatment facility during the planning period of 20-years for urbanized municipalities.

The City is considered an “urbanized municipality” in accordance with N.J.A.C. 7:15 since 90% of the municipality consists of urban land coverage. For urbanized municipalities, the estimated future wastewater flows are calculated by multiplying the population increases projected within a 20-year planning horizon from the date of the WMP preparation, developed using the municipal master plan or other governmental or academic source, by a value of 75 gallons per capita per day and adding any known new non-residential flows including flows from sources such as expended or redeveloped industries, landfill leachate or septage.

4.13 WIRELESS TELECOMMUNICATIONS FACILITIES

There have been two changes to regulation of wireless telecommunication facilities. The first, a federal law, prohibits municipalities from denying a request by an “eligible facility” to modify an existing wireless tower or base station if such a change does not “substantially change” the physical dimensions of the tower or base station. The term “substantial change” is not defined by the law. Until regulation or case law is issued on this topic, Asbury Park will need to carefully interpret this on a case by case basis.

The second regulatory change is an amendment to the Municipal Land Use Law, N.J.S.A. 40:55D-46.2. This new section states applications for collated equipment on a wireless communications support structure shall not be subject to site plan review provided three requirements are met: 1) the structure must have been previously approved; 2) the collocation shall not increase the overall height of the support structure by more than 10 percent, will not increase the width of the support structure, and shall not increase the existing equipment compound to more than 2,500 square feet; and 3) the collocation

shall comply with all of the terms and conditions of the original approval and must not trigger the need for variance relief.

4.14 PERMIT EXTENSION ACT

On September 6, 2008 the Permit Extension Act at N.J.S.A. 40:55D-136.1 et seq. (“Act”) was signed into law. The purpose of the Act was to revive and extend State, county, and local government approvals in an effort to provide the regulated community, developers, property owners, and the real estate sector with relief in recognition of the ongoing economic downturn. In 2010, 2012, and 2014 the Act was amended to further extend some approvals.

On June 30, 2016 the Act was amended to extend certain permits and approvals affecting development of properties located in Superstorm Sandy-impacted counties. The Act specifically identifies those counties as: Atlantic, Bergen, Cape May, Essex, Hudson, Middlesex, Monmouth, Ocean and Union. Therefore, approvals issued by the Department’s Division of Land Use Regulation for projects within the aforementioned counties may be eligible for extension under the Act. Notwithstanding, extended permits expired on June 30, 2017.

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ASBURY PARK MASTER PLAN & MASTER PLAN REEXAMINATION REPORT

5.0 VISIONS & RECOMMENDATIONS

The following section addresses four required components of a Reexamination Report: major problems and objectives at the time of adoption of the 2006 Master Plan, the extent to which they have changed, current recommendations and redevelopment recommendations (40:55D-89.A, B, D and E). For the sake of brevity and clarity, these required sections of the Reexamination Report have been combined into the following section. The discussion is organized around 11 topics:

1. Vision and Goals
2. Land Use
3. Urban Design
4. Mobility
5. Housing
6. Economic Development
7. Historic Preservation
8. Sustainability
9. Open Space, Lakes, Parks and Recreation
10. Community Facilities
11. Redevelopment



5th Avenue streetscape along Atlantic Park



Bicyclist along Bangs Avenue near Barack H. Obama School



Springwood Avenue Park



Mattison Avenue

A Reexamination Report may contain recommendations for the Planning Board to examine certain land use policies or regulations or even prepare a new Master Plan. Alternatively, “if the recommendations set forth in the Reexamination Report are themselves substantially in such form as might or could be set forth as an amendment or addendum to the Master Plan, the reexamination report, if adopted in accordance with the procedures [prescribed by the MLUL for adoption of a Master Plan], may be considered to be an amendment to the Master Plan.” The following provides the detail necessary for this Reexamination report to be considered an amendment to the Master Plan.

Each of the following subsections represents an “element” of the Master Plan and Master Plan Reexamination Report. These are intended to reflect the elements of a master plan, many of which were included in the 2006 Master Plan, and provide a structure similar to that of a master plan. The Municipal Land Use Law (N.J.S.A. 40:55D-28.) describes a master plan as the following:

a. The planning board may prepare and, after public hearing, adopt or amend a master plan or component parts thereof, to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare.

b. The master plan shall generally comprise a report or statement and land use and development proposals, with maps, diagrams and text...

While this master plan sets forth the City’s land use policies and vision, it is not a regulatory document, nor is it intended to provide the detail of a regulatory document. Instead, it is the City’s zoning ordinance that fulfills that role.

5.1 VISION AND GOALS

The 2006 Master Plan included a “Vision of the City” as well as a series of planning goals intended to guide land use policy in the City. This Vision and Planning Goals, while they remain relevant, they lack the detail needed to guide specific land use decisions for identified zone districts or parcels. This vision for the year 2027, a 10 year period, corresponds to the length of time which a New Jersey master plan document is valid.

As such, the following Vision of the City and Planning Goals shall replace that which is stated in the 2006 Master Plan.

5.1.1 VISION

“The City’s vision for the year 2027 is of a safe and vibrant community with a balance of land uses, diverse housing options, a thriving arts community, a diversified and expanding year-round economy, modern and well-maintained infrastructure, expanded community facilities and an outstanding quality of life.”

5.1.2 PLANNING GOALS

- 5.1.2.1** Protect and enhance the quality and enjoyment of the City's residential neighborhoods through policy and regulation that promotes quality of life and minimizes negative impacts from the City's tourism and other economic development activities.
- 5.1.2.2** Provide for a variety of housing types for all income levels throughout the City.
- 5.1.2.3** Promote and enhance the City's history and reputation as a year-round art and culture center and a waterfront destination with a variety of attractions for residents and visitors alike.
- 5.1.2.4** Redevelop and/or revitalize the Waterfront Redevelopment Area, Central Business District Redevelopment Area, Springwood Avenue corridor (S.T.A.R.S. and Springwood Avenue Redevelopment Areas), Main Street Redevelopment Area, Washington Avenue Redevelopment Area, Asbury Avenue corridor, Memorial Drive corridor, transit district area, along with scattered site redevelopment areas throughout the City.
- 5.1.2.5** Encourage a diverse economic base that relies on year round activities in a variety of economic sectors, including start-ups and entrepreneurship, such as but not limited arts and culture, tourism, retail, healthcare, light manufacturing, and technology.
- 5.1.2.6** Encourage art and culture activities and installations in the City's mixed use and commercial districts that contribute to quality of life for City residents, cultural diversity and economic development opportunities.
- 5.1.2.7** Encourage historic preservation to promote the City's history, maintain the City's unique character, protect existing historic resources and complement economic development efforts.
- 5.1.2.8** Address Asbury Park's historic racial and socio-economic divisions that continue today through policy and regulation of the built environment with the understanding that the built environment can exacerbate or alleviate such social divisions.
- 5.1.2.9** Provide safe and convenient circulation modes, including pedestrian, bicycle, vehicle and mass transit, for users of all ages and abilities in a network that connects neighborhoods and districts throughout and adjoining the City.
- 5.1.2.10** Manage vehicle parking throughout the City in a manner that is safe, convenient, protects the character of the area, and can accommodate future changes in the paradigm related to parking and transportation systems (increased mass transit, self-driving cars, etc.).
- 5.1.2.11** Renovate the Transportation Center to be better integrated within the City fabric, more user-friendly, and to expand mass transit service in the City.

- 5.1.2.12** Provide a year-round public jitney/ trolley service that will link the Transportation Center with the waterfront district, Central Business district and other key locations and districts in the City.
- 5.1.2.13** Create varied and robust open space and recreation opportunities accessible to all neighborhoods, with particular emphasis on youth and seniors.
- 5.1.2.14** Promote a healthy and active community where habits, such as walking, biking, eating fresh foods and spending time outdoors are easy, safe and convenient.
- 5.1.2.15** Promote a healthy local ecosystem that contributes to the wellbeing of residents and the City as a whole, and that provides benefits such as habitat for plants and animals, improved water quality, improved air quality, improved appearance of sites and districts, and access to the natural environment.
- 5.1.2.16** Promote sustainability that reinforces and advances the City's character and reduces the environmental footprint of existing and future development and redevelopment.
- 5.1.2.17** Create resiliency and adaptation measures to address the impacts of climate change, including but not limited to rising seas, in the City's physical and social infrastructure.
- 5.1.2.18** Modernize municipal facilities for public meetings and employees, particularly the police department and fire department, such that a high level of public service can be provided to the growing population.

5.2 LAND USE PLAN

The land use plan element of a master plan provides policy guidance for the City's zoning, redevelopment, and design standards. The element is described as the following in the Municipal Land Use Law (N.J.S.A. 40:55D-28.):

"A land use plan element (a) taking into account and stating its relationship to the statement provided for in paragraph (1) hereof, and other master plan elements provided for in paragraphs (3) through (14) hereof and natural conditions, including, but not necessarily limited to, topography, soil conditions, water supply, drainage, flood plain areas, marshes, and woodlands; (b) showing the existing and proposed location, extent and intensity of development of land to be used in the future for varying types of residential, commercial, industrial, agricultural, recreational, educational and other public and private purposes or combination of purposes; and stating the relationship thereof to the existing and any proposed zone plan and zoning ordinance; and (c) showing the existing and proposed location of any airports and the boundaries of any airport safety zones delineated pursuant to the "Air Safety and Zoning

Act of 1983," P.L.1983, c.260 (C.6:1-80 et seq.); and (d) including a statement of the standards of population density."

The 2006 Master Plan addresses each of these components; however, the Land Use subsection herein provides a discussion of the objectives and concerns raised in 2006 as well as new ones, their continued relevance, and recommendations.

5.2.1 LAND USE OBJECTIVES

The 2006 Master Plan included 15 Land Use Objectives addressing a variety of topics. The following lists those Objectives and identifies whether they remain relevant and what actions the City may have taken to address each.

5.2.1.1 Support the upgrading of substandard properties in the City through code enforcement efforts, education, ordinance amendments and other initiatives.

Remains Relevant. The City has taken a number of steps to address this Objective, including adopting an abandoned/vacant properties ordinance, updating its building code to the 2015 International Property Maintenance Code,

expanding code enforcement personnel and hours and relying on a digital, rather than paper system to track enforcement actions. Implementation actions are ongoing through the Code Enforcement Office.

5.2.1.2 Upgrade the appearance and function of neighborhood business areas.

Remains Relevant. Actions have been taken primarily for the Central Business District (CBD), including but not limited to the Cookman Avenue streetscape project. However, Springwood Avenue has also been the subject of repaving and new sewer lines. Focus on the appearance and function of the Asbury Avenue, Springwood Avenue, Main Street, and Memorial Drive corridors is necessary in order to address vacancies and unappealing character.

5.2.1.3 Provide for adequate parking to serve established residential and commercial areas. Incorporate adequate parking into new developments.

Remains Relevant. Residential permit parking is in place in the CBD, North Beach, Wesley Grove, South Beach and CBD areas of the City as well as a residential parking PILOT to help manage the parking within the city. Diagonal parking was increased to provide more spaces. Numerous new ordinances were passed to manage the parking and transportation process. Surface lots were built to help manage overflow. A transportation manager was hired to continue progress. Additionally, the City should focus on managing the parking, rather than simply providing additional parking. Adequate parking supply is available throughout much of the City; however, enhanced convenience and safe accessibility from area destinations (entertainment districts for example) should be addressed.

5.2.1.4 Preserve and enhance existing parks throughout the City.

Remains Relevant. For example, park enhancements to Library Park are underway for 2016.

5.2.1.5 Create attractive gateways at the principal and secondary entrances into the City through upgraded land uses, streetscape improvements and signage.

Remains Relevant. No specific actions taken.

5.2.1.6 Develop and implement home ownership programs as a method to promote stable neighborhoods and increase community pride.

Remains Relevant. Implementation is ongoing through the CDBG program's Homebuyers Assistance Program.

5.2.1.7 Ensure that the City's existing housing is well maintained and up to code.

Remains Relevant. The City has taken a number of steps to address this Objective, including adopting an abandoned/vacant properties ordinance, updating its building code to the 2015 International Property Maintenance Code, expanding code enforcement personnel and hours and relying

on a digital, rather than paper system to track enforcement actions. Implementation actions are ongoing through the Code Enforcement Office.

5.2.1.8 Continue to encourage new retail commercial and mixed-use developments consistent with the City's redevelopment plans.

Remains Relevant. Implementation is ongoing as City works with redevelopers to advance projects.

5.2.1.9 Encourage transit-oriented development near the Transportation Center, with strong pedestrian and bicycle linkages between the Transportation Center and the CBD and waterfront.

Remains Relevant. The City promotes a variety of transportation options and complete streets initiatives.

5.2.1.10 Continue to work with developers to implement redevelopment plans.

Remains Relevant. Implementation is ongoing as City works with redevelopers to advance projects.

- 5.2.1.11** Prepare redevelopment plans for those redevelopment areas that do not yet have plans.

Not Relevant. All redevelopment areas currently have redevelopment plans.

- 5.2.1.12** Review redevelopment plans to ensure consistency among them. Revise and update obsolete redevelopment plans as necessary.

Remains Relevant. Action has been taken to address this; however, some inconsistencies remain.

- 5.2.1.13** Discourage the use of storefronts for inappropriate non-commercial uses, such as churches, service agencies and residences.

Remains Relevant. Implementation actions largely completed; such non-active uses are not permitted as first floor uses in commercial districts. However, this Objective is clarified to state non-active

uses, such as churches, service agencies and residences should be discouraged in the City's mixed use and walkable districts.

- 5.2.1.14** Reevaluate and redefine existing commercial corridors, including the possibility of shrinking some commercial corridors and strengthening others. Encourage neighborhood service-oriented retail only on corner lots in residential neighborhoods.

Remains largely Relevant; however, shrinking commercial corridors may no longer be appropriate.

- 5.2.1.15** Continue to strengthen and improve City-wide and neighborhood commercial districts as centers of employment, shopping, services, entertainment and education.

Remains Relevant. Implementation actions are ongoing.

NEW LAND USE OBJECTIVES

The following additional objectives shall be incorporated.

- 5.2.1.16** Enhance the built environment through the installation of public art.
- 5.2.1.17** Explore an Arts and Culture District along Asbury Avenue and/or other parts of the City that promotes and incentivizes art installations and arts and culture uses, such as indoor and outdoor gallery space, performing arts space, lecture halls or related training facilities, artist studio space and artist live/work space.
- 5.2.1.18** Maintain and enhance the character of single-family neighborhoods with regulations that support and reinforce these uses.

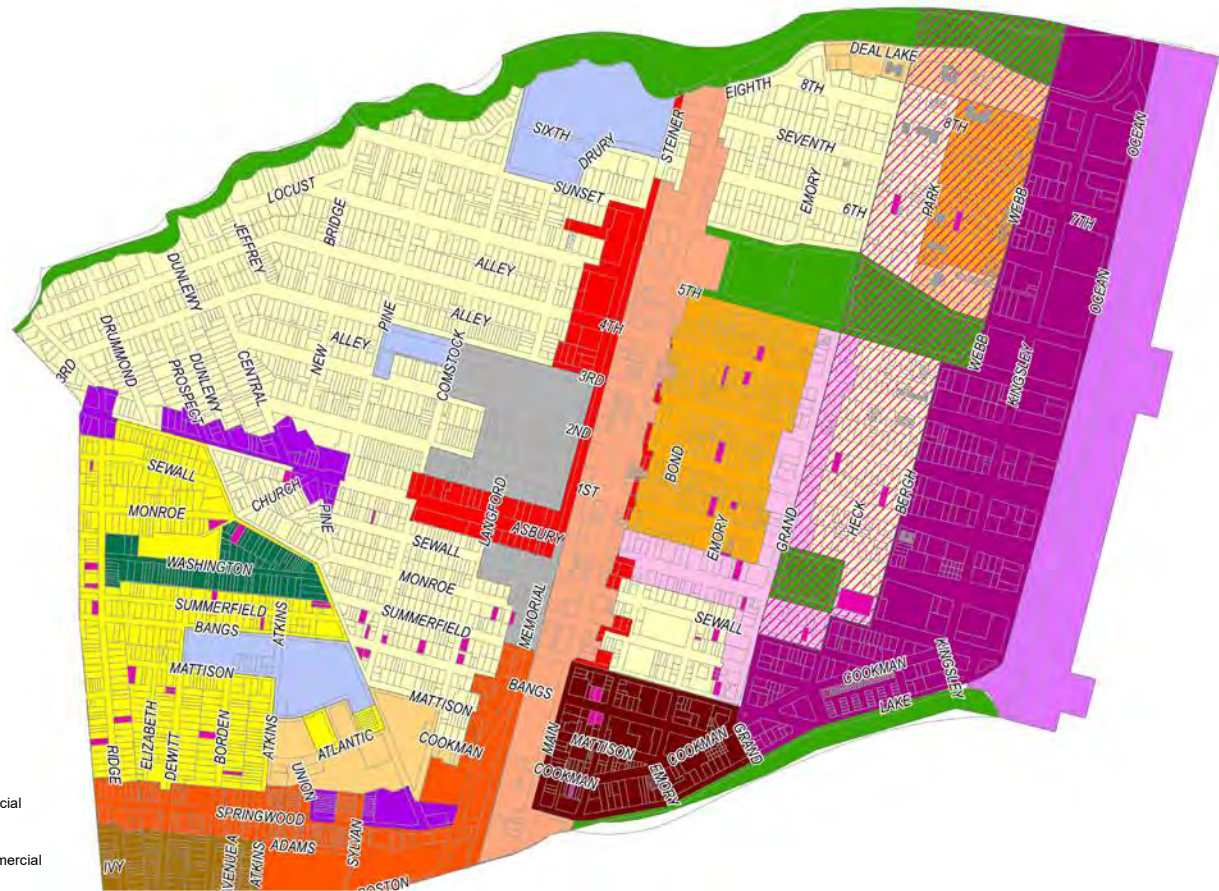
5.2.2 LAND USE RECOMMENDATIONS

The following land use recommendations represent actions for the Planning Board that will advance or implement the land use objectives identified herein. These recommendations incorporate as is or amended versions of those from the 2006 Master Plan, to the extent they remain applicable, as well as newly created ones.

5.2.2.1 ZONING DISTRICT BOUNDARIES (§30-66.2A)

The following recommended zoning boundary changes are largely intended to address the many locations around the City where the zoning districts do not reflect existing land use conditions, neighborhood trends, and the community's vision and goals. Other recommendations contained below address desired land use changes in the City. As part of these recommendations, the number of zoning districts (excluding redevelopment areas) will be reduced from 10 to nine.

Name	Zone
Central Business District Redevelopment Area	B2 Main Street Commercial
Main Street Redevelopment Area	LI Light Industrial
Springwood Avenue Redevelopment Area	NC Neighborhood Commercial
STARS Redevelopment Area	P1 Parks
Washington Avenue Redevelopment Area	P4 Schools
Waterfront Boardwalk Area	PO Professional Office
Waterfront Prime Renewal Area	R1 Single Family Residential
Waterfront Renovation Infill Area	R1A Attached Single Family Residential
Scattered Site Redevelopment Areas	R2 Two to Four Family Residential
	R3 Multifamily Medium Density

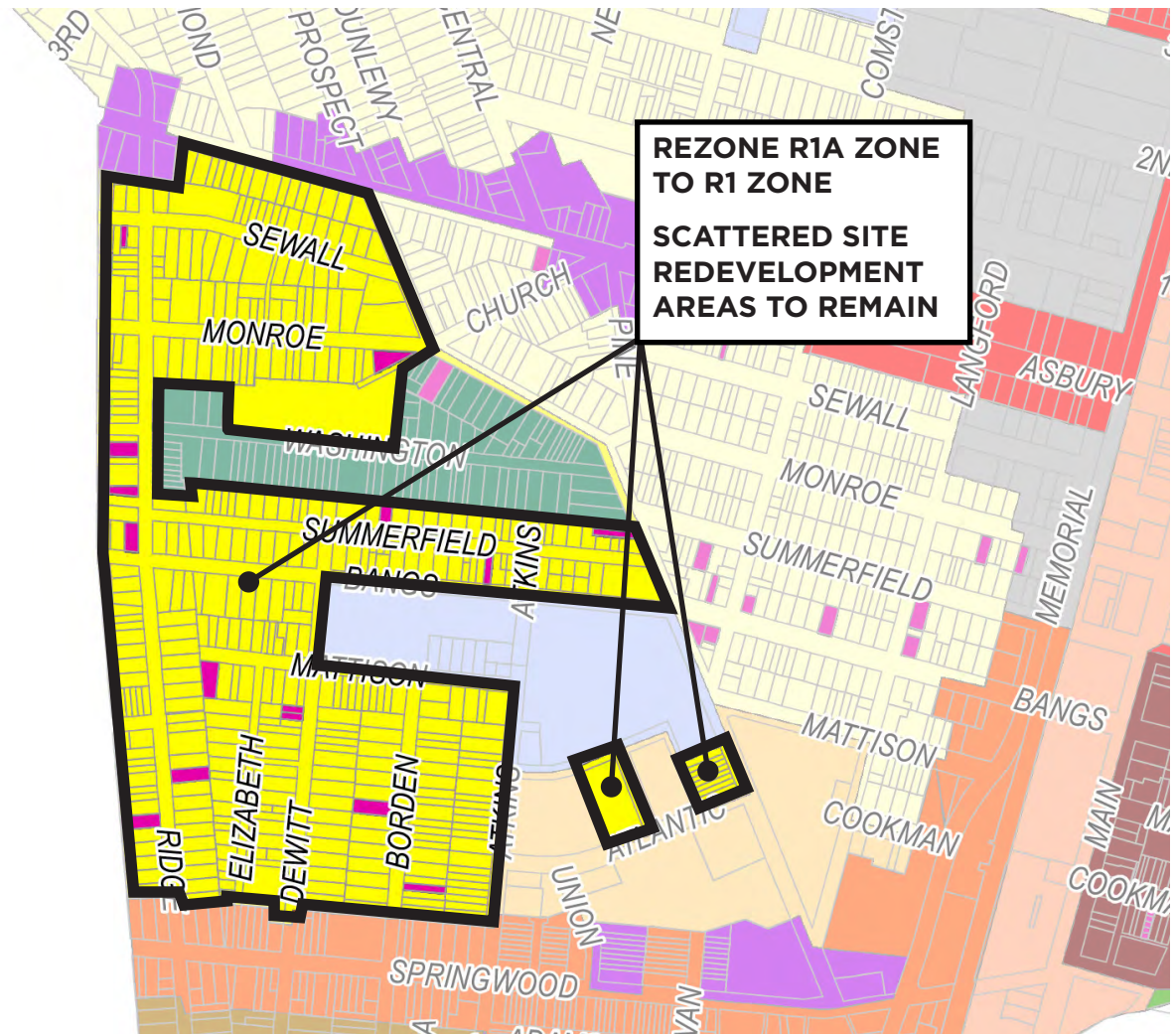


MAP 5.2: EXISTING ZONING MAP

1. R1A - ATTACHED SINGLE FAMILY RESIDENTIAL

Eliminate the R1A Attached Single Family Residential district.

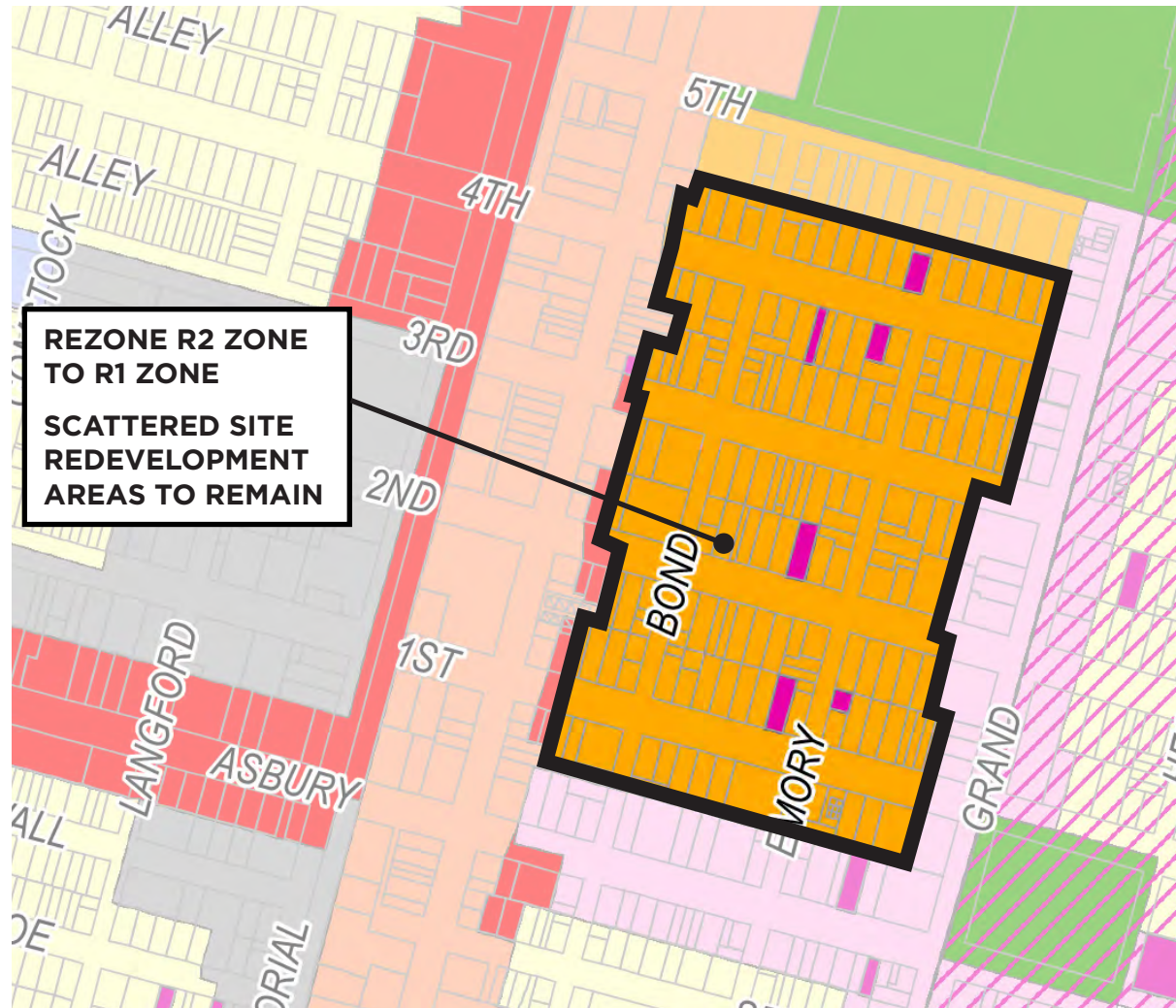
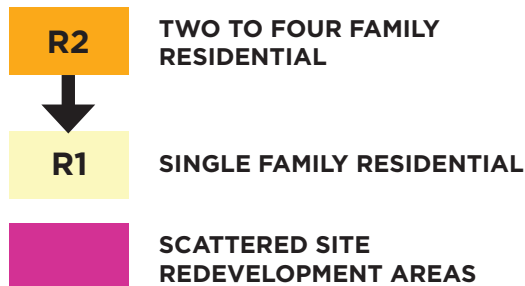
The three R1A Attached Single Family Residential districts, located on the western side of the City, should be rezoned to the R1 Single Family Residential district. The R1A district neighborhoods are predominantly single family homes in conformance with the R1 district. For these uses, the two zone districts are duplicative. The existing and any future townhouse developments in the current R1A district should be addressed through new conditional use standards to ensure that existing townhouse developments are not made nonconforming as a result of the rezoning. See conditional use recommendations herein for additional information.



2. R2 - TWO TO FOUR FAMILY RESIDENTIAL DISTRICT BOUNDARY

Replace much of the eastern-central R2 Two to Four Family Residential district with the R1 Single Family district.

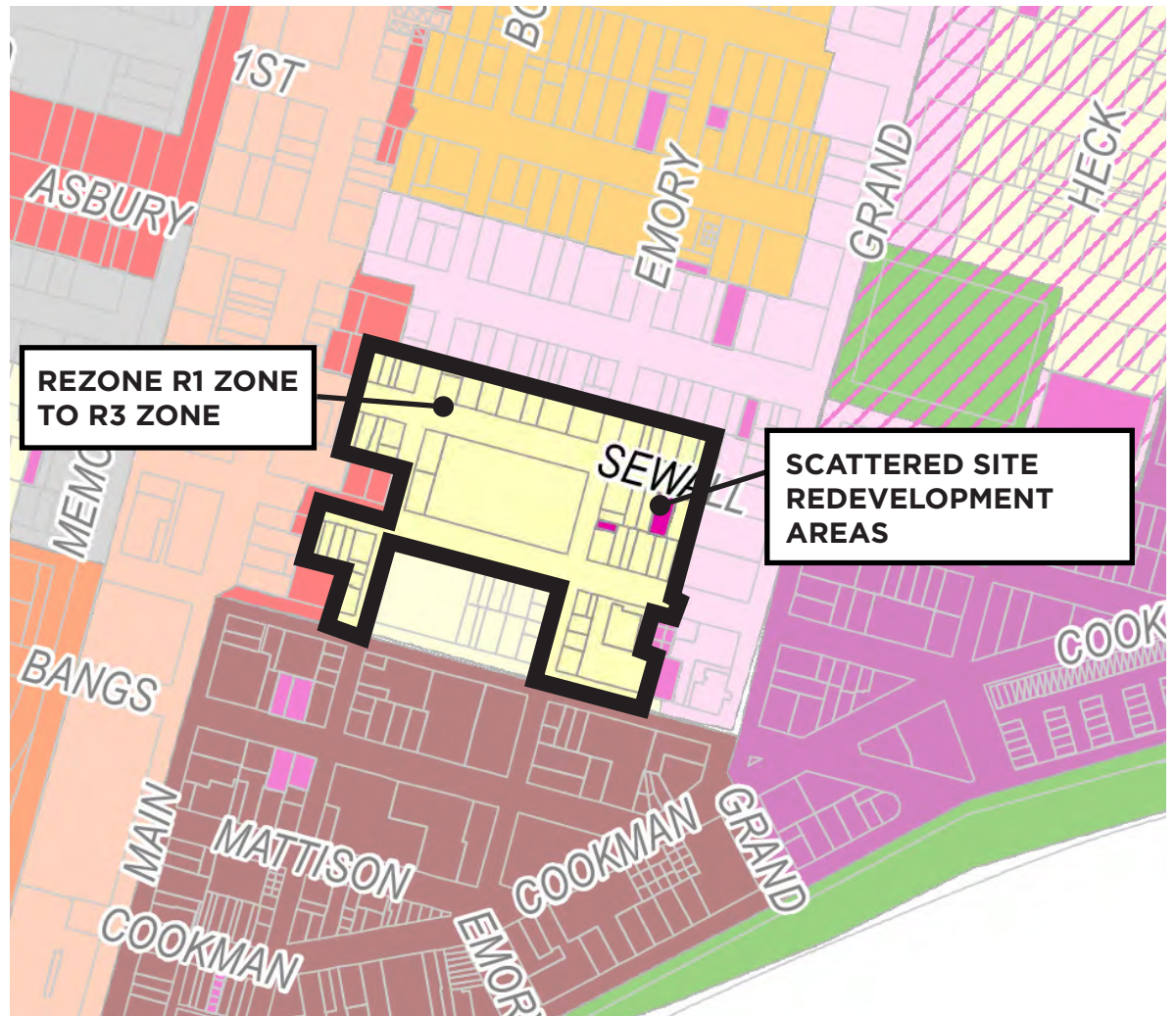
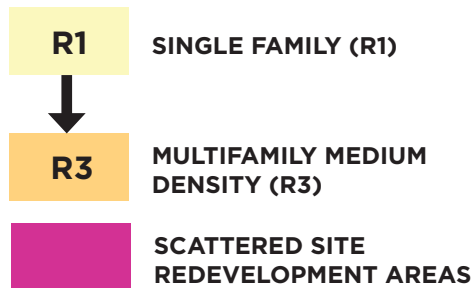
The R2 zone on the eastern side of the City between Fourth St. (including all that front on Fourth St.), Grand Ave., Asbury Ave. and Main St. should be changed R1. This will reflect the trend of two- and multi-family homes converting back to one-family homes, and the predominant single family character. "Grandfathering" provisions for lawfully existing dwellings made nonconforming by this change will be considered to permit reconstruction in the event of partial destruction. Fine tuning of the district boundaries to reflect existing multi-family uses is recommended.



3. R3 MULTI-FAMILY MEDIUM DENSITY DISTRICT BOUNDARY

Expand the R3 Multi-family Medium Density District.

The R1 Single Family district located just north of the CBD Central Business district, between Main Street, Asbury Avenue, Summerfield Avenue and Grand Avenue, should be rezoned to R3. The proximity to the CBD, in addition to approved developments, makes this area more desirable for higher density residential development.



4. PO - PROFESSIONAL OFFICE DISTRICT BOUNDARY

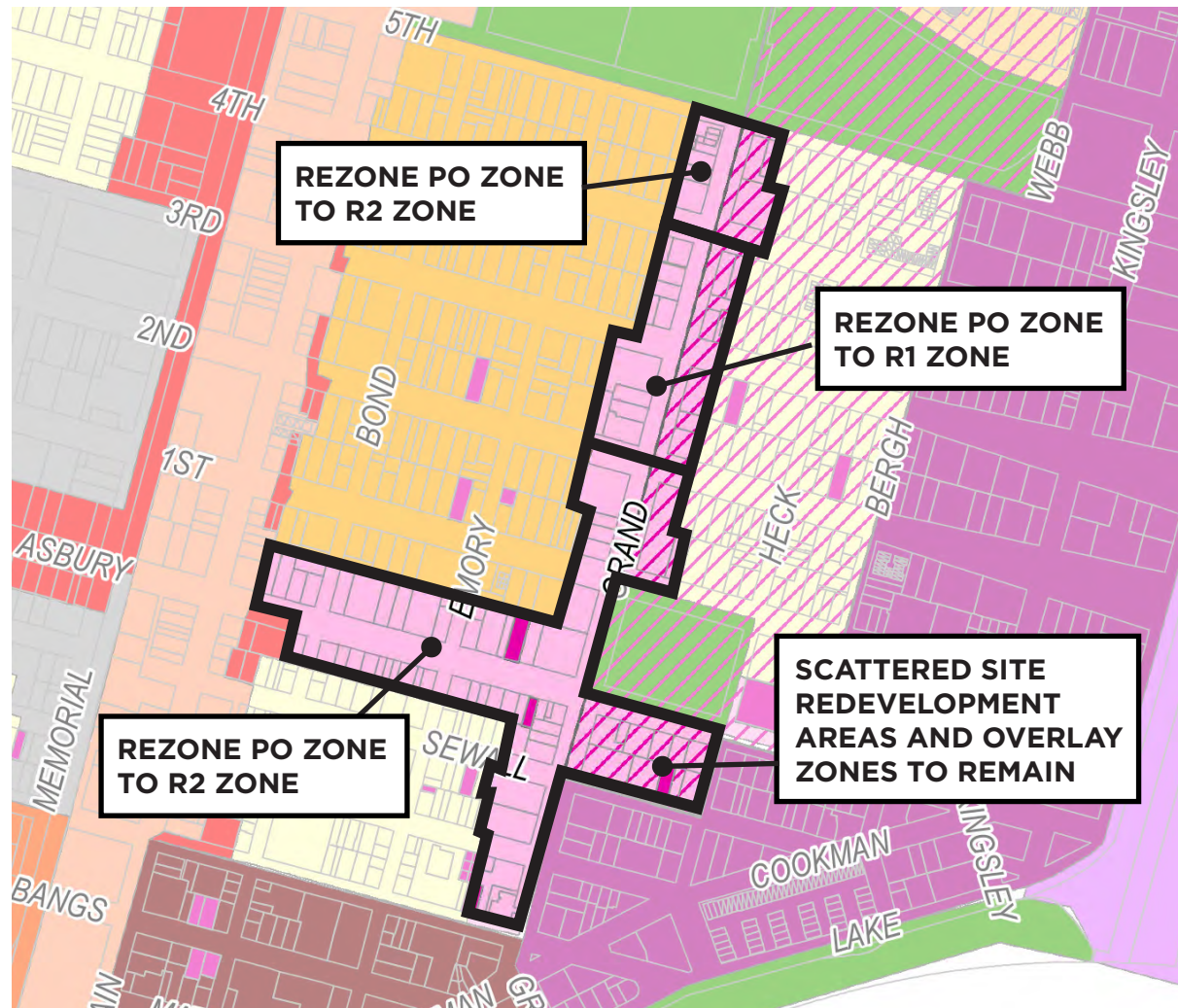
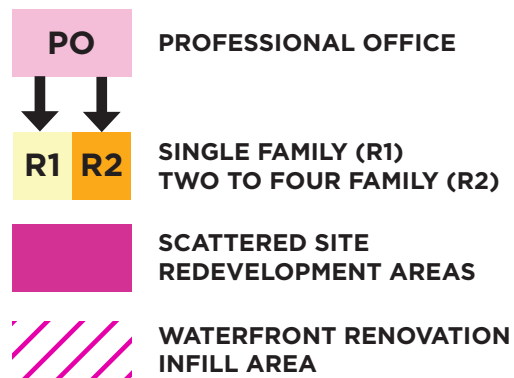
Eliminate the PO Professional Office district.

This district is predominantly composed of residential uses and has not served as a viable small office district.

PO district lots between 5th Avenue and 4th Avenue should be rezoned to the R2 Two to Four Family to reflect the existing residential and institutional character of this area of the City.

PO district lots between 2nd Avenue and 4th Avenue should be rezoned to the adjacent R1 Single Family Residential district in reflection of the existing single family homes.

Lots in the PO district south of 2nd Avenue should be rezoned R2 Two and Four Family district. This area is appropriate for more intense residential uses due to its proximity to the Central Business District and the presence of such uses.



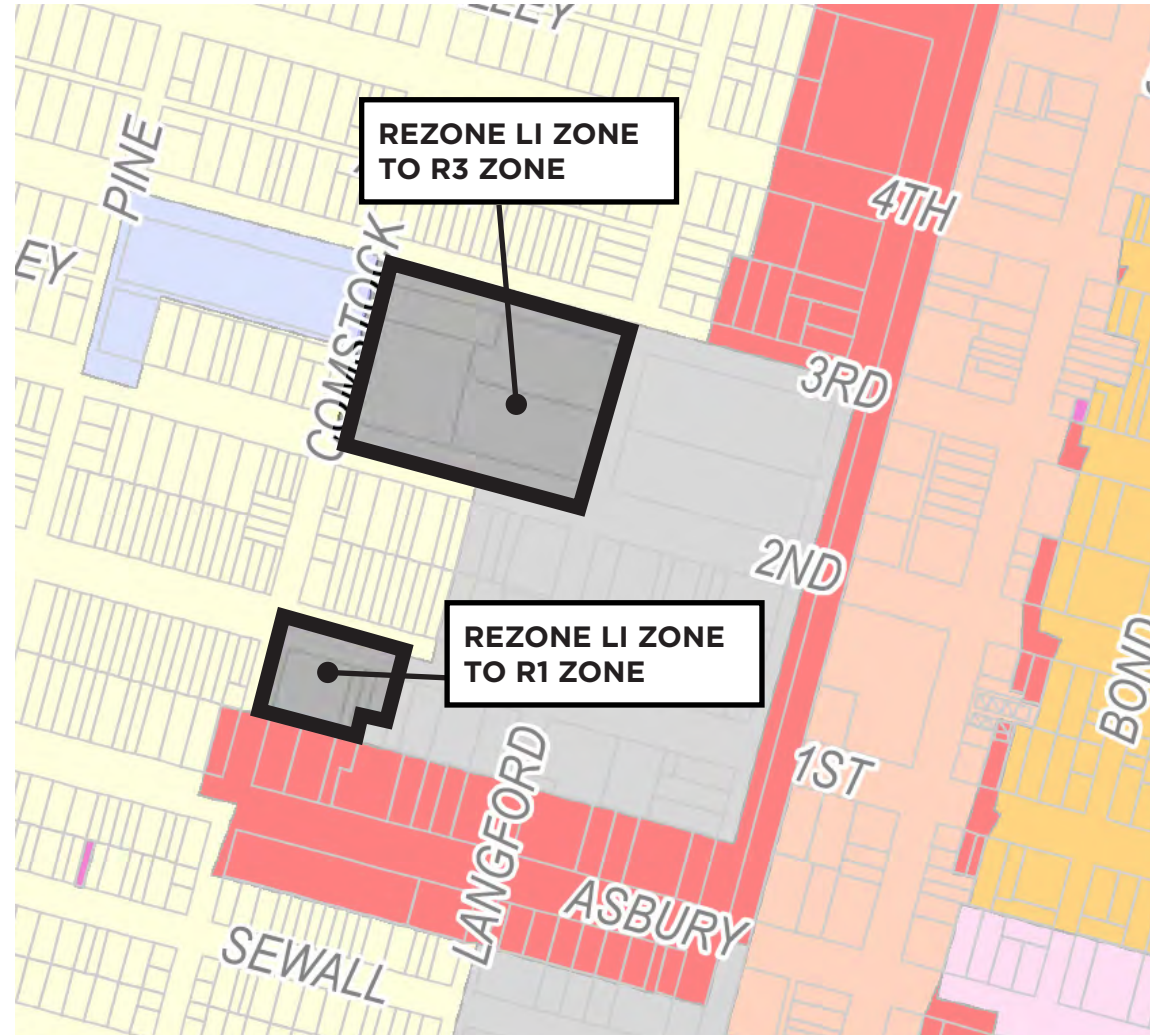
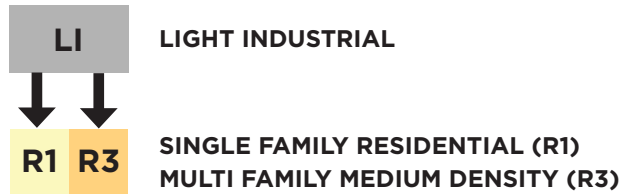
5. LI - LIGHT INDUSTRIAL DISTRICT BOUNDARY

Reduce the LI Light Industrial district.

The boundaries of the LI district should be amended to exclude nonconforming residential uses.

The residential lots in proximity to the DMV inspection station, located on the block bounded by Comstock Street, Third Avenue, Langford Street, and Second Avenue, should be rezoned from LI to the R3 Multifamily Medium Density district to reflect the existing multi-family uses.

The LI district within the boundaries of First Avenue, Second Avenue, Comstock Street and Langford Street should be replaced by the R1 Single Family district.



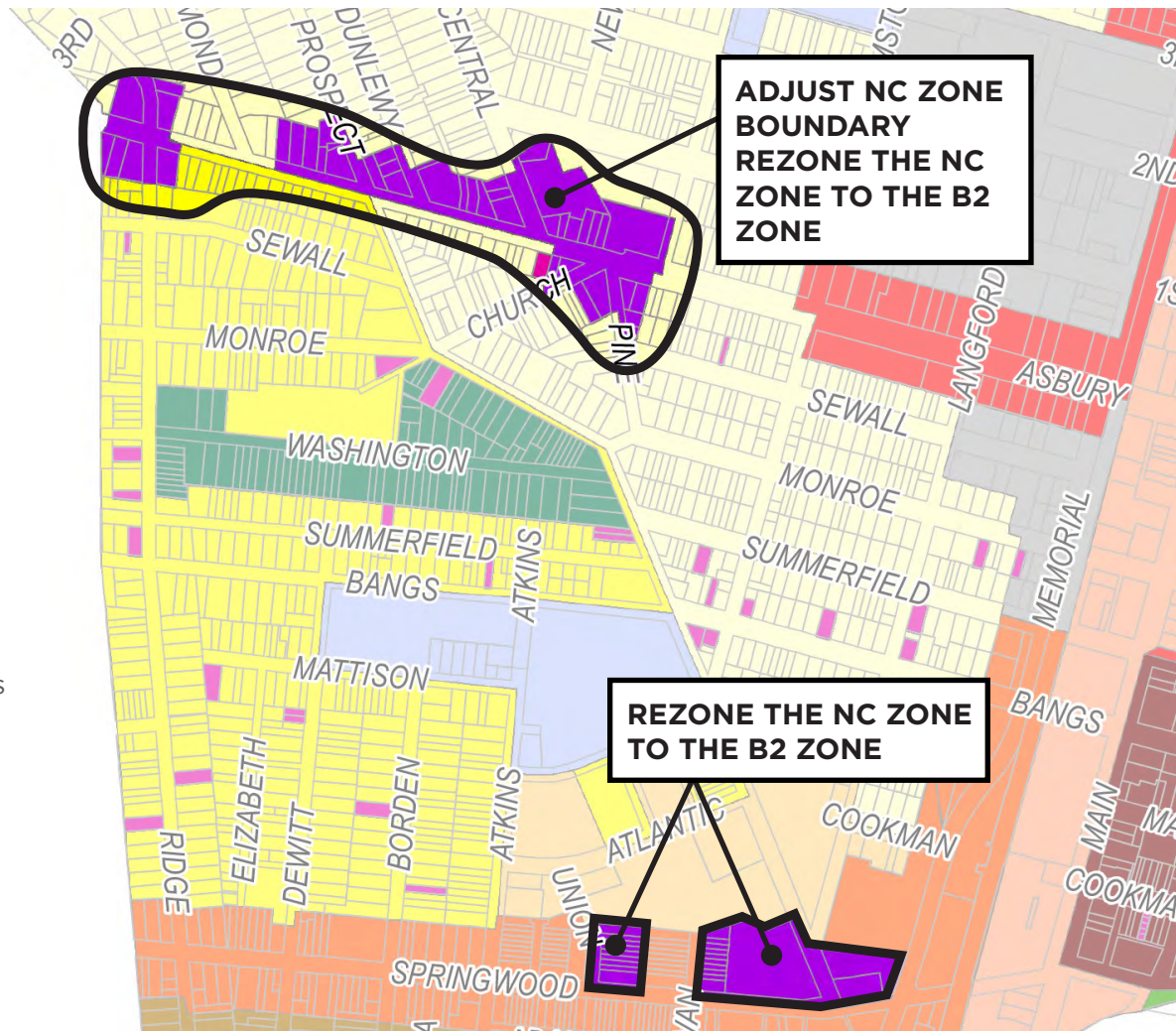
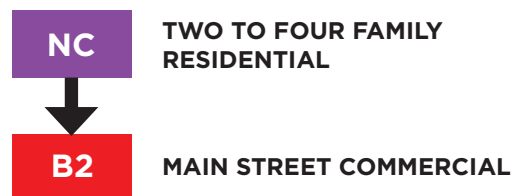
6. NC - NEIGHBORHOOD COMMERCIAL DISTRICT BOUNDARIES

Merge the NC Neighborhood Commercial district with the B2 Main Street Retail Sales and Service district

The permitted uses and bulk standards for these districts are largely duplicative. Additionally, the desire for a walkable retail and service district for City residents applies to both areas. This change will simplify the City's zoning regulations. See also recommended changes for the B2 Main Street Retail Sales and Service district herein.

Adjust the commercial district boundaries.

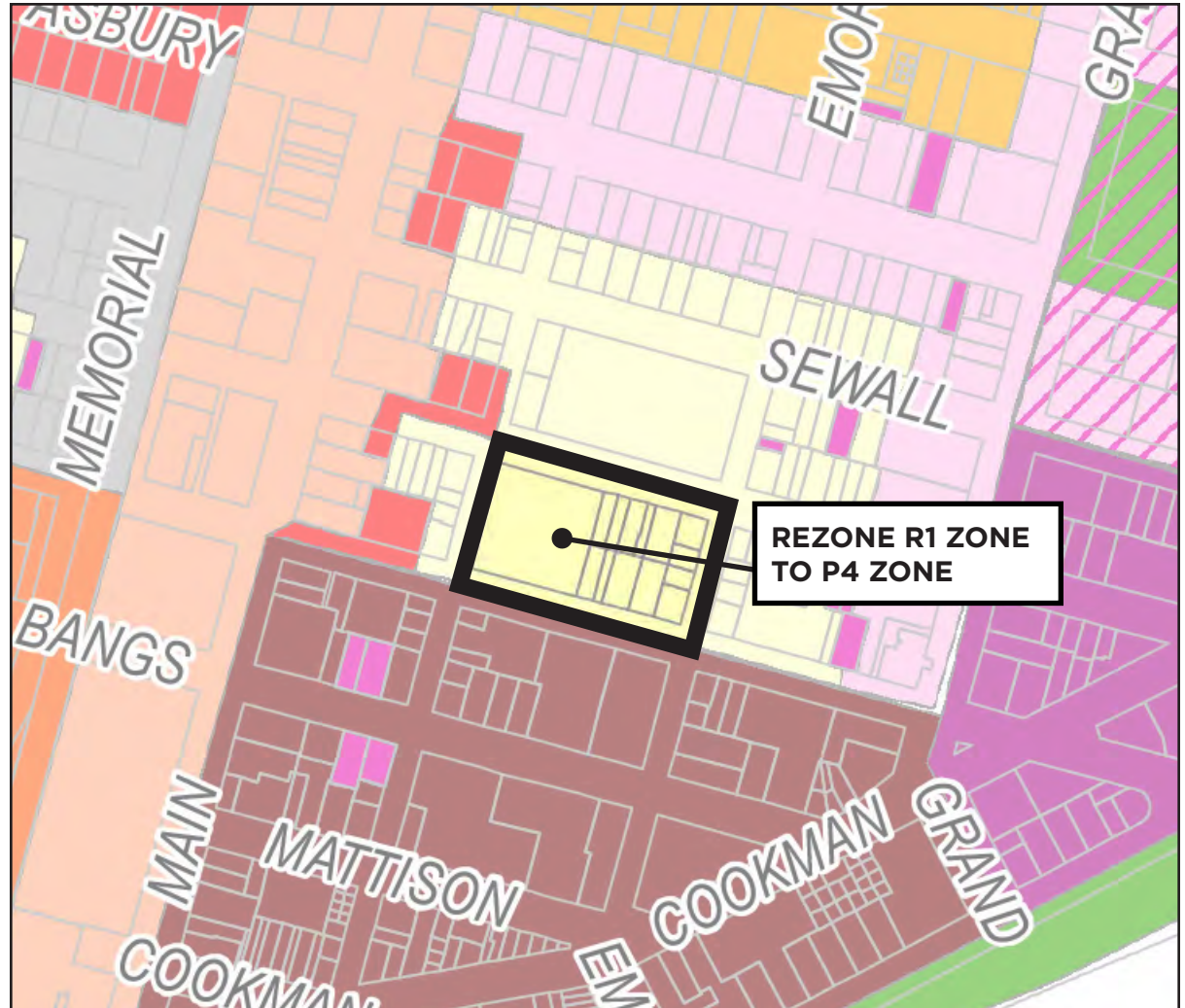
The boundaries of the existing NC district along Asbury Avenue do not accurately reflect the existing commercial and mixed uses along Asbury Avenue. As such, the district boundary for the B2 Main Street Retail Sales and Service district should be adjusted to incorporate the mixed-use and commercial properties along the corridor. This adjustment should include, but may not be limited to, lots at Asbury Avenue's intersection with Prospect Avenue and Drummond Avenue.



7. P4 - PUBLIC SCHOOLS DISTRICT BOUNDARY

Expand the P4 Public Schools district.

The properties containing the Thurgood Marshall School, located on the block bounded by, Emory Street, Monroe Avenue, Bond Street, and Summerfield Avenue, should be rezoned from R1 to P4 Schools. This change will more accurately reflect the existing condition.



5.2.2.2 R1 SINGLE FAMILY RESIDENTIAL (§30-67 AND §30-70.3)



1st Avenue and Comstock Street

1. Eliminate the density requirement.

Use of minimum lot size is an appropriate standard for establishing density in single family districts and is duplicative of a density requirement.

2. Eliminate the floor area ratio (FAR) requirement.

The bulk standards (limitations on the size and placement of structures) are sufficient to address massing. FAR refers to the ratio of building area to the lot area.

3. Increase the maximum building coverage.

Increase this figure from 25% to 30% in order to permit greater property improvements, consistent with desires for modern living and yard amenities. Building coverage refers to the area of the lot covered by buildings and structures.

4. Regulate impervious cover.

Amend the Schedule of Bulk Requirements in Section 30-67 of the Land Use Ordinance to create a maximum impervious cover standard to regulate the percent of a lot that may be covered by an impervious surface, such as buildings and paved areas. This standard should allow for modern living and yard amenities, be consistent with typical maximum coverages found in the district and allow for adequate pervious surfaces such that lots are attractive and able to provide area for water infiltration that can mitigate impacts to City stormwater systems. Crafting the standard should include a review of the district's existing impervious cover so that the standard reflects the character of the district, as well as the goals cited above for the standard.

5. Amend the front yard setback requirement.

The Schedule of Bulk Requirements in Section 30-67 of the Land Use Ordinance cites a minimum front yard setback. However, Section 30-68.2.g states the front yard setback may be the prevailing setback. The Schedule of Bulk Requirements should be amended to state the required setback for existing homes and development/ redevelopment of a portion of a block shall be the prevailing setback. Where the entire streetscape of a block is proposed for development, the setback in the Schedule of Bulk Requirements should govern. Additionally, the term “prevailing setback” should be defined as the mean setback of homes on the same block and on the same side of the street.

6. Create conditional use standards for townhouses.

These standards should be crafted to reflect not only the existing townhouse developments, but also any new ones. Conditional use standards for new townhouse projects should require the buildings to be located along the street and provide vehicle parking and access via rear alleys, rather than garages facing the existing public street. Such a requirement will create a more pleasing streetscape

and one that is more consistent with the City's traditional development pattern. Additionally, standards for existing and proposed townhouse projects should reflect the development standards for townhouses in Section 30-73.5 of the Land Use Ordinance and should include components critical to creating an appealing character, as conditions for the use, such as lot size, setback and access.

7. Create conditional use standards for bed and breakfasts.

The bed and breakfasts should be conditionally permitted in the district. The use should be limited to those areas between Grand Avenue and Main Street, which corresponds with much of the larger housing stock in the district and those areas proximate to tourist destinations. Conditions should address concerns related to the impact of the use on neighboring uses, such as noise, lighting, parking location and screening.

5.2.2.3 R1A ATTACHED SINGLE-FAMILY RESIDENTIAL (\$30-67 AND \$30-70.4)



Emory Street and 2nd Ave. Housing

1. Eliminate the R1A Attached Single-Family Residential district.

Consistent with the recommendation to eliminate the district from the Zoning Map, all standards for, and reference to this zone district, should be eliminated.

5.2.2.4 R2 TWO TO FOUR FAMILY RESIDENTIAL (\$30-67 AND \$30-70.5)

1. Delete three- and four-family dwellings as permitted uses.

These multifamily uses are not a predominant housing type in the existing or

recommended district, nor is there a desire to incorporate additional multi-family uses into these areas of the City. The desirability of such uses are limited due to lack of off-street parking, additional activity, and the predominant single and two-family home character.

2. Rename the district to the One and Two Family Residential.

This change will reflect the elimination of three- and four-family uses as permitted uses.

3. Increase the maximum building coverage.

Increase this figure from 25% to 30% in order to permit greater property improvements, consistent with desires for modern living and yard amenities. Building coverage refers to the area of the lot covered by buildings and structures.

4. Regulate impervious cover.

Amend the Schedule of Bulk Requirements in Section 30-67 of the Land Use Ordinance to create a maximum impervious cover standard to regulate the percent of a lot that may be covered by an impervious surface, such as buildings and paved areas. This standard should allow for modern

living and yard amenities, be consistent with typical maximum coverages found in the district and allow for adequate pervious surfaces such that lots are attractive and able to provide area for water infiltration that can mitigate impacts to City stormwater systems. Crafting the standard should include a review of the district's existing impervious cover so that the standard reflects the character of the district, as well as the goals cited above for the standard.

5. Eliminate the floor area ratio (FAR) requirement.

The bulk standards (limitations on the size and placement of structures) are sufficient to address massing. FAR refers to the ratio of building area to the lot area.

6. Amend the front yard setback requirement.

The Schedule of Bulk Requirements in Section 30-67 of the Land Use Ordinance cites a minimum front yard setback. However, Section 30-68.2.g states the front yard setback should be the prevailing setback. The Schedule of Bulk Requirements should be amended to state the required setback for existing homes and development/ redevelopment of a portion of a block shall be the prevailing setback.

Where the entire frontage of a block is proposed for development, the setback in the Schedule of Bulk Requirements should govern. Additionally, the term “prevailing setback” should be defined as the mean setback of homes on the same block and on the same side of the street.

5.2.2.5 R3 MEDIUM DENSITY MULTIFAMILY RESIDENTIAL (\$30-67 AND \$30-70.6)



Asbury Park Gardens on Atlantic Avenue

1. Amend the maximum building coverage.

Amend this figure from 25% to 30% for all uses. Building coverage refers to the area of the lot covered by buildings and structures. For the one- through four-family uses, this will permit greater property improvements, consistent with desires for modern living

and yard amenities. For the multi-family uses, this will restrict the permitted building cover to that which is consistent with the neighborhood character.

2. Regulate impervious cover.

Amend the Schedule of Bulk Requirements in Section 30-67 of the Land Use Ordinance to create a maximum impervious cover standard to regulate the percent of a lot that may be covered by an impervious surface, such as buildings and paved areas. This standard should allow for modern living and yard amenities, be consistent with typical maximum coverages found in the district and allow for adequate pervious surfaces such that lots are attractive and able to provide area for water infiltration that can mitigate impacts to City stormwater systems. Crafting the standard should include a review of the district's existing impervious cover so that the standard reflects the character of the district, as well as the goals cited above for the standard.

3. Eliminate the floor area ratio (FAR) requirement for one- and two-family homes.

The bulk standards (limitations on the size and placement of structures) are sufficient

to address massing. FAR refers to the ratio of building area to the lot area.

4. Increase the maximum floor area ratio (FAR) for multi-family dwellings

The FAR should be increased from 0.5 to 1.5 in order to better reflect the existing and desired character of the uses in this district. FAR refers to the ratio of building area to the lot area.

5. Amend the front yard setback requirement.

The Schedule of Bulk Requirements in Section 30-67 of the Land Use Ordinance cites a minimum front yard setback. However, Section 30-68.2.g states the front yard setback should be the prevailing setback. The Schedule of Bulk Requirements should be amended to state the required setback for existing homes and development/ redevelopment of a portion of a block shall be the prevailing setback. Where the entire frontage of a block is proposed for development, the setback in the Schedule of Bulk Requirements should govern. Additionally, the term “prevailing setback” should be defined as the mean setback of homes on the same block and on the same side of the street.

6. Change the single family home bulk standards.

The current standards for single family homes in the district simply state the homes must be on 5,000 s.f lots that at least 50 feet in width. These standards should be amended to state single family homes are subject to the R1 district bulk standards (limitations on the size and placement of structures), a zone that also requires 5,000 s.f lots that at least 50 feet in width.

5.2.2.6 B1 DOWNTOWN RETAIL DISTRICT (\$30-67 AND \$30-71.3)

1. Eliminate the B1 Downtown Retail district.

The area that was formerly zoned B1 is now part of the CBD Redevelopment Area. Therefore, it is recommended that the B1 zone designation, and all reference to it, be eliminated from the ordinance.

5.2.2.7 B2 MAIN STREET RETAIL SALES AND SERVICE (\$30-67 AND \$30-71.4)



Asbury Ave. East of Comstock Street

1. Rename the B2 district to the B Business District.

This change reflects elimination of the B1 district.

2. Incorporate the B1 district permitted uses into the B2 district and remove reference to the B1 district permitted uses.

This change reflects elimination of the B1 district.

3. Remove bars as a permitted use.

Bars, without restaurants, should be reserved for the City's retail and entertainment areas, such as the Waterfront and Central Business District.

4. Limit automobile rental uses to Memorial Drive.

Such uses are only appropriate for those portions of the B2 district along Memorial Drive only since this area has a more vehicle oriented character.

5. Add personal services to the list of permitted uses.

This use, which includes but is not limited to beauty salons, dry cleaning, and shoe repair, is an important component to commercial districts intended to serve the daily and regular needs of residents and can reduce retail leakage to the region. This use should also be defined (Section 30-15).

6. Add gymnasiums and health and fitness clubs as a permitted use.

This use is appropriate given the proximity of the district to residential neighborhoods. Additionally, it will complement other existing and recommended permitted uses.

7. Add breweries as a permitted use.

This use is currently permitted as a conditional use in the zone; however, there are no associated conditions. This use, which has gained popularity in recent years, is a positive addition to walkable shopping areas. Additionally, the definition should include not only breweries but distilleries.



Asbury Ave. and Langford Street

8. Add artist live/work studios as a permitted use.

This use will expand opportunities for artist work space, as well as living options, and will contribute toward the promotion of arts and culture in the City. Standards for artist housing should reflect those for artist lofts in Section 30-76.3.s.

9. Target art galleries, studios, theaters and museums to portions of the district designated as an arts and culture district.

While desirable uses in the City, they are best located in an area of the City where a concentration of arts and culture uses are desired. Doing so will facilitate a district of such uses where a synergy amongst them can be created.

10. Add urgent care centers as a conditional use.

This recently emerging use is fast becoming an important component of community health care and should be conditionally permitted in areas where residents seek daily and personal services. Conditions should address topics such as hours, site design, and location in areas that are not pedestrian oriented. This use should also be defined (Section 30-15).

11. Permit an increase in height.

The maximum permitted building height should be increased from 3 stories (30 feet) to 4 stories. However, the increase in building height should be offered as an incentive where other goals are achieved,

such as the provision of affordable housing or where green infrastructure is utilized to address stormwater concerns.

12. Revise the maximum building coverage.

The maximum building coverage should be revised from 90% above First Street to 80% for all locations in the district to create a consistent standard, allowing for substantial building cover while a portion of the lot remains available for parking or open space. Building coverage refers to the area of the lot covered by buildings and structures.

13. Increase the maximum FAR.

This figure should be revised from 1.0 to 2.5 to encourage multi-story buildings, consistent with the permitted building height of 3 stories. FAR refers to the ratio of building area to the lot area.

14. Amend the front yard setback requirement.

Change the front yard setback requirement to a minimum of 10 feet and maximum of 25 feet in order to provide flexibility for existing buildings while reinforcing the desired character of the zone.

5.2.2.8 NC NEIGHBORHOOD COMMERCIAL (\$30-67 AND \$30-71.5)



Asbury Ave. and Central Ave.

1. Eliminate the NC Neighborhood Commercial district.

Consistent with the recommendation to eliminate the district from the Zoning Map and merge it with the B2 district, all standards for and reference to this zone district should be eliminated. All references herein to the B2 or NC district shall apply to the recommended B district.

5.2.2.9 LI LIGHT INDUSTRIAL (\$30-67 AND \$30.71.6)



Memorial Dr. and 2nd Ave.

1. Eliminate retail and service uses and encourage office uses.

Limit permitted uses to those that have a light industrial or office character through removal of the reference to the other commercial districts for permitted uses and providing a clear list of permitted uses. Permitted light industrial uses should include indoor manufacturing and assembly that does not emit smoke or fumes and does not produce noise that is detrimental to nearby residences.

In addition to the existing light industrial uses, this district should permit contractor uses. This change would

provide opportunity for existing and new contractors in an area that is compatible with the area character.

The permitted uses should also include office space - including technology and “start-up” incubator space and laboratories. As shown in the Community Workforce Strategy, there exist now, and anticipated in the future, demand for laboratory facilities. This use is compatible with other light industrial uses and the character of this area of the City. Laboratory facilities should also be defined (Section 30-15).

Concentration of light industrial and office uses will allow a synergy and a character that reflects the district; it will furthermore encourage retail sales and personal services use to concentrate elsewhere in the City.



Memorial Dr. and 3rd Ave. - Supermarket

2. Add urban agriculture as a permitted use.

This use, which has recently become relevant in New Jersey’s urban areas, can provide a service to area residents and/or businesses and can also be an appropriate tenant in a light industrial area given its facility needs (large open interior spaces with power and water). This use should also be defined (Section 30-15).

3. Permit specified art and culture permitted uses.

Sound and video recording and rehearsal studios should be added as a permitted use. Additionally, art studios, including manufacturing for artistic purposes, such as metal work, should be permitted, provided the applicable performance standards are met. These uses, which support the City’s historic and current entertainment and art culture should be permitted in this area, where it will not disrupt residential neighborhoods or an active first floor retail or service uses.

4. Remove used car sales as a conditional use.

Such uses are not consistent with the desire to concentrate light industrial uses in this district. Additionally, they are typically

unsightly as they consist predominantly of surface parking lot, displayed prominently along the right-of-way with limited buffering and significant lighting.

5. Expand the bulk standards of the district.

- A.** The district’s bulk standards (limitations on the size and placement of structures) are largely nonexistent or reference the B1 district. This should be amended to provide bulk standards specific to the lots in this district and the desired light industrial character.
- B.** A minimum lot size requirement of 10,000 square feet and minimum lot width requirement of 75 feet should be added to ensure lots are not subdivided to sizes or configurations that are incompatible with typical light industrial uses that require significant building area.
- C.** The maximum FAR requirement should be revised from 2.5 to 1.0 reflect the desire for lower intensity light industrial uses that have adequate lot space for on-site parking and screening to adjacent residential uses. FAR refers to the ratio of building area to the lot area.

- D. The maximum building coverage should be revised from 90% above First Street to 80% for all locations in the district to create a consistent standard, allowing for substantial building cover with a portion of the lot to remain available for parking or open space. Building coverage refers to the area of the lot covered by buildings and structures.
- E. Change the front yard setback requirement from a minimum of 10 feet to a maximum of 10 feet. This change will reinforce the existing and desired walkable character of the district.

5.2.2.10 WATERFRONT RENOVATION INFILL AREA (\$30-71.9)

1. Improve the bed and breakfast standards.

The bed and breakfast standards should be expanded to address concerns related to the impact of the use on neighboring uses, such as noise, lighting, parking location and screening.



Main Street Redevelopment area

5.2.2.11 MAIN STREET REDEVELOPMENT PLAN

1. Limit office uses without customer activity in the Community Shopping Zone.

This portion of the Main Street corridor is intended for active retail and personal service uses. Office uses which do not include regular customer activity should be limited to upper stories or at the rear or side street. This change will encourage a more active corridor with enhanced levels of pedestrian activity.

5.2.2.12 MISCELLANEOUS RECOMMENDATIONS

1. Clarify the Land Use Ordinance.

The City Land Use Ordinance and Redevelopment Plans should be comprehensively revised to eliminate ambiguities, to provide more specific definitions, and to clarify and/or specify other portions of the ordinance where appropriate. Examples, other than those discussed elsewhere herein, include but are not limited to clarifying whether a balcony is permitted on a single-family home and providing a definition of balcony (Section 30-15), creating a definition for “side street” so as to clarify Section 30-68.2a.2 which references the term, and clarifying regulations for accessory structures (Section 30-75.1.a prohibits accessory structures from the side yard, but Section 30-75.2.b permits personal recreational facilities [an accessory structure] in side yards, and fences [an accessory structure] are permitted in the side yard).

2. Expand Arts and Culture in the City.



Ocean Avenue restaurants

The City should prepare an Arts and Culture Plan. This Plan should accomplish the following:

- » Inventory the City's arts and culture assets, identify shortfalls in the types of arts and culture uses present in the City,
- » Identify the area(s) most appropriate for an arts and culture district, identify a siting process and criteria for public art (murals, sculpture, etc.); and
- » Identify those uses (live/work housing, etc.), programming and other actions necessary to support the City's vibrant arts and culture community.

The City should also consider additional arts and culture uses in the Central Business District and Waterfront districts and any arts and culture district that may be created (see following recommendation). Such uses may include studio space (music, dance, paint, etc.), radio, video and theater.

3. Create an Arts and Culture District.

Based on the recommendations in the Arts and Culture Plan, create an arts and culture overlay zone district along Asbury Avenue from approximately Main Street to Comstock Avenue and/or other parts of the City which permits additional arts and culture uses and provides incentives for said uses and art installations.

4. Consider corridor and/or redevelopment planning for Asbury Avenue.

This street serves important functions in the City, including but not limited to, one of the western gateways and a commercial district serving the neighborhoods that flank both sites. Notwithstanding, the corridor suffers from vacancies and underutilization. An improved Asbury Avenue can offer more services and conveniences to area residents, a more appealing and safe experience through

improved streetscape, lighting, and fewer vacancies, and new housing and business opportunities. Planning for this corridor should consider designation as an area in need of redevelopment or rehabilitation, or alternatively corridor planning without the use of such designations. This should be coordinated with the recommended Asbury Avenue Streetscape Plan, Asbury Avenue gateway and designation of an Arts and Culture district along Asbury Avenue. Notwithstanding the desired improvements for this corridor, any planning effort should be sensitive to and mitigate any loss of housing stock and displacement of residents.

5. Prepare a study of rights-of-ways.

Such a study is necessary for the City's public streets in order to identify and correct inconsistent, and in some places oversized or undersized, rights-of-ways.

6. Review the City's liquor license renewal procedures.

Liquor license renewal requests should be carefully reviewed to determine if the use is creating a nuisance in the neighborhood and what conditions may be applied to address the noise, activity, or other nuisance factors that have resulted from the liquor license at that location.

7. Regulate short term rentals.

The City should continue to regulate short term rentals, such as but not limited to Airbnb. The City should continue to monitor the short term and long term desirability of the use in the community and the impact on their neighborhoods, including increased activity in otherwise quiet neighborhoods, increase parking demand, and contribution to rising home prices.

8. Improve the landlord registration program.



Residences along Sunset Avenue

This program is a state requirement for single and two-unit dwellings. The City should improve its program to better identify and track existing landlords. Additionally, the City should require inspections for a fee so that the program is self-supporting.

9. Amend regulation of professional offices.

Revise the definitions for office uses in Section 30-15 to more broadly define professional office uses to exclude the licensing or affiliation requirements and to include co-working/incubator space and to distinguish general office uses from medical office uses, which should also be defined.

10. Clarify and improve conditional use standards.

- A. Eliminate the general standards for conditional uses (§030-76.2) since they are not enforceable and are inconsistent with the Municipal Land Use Law requirement for clear and objective conditions.
- B. Review all conditions of conditional uses (§030-76.3) to ensure all uses have associated conditions and eliminate conditions. This task includes, but is not limited to, creating conditions for townhouse developments, major home occupations, microbreweries, wholesale establishments, and check cashing. See the R1 district recommendations herein for guidance on townhouse and bed and breakfast conditional uses. See home occupation recommendations herein for guidance on major home occupation

conditions. Microbrewery conditions should address performance standards. Wholesale establishments and check cashing conditions should expand upon the existing language identifying the uses as conditional. Also recommended is a review of conditions for motor vehicle service stations against current land use practice (e.g. remove the distance requirement requiring 1,500 feet between stations).

- C. Eliminate conditions for uses which are not conditional in any district; this includes but may not be limited to residential health care facilities, philanthropic or eleemosynary uses, used car sales/leasing, child care centers, planned developments, accessory apartments in commercial buildings, helistops, and rooming and boarding houses.

11. Permit community gardens.

Add community gardens as a permitted principal use in all residential districts and a permitted accessory use in all nonresidential districts. This use can enhance access to fresh foods, outdoor activities, and quality of life for City residents. It also provides an additional option for vacant lots that require limited

investment. These uses should also be subject to regulations requiring a water source, waste disposal, and aesthetics/ maintenance to ensure they are functional and aesthetically appealing.



Kula Urban Farm, Asbury Avenue

12. Encourage mixed use development.

Amend Section 30-73.11 to eliminate the prohibition of more than 4 apartments on any commercial property. More residential development in the City's existing mixed use districts would create the opportunity for additional residents to be within walking and biking distance of the shops, services and activities. This change would make these commercial areas more accessible and convenient to a larger number of people and help counter the advantage of convenience much of the region's highway

retail enjoys. This section should also be modernized to accommodate residential uses on the upper floors of mixed use buildings.



Cookman Ave. and Emory St. Streetscape

13. Improve home occupation standards.

Revise and clarify language in the ordinance with regard to home occupations (Section 30-73.10) This should include clear definitions and standards for both minor and major home occupations that are calibrated to the impacts of such uses and nearby residences. Minor home occupations should be permitted accessory uses for all residential and mixed use districts. Also,

they should be limited to a limited percent of the property's floor area, require no signage, additional lighting or off-street parking. Major home occupations, which are existing conditional uses in residential districts, are in need of clear and objective conditions that ensure signs, parking, lighting, use of house and property, and other impacts are limited so as not to unduly disturb residents or disrupt the residential character of a neighborhood.

14. Ensure new development will have public street access.

Revise Section 30-68.2 of the ordinance to prohibit subdivisions on alleys.

15. Remove reference to the P2 Public Land district.

Any reference to this district in the Land Use Ordinance should be removed. This includes, but is not limited to, eliminating Section 30-71.8 which references the P2 district and conflicts with Section 30-72, and amending Section 30-72 to only reference the P4 district and P1 district.

16. Improve planting and landscape requirements.



Monroe Avenue street trees

- A.** Amend the City's planting requirements, §30-57.12, to identify appropriate tree species for Asbury Park, prohibit invasive species, encourage native and adapted species, encourage xeriscaping, and to require plantings to be done consistent with standards by the American Nurseryman Standards. Planting standards in the City's various redevelopment plans should be consistent with these amendments, to the extent applicable and appropriate. Tree and plant selection should be done carefully to ensure species have an appropriate salt tolerance, will have a mature size that is appropriate for

its location, and represent a variety of species throughout the City (rather than a monoculture that is more vulnerable to disease).

- B.** Amend the City's landscaping requirements, §30-59.14, to provide standards for requiring a number of trees within a surface parking lot with 20 or more parking spaces and to require a solid fence to screen surface parking where located adjacent to or across the street from a permitted residential use. Landscaping standards in the City's various redevelopment plans should be consistent with these amendments, to the extent applicable and appropriate.

17. Improve lighting requirements.

Review and revise outdoor lighting standards in Section 30-56.4 to include specific requirements in order to improve the appearance of properties and maintain security. The amended standards should be applicable to outdoor areas (parking lots, walkways, etc.) of nonresidential and multi-family properties and should include greater lighting levels for areas in need of enhanced security. The amendments should identify a minimum and maximum lighting levels, uniformity ratios, lighting

hours (including security) and limit light trespass and glare. Additionally, the standards should require fixtures to be fully shielded and have a maximum height of approximately 20 feet (including base). LED lighting should be required and should have a warm color of not more than 3,000 Kelvins. Lighting standards in the City's various redevelopment plans should be consistent with these amendments, to the extent applicable and appropriate.



Cookman Ave. and Heck St. Housing

18. Evaluate the City's sign ordinance.

Shopping center along Memorial Drive

Such a review of Section 30-61 should ensure consistency with freedom of speech obligations. Additionally, sign standards for each district should be reviewed for consistency – to the extent appropriate – in the City's zone districts and redevelopment plans, the permitted size of signs, and the where freestanding signs are appropriate. Freestanding signs locations should be limited to areas that are not intended to be walkable or where the use is setback significantly from the street.

19. Improve adult use regulation.

Amend the Land Use Ordinance's regulation of adult uses in Section 30-76.3.d to update the City's regulation of adult uses (i.e. sexually oriented uses) to be consistent with legislation and recent case law regarding regulated activities and permitted/prohibited locations.

20. Review the Scattered Site Redevelopment Area

These areas should be reviewed to determine if it is appropriate for them to remain subject to the Redevelopment Plan, rather than the surrounding zone district.

5.3 URBAN DESIGN PLAN

An urban design plan element is not a specifically authorized element of a master plan, pursuant to the Municipal Land Use Law. Notwithstanding, it is included in this Master Plan and Master Plan Reexamination Report in order to provide clear guidance to the Planning Board, Zoning Board of Adjustment, and developers about building architecture and site design that is appropriate for Asbury Park.

5.3.1 URBAN DESIGN PLAN OBJECTIVES

The following provides urban design objectives. The 2006 Master Plan did not specifically address urban design; as such these have been developed for this Master Plan and Master Plan Reexamination Report.

- 5.3.1.1** Maintain key views and vistas of the ocean, natural features and iconic elements.
- 5.3.1.2** Encourage new and repurposed buildings to add richness and a sense of creativity to Asbury Park's built environment.
- 5.3.1.3** Ensure infill development compliments the context and qualities of adjacent

neighborhoods with an appropriate scale, massing and character.

- 5.3.1.4** Utilize principles of Crime Prevention through Environmental Design to ensure personal security considerations are included in design decisions for buildings, rights-of-way and public and private open space.
- 5.3.1.5** Ensure first floor uses in retail and entertainment districts have an inviting and interesting appearance and are composed of active uses.
- 5.3.1.6** Encourage redevelopment, in appropriate locations, in a manner that is compatible with the "organic" or historic development pattern of the City.
- 5.3.1.7** Ensure design of mixed use and commercial buildings do not result in negative impacts on nearby public or residential areas through the use of unattractive architecture, unsightly building systems, noise, or vehicle parking or loading.

5.3.2 URBAN DESIGN PLAN RECOMMENDATIONS

The following urban design recommendations represent actions for the Planning Board that will advance or implement the urban design objectives identified herein. The 2006 Master Plan did not include an urban design element and as such, these recommendations are created for this Master Plan and Master Plan Reexamination Report.

5.3.2.1 Amend the Community Design Regulations.

Improved regulations should provide historic building design standards that encourage or require buildings in the "historic residential districts" of R1, R2, R1A and PO, or as may be redefined, to be compatible with the predominant architectural style and building massing of the district. The existing standards do not identify the existing building scale or architectural style and how they should be reflected in new construction, instead they rely upon the style of proximate buildings which may or may not embody the desired architectural design. Additionally, revised standards should require existing historic buildings to retain their distinguishing features as part of renovation or building additions. Currently, building design

standards can be found in Section 30-69 and Section 30-57.9; however, all design standards should be located in Section 30-69 and should differentiate between standards applicable to non-historic and historic buildings. Amended standards should be coordinated with the historic preservation study recommended herein.

5.3.2.2 Create design standards for all residential buildings.

Residential design standards (Section 30-69) should require buildings to be oriented toward the street, prohibit garages from being located between the building line of the residence and the street, and prohibit blank walls. Additional standards may apply to lots in a historic district or redevelopment area.

5.3.2.3 Create design standards for commercial and mixed use buildings.

- A. Commercial and mixed use design standards (Section 30-69) should require buildings to be oriented to the primary street to which it has frontage, prohibit blank walls, and require building scale and massing that is compatible with the district character. Such building scale and massing requirements should address items such as but not limited to location or spacing of architectural features

(windows, doors, ornamentation), size of building modules, maximum length of continuous roofline, and varying height of roofline segments. Such requirements should be aimed at creating an appealing building design, appealing streetscape and facilitating active and inviting uses along the street.

- B. Additional standards may apply to lots in a historic district or redevelopment area. For example, building facades for such buildings in historic districts that face a publicly accessible area should incorporate traditional design through the use of the three distinct vertical components of a “base”, “middle” and “top”.
- C. Create standards that limit festooning of buildings (building decoration using attached items that do not constitute a form a speech) to small areas of each façade. Such a change will ensure festooning does not conflict with architectural features or create an unappealing building façade.

5.3.2.4 Create design standards for parking structures.

Parking structures can provide needed parking supply in a more efficient manner than surface parking. However, improper design can negatively impact the streetscape with an uninteresting



Well-designed parking structure in Princeton, NJ

façade and a lack of activity. As such, parking structures should be subject to a requirement that they be “wrapped” with a first floor use with the exception of vehicle and pedestrian entrances (Section 30-69). These standards should also encourage parking structure designers to consider future adaptive reuse should predictions of lower parking demand and lower car ownership rates from shared or autonomous vehicles be realized.

5.3.2.5 Discourage new curb cuts.

New curb cuts to a public street should be discouraged by requiring applicants to seek cross-access easements with neighboring lots and encouraging shared access (Section 30-59.13). Where applicable, lots should be required to utilize alley access rather than install a new curb cut.

5.4 MOBILITY PLAN

The mobility element of a master plan provides policy guidance for transportation, including that related to vehicles, mass transit, pedestrians, and bicyclists. However, given the parking concerns and challenges in Asbury Park, this Master Plan and Master Plan Reexamination Report expands the topic to also include parking. The element, which is referred to as a “circulation plan” is described as the following in the Municipal Land Use Law (N.J.S.A. 40:55D-28.):

“A circulation plan element showing the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, conditions and availability of existing and proposed transportation facilities, including air, water, road and rail.”

5.4.1 MOBILITY OBJECTIVES

The 2006 Master Plan provided a variety of objectives in its Circulation Plan. The following lists those Objectives and identifies whether they remain relevant and what

actions the City may have taken to address each Objective.

5.4.1.1 Enhance and improve street signs within the City for general navigation and for commercial and waterfront promotion.

Remains relevant except that promotion should apply to all business areas, rather than only the waterfront. Wayfinding signs were installed but not large enough or widespread enough to guide to and from beach.

5.4.1.2 Revise and expand New Jersey Transit bus routes as appropriate to address transit needs resulting from redevelopment.

Remains relevant. This was requested and is subject to active discussions with NJ Transit.

5.4.1.3 Provide additional bicycle/pedestrian routes to promote and improve alternative circulation within the City.

Remains relevant. The City adopted Complete Streets Resolutions in 2015 and 2017. A bike lane along Grand Avenue was



Grand Avenue Bike Lane

created and bike facilities along Sunset and 4th Avenue will be completed in 2017.

5.4.1.4 Provide a jitney or trolley loop service that connects the train station, CBD and waterfront areas.

Remains relevant. A free-ride service operates between downtown Cookman Avenue and the waterfront; however, this does not fully address the demand for local public transit for 12 months of the year.

5.4.1.5 Encourage the use of mass transit.

Remains relevant. This is partially addressed through planning for increased density and activity in proximity to the train station.

- 5.4.1.6** Continue to evaluate and implement methods of providing adequate parking to serve existing development and proposed redevelopment.

Remains relevant. *The City completed a Comprehensive Parking Management Plan in 2015 that identified several recommendations to improve parking availability, operations and management. Additionally, the City hired a Transportation Manager to better address these issues.*

- 5.4.1.7** Increase bicycle/pedestrian safety and circulation by improving traffic signals at key intersections, utilizing traffic calming measures and providing bike lanes that connect activity centers throughout the City.

Remains relevant. *The City passed a complete street resolution. Additionally, a rolling plan is in place to replace traffic signals.*

- 5.4.1.8** Provide way-finding signage on major roads and at gateway locations to facilitate circulation and identify the route to key activity centers and destinations in the City.

Remains relevant. *Wayfinding signs were installed but are not large enough to guide to and from beach or other major destinations.*

- 5.4.1.9** Upgrade and renovate the Transportation Center to be a more user-friendly and efficient facility that would include expanded parking, enhanced site amenities, and commercial/community space.

Remains relevant. *The transportation center was painted and a new mural, new neon signs and benches have been installed. Additionally, the site is included in the City's municipal complex redevelopment efforts.*

NEW MOBILITY OBJECTIVE

The following additional objective shall be incorporated.

- 5.4.1.10** Ensure adequate visibility of pedestrians and bicyclists and associated facilities to ensure motorist awareness of pedestrians and bicyclists who may be in or near the right-of-way, therefore enhancing safety for all street users.

5.4.2 MOBILITY RECOMMENDATIONS

The following mobility recommendations represent actions for the Planning Board that will advance or implement the mobility objectives identified herein. These recommendations incorporate as is or amended versions of those from the 2006 Master Plan, to the extent they remain applicable, as well as newly created ones.



NJ Transit bus

5.4.2.1 Support expansion of transit.

Prepare a study of existing and potential local and regional transit routes and services. The study should consider both short-term and long-term demand and the types of associated space, land area, and/or facilities (e.g., shelters, benches, lighting, etc.) needed to support that demand. More

specifically, the study should consider the existing Free-ride service, NJ Transit bus routes and alternative local transit options (trolley, etc.); demand considerations should address, at a minimum, new and changing population densities throughout the City, existing and anticipated job and service centers, and trends in the transportation industry. It should be coordinated with the grant-funded mobility study from Community Transportation Association of America and EZ Ride. The City should also work with NJ Transit to determine how bus routes can address the demand through alternative or additional routes and destinations, bus and bus stop conditions, and shorter headways.



The Free Ride vehicle from freeride.com

Any expanded transit should connect the Transportation Center with the

Central Business District (CBD) and Waterfront Areas, provide longer hours of operation and year-round service to these destinations as well as other parts of the City.

5.4.2.2 Prepare bicycle and pedestrian study.

This detailed study is underway with a Local Technical Assistance Grant awarded by NJDOT in April 2017. The study should support the City's Complete Streets Policy and build on recommendations in the 2015 "Connecting Community Corridors" study. It should evaluate crash records to identify priorities for rectifying unsafe conditions, common destinations for pedestrians, bicyclists and motorists (such as schools, shopping districts, and parks), and existing conditions to evaluate the adequacy of existing pedestrian and bicycle conditions and if/how the right-of-way can be reconfigured to better accommodate safe and convenient bicycle and pedestrian facilities. Existing condition analysis should address, but not be limited to, sidewalk location, width and condition, ADA accessibility, bicycle facility (such as pavement markings that indicate a shared lane for bicyclists and motorists) location, width and condition, bicycle parking, crosswalk location and condition,



Grand Avenue Bike Lane

pedestrian and bicycle signage, lighting, intersection crossings, and pedestrian signalization. This work should be coordinated with the State and County to account for the multiple jurisdictions over streets in the City.

5.4.2.3 Promote convenient and secure bicycling in the City.

Long term strategies for better integrating bicycling facilities should flow from the results of the bicycle and pedestrian study recommended herein. Notwithstanding, as opportunities arise during street or facility improvements, the City should include bicycle parking and storage in public parking lots, and at convenient intervals in the City's parks, shopping districts, waterfront, schools, transportation center, and community centers. Parking and

storage considerations should include not only those for personal bicycles, but also those for the City's bike share program. The Land Use Ordinance (Section 30-59) should be amended to provide bicycle parking requirements for nonresidential and multi-family uses, including not only parking space generation, but also location, and type of parking infrastructure.

5.4.2.4 Ensure visibility of pedestrians and bicyclists with standardized markings and signage.

Utilize standardized markings, such as crosswalks and bike lanes, to identify safe pedestrian and bicyclist spaces. Standardization will enhance public understanding of the markings, which in turn will enhance their effectiveness.

5.4.2.5 Address deliveries and passenger drop-off/pick-up in streetscape design.

Include in streetscape design space for delivery and drop-off/pick-up vehicles. At this time, commercial deliveries taking place disrupt traffic flow on busy streets.

As online shopping and retail delivery services, ride-sharing, and shared self-driving vehicles become more prevalent, it will become critical that dedicated space

for such activities be provided along each block with housing so as to avoid stopped vehicles from blocking traffic.

Similarly, need for delivery and drop-off/pick-up space in nonresidential districts will grow as ride-sharing, and shared self-driving vehicles become more prevalent.

The need for these spaces should be monitored. In the short term, drop off locations only in heavily traveled areas (CBD, waterfront, transportation center) may be necessary. In the long term such space may be necessary on each block and portions of the right-of-way may be repurposed for other uses such as bicycle lanes or a planting strip.

5.4.2.6 Reevaluate and update the 2015 Comprehensive Parking Management Plan.

This Plan should be updated to account for development and redevelopment that has occurred since it was originally prepared. The parking study should also be expanded to address parking in residential neighborhoods with an evaluation of current and future anticipated parking demand and the current and anticipated parking supply. Additionally, the study should address opportunities for off-site parking in the City's shopping and entertainment district.



On-street parking along Cookman Avenue

5.4.2.7 Manage and regulate parking in the City.

Parking should be managed with the understanding that per capita parking demand in the long term may be reduced due to improved bicycle and pedestrian infrastructure, ride-sharing, shared self-driving vehicles, and increased mass transit. In the short term this includes considering parking relief based on studies demonstrating increased use of pedestrian and bicycle facilities and enhanced mass transit have reduced parking demand from residents and visitors. This also means that parking management should focus on not only the number of available spaces but also ensuring parking in proximity to destinations are viewed as safe and convenient (well-lit, walkable locations, and identified by signage) by residents and visitors. In the long term, such changes to

the larger transportation system may justify reduced parking standards.

5.4.2.8 Prepare a traffic calming study.

This study is necessary to determine what street infrastructure improvements are necessary to enhance safety for all users. This study may be done in conjunction with the recommended bicycle and pedestrian study. The study should evaluate, at a minimum, crash records to identify priorities for rectifying unsafe conditions, the adequacy and adherence to posted speed limits, and continued need for one-way streets. This study should identify traffic calming techniques that are appropriate, including but not limited to, bump-outs, left turn lanes, road diets, road reconfigurations, and striping. This work should be coordinated with the County and State to account for the multiple County and State streets in the City.

5.4.2.9 Prepare a streetscape study for the western Asbury Avenue corridor.

The portion of Asbury Avenue subject to the study should extend from the City's western border to Main Street and it should identify how streetscape elements such as lighting, street trees, street furniture, banners, signage, stormwater management,

pedestrian and bicycle facilities etc. can best be incorporated into the streetscape. This should be coordinated with Asbury Avenue gateway efforts and the potential designation of an Arts and Culture district along Asbury Avenue, as well as the transportation and parking studies recommended herein. It should also be coordinated with the late 2017 road improvements planned by the County for this street, which include new curbs and paving.

5.4.2.10 Prepare a gateway study.

Well-planned and appealing City gateways create an attractive entrance and a positive impression to those entering the City. That which constitute the City's gateways include but are not limited to Asbury Avenue, Bangs Avenue, Springwood Avenue, Main Street, Memorial Drive, bridges and the boardwalk. The study should not only identify the gateway locations but should provide wayfinding sign and streetscape designs that will reinforce and enhance the image and identity of the City. This should be coordinated with the land use planning efforts along the corridors (including but not limited to the Asbury Avenue streetscape study) as well as the style and aesthetic of wayfinding signage.

5.4.2.11 Improve existing and create new wayfinding.



Existing Wayfinding Signage at the train station

Improved wayfinding signage is needed to better direct visitors to the City to/from common destinations such as the Transportation Center, the waterfront and Central Business District. The existing signage directing people between these common destinations is not large enough to adequately capture the attention and direct newcomers. Additionally, the wayfinding should address all destinations in the City and should include not only signage, but also a unique streetscape that incorporates public art, where appropriate. This work should be coordinated with the gateway study, particularly in regard to graphics and branding.

5.4.2.12 Prepare a signalization plan.

Traffic signalization is an effective way to improve the efficiency of vehicle movement without significant physical improvements to the street design. Such a plan should be comprehensive in that it should address not only signalization of vehicle movement but also recommendations for pedestrian upgrades to existing traffic signals (signalized pedestrian crossings for example). As such, implementation of these recommendations can be a less costly mechanism to address a portion of the City's traffic congestion and pedestrian safety concerns.

5.4.2.13 Improve rail crossings.

The City's east and west sides are bisected by the NJ Transit rail line. While there are many at-grade crossings of the tracks, they are uninviting and often have limited or no pedestrian safety facilities, such as a sidewalk. This situation reinforces the existing lack of integration between the two sides of the City and contributes to the feeling of Asbury Park being two distinct places, rather than one community. The City should work with NJ Transit to better connect the east and west sides of the City with improved rail crossings that are inviting, safe and well lit for pedestrians and bicyclists.

5.4.2.14 Enhance the Transportation Center.

The City's municipal complex redevelopment efforts, which include the Transportation Center, should work with NJ Transit to upgrade and renovate the Transportation Center to be more user-friendly and efficient. At a minimum, upgrades should include aesthetic and structural improvements and increased security at the transit station; also consider expanded parking, enhanced site amenities, and possible commercial/community space.



Monroe Avenue Rail Crossing

Additionally, the transportation center should be better integrated into the fabric of the community and more inviting to commuters using bicycles with the use of secure bicycle parking facilities.

5.4.2.15 Consider granting County jurisdiction for Memorial Drive.

Investigate turning over the two-block portion of Memorial Drive right-of-way between Monroe Avenue and Asbury Avenue to Monmouth County in order to connect County Routes 16 (Asbury Avenue) and Route 40A (Memorial Drive from City's southern border to Monroe Avenue). This change would facilitate a consistent streetscape in that the same regulations and policies would apply to the entire portion of Memorial Drive, south of Asbury Avenue.

5.4.2.16 Improve off-street parking requirements.

The existing land use ordinances provides off-street parking requirements in each zone district and in redevelopment plans and Section 30-59, Off-street Parking Requirements. All parking requirements should be merged into Section 30-59 in order to eliminate conflicts and duplications. This section should also be amended to reference gross floor area of all nonresidential uses for calculating the required parking.

5.4.2.17 Encourage alternative fuel vehicles

The City should encourage use of alternatively fueled vehicles, such as hybrid, natural gas and electric. Such vehicles are appropriate for many municipal vehicles, waste collection vehicles, public transit vehicles and personal vehicles. Encouragement can come in the form of considering alternative fuels during City vehicle purchases and by providing charging infrastructure to support electric vehicles. The City should include charging stations in municipal parking lot upgrades, consider how they might be incorporated in streetscape as their demand increases and encourage via the zoning ordinance their inclusion in new parking garages and surface parking lots.

MAP 5.4 : ASBURY PARK – CIRCULATION PLAN (2006 MASTER PLAN)



5.5 HOUSING PLAN

The housing plan element of a master plan provides policy guidance for housing, including but not limited to affordable housing. The element is described as the following in the Municipal Land Use Law (N.J.S.A. 40:55D-28.):

“A housing plan element pursuant to section 10 of P.L.1985, c.222 (C.52:27D-310), including, but not limited to, residential standards and proposals for the construction and improvement of housing;”

5.5.1 HOUSING OBJECTIVES

The 2006 Master Plan provided a variety of Housing Objectives. The following lists those Objectives and identifies whether they remain relevant and what actions the City may have taken to address each Objective.

5.5.1.1 Protect and preserve established residential character through zoning enforcement, design guidelines, inspections of multi-family dwellings and rehabilitation, where necessary.

Remains Relevant. Implementation actions are ongoing through Code Enforcement and the

CDBG program. Maintenance and enforcement efforts should apply uniformly to all City neighborhoods.

5.5.1.2 Balance housing options in the City, including affordable housing for low and moderate-income households. Encourage the continued development of a variety of housing ranging from affordable to middle income and market rate units.

Remains Relevant. Affordable housing construction in multiple projects is anticipated for 2017, including but not limited to that along Boston Way.

5.5.1.3 Address substandard housing conditions and the need for housing rehabilitation.

Remains Relevant. Implementation is ongoing through the CDBG program as well as through use of Regional Contribution Agreement funds. Additionally, the City adopted and is enforcing an abandoned and vacant housing ordinance that addresses substandard conditions.

5.5.1.4 Encourage the development of transit-oriented higher density housing in close proximity to the station area.

Remains Relevant. Implementation ongoing with the Springwood Avenue Redevelopment Plan. The City was recently designated a Transit Village.

5.5.1.5 Encourage and promote greater home ownership opportunities through increased access to mortgage financing and production of for-sale housing.

Remains Relevant. Implementation ongoing through the CDBG program and redevelopment plans promoting creation of housing.

5.5.1.6 Provide increased access to credit for current homeowners seeking to rehabilitate housing and first-time homebuyers seeking to purchase a home.

Remains Relevant. Implementation ongoing through the CDBG program.

- 5.5.1.7** In conjunction with existing non-profit organizations within the City, address the need for special needs housing, including the homeless, disabled, persons with AIDS/HIV and persons with substance abuse problems.

***Remains Relevant.** Implementation actions are ongoing with the City's nonprofit partners.*

- 5.5.1.8** Fully integrate affordable housing throughout the City both within projects and geographically throughout Asbury Park.

***Remains Relevant.** Implementation actions are ongoing with the Neighborhood Stabilization Program and with affordable housing requirements in the City's redevelopment plans such as the Springwood Avenue Redevelopment Plan.*

5.5.2 HOUSING RECOMMENDATIONS

The following housing recommendations represent actions for the Planning Board that will advance or implement the housing objectives identified herein. These recom-

mendations incorporate as is or amended versions of those from the 2006 Master Plan, to the extent they remain applicable, as well as newly created ones.

5.5.2.1 Consider middle income housing as a component of affordable housing.

Amendments to require affordable housing should consider not only market rate and affordable housing, defined as less than 80% of regional median income, but also middle income housing, defined as 80% to 120% of regional median income. Such a change is important for incorporating a true mix of incomes in the community and avoiding the fate of other communities which is to provide housing only for the wealthy who can afford the prevailing prices for market rate homes and to provide housing for low and moderate income households that meet income qualification. Middle income housing can help bridge the gap between moderate income housing and much higher priced market rate housing.

5.5.2.2 Identify inclusionary zoning opportunities.

Inclusionary zoning, defined as zoning that requires a mix of affordable and market rate housing, should be incorporated into existing developed and underutilized areas



Dr Robinson Towers at 3rd Ave and Langford St.

to ensure the City will continue to provide housing integrated with a mix of incomes in the future. The City should review existing zone districts and development/redevelopment opportunities (including redevelopment plans) to identify locations for affordable housing, considering the demand for affordable housing in the area and the ability of the area to accommodate it (i.e. whether a density increase or other incentive is necessary and appropriate). This review should also seek opportunities for affordable housing that is for sale and rent in a variety of housing types, such as single-family homes, townhomes, and multi-family homes.

In coordination with identifying such areas, amend the Land Development Ordinance and redevelopment plans, to the extent

possible given ongoing redevelopment activities, to require on-site construction of affordable housing. Future set-asides should be coupled with a compensatory benefit in the form of relaxed standards (such as reduced parking or increased height) or enhanced development intensity (such as density) that is calibrated to the required set-aside. The typical New Jersey set-asides may be adjusted to also account for middle income housing and may also need to be adjusted to account for site or district specific conditions that impact the ability provide income-restricted housing.

5.5.2.3 Incorporate affordable housing into waterfront redevelopment activities.

While waterfront redevelopment projects are subject to existing redevelopment agreements and typically provide a payment-in-lieu of constructing affordable housing, the City should evaluate options for creating affordable housing within the waterfront (Waterfront Redevelopment Plan), similar to other neighborhoods in the City. Strategies for consideration should include, but may not be limited to, incorporating requirements into amended redevelopment plans and “writing down” market rate units in the waterfront projects to affordable levels. These strategies should

consider the guidance for inclusionary zoning herein.

5.5.2.4 Include artist live/work housing in affordable housing policies.

This segment of the population has made significant contributions to Asbury Park’s historic and current culture and entertainment. Unfortunately, artists often struggle to acquire housing that is affordable to them. Artist live/work housing that is affordable to low, moderate and/or middle income households should be encouraged within proximity to the City’s nonresidential and mixed use districts, with the exception of the Light Industrial LI district.

5.5.2.5 Plan for housing for the homeless.

Housing for those that are homeless provides an important safety net. That safety net can provide not only shelter from the streets, but can also connect the participants to services that may be necessary to provide permanent housing, employment and/or social services. The City should continue to work with social service providers to provide shelter for the homeless and associated services. Shelters, distinct from shared living arrangements which have a character similar to single family homes, should be located in areas

where there is access to services and can accommodate the increased activity from the participants and employees of the shelter.



Union Ave and Springwood Ave Townhomes

5.5.2.6 Ensure affordable housing units and projects are consistent with State standards.

Create standards in the Land Use Ordinance to require affordable housing development and administration to be consistent with the Uniform Housing Affordability Control Rules (N.J.A.C. 5:80-26) to ensure the affordable units are, for example, properly occupied with low and moderate income households, constructed in a timely fashion, and are otherwise eligible for credits against the City’s affordable housing obligation. These standards should apply, to the extent



Lake Avenue and Heck Street



Sewall Avenue - Munroe Towers

applicable, to middle income housing as well as low and moderate income housing.

5.5.2.7 Take action against the loss of existing affordable housing.

Work with owners and administrators of existing affordable housing, such as but not limited to the Housing Authority, to encourage the continued affordability of units reserved for low and moderate income housing beyond the minimum required time period.

5.5.2.8 Adopt a housing element and fair share plan.

The City should adopt a more extensive Housing Element and Fair Share Plan , which should include a spending plan, and secure approval of it from Superior Court (or state agency if such option is available). This Plan will support the City's efforts to incorporate affordable housing into existing zone districts and redevelopment plans. Furthermore, adoption and state approval of the Plan will ensure the City is not subjected to exclusionary zoning litigation.

5.5.2.9 Encourage development of affordable housing on vacant and deteriorated lots.

Continue to encourage local affordable housing providers, such as but not limited to Habitat for Humanity and Interfaith

Neighbors, to create affordable housing on vacant lots and lots with buildings or other site conditions that are deteriorated. Their ongoing program has been successful in that it repurposes vacant lots, eliminates eyesores in the community, and provides housing to those in need or who otherwise may have trouble securing a home that is affordable.

5.5.2.10 Collect affordable housing funds and use them wisely.

The City should focus use of affordable housing funds, such as but not limited to payments in lieu of construction, to advance construction of affordable housing that achieves goals in addition to the provision of low- or moderate-income units. Such other goals include but are not limited repurposing vacant and/or deteriorated sites and providing housing for special needs populations. Additionally, the City should begin collection of residential and nonresidential development fees for applicable projects which are not otherwise providing affordable housing. Collection of such fees should be tailored to ensure they don't burden property owners conducting minor renovations of existing buildings.

5.6 ECONOMIC DEVELOPMENT PLAN

The economic development element of a master plan provides policy guidance for the promotion of expanded workforce, inclusion of new industries, branding and marketing, and promotion of development and redevelopment activities through the City's zoning and redevelopment standards. This section is prepared in coordination with the recommendations of the 2016 Demographic & Labor Trend Analysis prepared by 4Ward Planning. The element is described as the following in the Municipal Land Use Law (N.J.S.A. 40:55D-28.):

"An economic plan element considering all aspects of economic development and sustained economic vitality, including (a) a comparison of the types of employment expected to be provided by the economic development to be promoted with the characteristics of the labor pool resident in the municipality and nearby areas and (b) an analysis of the stability and diversity of the economic development to be promoted;"

5.6.1 ECONOMIC DEVELOPMENT PLAN OBJECTIVES

The 2006 Master Plan provided a variety of Economic Development Objectives. The

following lists those Objectives and identifies whether they remain relevant and what actions the City may have taken to address each Objective.

5.6.1.1 Focus economic activity in the City's major economic centers, especially the redevelopment areas. Recognize the unique character of each area and promote development that will strengthen and reinforce niche markets.

Remains Relevant. Implementation actions are ongoing with the City's various Redevelopment Plans and zoning districts.

5.6.1.2 Promote the revitalization of the CBD as a mixed-use transit-oriented residential, retail, commercial and transportation destination.

Remains Relevant. Implementation actions are ongoing with the CBD Redevelopment Plan.

5.6.1.3 Promote the redevelopment of the area east of Ocean Avenue as a mixed-use entertainment, retail, hospitality and recreation destination. Upper story offices

should only be permitted as accessory to permitted ground floor uses.

Remains Relevant. Implementation actions are ongoing with the Waterfront Redevelopment Plan. Offices continue to be permitted principal uses.

5.6.1.4 Support transit-oriented development in the station area, especially on underutilized or vacant commercial property.

Remains Relevant. Implementation actions are ongoing with the CBD, Main Street and Springwood Avenue Redevelopment Plans. The City was recently designated a Transit Village. The NC district, located nearby, does not promote transit oriented development (TOD).

5.6.1.5 Promote continued growth and development of the City's economic base.

Remains Relevant. Implementation actions are ongoing.

5.6.1.6 Capitalize on the City's competitive advantages for

economic development purposes including its location along the waterfront, waterfront and CBD revitalization, redevelopment areas and transportation and new utility infrastructure.

Remains Relevant. *Implementation actions are ongoing.*

- 5.6.1.7** To plan for continued economic viability by strengthening the tax base through the encouragement of continued private investment and tax-producing uses, which are consistent with community needs, desires, and existing development.

Remains Relevant. Implementation actions are ongoing.

- 5.6.1.8** To cautiously utilize incentives such as tax abatement.
- Remains Relevant.** *However, criteria for when tax incentives are appropriate should be developed to guide decision making so as to properly calibrate incentives to a proposed project and its anticipated benefits for the City.*

- 5.6.1.9** To ensure that transportation, business and economic development retain a healthy relationship with the residential character of the City.

Remains Relevant. *While the concept should be embraced by the City, the criteria for a “healthy relationship” is unclear.*

- 5.6.1.10** To encourage and promote economic development and revitalization through new investment, maintenance and reinvestment in existing commercial and industrial activities within the City in areas suitable for such development.

Remains Relevant. *Implementation actions are ongoing.*

- 5.6.1.11** Continue to promote the revitalization and aesthetic appearance within the CBD and the Urban Enterprise Zone (UEZ).

Remains Relevant. *Implementation actions by the CDBG program and in the UEZ are ongoing.*

NEW ECONOMIC DEVELOPMENT OBJECTIVES

The following additional objectives shall be incorporated.

- 5.6.1.12** Plan for and promote further redevelopment of underutilized commercial and industrial areas of the City in order to create

employment, generate tax ratables and enhance the quality of life for residents and workers.

- 5.6.1.13** Encourage a more diverse retail mix to prevent retail leakage that occurs as residents leave the area to purchase a variety of goods and services.

- 5.6.1.14** Encourage a diverse mix of job generating uses, including enhanced year round opportunities, in a variety of industries in order to provide greater job opportunities to residents and to protect against fluctuation in particular industries.

- 5.6.1.15** Encourage the healthcare and the professional, scientific and technical service industry sectors as they are expected to experience significant growth in the next decade.

- 5.6.1.16** Encourage start-ups and entrepreneurship in the City.

- 5.6.1.17** Continue or encourage, as appropriate, upgrades and investments of street, water, sewer, power and fiber optic infrastructure as a method of attracting new and desirable

development which achieves economic development goals.

- 5.6.1.18 Encourage developers to hire and train residents as a method of promoting the local workforce and advancing job training initiatives.**

5.6.2 ECONOMIC DEVELOPMENT RECOMMENDATIONS

The following economic development recommendations represent actions for the Planning Board that will advance or implement the economic development objectives identified herein. These recommendations incorporate as is or amended versions of those from the 2006 Master Plan, to the extent they remain applicable, as well as newly created ones.

5.6.2.1 Promote and revitalize the waterfront and Central Business District (CBD).

Tremendous steps to enhance these districts have been taken with the adoption of redevelopment plans and infrastructure upgrades. Notwithstanding these steps, the City should continue its efforts to promote the continued revitalization of these areas which not only contribute toward quality



Cookman Ave. and Mattison Ave.

of life for City residents but also serve as visitor destinations. Efforts should include not only redevelopment and reuse of existing buildings, but facilitating infrastructure improvements (much of which is required to be completed by redevelopers in the Waterfront Redevelopment Plan) and also marketing the areas.

5.6.2.2 Coordinate land use and marketing decisions.

Public relations and advertising efforts to better promote areas of the City, or the City as a whole, such as signage, transportation services or infrastructure, land uses, and activities should be evaluated through the lens of planning and zoning to ensure they are consistent with the Land Use Ordinance and are not at cross-purpose with land use objectives.

5.6.2.3 Implement the Community Workforce Strategy.

This plan includes a labor market analysis that addresses industry characteristics and identifies those poised for growth in the region. Land use policies and regulations should be amended to address the relevant recommendations in this report as well as those of the Demographic and Labor Trends Analysis, appended herein.

5.6.2.4 Amend the Land Use Ordinance to permit industries anticipated for growth.

The permitted uses in the B2 Main Street Commercial (recommended B Business district) and LI Light Industrial districts (Sections 30-71.4 and 30-71.6, respectively) should be amended to permit uses in industries anticipated for growth and that offer employment opportunities. Such industries include but may not be limited to health-care, professional, scientific and technical services.

5.6.2.5 Limit the LI Light Industrial district to light industrial uses.

Amend the permitted uses in the LI district to concentrate light industrial and office in this area. Retail and service uses should not be permitted in industrial areas since they

compete with and dilute these uses permitted in other areas of the City. See LI district recommendations in Land Use Plan herein for additional information.

5.6.2.6 Increase residential density in the B2 Main Street Commercial district (recommended B Business district).

Adding residents who can walk and bike to shops, services and activities in the zone will make the areas more accessible and convenient to a larger number of people and help counter the advantage of convenience much of the area's highway retail enjoys. This recommendation can be addressed through amendment to Section 30-73.11 that eliminates the prohibition of more than 4 apartments on any commercial property. See B2 district recommendations in the Land Use Plan herein for additional information.

5.6.2.7 Promote Arts and Culture.

The City should promote art and culture as a way to honor its history, expand the nonresidential uses that are attracted to the City, and to promote the quality of life and visitor destinations in the City. Art and culture should be integrated in land use and zoning decisions (see Land Use Recommen-

dations herein), street design (see Mobility Recommendations herein), and marketing efforts (see other Economic Development Recommendations herein).

5.6.2.8 Ensure a consistent and clear development approvals process.



Cookman Ave. and Mattison Ave.

Improved coordination between the Planning Board, Zoning Board, various commissions and City staff is necessary to ensure a consistent and clear development approvals process and to eliminate overlapping jurisdictions and delay. Such coordination should include review of jurisdictions and roles of each Board and commission and the timing and deadlines associated with review of development applications. Additionally, the development review process should be reviewed to ensure that applica-

tions are submitted in an organized manner, distributed to the appropriate parties (for example, Environmental/Shade Tree commission, Board professionals, etc.) and scheduled for public hearing in timely manners.

5.6.2.9 Utilize tax abatements where necessary to advance desirable projects.

Incentives, such as short term tax abatement (up to 5 years) and long term tax abatements (up to 30 years) permitted in the Local Redevelopment and Housing Law, should be considered where necessary to advance a beneficial project. However, such assistance from the City should be calibrated to the benefits of the particular project and the incentive necessary to advance the project. Particular consideration should be given to projects that achieve multiple goals, such as but not limited to, repurposing a vacant or deteriorated property, providing affordable housing, provision of arts and culture uses or art installations, construction using sustainable development methods, or the provision of public space.

5.7 HISTORIC PRESERVATION PLAN

The historic preservation plan element of a master plan provides policy guidance for preservation, renovation, development and redevelopment in the City's historic districts. The element is described as the following in the Municipal Land Use Law (N.J.S.A. 40:55D-28.):

"An historic preservation plan element: (a) indicating the location and significance of historic sites and historic districts; (b) identifying the standards used to assess worthiness for historic site or district identification; and (c) analyzing the impact of each component and element of the master plan on the preservation of historic sites and districts;"

5.7.1 HISTORIC PRESERVATION OBJECTIVES

The 2006 Master Plan provided a variety of Historic Preservation Objectives. The following lists those Objectives and identifies whether they remain relevant and what actions the City may have taken to address each Objective.

5.7.1 Recognize and preserve the historic character of the City.

Remains relevant. *The Historic Society was created and expands awareness of historic structures and historic preservation efforts.*

5.7.1.2 Acknowledge the importance of historic resources in providing a link to the past, preserving the City's unique character, enhancing the appearance of neighborhoods and the waterfront area, and promoting economic development and tourism.

Remains relevant. *No specific actions taken.*

5.7.1.3 Explore incentives to encourage the maintenance and proper façade restoration of historically notable buildings. Discourage the subdivision of historic buildings.

Remains relevant. *No specific actions taken.*

5.7.1.4 Encourage the preservation of historic buildings and landmarks that are significant to Asbury Park's past.

Remains Relevant. *Preservation of the Convention Hall is incorporated into the Waterfront Redevelopment Plan and preservation of various historic buildings are incorporated into the CBD Redevelopment Plan.*

5.7.1.5 Create an historic commission as a certified local government and determine whether it should be a strong or weak commission per the MLUL.

Remains relevant. *No specific actions taken.*



Trinity Church

NEW HISTORIC PRESERVATION OBJECTIVES

The following additional objectives shall be incorporated.

5.7.1.6 Contribute to the improvement of Asbury Park's economy by encouraging expenditures for the restoration and/or adaptive reuse of historic buildings for local purposes and to encourage and promote tourism.

5.7.1.7 Integrate historic preservation review criteria and data into the local planning and development review process.

5.7.2 HISTORIC PRESERVATION RECOMMENDATIONS

The following historic preservation recommendations represent actions for the Planning Board that will advance or implement the historic preservation objectives identified herein. These recommendations incorporate as is or amended versions of those from the 2006 Master Plan, to the extent they remain applicable, as well as newly created ones.

5.7.2.1 Prepare a historic preservation study.

The study should confirm or amend the appropriate boundaries of a local historic district, update the inventory of historic sites and structures, and identify architectural features that distinguish the district(s). The study should also address the need for a Historic Preservation Commission pursuant to N.J.S.A. 40:55D-107.

Additionally, this study should identify incentives, such as grants and loans, to encourage maintenance and proper façade restoration of historically noteworthy buildings. This information should be disseminated to those who conduct maintenance or upgrades of historic buildings to assist in such activities and ensure they can access all available incentives. The study should also provide guidance on appropriate historic building preservation, rehabilitation, restoration and reconstruction standards.

5.7.2.2 Create a Historic Preservation Commission pursuant to N.J.S.A. 40:55D-107.

In addition to this creation, the City should explore whether it should be a regulatory or advisory body. Once created, the Commission should apply for Certified

Local Government status from the State Historic Preservation Office in order to access its available resources, including planning grants, etc. As the ordinance setting up the Commission is developed, the requirements for Certified Local Government status should be reviewed to ensure all are met.

5.7.2.3 Improve historic building design standards.

Amend the Community Design Regulations (Section 30-69 and Section 30-57.9) to provide improved historic building design standards for all new construction and renovation in an identified historic district. This should be coordinated with the urban design recommendations contained herein.

5.7.2.4 Require preservation and adaptive reuse of historic buildings and landmarks.

Amend the Community Design Regulations (Section 30-69) to require historic buildings and landmarks that are significant to Asbury Park's past to be retained. These buildings are identified in the 2006 Historic Preservation Element. Retention of these buildings is important to preserving the culture and history of the City that has contributed to it being a regional destination for decades. Such buildings

MAP 5.7A : ASBURY PARK – MONMOUTH COUNTY HISTORIC SITES (2006 MASTER PLAN)

should be identified in the historic preservation study recommended herein. Retention should include not only retaining the building itself but also use of preservation easements which restrict use or changes to the property that would diminish its historic significance.



6th Avenue Historic Residence

5.7.2.5 Explore creation of an Asbury Park History Museum.

The City should consider acquisition of a building or incorporating space into a mixed use building that could house a small museum dedicated to Asbury Park's rich history as an artistic and resort town. Such a museum is best located in a historic district and within a walkable shopping and entertainment district where it can serve as an additional destination for City residents and visitors.



Please refer to the following two pages for Monmouth County Historic Sites Locations and NHRP Eligibility

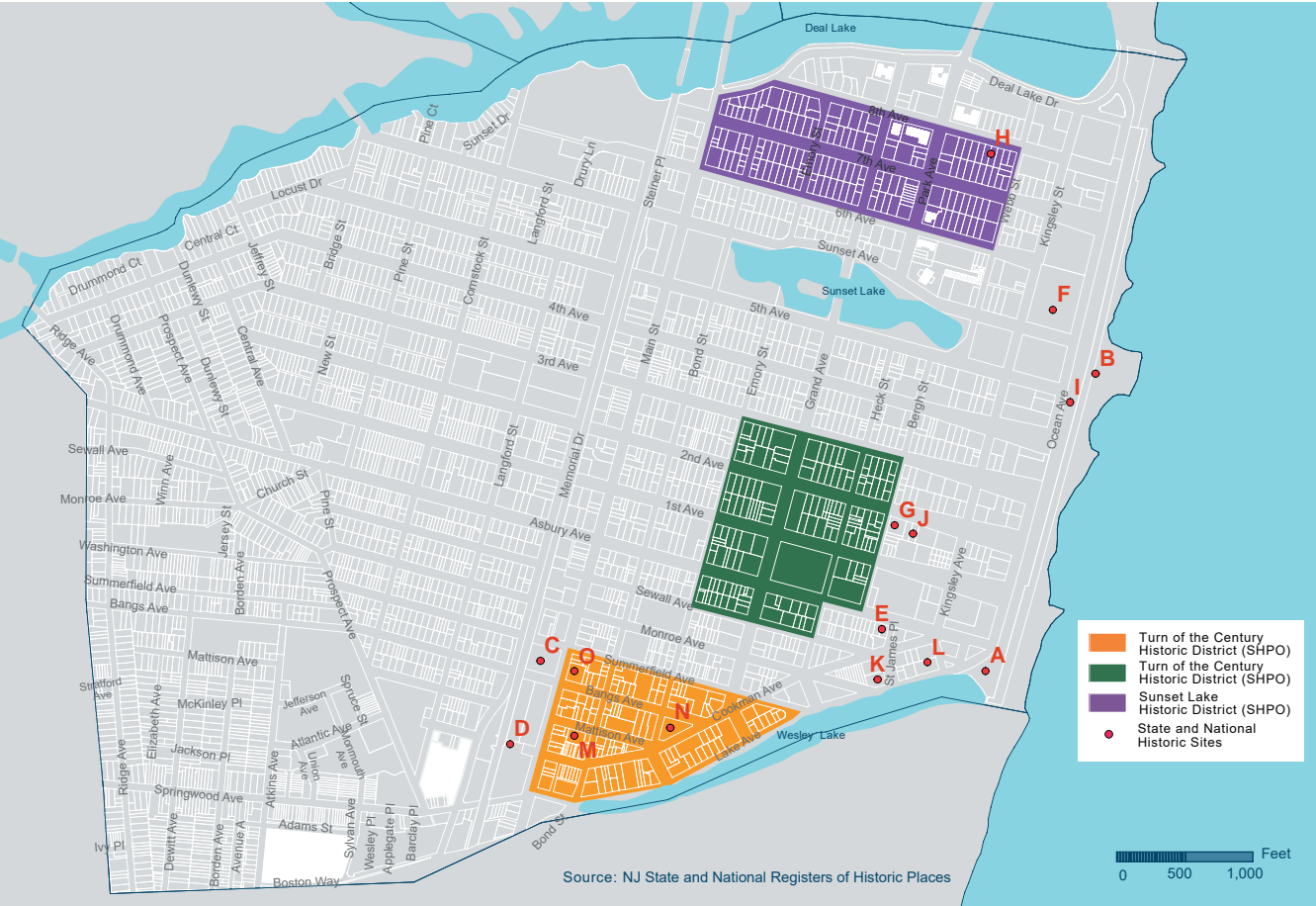
Monmouth County Historic Sites Inventory		
Inventory	Location	NRHP Eligibility
1303-D1	Sunset Lake Historic District	Y
1303-D2	Library Square Historic District	Y
1303-D3	Asbury Park Downtown Historic District	P
1303-D4	Waterfront Resort Historic District	N
1303-1	Trinity Episcopal Church, NW corner Asbury and Grand Avenues	Y/D
1303-2	300 Asbury Avenue	N
1303-3	Metropolitan Hotel, 309 Asbury Avenue	D
1303-4	705 Asbury Avenue	N
1303-5	Asbury Park Post Office, NW corner Bangs Avenue and Main Street	Y (SR 1986)
1303-6	1005 Bergh Street	N
1303-7	(Site absorbed into Downtown Historic District)	-
1303-8	Steinbach Brothers Store, NE corner Cookman Avenue and Emory Street	Y (NR 1982)
1303-9	Seacoast Trust Company, 572-576 Cookman Avenue	D
1303-10	301 Eighth Avenue	N
1303-11	302 Eighth Avenue	N
1303-12	George Wurt's House, 306 Eighth Avenue	Y (NR 1989)
1303-13	503 Eighth Avenue	D
1303-14	Asbury Park Library, SW corner First and Grand Avenues	D
1303-15	513 First Avenue	N
1303-16	517 First Avenue	N
1303-17	504 Fourth Avenue	N
1303-18	First Methodist Church, NE corner Grand and First Avenues	Y/D
1303-19	First Baptist Church, SW corner Grand and Third Avenues	D
1303-20	1001 Grand Avenue	D
1303-21	Asbury Park Casino and Carousel, Lake Avenue at Atlantic Ocean	Y
1303-22	Palace Amusements, NW corner Lake Avenue and Kingsley Street	Y (NR 2000), Demolished
1303-23	SE corner Lake Drive and Park Avenue	N
1303-24	Winsor Building, NE corner Main Street and Bangs Avenue	Y (NR 1979)
1303-25	163-167 Main Street	Demolished
1303-26	Asbury Park and Ocean Grove Bank, 308 Main Street	D
1303-27	Byram Building, 601-3-603 Mattison Avenue	D
1303-28	Asbury Park Press Building	D
1303-29	Merchants National Bank, 649 Mattison Avenue	D
1303-30	First National Bank Asbury Park, 701-705 Mattison Avenue	D
1303-31	Elks Club Building, 401 Monroe Street	N

1303-32	North Asbury Park Railroad Station, New York – Long Branch Railroad between Sunset and Fifth Avenues	P
1303-33	Asbury Park Convention Hall, Ocean Avenue between Fifth and Sunset Avenues	Y (NR 1979)
1303-34	Santander Apartments, 400 Park Avenue	P
1303-35	Church of the Holy Spirit, NW corner Second Avenue and Bond Street	N
1303-36	Willis Apartments, 216-218 Second Avenue	N
1303-37	415 Second Avenue	D
1303-38	505 Second Avenue	D
1303-39	506 Second Avenue	D
1303-40	509 Second Avenue	D
1303-41	511 Second Avenue	D
1303-42	514 Second Avenue	D
1303-43	321 Sixth Avenue	N
1303-44	705 Sixth Avenue	D
1303-45	707 Sixth Avenue	D
1303-46	(Site absorbed into Sunset Historic District)	-
1303-47	304 Eighth Avenue	N
1303-48	504 Eighth Avenue	D
1303-49	BPOE, Elk's Lodge 128, 1701 Park Avenue	N
1303-50	1411 Memorial Drive	N
1303-51	Berkeley-Carteret Hotel, 1401 Ocean Avenue	Y/D
1303-52	9 Locust Drive	N
1303-53	11 Locust Drive	N
1303-54	1708 Fourth Avenue	N
1303-55	1708 Third Avenue	N
1303-56	The Stone Pony, 913 Ocean Avenue	D
1303-57	1108 Jeffrey Street	N
1303-58	650 Church Street	N
1303-59	1021 Sewall Avenue	N
1303-60	The Electric Company Building/New Jersey Natural Gas Building, 601 Bangs Avenue	D
1303-61	Crane House, 508 Fourth Avenue	Y
1303-62	402 Fifth Avenue	N
1303-63	Edward's Beauty Salon, 705 Grand Avenue	D
1303-64	The Tap Room, 208 Main Street	D
1303-65	Baronet Theatre, 205 Fourth Avenue	N
1303-66	209 Seventh Avenue	N
<i>Monmouth County Historic Sites Inventory (2002 Update)</i>		

KEY:

- Y Listed on or eligible for the National Register of Historic Places (NHRP) or NJ Register (SR)
- N Not eligible for the NRHP or SR
- P Potentially eligible for the NRHP (requires additional research)
- D Eligible as part of a recommended historic district
- Y/D Individually eligible and eligible as part of a recommended historic district

MAP 5.7B : ASBURY PARK - NATIONAL AND STATE HISTORIC SITES (2006 MASTER PLAN)



Key Description	
A	Asbury Park Casino and Carousel (COE)
B	Asbury Park Convention Hall (NR, SR)
C	Asbury Park Post Office (SR, DOE)
D	Asbury Park Railroad Station (SHPO)*
E	Belmont Hotel (SHPO)
F	Berkeley-Carteret Hotel (SHPO)
G	Britwoods Court (SHPO)
H	George Wurt's Summer Home (NR, SR)
I	Howard Johnson's Pavilion (SHPO)
J	Jersey Apartments (SHPO)
K	Mayfair Theatre (NR, SR)*
L	Palace Amusements (NR, SR)*
M	Savoy Theater / Kinmoth Building (SHPO)
N	Steinbach / Cookman Building (NR, SR)
O	Winsor Building (NR, SR)
NR: National Register of Historic Places	
SR: State Register of Historic Places	
SHPO: Opinion of Eligibility	
DOE: Determination of Eligibility	
COE: Certification of Eligibility	
* Demolished	



Historic Howard Johnson



Convention Hall



Berkley Carteret Hotel

5.8 SUSTAINABILITY PLAN

The green buildings and environmental sustainability plan element of a master plan, referred to simply as the Sustainability Plan, provides policy guidance for how the built and natural environment can be used to reduce a community's environmental footprint. The element is described as the following in the Municipal Land Use Law (N.J.S.A. 40:55D-28.):

"A green buildings and environmental sustainability plan element, which shall provide for, encourage, and promote the efficient use of natural resources and the installation and usage of renewable energy systems; consider the impact of buildings on the local, regional and global environment; allow ecosystems to function naturally; conserve and reuse water; treat storm water on-site; and optimize climatic conditions through site orientation and design."

5.8.1 SUSTAINABILITY OBJECTIVES

The 2006 Master Plan did not include a Sustainability Element; however, it did include Conservation and Recycling Elements. The following lists the Objectives from those elements and identifies whether they remain

relevant and what actions the City may have taken to address each Objective.

5.8.1.1 Improve public access to the waterfront including related parking needs through the City's redevelopment planning efforts and the promotion of public waterfront activities.

Remains Relevant. Partially addressed with improved streetscapes planned and installed, such as but not limited to Cookman Avenue streetscape improvements and the Connecting Community Corridors Plan. Additionally, new parking lots are provided in the Waterfront and Central Business districts. This objective is more appropriate for the Land Use and Mobility sections of this Master Plan and Master Plan Reexamination Report.

5.8.1.2 Protect and preserve environmentally sensitive natural features through sound planning and land use regulations.

Remains relevant. No specific actions taken.

5.8.1.3 Encourage the remediation of contaminated sites to enhance

the local environment, protect residents and return vacant sites to productive use.

Remains relevant. The Springwood Park is an example of how a contaminated lot can be remediated and repurposed to be a community asset.

5.8.1.4 Promote water conservation and anti-pollution measures through written outreach programs including newsletters and bulletins.

Remains relevant; however, this objective should also focus on stormwater management. The Planning and Zoning Boards incorporate stormwater management design in their review of site plans.

5.8.1.5 Promote energy conservation programs at the residential and City level through the use of efficient energy consuming devices, and through programs provided by the utility supplier.

Remains relevant. A portion of the City's parking meters are powered by solar energy.

- 5.8.1.6** Promote and develop active and passive energy conservation approaches to reduce energy usage by the City and new developments.

Remains relevant. While not a requirement, such energy conservation approaches have been incorporated into a variety of projects, such as the Turf Club residences and Wesley Grove.

- 5.8.1.7** Develop a maintenance and improvement program for Sunset, Deal and Wesley Lakes.

Remains relevant. Commissions exist for each lake. The Wesley Lake Commission completed a comprehensive plan for the maintenance and improvement of the relevant lake.

- 5.8.1.8** Conserve trees along rights-of-way and continue the tree planting program.

Remains relevant. Though not a tree planting program, the Environment and Shade Tree Commission (ETSC) completed a tree inventory. Additionally,

Memorial Grove was created and new trees were planted on Cookman Ave.

- 5.8.1.9** Capitalize on State and Federal beach preservation programs.

Remains relevant. Beach replenishment was completed by Army Corp of engineers; however, it is anticipated that the need for ongoing replenishment will continue in the future.

- 5.8.1.10** Continue to promote recycling to reduce the solid waste stream and increase the reuse of natural resources.

Remains Relevant. Implementation actions are ongoing.

- 5.8.1.11** Encourage existing commercial and industrial uses to recycle and support the development of “green” industries/buildings that incorporate recycling into the production process.

Remains relevant. No specific actions taken.

NEW SUSTAINABILITY OBJECTIVES

The following additional objectives shall be incorporated.

- 5.8.1.12** Capitalize on the City’s center-based development pattern to decrease the environmental footprint of City residents, institutions and businesses.

- 5.8.1.13** Encourage local food production through community gardens and permitting urban agriculture.

- 5.8.1.14** Utilize a variety of techniques to advance sustainability in public and private development, redevelopment, and rehabilitation.

- 5.8.1.15** Incorporate sustainable design into City facilities and infrastructure to showcase sustainable techniques and new technology, and demonstrate its applicability in Asbury Park.

- 5.8.1.16** Incorporate climate change considerations (contribution to, mitigation, resilience and adaptation) into decision making processes involving land use,

mobility, renewable energy, historic preservation, waste generation, and recycling.

- 5.8.1.17** Promote a diverse and quality plant and animal habitat in the City.
- 5.8.1.18** Rely on green infrastructure to the extent possible to address stormwater management, flood protection, reduced nonpoint source pollution, and increased groundwater recharge, as well as other associated benefits such as reduced urban temperatures, carbon sequestration, and energy conservation.
- 5.8.1.19** Encourage the use of sustainable landscaping, such as native and adaptive plants and xeriscaping (landscaping or gardening that reduces or eliminate the need for supplemental watering or irrigation).
- 5.8.1.20** Encourage renewable energy generation where the necessary facilities are not inconsistent with community character.

5.8.2 SUSTAINABILITY RECOMMENDATIONS

The following sustainability recommendations represent actions for the Planning Board that will advance or implement the sustainability objectives identified herein. These recommendations incorporate as is or amended versions of those from the Conservation and Recycling Elements of the 2006 Master Plan, to the extent they remain applicable, as well as newly created ones.

5.8.2.1 Protect and enhance the water quality of the City's lakes.

The City's lakes, Deal Lake, Wesley Lake, and Sunset Lake, are one of the City's most distinguished assets since they not only fulfill stormwater and flood mitigation purposes, but also open space and recreation purposes, and are an important component to the City's beauty and unique character. As such, the water quality of each lake should be managed to ensure they can continue to fulfill these roles. Doing so is also consistent with the Rebuild by Design recommendations for "hyperabsorbent lakes". All lake planning and enhancement efforts should be coordinated with the appropriate Lake Commission. See also the Open Space, Lakes, Parks and Recreation Plan for additional recommendations

regarding the lakes. Efforts to protect and enhance water quality should include, but may not be limited to, the following recommendations:

- A.** Utilize stormwater management techniques to improve water quality within the City's lakes. Such techniques should slow water runoff into the lake and provide an opportunity for quality improvements before entering the lakes.
- B.** Restore and improve failing lake banks to reduce lake sediment loading, particularly as identified for Sunset Lake and Wesley Lake. Such improvements may include bulkhead repair as well as use of living shorelines as an alternative.
- C.** Address debris in the lakes through maintenance of lakes and their infrastructure, such as storm drains, as well as other efforts in the City addressing property maintenance and provision of trash receptacles.

5.8.2.2 Promote use of green infrastructure.

Green infrastructure is defined as an approach to stormwater management that protects, restores, or mimics the natural water cycle. Common techniques include bioswales, tree plantings, and bioinfiltration



Green Street Example - Portland, Oregon

basins (often referred to as rain gardens). Such techniques are contrasted with conventional “gray” infrastructure, such as stormwater pipes and treatment systems.

The City should prioritize use of green infrastructure over gray infrastructure where appropriate. Green infrastructure can often offer benefits in the form of more attractive infrastructure, an enhanced environment from improved water treatment and/or the addition of plants, and reduced cost from less water entering the stormwater system. Notwithstanding, in order to be effective, green infrastructure techniques must be carefully matched to the water source and flow and site conditions.

The City can facilitate use green infrastructure by identifying locations where the various green infrastructure

techniques are appropriate given soil types, depth to bedrock, source of any flooding, and available land. Such a study would identify the appropriate green infrastructure measures in various areas of the City, therefore addressing, in part, the knowledge and cost barriers to its implementation.

Lastly, the City should continue to include green infrastructure in municipal projects as a way to demonstrate its feasibility in Asbury Park and raise the profile of the City as one which promotes sustainable development.

5.8.2.3 Integrate stormwater management into streets where possible.

Streets are the City’s largest and most visible form of infrastructure. As such, many offer opportunity to serve not only for the movement of people and goods, but also for carrying and infiltration of stormwater. Examples include utilizing pervious materials along sidewalks and/or “gutters” along the street to carry stormwater and using planting strips that also serve to collect, infiltrate and/or delay release of stormwater. These examples are consistent with the Rebuild by Design recommendations for “hyperabsorbent streets” and its recommendation to use 3rd

Avenue as a pilot location for integration of stormwater management functions into the streetscape. These efforts should be coordinated with the green infrastructure and streetscape studies recommended herein.

5.8.2.4 Reduce outdoor water use.

Use of automatic shut-off valves or WaterSense Certified irrigation controllers should be required for irrigation systems in multi-family and nonresidential developments and on public properties. Additional reductions can occur from requiring or encouraging plants with low water demands (see also planting and landscape recommendations herein) and by demonstrating their use on public properties. Land Use Ordinance amendments to address outdoor water use in landscape areas should be incorporated into the City’s landscape and planting standards in Section 30-57.12.

5.8.2.5 Power municipal facilities with renewable energy.

Municipal facilities should utilize renewable energy where such facilities are compatible with community character, including preservation of shade trees. Renewable energy options include roof-mounted solar

panels and small wind turbines. Municipal use can demonstrate their feasibility in Asbury Park to private property owners and developers, and raise the profile of the City as one which promotes sustainable development.



Rooftop Solar Panels

5.8.2.6 Encourage use of sustainable design techniques.

The seed of sustainable development should be planted with developers during project design at the earliest possible opportunity. The City's sustainability efforts should be reviewed during the first meeting with developers, as well as through every project phase, encouraging them to incorporate sustainable design techniques.

Developers and property owners should be encouraged to seek "green certification", such as but not limited to LEED, Green

Globes, Energy Star, and Sustainable Sites. Encouragement can take the form of discussing opportunities for it during meetings with developers, public education and addressing green certification programs as part of a Green Development Checklist.

Use of a green development checklist, regardless of whether it specifically addresses a green certification program, would be submitted upon an application for development and would ask applicants to consider specified sustainable design techniques and indicate why or why they were not included in the proposal. The benefits are that it can be used to inform the City as to what techniques are most feasible and why, and it forces applicants to consider whether the techniques are feasible and appropriate for their project.

To further encourage sustainable design, the City can offer incentives to developers and property owners to seek "green certification", such as but not limited to LEED, Green Globes, Energy Star, and Sustainable Sites. Such incentives may be in the form of development intensity – where compatible with the character and scale of the area, and tax abatements in redevelopment areas. Any incentives should be properly calibrated to the cost and effort of the desired sustainable development techniques.

5.8.2.7 Eliminate barriers to sustainable design techniques.

The Land Use Ordinance should be amended to eliminate barriers to and support techniques such as, but are not limited to, energy efficiency, water efficiency, green roofs, blue roofs, solar panels, small wind turbines, and porous pavement.

- » Section 30-73 should identify those locations where, and under what circumstances, such techniques are permitted.
- » While solar panels are currently considered an accessory use in the City, the Land Use Ordinance should specifically state this so as to eliminate confusion on the part of City officials and future applicants.
- » Location, construction, and maintenance standards should be created for green roofs, blue roofs, small wind turbines, and porous pavement to ensure they do not conflict with community character, function as intended, and are well-maintained so as not to create neighborhood safety or aesthetic concerns.
- » While State building codes typically govern energy and water efficiency, there may be opportunities to facilitate

upgrades to existing buildings through specifying relief from building setbacks and maximum building height to accommodate additional exterior wall insulation, upgraded or relocated mechanical equipment, and green roofs. Other sustainable design techniques relevant to the municipal approval process address topics such as but not limited to green infrastructure, plantings, and lighting; see also the relevant recommendations for these topics herein.

5.8.2.8 Continually monitor climate change projections.

Climate change projections, as well as related impact projections such as sea level rise, are often recalculated to account for new and improved data and revised existing conditions. Notwithstanding the frequency in which projections are amended, the impacts of climate change are already being felt. Between 1880 and 2012 the combined land and ocean surface temperature increased by 1.5 degrees Fahrenheit and each of the last three decades has been successively warmer than any preceding decade since 1850. Additionally, over the period 1901 to 2010, global mean sea level rose by .62 feet and the rate of sea level rise since the mid-19th century has been larger than the mean rate

during the previous two millennia. (IPCC, 2014: Climate Change 2014: Synthesis Report. Contribution of Working Groups I, II and III to the Fifth Assessment Report of the Intergovernmental Panel on Climate Change [Core Writing Team, R.K. Pachauri and L.A. Meyer (eds.)]. IPCC, Geneva, Switzerland, 151 pp.). It is known that global mean surface warming will continue regardless of policies put in place; however, the specific projections vary depending on region-specific characteristics, socio-economic development and climate policy. Notwithstanding, it's been estimated for New Jersey that sea level rise will likely amount to an increase of 0.6 to 1.0 feet by 2030 and 1.0 to 1.8 feet by 2050. (Kopp, R.E., A. Broccoli, B. Horton, D. Kreeger, R. Leichenko, J.A. Miller, J.K. Miller, P. Orton, A. Parris, D. Robinson, C.P. Weaver, M. Campo, M. Kaplan, M. Buchanan, J. Herb, L. Auermuller and C. Andrews. 2016. Assessing New Jersey's Exposure to Sea-Level Rise and Coastal Storms: Report of the New Jersey Climate Adaptation Alliance Science and Technical Advisory Panel. Prepared for the New Jersey Climate Adaptation Alliance. New Brunswick, New Jersey.) The impacts of climate change on Asbury Park will be more frequent extreme weather including storms and heat, sea level rise, more frequent flooding – all of

which will in turn have their own impacts on the social and physical fabric of the community. The climate change projections, including those for sea level rise, should be monitored regularly to determine the potential short term and long term impacts. At each monitoring, the City should identify measures that will be necessary for mitigation, resilience and adaptation and how they can be best incorporated into decision making.

5.8.2.9 Maintain coastal edges.

Coastal edges along the ocean are critical for mitigating against rising seas and storm activity. The City should coordinate with NJDEP to ensure coastal edges are maintained and enhanced with beach nourishment, as necessary.

5.8.2.10 Improve regulations for building flood resiliency.

The City is fortunate in that its lands in the special flood hazard area are relatively limited. The City's flood hazard regulation, Chapter XXIV Flood Damage Prevention, should be updated to reference the most recent flood maps. This change will ensure that other related activities will use the most current information, as it becomes available. Additionally, the Land Use Ordinance should be amended to reference

state standards for construction in flood hazard areas, as well as best practices. Such changes can ensure that lifted buildings do not create a void that disrupts the rhythm of buildings along the streetscape.

5.8.2.11 Promote the clean-up and reuse of contaminated sites.

Remediation of contaminated sites should be encouraged through coordination with NJDEP as well as redevelopment incentives such as but not limited to building intensity and tax incentives. Any incentives should be calibrated to the cost of remediation and redevelopment. Elimination of the sites on NJDEP's active contamination list will improve the City's public health and safety.

5.8.2.12 Enhance the City's tree canopy and shade tree policies.

The City's tree canopy coverage and recommendations for planting and maintenance are addressed in the 2014 Urban Tree Canopy Assessment & Planting Plan. This plan should serve the foundation for expanding tree canopy coverage and shade tree planting and maintenance. These recommendations should be implemented during City tree planting activities and should be considered in the planting and landscape recommendations herein. Maintenance policies put in place and



Street Trees Along Sewell Ave.

coordination with public utilities should ensure regular pruning and that pruning does not result in damage to sidewalks or power lines, and to ensure shade trees are installed where the right-of-way can accommodate the trees.

Additionally, the City should build upon the Plan by preparing an inventory of trees on public streets and parks, and a maintenance plan. This inventory will not only guide maintenance activities but it can also be used to identify opportunities to enhance the City's tree canopy. Tree selection should rely upon native and adapted species and should be done carefully to ensure species have an appropriate salt tolerance, will have a mature size that is appropriate for its location, and include a variety of

species throughout the City (rather than a monoculture that is more vulnerable to disease).

5.8.2.13 Reduce Solid Waste.

The City's Land Use Ordinance requires collection of recyclables to be included in a site design. While this is important for ensuring recycling is convenient on private property, it does not assist in ensuring recycling takes place on public property. Additionally, reducing solid waste from public property (through an increase in recycling) will have a positive fiscal impact in the form of reduced tipping fees. In street maintenance and streetscape design activities, the City should ensure easily-identified recycling cans are located along streets wherever garbage cans are provided. While dual cans are provided in many locations, there remain opportunities for pairing recycling cans with garbage cans.

Additionally, the City should explore a municipal compost program. This exploration should address eligible solid waste from residences, businesses, and/or government buildings and should consider public education about composting, partnership(s) for collection and composting opportunities inside and outside of the City.

5.9 OPEN SPACE, LAKES PARKS & RECREATION PLAN

The recreation plan element of a master plan provides policy guidance for how City facilities can provide recreation opportunities for residents. Considering that the City's open spaces and parks contribute toward quality of life in more ways than simply recreation, this plan is referred to as the Open Space, Lakes, Parks and Recreation Plan. The element is described as the following in the Municipal Land Use Law (N.J.S.A. 40:55D-28.):

"A recreation plan element showing a comprehensive system of areas and public sites for recreation;"

5.9.1 OPENS SPACE, LAKES PARKS & RECREATION OBJECTIVES

The 2006 Master Plan provided a variety of Recreation Objectives. The following lists those Objectives and identifies whether they remain relevant and what actions the City may have taken to address each Objective.

5.9.1.1 Develop and promote recreational activities along the waterfront.

Remains relevant. *Various family oriented events take place along the waterfront throughout the year.*

5.9.1.2 Consider the creation of neighborhood oriented "pocket" parks in locations that are not currently afforded nearby access to existing park facilities.

Remains relevant. *No specific actions taken*

5.9.1.3 Coordinate park and recreation plans and shared recreation space with existing and planned Board of Education facilities.

Remains relevant. *The Board of Education and Recreation department coordinate for recreation activities, especially in the summer.*

5.9.1.4 Preserve and enhance existing park and recreation facilities.

Remains relevant. *Implementation actions are ongoing.*

5.9.2 OPEN SPACE, LAKES PARKS & RECREATION RECOMMENDATIONS



Library Square Park

The following open space, lakes, parks and recreation recommendations represent actions for the Planning Board that will advance or implement the open space, lakes parks and recreation objectives identified herein. These recommendations incorporate as is or amended versions of those from the 2006 Master Plan, to the extent they remain applicable, as well as newly created ones.



2nd Avenue Boardwalk

5.9.2.1 Maintain and enhance existing recreation opportunities throughout the City.

The City has a significant park and recreation system that includes more than a dozen parks, lakes, school recreation areas and the beach. Together they provide opportunities ranging from organized sports to quiet enjoyment of nature. The City should continue its efforts to maintain and provide programming in these recreation areas. Recreation opportunities in the City not only contribute toward quality of life but also health of City residents.

As part of this, and to expand opportunity, the City should coordinate with community partners for recreation programs. This should include coordination with the Board of Education to make available year-round and maximize the use of Board of Education recreational facilities for City recreation programs, such as organized indoor sports leagues, recreational classes and cultural programs for all residents. It should also include partnership and coordination with non-profit organizations in the City to implement and run youth and adult recreation leagues. Additionally, this includes continuing to develop and promote recreational activities and events along the waterfront.

These activities should include ensuring the City's public open space areas provide amenities that will enhance use and enjoyment, such as fixed grills, trash receptacles, bike racks and informational signage about park offerings. The appropriate amenities will generally vary based on activities in the park and location; however, review of available amenities and whether they are suited to their location or if alternative amenities are called for should be considered as part of any park upgrades. In particular, the City should consider new opportunities for seating, lighting and bicycle racks to enhance park use and enjoyment.



Temporary Restrooms at Atlantic Square Park

The City should seek opportunities for additional public restrooms in the waterfront and Central Business District areas. The lack of public restrooms is frustrating to visitors and residents, as well as shop owners from non-customers seeking to use their facilities.

5.9.2.2 Explore creative ways to create new parks and playgrounds in underserved areas of the City and provide active recreation opportunities that are accessible to all residents.

These efforts should be coordinated with Monmouth County to determine how the County Park System can be made an active partner in meeting the City's recreation goals.

- A. The northeast neighborhood is well served by parks that can accommodate passive and, largely informal, active recreation.
- B. Southeast neighborhood, a small area, is well served by passive parks. There is no opportunity here for significantly sized active recreation opportunities, such as sports fields, since this neighborhood includes the near-fully developed CBD; however, much



Springwood Ave. and Atkins Avenue



Pocket Park on Cookman Avenue

of the neighborhood is in proximity to active recreation areas in other neighborhoods.

- C. The northwest neighborhood should be considered for one or more passive parks where opportunities arise, such as vacant properties, since this area includes no passive parks. However, the northwest neighborhood includes active recreation associated with the Asbury Park High School and the Bradley Elementary School that can be utilized by residents where and when permitted by the Board of Education.
- D. The Southwest neighborhood is served by active recreation at the Barrack Obama Elementary School and Martin Luther King Jr. Middle School, as well as the Springwood Avenue Park. Notwithstanding, prospects for passive parks should be considered where opportunities arise, such as vacant properties. Additional open space in this neighborhood is warranted given the prevalence of multi-family housing and the lack of outdoor spaces offered in those housing sites.

5.9.2.3 Develop a comprehensive strategic plan for the City's lakes.

Implement a process, in coordination with all Lake Commissions, to develop a comprehensive strategic plan for Deal, Wesley and Sunset Lakes that would enhance their enjoyment through aesthetic and environmentally healthy improvements of the water and surrounding areas. These improvements should include, but not necessarily be limited to, pond weed treatment and control, a reduction of harmful waterfowl, garbage and dog walking control through proper receptacles, and the addition of recreational activities such as boating and fishing. It should also include an upgrade of the overall landscaping and plantings throughout each park to include irrigation systems, where necessary.

5.9.2.4 Enhance enjoyment of Sunset Lake Park.

A comprehensive plan for Sunset Lake should be created that explores improvements to the Lake and surrounding areas, such as but not limited to new and improved walking and biking paths, and a fitness path. Notwithstanding, the following

improvements to Sunset Lake Park are desired to ensure it is vibrant and well used by residents and visitors.

- A.** Begin a beautification program to improve the park and adjacent areas approaching the Convention Hall and boardwalk with walking paths, wider sidewalks, ambient lighting, native plantings, improved landscaping, and public spaces.
- B.** Install bike racks, benches, picnic tables and additional garbage and recycling receptacles.
- C.** Improve opportunities for passive recreation which may include such attractions as exercise classes, or a playground.
- D.** Explore opportunities for installation of public restrooms.
- E.** Renovate St. John's Island.
- F.** Update Veteran's Park.

5.9.2.5 Enhance enjoyment of Wesley Lake Park.

The City should incorporate the following improvements to Wesley Lake Park to ensure it is vibrant and well used by residents and visitors. Park changes and designs must be in coordination the Camp



Wesley Lake Park

Meeting Association and Neptune Township for a comprehensive, continuous and historically accurate streetscape.

- A.** Emphasize the relationship of the lakefront to "Wesley Lake Village" in the Waterfront Redevelopment Plan. Such improvements should include, but not be limited to, improved pedestrian and bicycle facilities around the lake, improved ADA compliance, and improved plantings for aesthetics and water quality purposes.
- B.** Improve mobility and access by implementing and maintaining a permanent walkway along the gravel pathway west of the Carousel where the railings are installed.

- C.** Maintain and improve pedestrian and bicycle connections between the lake and the CBD.
- D.** Upgrade temporary light fixtures in proximity to the lake with permanent fixtures.
- E.** Maintain and upgrade bridges, railings and light fixtures as necessary to for safety as well as aesthetic purposes.
- F.** Repair and/or rebuild the walls/bulkheads surrounding Wesley Lake.
- G.** Improve and maintain water quality through the installation and maintenance of aerators, stormceptors, ongoing dredging, stormwater management reevaluation and utilization of innovative opportunities for balanced ecological stability.

5.9.2.6 Enhance enjoyment of Deal Lake Park.

Ensure Deal Lake is vibrant and well used by residents and visitors.

- A.** Maintain and upgrade bridges, railings and light fixtures as necessary to for safety as well as aesthetic purposes.
- B.** Maintain water quality.

MAP 5.9 : ASBURY PARK - PARKS, OPEN SPACE AND LAKES



Parks and Recreation Spaces

- 1 Sunset Park and Lake, Atlantic Square Park and Bradley Park
- 2 Library Square Park (Liberty Park)
- 3 Kennedy Park (Overlook Park)
- 4 Rain Garden and Seating at Transportation Center
- 5 Beach and Boardwalk
- 6 Springwood Avenue Park
- 7 Bangs Ave. Playground and Splash Pad
- 8 Merchants Park
- 9 Boat Launch
- 10 Community Garden
- 11 Locust Drive Park
- 12 Soldiers Park
- 13 Fourth and Heck Streets

Lakes

- A Deal Lake
- B Sunset Lake
- C Wesley Lake

Schools

- 1 Barack Obama Elementary School
- 2 Bradley Elementary School
- 2a Soccer Field
- 3 Thurgood Marshall Elementary School
- 4 Martin Luther King Jr. Middle School
- 5 Asbury Park High School

5.10 COMMUNITY FACILITIES PLAN

The community facilities plan element of a master plan provides policy guidance for how City facilities can best serve the needs of City residents and what, if any, new or reduced number of facilities are necessary. The element is described as the following in the Municipal Land Use Law (N.J.S.A. 40:55D-28.):

“A community facilities plan element showing the existing and proposed location and type of educational or cultural facilities, historic sites, libraries, hospitals, firehouses, police stations and other related facilities, including their relation to the surrounding areas.”

5.10.1 COMMUNITY FACILITIES OBJECTIVES

The 2006 Master Plan provided a variety of Community Facility Objectives. The following lists those Objectives and identifies whether they remain relevant and what actions the City may have taken to address each Objective.

5.10.1.1 Provide community services which address all demographic sectors of the population (e.g. schools,

day care facilities, recreation facilities, senior centers).

Remains Relevant. *This has been partially addressed with construction of the Springwood Avenue Senior Center, Thurgood Marshall School, Springwood Avenue Park, two playgrounds on the beach, waterpark, passive recreation improvements by ESTC, and the rain garden.*

5.10.1.2 Provide an effective array of recreation and cultural programs and opportunities for all segments of the community.

Remains relevant. *The City offers a variety of recreation programs to residents.*

5.10.1.3 Efficiently use school facilities where possible, both as schools and recreational resources.

Remains relevant. *Availability of school facilities has increased and the Recreation Department coordinates with the schools, particularly for summer programs.*

5.10.1.4 Support and encourage the continued improvement of school facilities and educational programs to accommodate enrollment growth, curriculum changes, new programs and technological advances.

Remains relevant. *Curriculum changes have occurred and a new association with Scholastic provides school materials.*

5.10.1.5 Address the impact of charter schools on the public school system.

No longer relevant *since creation of charter schools are outside the jurisdiction of the Planning Board.*

5.10.1.6 Coordinate with the Board of Education to jointly use schools as community centers wherever feasible.

Remains relevant. *Availability of school facilities has increased and the Recreation Department coordinates with the schools, particularly for summer programs.*

5.10.1.7 Maintain and upgrade existing emergency service facilities, especially those facilities which are aging or obsolete. Plan for and provide new facilities and substations to serve planned growth and improve efficiency of service.

***Remains relevant.** The ongoing redevelopment of the municipal complex will include a new police station. A new firehouse location is needed due to the inadequacy of the current site.*

5.10.2 COMMUNITY FACILITIES RECOMMENDATIONS

The following community facilities recommendations represent actions for the Planning Board that will advance or implement the community facilities objectives identified herein. These recommendations incorporate as is or amended versions of those from the 2006 Master Plan, to the extent they remain applicable, as well as newly created ones.

GENERAL

5.10.2.1 Reassess the space needs of all City departments.

A comprehensive review of the functions and physical needs of all City Departments should be completed and should be used in planning for the new municipal complex. This assessment should ensure that the current and future space needs of each department are taken into consideration with emphasis on providing a modern facility for the Police Department.

5.10.2.2 Provide improved street lighting.

Adequate street lighting deters crime and promotes a safe pedestrian atmosphere. Improved lighting is necessary to ensure residents and visitors feel safe and comfortable accessing parking for destinations one or more blocks away. Enhanced lighting should continue to incorporate LED light fixtures, as was done along the Boardwalk; however, the lighting should have a warm color of not more than 3,000 Kelvins.

5.10.2.3 Provide recreation opportunities.

The City should continue partnerships with various non-profit groups to implement and provide recreation programs for the

City's youth and adults. This should be coordinated with the open space, lakes parks and recreation recommendations herein.

POLICE DEPARTMENT

5.10.2.4 Ensure adequate police presence.

Given the increased activity, the City should consider the need and location for a police substation(s) close to Convention Hall and the Central Business District.

FIRE DEPARTMENT/EMERGENCY MEDICAL SERVICES

5.10.2.5 Relocate the existing firehouse.

The existing firehouse at the intersection of Main Street and Asbury Avenue is undersized to fulfill the City's space needs for personnel and equipment and is in need of significant repairs, including structural repairs. If necessary and after the existing firehouse has been relocated, the City should consider an additional location on the west side of the City for an additional firehouse/substation.

SOCIAL SERVICES/PROGRAMMING

5.10.2.6 Coordinate resident services.

Due to the vast number of non-profit groups in the City, and the array of social services and programs offered by the City Department of Community Relations and the Police Athletic League, it is important that services are coordinated to avoid duplication. Toward this end, the City should establish a full listing of all services offered by both City and non-profit groups, and establish a mechanism through which all provided services are reviewed for possible duplication.

5.10.2.7 Provide recreation, activity space and programs for senior citizens.

The City should continue its services and activities offered at the Springwood Avenue Asbury Park Senior Center. These services are important, particularly since seniors are a significant source of the City's low income population.



City Hall along Main Street

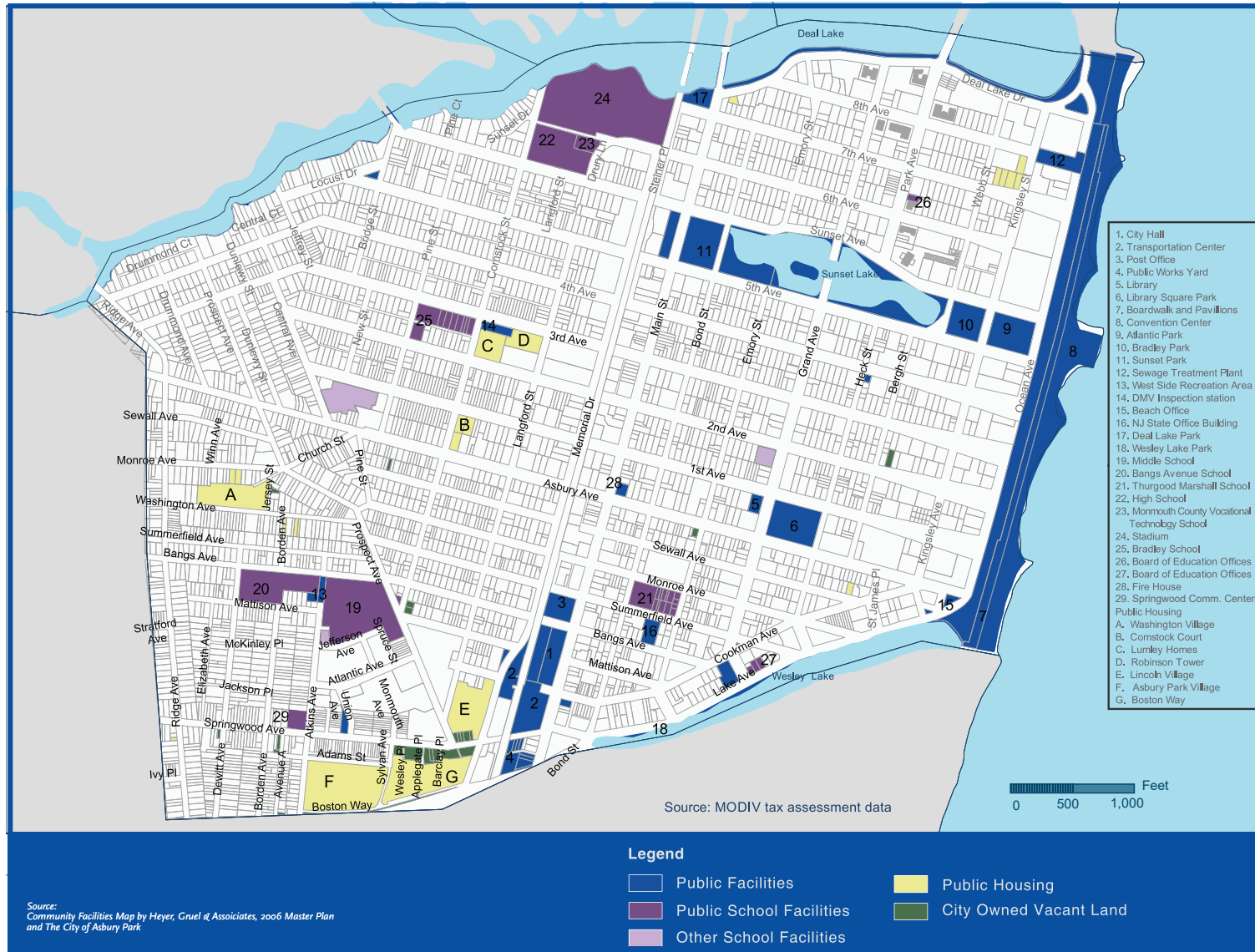


Firehouse at Asbury Ave and Main Street



Community Center at Springwood St. and Atkins St.

MAP 5.10 : ASBURY PARK - COMMUNITY FACILITIES (2006 MASTER PLAN)



5.11 REDEVELOPMENT

The City of Asbury Park has nine (9) redevelopment areas, all of which have adopted Redevelopment Plans. These areas include the following:

- » Central Business District Redevelopment Area
- » Main Street Redevelopment Area
- » Springwood Avenue Redevelopment Area
- » STARS Redevelopment Area
- » Washington Avenue Redevelopment Area
- » Waterfront Boardwalk Area
- » Waterfront Prime Renewal Area
- » Waterfront Renovation Infill Area
- » Scattered Site Redevelopment Areas

Additionally, this Master Plan and Master Plan Reexamination Report in the Land Use Plan section recommends the City consider use of an Area in Need of Redevelopment or Rehabilitation designation as a method to revitalize Asbury Avenue.

Contained herein are a variety of other recommendations relevant to the City's existing redevelopment plans, as well as any future plans. Specific recommendations to the Waterfront Renovation Infill Area, Scattered Site Redevelopment Area, and the Main Street Redevelopment Area are contained in the Land Use Plan section. Additional recommendations in the Land Use Plan section address areas of inconsistency, lack of clarity, landscape, lighting, signage; the Housing Plan section addresses affordable housing; the Mobility Plan section addresses parking and complete streets implementation; and the Sustainability Plan section addresses sustainable building design and contaminated sites. The recommendations generally provide for the creation of or improvement to regulation of these topics in the Land Use Ordinance; however, the Master Plan and Master Plan Reexamination Report recognizes that changes to the Land Use Ordinance should be coordinated with regulations in the Redevelopment Plans so as to create consistency where appropriate (for example tree planting specifications should be the same or similar throughout the City).

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Demographic & Labor Trend Analysis

Asbury Park, New Jersey

January 2, 2018



ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES™

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Executive Summary

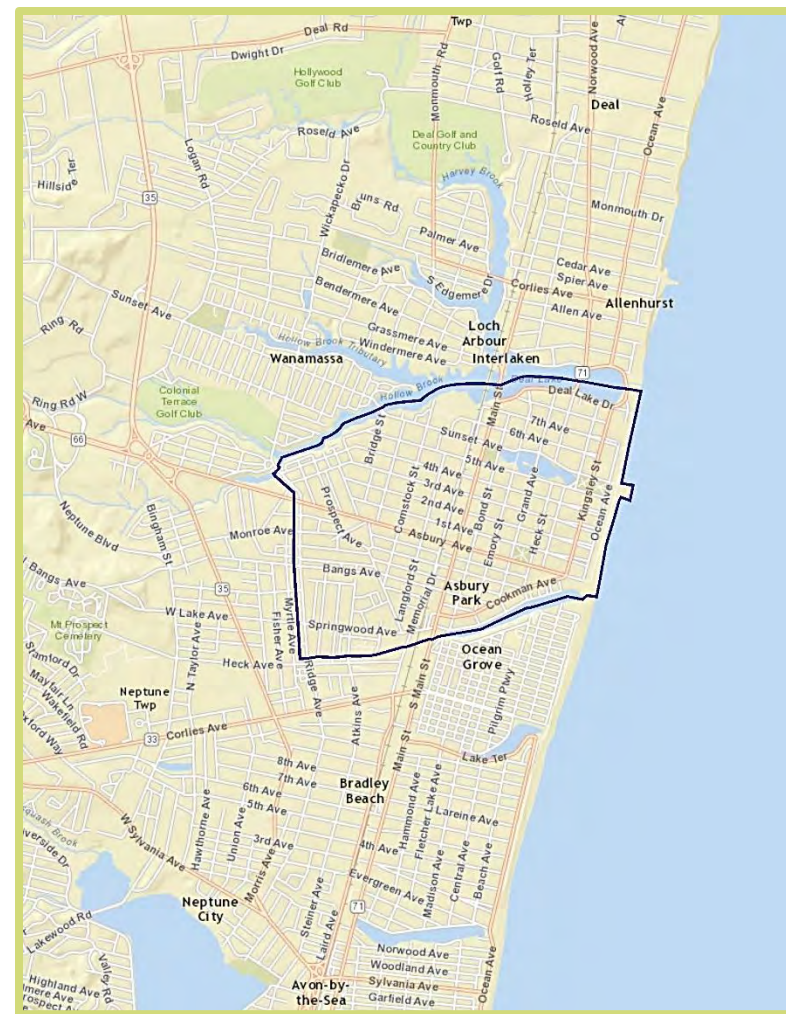
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Background: Context

The City of Asbury Park is located along the Atlantic Coast of Monmouth County, New Jersey. At just 1.5 square miles in size, the city is home to a population of about 16,000 and is bordered by the Village of Loch Arbour and the Borough of Interlaken, to the north, the Township of Ocean to the west, and the Township of Neptune to the south/southwest. Asbury Park is known by most as a family friendly seaside resort, a center for performing arts, and serves as a commercial destination for neighboring municipalities. A number of large-scale revitalization projects are currently underway in Asbury Park that will, ultimately, transform the City's most prominent commercial zones: the Waterfront, Central Business District, Main Street corridor, and Springwood Avenue corridor.

In efforts to better respond to the city's changing uses and needs, the city of Asbury Park, in 2016, is undertaking a re-examination of its 2006 Master Plan addressing the following key elements: Land Use; Historic Preservation; Housing Element; Sustainability; Open Space, Parks, and Recreation; Economic Development: Circulation (including bike & pedestrian plan); Community Facilities; and Urban Design.



Background: Project Scope

4ward Planning was retained by the city of Asbury Park to undertake the following Phase I activities, in support of the re-examination of the 2006 Master Plan Economic Development element:

Kick-Off Meeting, Existing Data Review and Site Tour

- Discussions with Steering Committee
- Review of relevant past studies
- Tour of the city

Demographic & Labor Trend Analysis

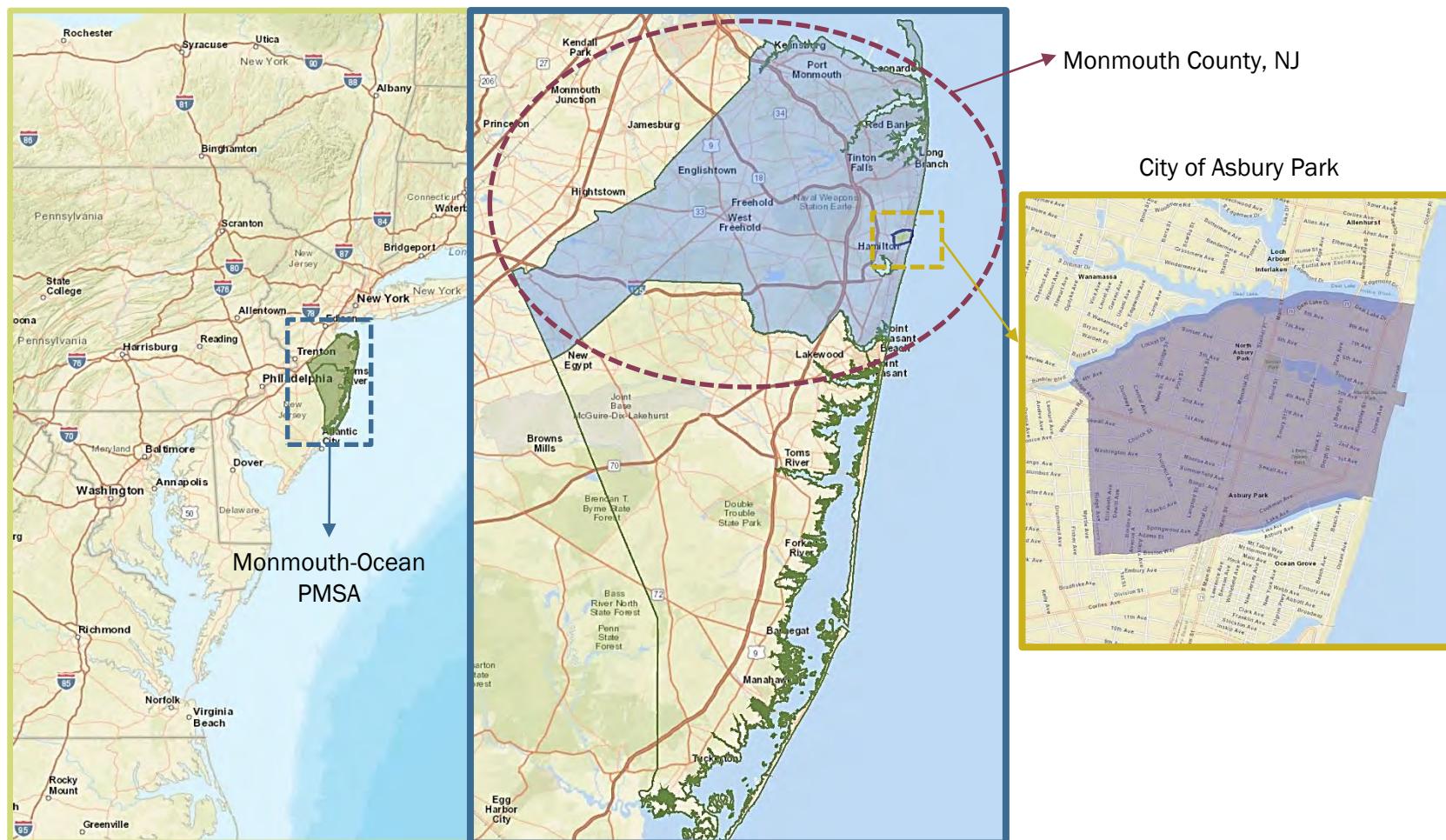
- Population
- Age
- Income
- Housing
- Education
- Employment
- Unemployment
- Earnings

Interviews & Surveys





- Interviews with key stakeholders
- Interviews with local & regional developers

Background: Project Study Areas





This report provides an overview of socio-economic, labor and industry trend data for the following study areas: City of Asbury Park, Monmouth County, NJ and the Monmouth-Ocean Primary Metropolitan Statistical Area (PMSA).



Key Findings: Socio-Economic Trends Analysis

Metric	Observation	Key Finding	Project Takeaway
Population & Households	 <p>Flat Growth, Increase in Nonfamily Households</p>	<ul style="list-style-type: none"> Population growth in all three study areas is expected to remain relatively flat between 2015 and 2020, contrasting trends observed nationally and in other NJ cities such as Jersey City, Elizabeth and Newark, each among the fastest growing cities in the state. Growth in non-family households in Asbury Park is projected to outpace that of family households. 	<ul style="list-style-type: none"> Affordable multifamily rental housing (not necessarily income restricted) may respond to housing preferences of non-family households, which are projected to dominate regional household formation by 2020. Affordable housing is typically considered that which is affordable to households earning the area median income – about \$31,000 annually for Asbury Park.
Age	 <p>Sizable Young Workforce, and An Aging Adult Population</p>	<ul style="list-style-type: none"> Household trends reflect a sizable and stable young workforce and an aging adult population, particularly with respect to Empty Nesters (aged 55 to 74) and the mostly retired (aged 74 and over). 	<ul style="list-style-type: none"> These demographic groups are most likely to impact future housing and retail demand: mixed use developments that provide affordable housing options in close proximity to amenities and services would appeal to both young service workers and older adults. An aging adult population may also increase demand for senior housing in Asbury Park.
Educational Attainment	 <p>Lower Attainment</p>	<ul style="list-style-type: none"> Residents in Asbury Park are much less likely (only one in five) to have earned a bachelor's degree or higher when compared to residents in Monmouth County (where one in four residents has a bachelor's degree) or the Monmouth-Ocean PMSA. 	<ul style="list-style-type: none"> Projected industry employment growth in the Health Care and Social Assistance sectors may provide a range of jobs for both entry-level (with or without a four-year degree), middle skills and higher-skilled positions.
Median Household Income	 <p>Lower Household Incomes</p>	<ul style="list-style-type: none"> Median household income in Asbury Park (about \$31,000) is extremely low when compared to Monmouth County (about \$83,000) and the Monmouth-Ocean PMSA (\$70,000). More than half of households in Asbury Park earn less than \$35,000 annually. 	<ul style="list-style-type: none"> Relatively low household incomes in Asbury Park emphasize the importance of ensuring affordable housing (particularly in the rental market where demand may be higher in the years to come), retail (i.e. offering local goods and services), and transit options that are affordable and accessible to low-income residents.

Key Findings: Socio-Economic Trends Analysis

Metric	Observation	Key Finding	Project Takeaway
Transportation to Work 	More Transit Dependent	<ul style="list-style-type: none"> Residents in Asbury Park are more likely to take transit to work compared to residents in the county or PMSA. One in three households does not have access to a car. Fewer Asbury Park residents drive to work, and those who do are more likely to carpool. 	<ul style="list-style-type: none"> Asbury Park residents demonstrate relatively greater reliance on public transportation. Accessible and affordable transit options will be essential to some, particularly for no-car households and lower income residents who are more likely to rely on transit.
Household Expenditures 	Below the national/regional average	<ul style="list-style-type: none"> Household expenditures across a number of goods and services are far below the national average and spending levels observed in the county and PMSA. 	<ul style="list-style-type: none"> Based on average household expenditures, Asbury Park is a more affordable place to live when compared to the County and PMSA. Asbury Park's lower cost of living should serve as a draw for regional employers who seek low- and medium-skilled workers.
Housing 	Renter Occupied, More Affordable Older Housing Stock	<ul style="list-style-type: none"> Asbury Park is comprised predominantly of renters: only 15 percent of households are owner-occupied, compared to more than 60 percent in both the County and PMSA. Of total housing units, more than half were built before 1950; one in three were built before 1939. The age of housing stock may be affecting vacancy rates, which are also higher in Asbury Park (17 percent) than in the County (10 percent) or PMSA (15 percent). 	<ul style="list-style-type: none"> Demographic trends suggest demand for rental housing in Asbury Park will continue to grow, particularly for smaller, multifamily units in mixed-use developments. An affordable rental market will support local economic development efforts, particularly for those employers who are constrained to raise wage levels.
Retail Gap 	Sizable Unmet Demand	<ul style="list-style-type: none"> Retail in Asbury Park is dominated by eating and drinking places, which comprise 40 percent of all retail businesses. Accordingly, a notable surplus in retail expenditures suggests that these establishments are a destination for consumers who live outside Asbury Park. 	<ul style="list-style-type: none"> Sizable retail leakage exists, indicating that Asbury Park residents currently leave the area to purchase a variety of goods and services, particularly when shopping at department stores and grocers, or for electronics & appliances. A more diverse retail mix could better meet local demand while building off of Asbury Park's existing role as a regional attraction.

Key Findings: Labor & Industry Analysis

Metric	Observation	Key Finding	Project Takeaway
Top Industries, Employment	Dominated by Accommodation & Food, Health Care & Social Services	<ul style="list-style-type: none"> Roughly one out of every five Asbury Park residents is employed in the Accommodation and Food Services or Health Care and Social Assistance sectors, both of which have seen steady growth in recent years. However, these sectors, generally, offer low- to middle-income wages, despite providing career path opportunities. 	<ul style="list-style-type: none"> The largest industries in Asbury Park provide a range of employment opportunities for different educational attainment and wage levels. This diversity bodes well for attracting and retaining residents, as well as additional entrepreneurial activities.
Industry Growth	Growth in Health Care and Social Services	<ul style="list-style-type: none"> Healthcare and Social Assistance is projected to be the fastest growing industry over the next decade, with an expected increase of nearly 26 percent by 2025. Professional, Scientific and Technical Service occupations are also expected to increase by about 15 percent. 	<ul style="list-style-type: none"> Industry growth may introduce an increasing diversity of job opportunities for area residents, provided they possess appropriate educational requirements, particularly among the mid- to high-range wage occupations.



Demographic & Labor Trend Analysis:

Socio-Economic Trends

ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES™



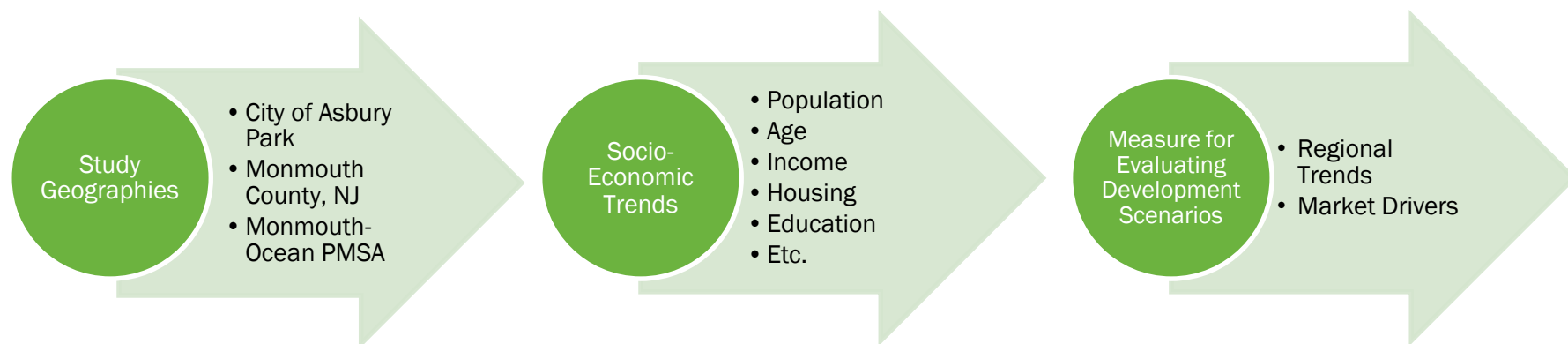
Methodology: Socio-Economic Trends Analysis

4ward Planning examined socio-economic trends to comparatively analyze the Asbury Park study area and surrounding region. The geographic areas studied include:

- City of Asbury Park
- Monmouth County, NJ
- Monmouth-Ocean PMSA

The analysis and recommendations that follow are based on a combination of quantitative and qualitative techniques. Quantitative analysis is underpinned by both public and proprietary data sources, including U.S. Census-based data and Esri's Community Analyst, a socio-economic data analysis tool. Estimated and projected socio-economic trends examined include population, households, educational attainment, age cohort characteristics, household income, residential tenure (own vs. rent), and household consumer expenditures.

Findings generated from these analyses are critical to understanding regional trends that will influence prospective private sector investment opportunities throughout Asbury Park.



Key Findings: Socio-Economic Trends Analysis

Growth in nonfamily households and an aging adult population

Population growth across all three study areas is expected to remain relatively flat between 2015 and 2020. In Asbury Park, the projected growth in non-family households will outpace family households, reflecting the trend among young adults to delay marriage and family rearing, and an aging adult population, particularly the growing number of Empty Nesters (aged 55 to 74) and mostly retired residents (aged 74 and over).



Relatively lower educational attainment

Residents in Asbury Park are more likely to have completed high school when compared to residents in Monmouth County or the Monmouth-Ocean PMSA. However, they are much less likely (only one in eight) to have obtained a bachelor's degree when compared to County and PMSA residents. This relatively lower educational attainment level will influence the types of businesses which consider locating and/or expanding in Asbury Park.



Lower than average consumer spending

Median household income in Asbury Park (about \$31,000) is extremely low when compared to Monmouth County (about \$83,000) and the Monmouth-Ocean PMSA (\$70,000). More than half of households in Asbury Park earn less than \$35,000 annually. Accordingly, household expenditures across a number of goods and services are far below the national average and spending levels observed in the county and PMSA.



Key Findings: Socio-Economic Trends Analysis

Predominantly a renter community

Asbury Park is predominantly comprised of renters. Only 15 percent of households are owner-occupied, compared to more than 60 percent in Monmouth County and the PMSA. At 17 percent, vacancy rates are also higher in Asbury Park than in the County (10 percent) or PMSA (15 percent). However, a large portion of the vacancy may be directly attributable to the seasonality of the shore area, as well as physically obsolescent housing stock (housing which is older and in significant disrepair).

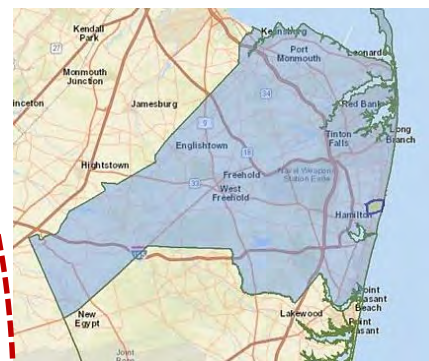
Housing in Asbury Park is generally more affordable than in the County and PMSA. The majority (55 percent) of owner-occupied units in Asbury Park are valued at or below \$200,000, compared to just 8 percent in the county. About 20 percent of renter-occupied units in Asbury Park paid a monthly gross rent of less than \$500 compared to about 8 percent of County residents.

A dining destination

Retail in Asbury Park is dominated by eating and drinking places, which comprise 40 percent of all retail businesses. Accordingly, a notable surplus in retail expenditures suggests that these establishments are a destination for consumers who live outside Asbury Park.



Key Findings: Asbury Park

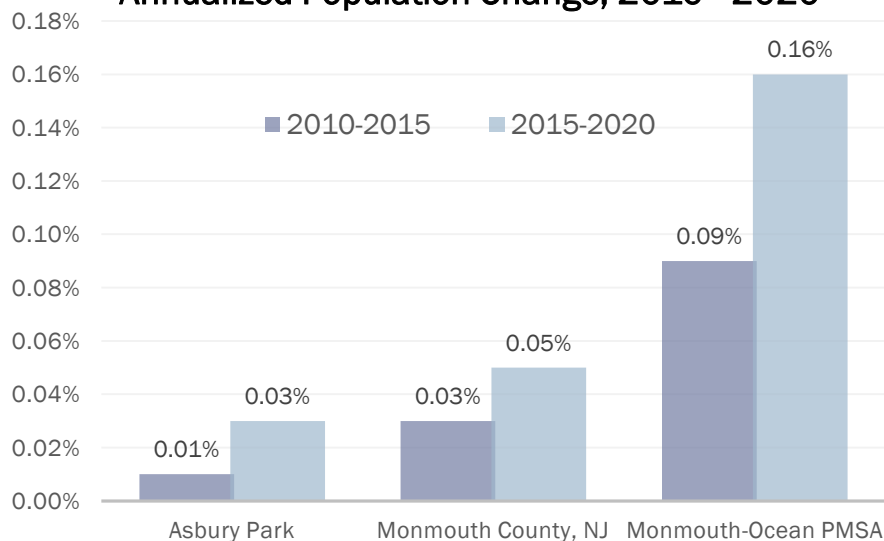


	Asbury Park	Monmouth County, NJ	Monmouth-Ocean PMSA
Population:	16,127	631,249	1,212,246
Total Households:	6,820	235,460	457,615
Median Age:	35.2	42.5	43.1
Median Household Income:	\$31,293	\$83,122	\$70,201
Percent of Household Incomes >\$75,000:	17%	55%	48%
Percent Owner-Occupied Housing:	15%	66%	64%

Near-term Population Growth: Asbury Park

As shown in the chart and table below, population change through 2020 is expected to be nearly flat in all geographies examined with a projected increase of less than a quarter-percent per year (e.g., 1.25 to 1.5 percent per annum growth would be considered modest to strong growth). However, these population projections do not take into account current and proposed new residential development which could bring a notable population increase (e.g., hundreds of new residents) in coming years. However, and notwithstanding new investments in the city, there exists a sizeable enough outmigration of population (potentially family households enticed by quality schools and housing elsewhere) to nearly offset the number of in-migrants. Despite this relatively flat population growth, other demographic shifts occurring in the population (growth in non-family households and an aging adult population) may carry implications for the design and implementation of community and economic development strategies in Asbury Park – particularly for housing.

Annualized Population Change, 2010 - 2020



Population by Geography

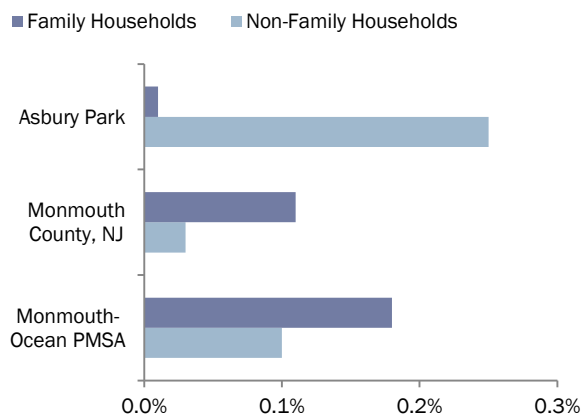
	2000	2010	2015	2020	Net Change (2015 - 2020)
Asbury Park	16,930	16,116	16,127	16,153	26
Monmouth County, NJ	615,131	630,380	631,249	632,887	1,638
Monmouth-Ocean PMSA	1,126,047	1,206,947	1,212,246	1,222,069	9,823

Source: Esri

Household Formation: Asbury Park

As shown in the table at right and the chart below, the share and growth in nonfamily households is far outpacing that of family households in Asbury Park, contrary to the share and growth trends in Monmouth County and the Monmouth-Ocean PMSA, where family households remain dominant. Non-family households, generally, will create greater demand for smaller dwelling units (one- and two-bedroom units).

Annualized Percent Change 2015 - 2020



Household Formation Trends

Asbury Park							Percentage Change	
	2010		2015		2020		2010-2015	2015-2020
Total Households	6,725	100.0%	6,820	100.0%	6,879	100.0%	1.4%	0.9%
Family Households	3,173	47.2%	3,192	46.8%	3,205	46.6%	0.6%	0.4%
Non-Family Households	3,552	52.8%	3,628	53.2%	3,674	53.4%	2.1%	1.3%
Average Household Size	2.35		2.32		2.31		-1.3%	-0.4%
Monmouth County, NJ							Percentage Change	
	2010		2015		2020		2010-2015	2015-2020
Total Households	233,983	100.0%	235,460	100.0%	236,474	100.0%	0.6%	0.4%
Family Households	163,389	69.8%	164,689	69.9%	165,593	70.0%	0.8%	0.5%
Non-Family Households	70,594	30.2%	70,771	30.1%	70,881	30.0%	0.3%	0.2%
Average Household Size	2.66		2.65		2.64		-0.4%	-0.4%
Monmouth-Ocean PMSA							Percentage Change	
	2010		2015		2020		2010-2015	2015-2020
Total Households	455,094	100.0%	457,615	100.0%	461,117	100.0%	0.6%	0.8%
Family Households	312,723	68.7%	314,990	68.8%	317,748	68.9%	0.7%	0.9%
Non-Family Households	142,371	31.3%	142,625	31.2%	143,369	31.1%	0.2%	0.5%
Average Household Size	2.62		2.62		2.62		0.0%	0.0%

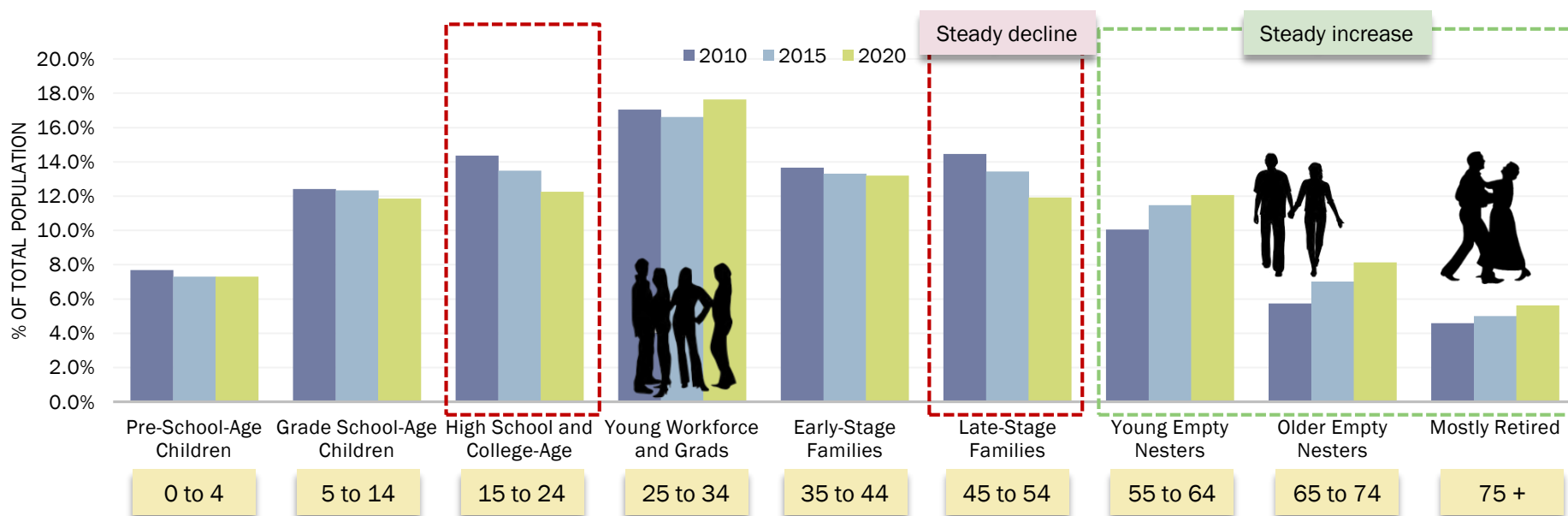
Source: US Census Bureau, Esri Community Analyst; 4ward Planning Inc., 2015

Source: Esri

Age Distribution: Asbury Park

The chart below illustrates the population fluctuation, by age group, that has occurred in Asbury Park since 2010 and is projected to continue through 2020. For example, Late-stage Family households (ages 45 to 54) in Asbury Park have been consistently declining since 2010. Meanwhile, Empty Nester households (aged 55 to 74) have been steadily increasing in this same time period, as have households of persons who are mostly retired (aged 75 and over). Young Workforce and Graduates (ages 25 to 34) have been and are projected to remain the dominant age cohort in Asbury Park. These fluctuations, a prevalence of young workforce and an aging Baby Boomer population, are among demographic shifts that will impact housing and retail demand in the coming years (think smaller housing units, more rental units, and commercial services focused on wellness and entertainment).

Age Distribution (% of total population) 2010 - 2020

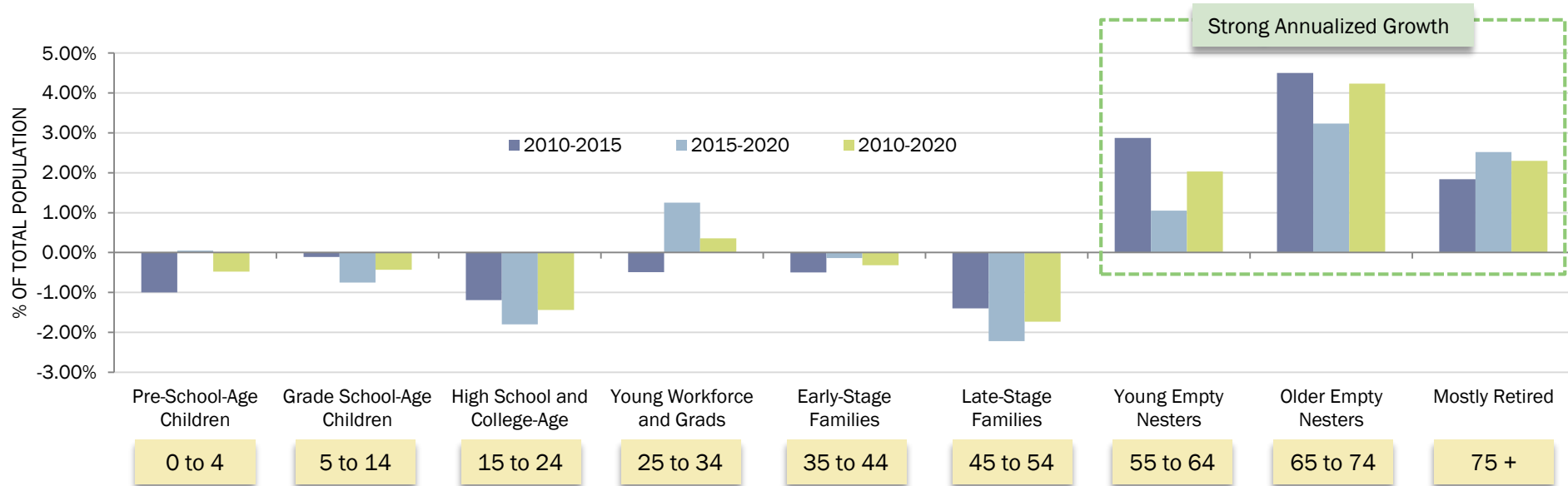


Source: Esri

Age Distribution Change: Asbury Park

The chart below illustrates annualized population change by age group. Population growth is projected to occur among the Young Workforce and Grads cohort between 2015 and 2020, despite an earlier decline between 2010 and 2015. Strong growth was observed among the older adult population (Young and Older Empty Nesters and the Mostly Retired) between 2010 and 2015, and is expected to continue increasing between 2015 and 2020, though at a slightly slower rate. Given the relatively flat population growth in all study areas, this shift is likely representative of changes in household composition, as older adult residents experience life-stage transitions (e.g., children leaving the home, divorce, or death of a spouse). It also suggests that Asbury Park's Master Plan update should contemplate aging in place as a broad choice for many residents who are 55 and older.

Age Distribution - Annualized % Change, 2010 - 2020



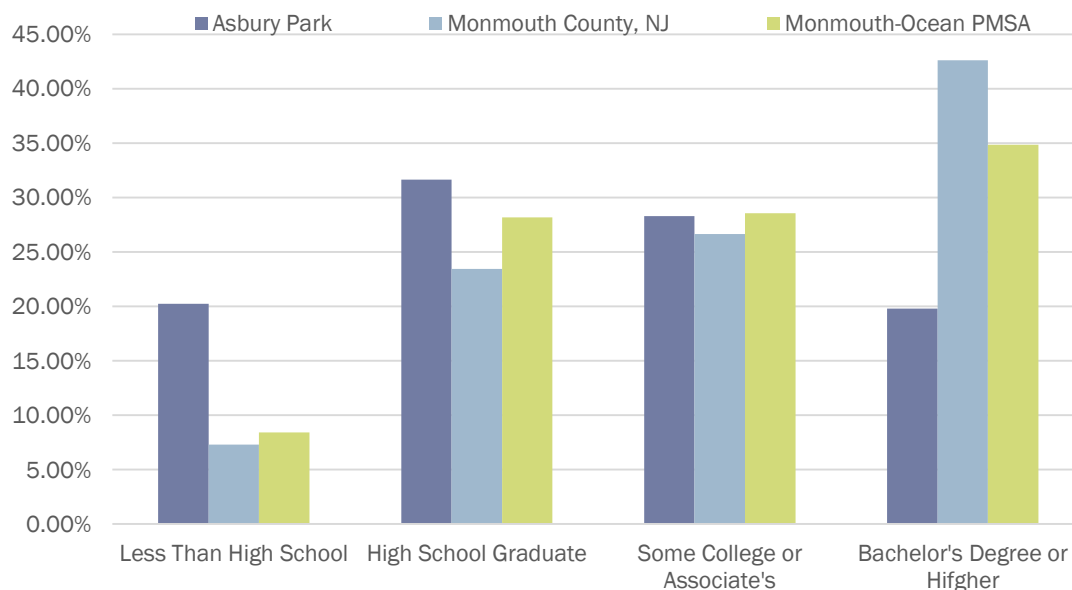
Source: Esri

Educational Attainment & Unemployment: Asbury Park

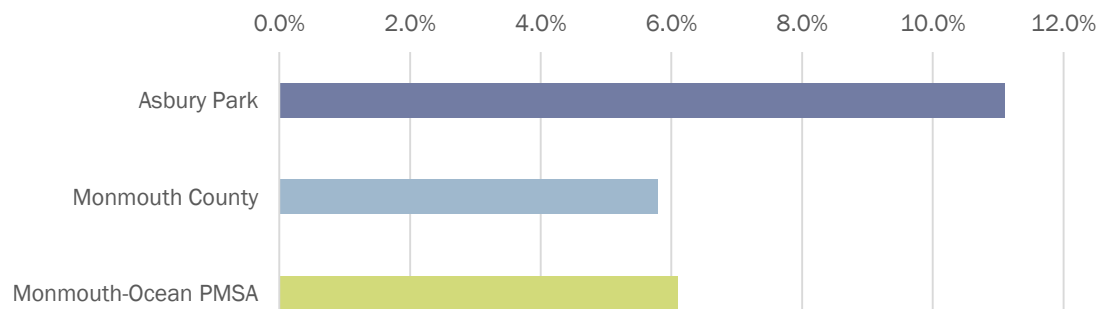
The chart at right illustrates 2015 educational attainment as a percent of total population in Asbury Park. Residents in Asbury Park are half as likely (one in five) to have obtained a bachelor's degree or higher when compared to Monmouth County as a whole (where two out of every five residents has at least a bachelors degree). Comparatively, at least one in three residents in the PMSA has a bachelor's degree. The relatively lower educational attainment levels present among Asbury Park residents suggests that business recruitment strategies will need to be focused on low-to mid-skill occupations in the near-term.

With a reported unemployment rate of 11 percent in 2015, residents in Asbury Park are also far more likely to be unemployed than residents in Monmouth County or PMSA overall.

Educational Attainment (% of Total Population) 2015



Unemployment (% of Civilian Population 16+ in Labor Force) 2015

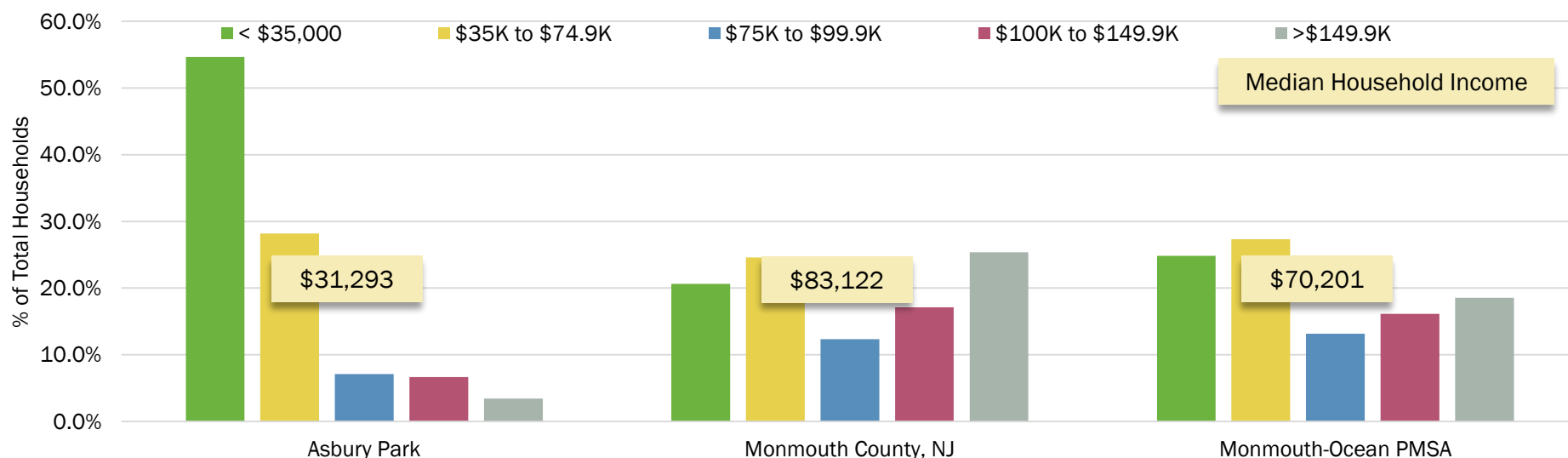


Source: NJ Department of Labor; Esri, 2016

Income Distribution: Asbury Park

As shown in the graphic below, estimated 2015 median household income is extremely low in Asbury Park (\$31,293), when compared to median household incomes in Monmouth County (\$83,122) and the Monmouth-Ocean PMSA. Slightly more than half (54 percent) of Asbury Park households earn \$35,000 or less annually – more than double the number of households in this income bracket in Monmouth County or in the PMSA, where greater income diversity is observed. Just 10 percent of households in Asbury Park earn more than \$100,000 annually, compared to about 42 percent of households in Monmouth County and 35 percent of households in the PMSA. The relatively low household income among local residents suggests that higher end retail and service establishments will be, predominantly, reliant on attracting out of town consumers, until local household incomes dramatically increase.

Estimated 2015 Income Distribution by Geography



Source: Esri

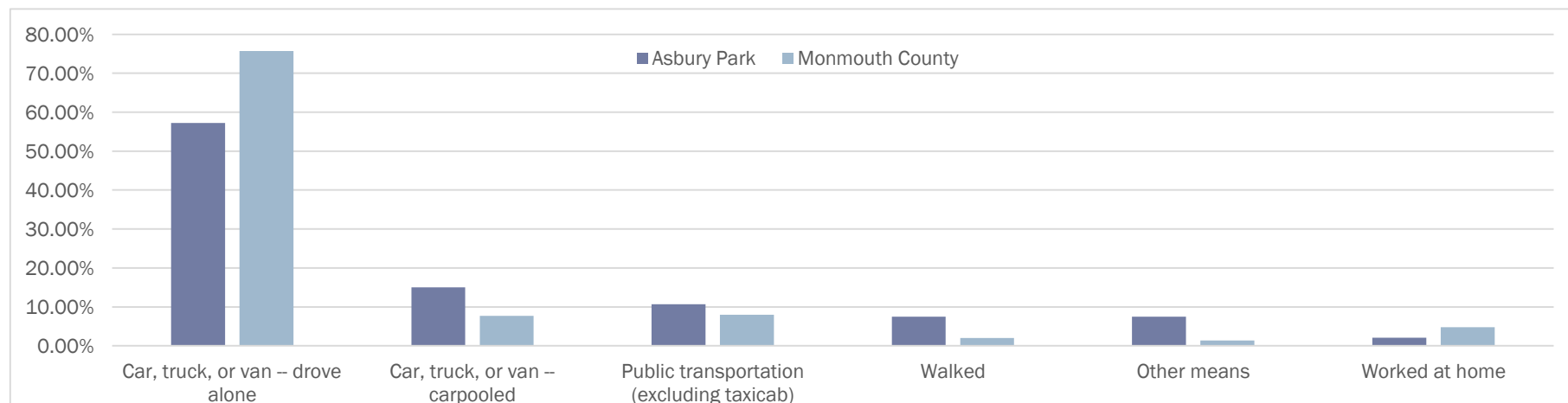
Transportation to Work: Asbury Park

Population data on commuting to work and vehicle availability are provided by the American Community Survey 2010 – 2014 five-year estimates at the city and county level. About one in three households in Asbury Park did not have access to a vehicle during this time period. As shown in the chart below, residents in Asbury Park were less likely to commute by car than residents in Monmouth County as a whole: those who did were more likely to carpool (15 percent, compared to about 8 percent in the county). About 11 percent of Asbury Park residents relied on public transportation to commute to work, compared to 8 percent of county residents.

2010 – 2014 Vehicles Available per Household

	No vehicles available	1 vehicle available	2 vehicles available	3 or more vehicles available
Asbury Park	34%	41%	20%	5%
Monmouth County	8%	30%	40%	23%

2010 – 2014 Transportation Mode for Commuting to Work by Geography

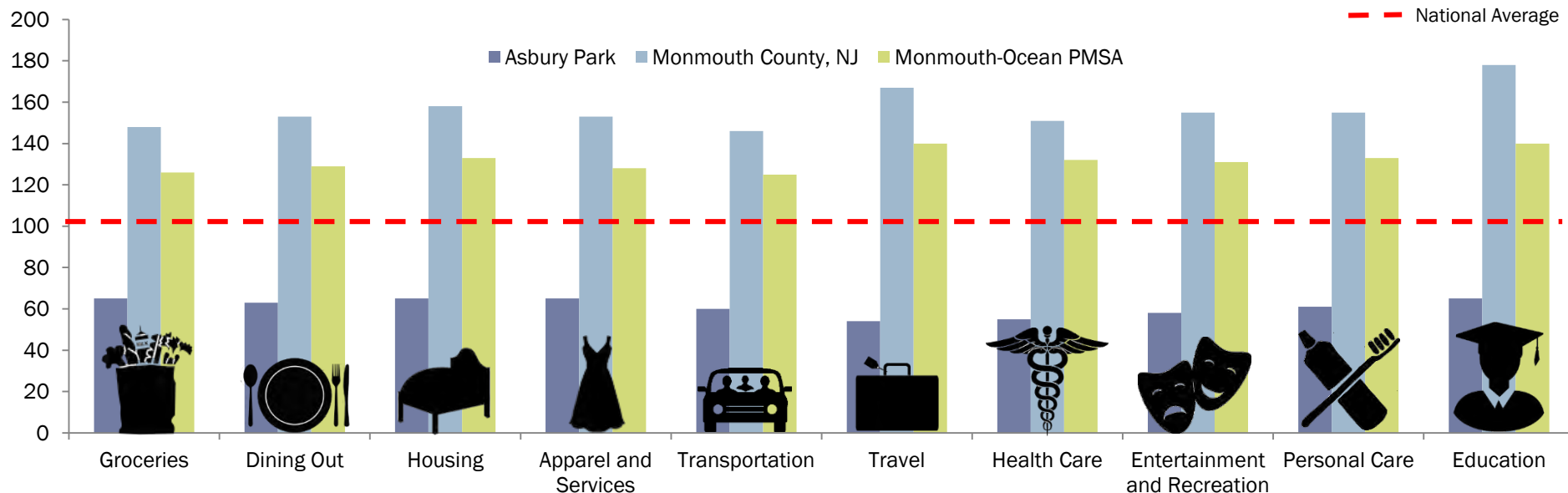


Source: U.S. Census Bureau, American Community Survey, 2010 – 2014 5-year Estimates

Household Expenditures: Asbury Park

As illustrated in the graphic below, 2016 average household expenditures in Asbury Park are significantly lower than national average household expenditures on a range of goods and services; and are consistently less than half of household expenditures observed in Monmouth County and the Monmouth-Ocean PMSA. This difference in household spending correlates to relatively lower household incomes observed in Asbury Park compared to incomes for the County and PMSA. While lower than average consumer expenditures can sometimes make it difficult to attract larger national retailers to a community, they can present an opportunity for smaller, locally-owned businesses to fill retail gaps, responding to unmet demand at the neighborhood level. In this environment, local entrepreneurs should do well meeting the needs of a lower-income population.

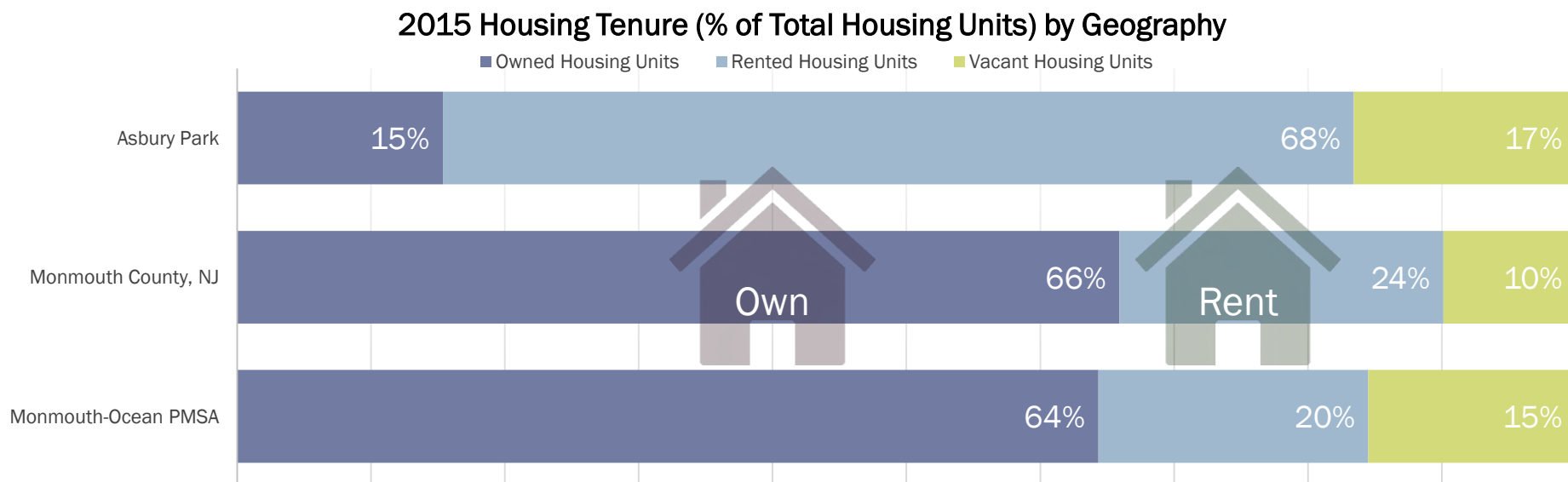
Household Expenditures by Geography



Source: Esri

Housing Tenure: Asbury Park

The chart below depicts housing tenure (owner-occupancy versus renter-occupancy) as a percentage of total housing units. Monmouth County and the Monmouth-Ocean PMSA demonstrate relatively high rates of owner-occupancy, at 66 and 64 percent of their total housing stock, respectively. Asbury Park, in comparison, had an estimated 2016 owner-occupancy rate of just 15 percent – significantly below the national average (63 percent) and county and PMSA levels, indicative of relatively lower household incomes and a transient population. Relatedly, Asbury Park has the highest proportion of renter-occupied households (68 percent) compared to Monmouth County and the PMSA. Vacancy rates in Asbury Park (17 percent) are only slightly higher than in the PMSA (15 percent), but well above County levels (10 percent), and likely reflect a combination of physical obsolescence and the seasonal nature of Asbury Park (e.g., a beach town).

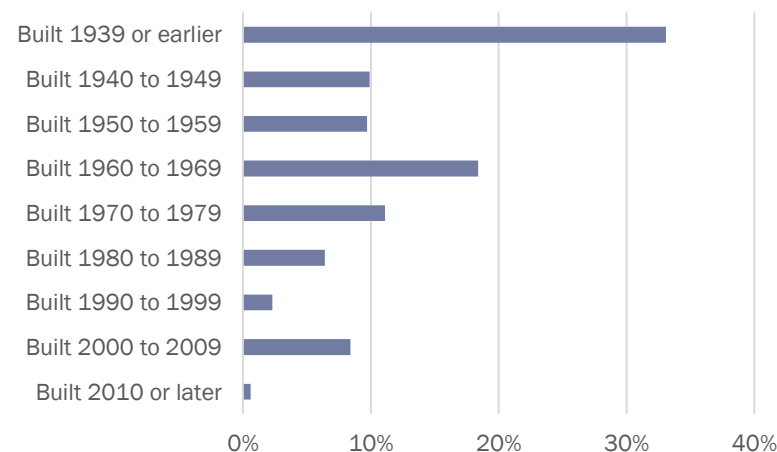


Source: Esri

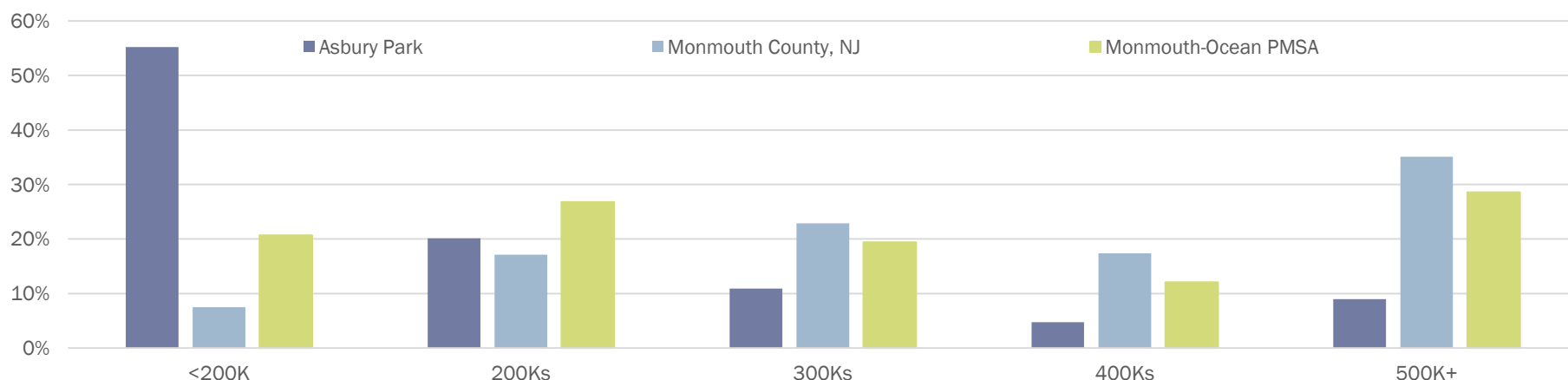
Home Values & Age of Housing Stock: Asbury Park

The chart below depicts the 2015 value (median home sales price) of owner-occupied units in Asbury Park. Housing is more affordable in Asbury Park than in the County or PMSA: the majority (55 percent) of owner-occupied units in Asbury Park are valued at or below \$200,000, compared to eight-percent in the County and 21 percent in the PMSA. Only nine-percent of housing in Asbury Park is priced at or above 500,000, compared to 35 percent of owner-occupied units in the County and 29 percent in the MSA. Home values may be indicative of the age of housing stock in Asbury Park, half of which was built before 1950; more than 30 percent of housing was built before 1939.

2010 – 2014 Age of Housing Stock (% of total)



2015 Owner-Occupied Housing Value Structure by Geography

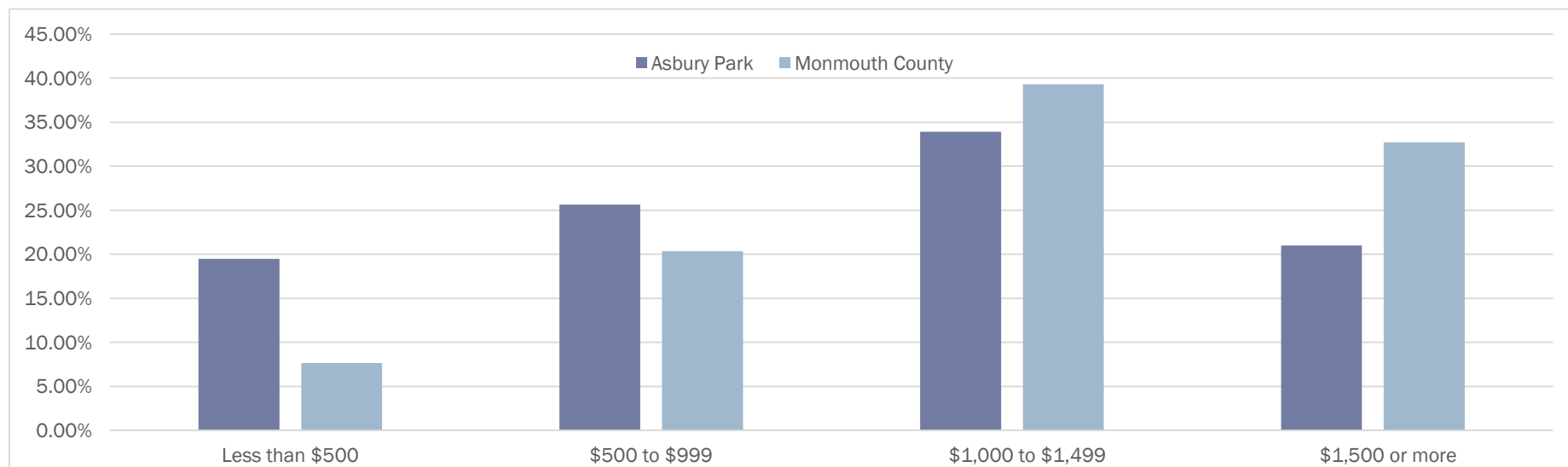


Source: Esri

Housing, Monthly Rents: Asbury Park

Housing data on monthly gross rents are provided by the American Community Survey 2010 – 2014 five-year estimates at the city and county level. The chart below depicts monthly gross rents of renter-occupied housing units in Asbury Park. As with owner-occupied housing, rental housing is more affordable in Asbury Park than in the County as a whole. About 20 percent of Asbury Park residents paid a monthly gross rent of less than \$500 compared to about eight-percent of County residents. About the same proportion of Asbury Park residents paid more than \$1,500 in monthly rent, compared to more than 30 percent of county residents.

2010 – 2014 Gross Rents by Geography

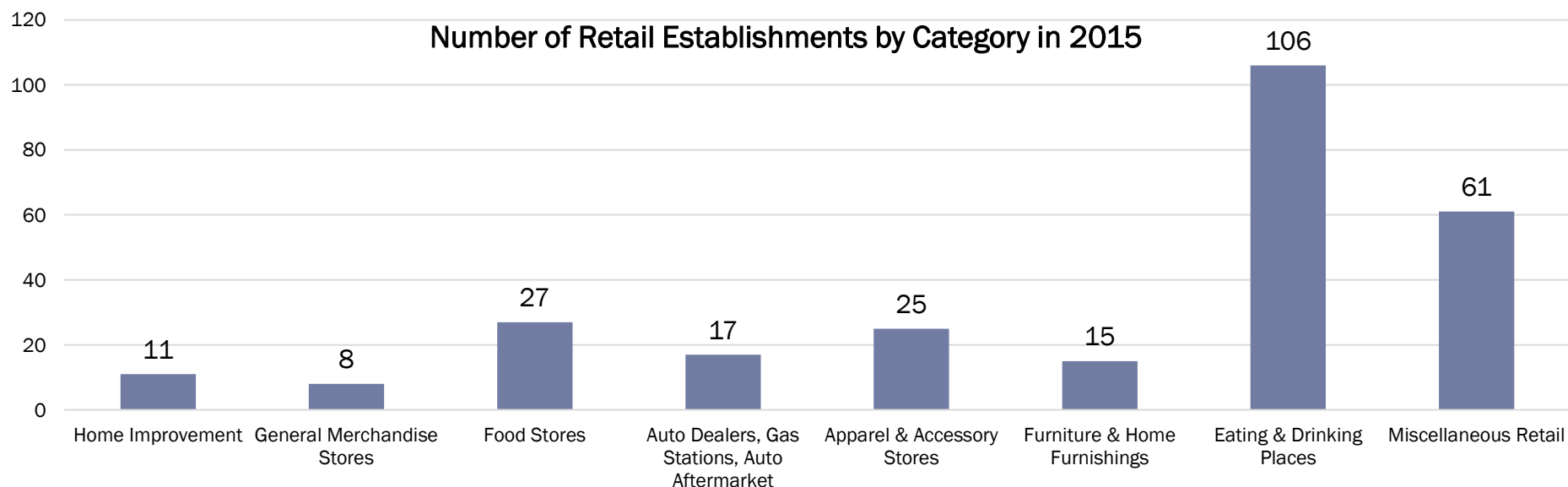


Source: Esri

Existing Retail Business Mix: Asbury Park

As of 2015, there were a total of 270 retail businesses in Asbury Park, with eating and drinking places dominating the retail business mix in Asbury Park (comprising nearly 40 percent of all retail businesses). Miscellaneous retail establishments (about 23 percent) and food stores (10 percent) were the second and third most prominent business establishments, respectively, in Asbury Park.

As the downtown area of Asbury Park has developed into a destination for locals and tourists looking to dine, recreate and shop for discretionary items, the current business mix is likely to remain as is, for the near-term. As more residents (particularly higher income residents) move into the city, an additional mix of retail and service establishments will follow, further diversifying the business community.



Source: Esri

Demographic & Labor Trend Analysis:

Labor & Industry Trends

ECONOMIC AND REAL ESTATE ANALYSIS FOR SUSTAINABLE LAND USE OUTCOMES™



Methodology: Labor & Industry Trends Analysis

4ward Planning Inc. conducted an examination of labor and industry trends in the Asbury Park study area and surrounding region. Based on the appropriate scale of geographic analysis, as well as data availability, the following study areas were analyzed:

- City of Asbury Park
- Monmouth-Ocean PMSA

Industry and labor data were gathered from the U.S. Census Bureau's *OnTheMap* data server, as well as from Quarterly Workforce Indicators (QWI) reports. Work area analysis was performed for the most recent available years. Occupational projections from the New Jersey Department of Labor and Industry were also utilized.

Labor characteristics analyzed include primary job employment, unemployment rates, average monthly earnings, and job creation, among others.



Key Findings: Labor & Industry Analysis

40 percent

Roughly two out of every five Asbury Park residents is employed in Accommodation and Food Services or Health Care and Social Assistance sectors, both of which have seen steady growth in recent years. While the occupations within these industry sectors mostly pay lower to mid-level wages, the steady nature of employment within these industries, locally and regionally, suggests demand for workforce housing in the area will remain strong.



Growth in healthcare, decline in manufacturing

According to U.S. Labor Department projections, Healthcare and Social Assistance is projected to be the fastest growing industry over the next decade, with an expected increase of nearly 26 percent (bringing over 16,000 jobs to the PMSA) by the year 2025.

Professional, Scientific and Technical Service occupations are also expected to increase by about 15 percent (over 3,700 new jobs) during this same time period. Meanwhile, the Manufacturing sector is projected to decline seven percent by 2025.



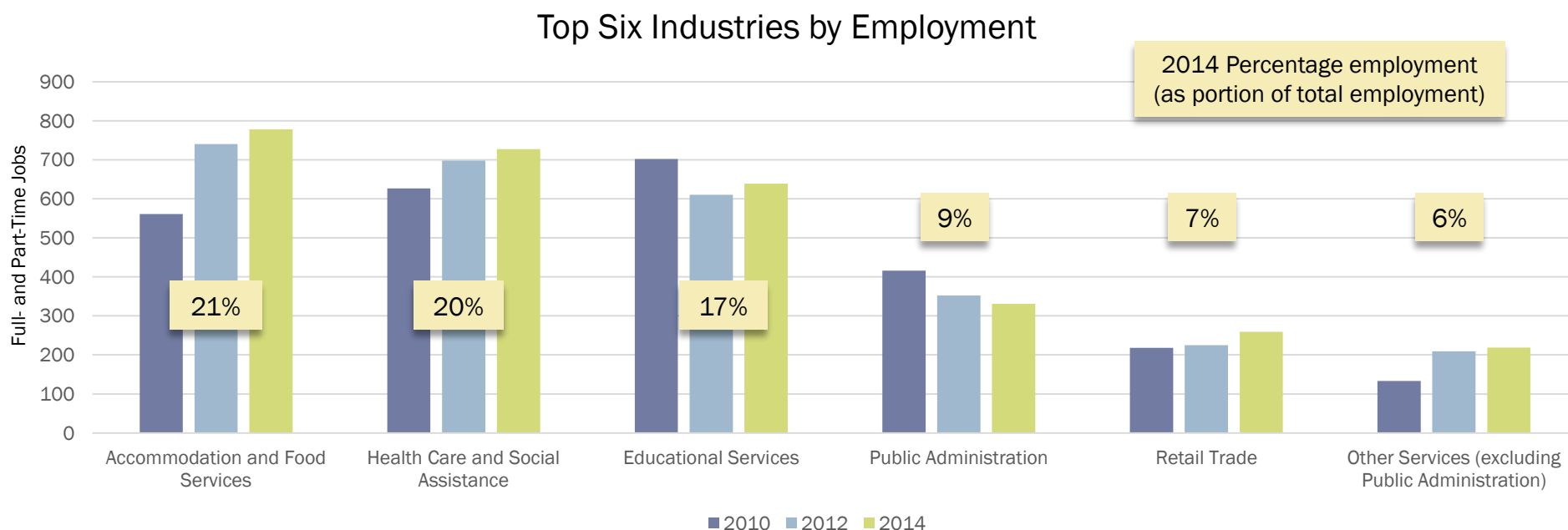
A mix of living-wage jobs

Industry growth in the Health Care and Social Assistance and Professional, Scientific and Technical Service sectors will result in a growing number of low, mid- and high-wage job opportunities for area residents, provided they possess appropriate educational requirements. Healthcare and Social Assistance occupations, in particular, may provide a range of jobs from entry-level home care positions to highly-skilled roles for doctors and specialists.



Top Six Industries by Total Employment: Asbury Park

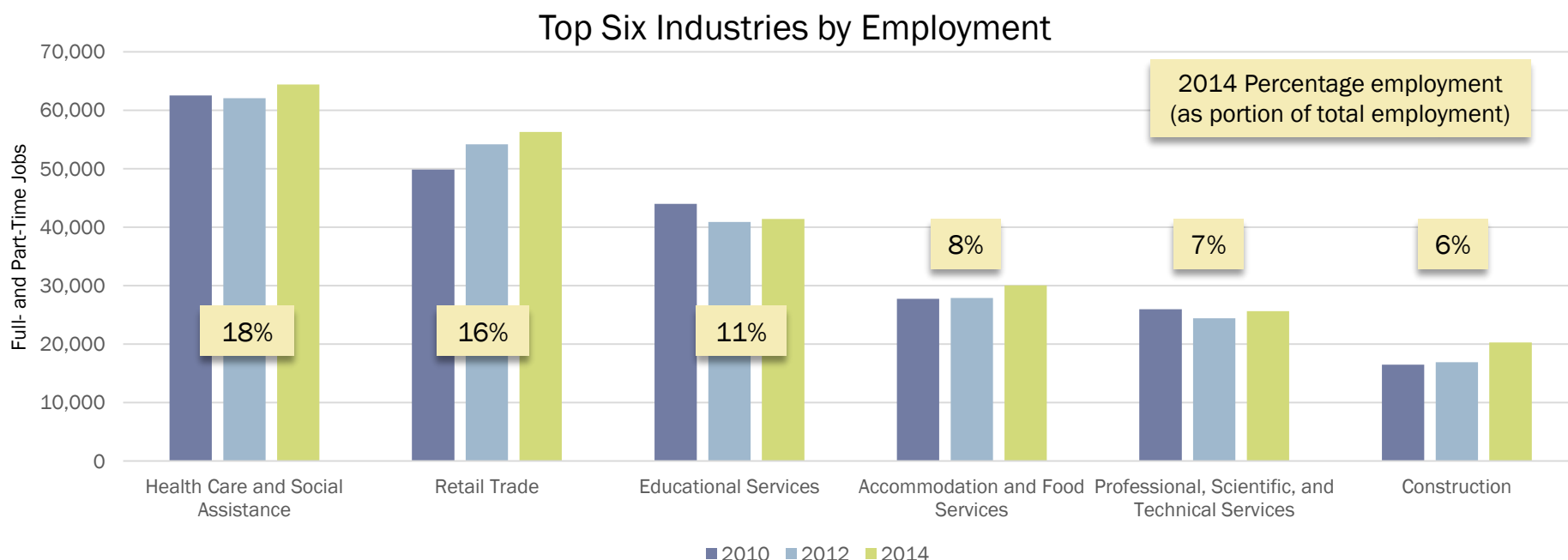
The chart below depicts the top six industries, by employment, in Asbury Park, among which industry growth has fluctuated in recent years. The Accommodation and Food Services sector, comprising 20 percent of total employment in Asbury Park in 2014, saw a steady increase and the greatest growth in terms of absolute numbers between 2010 and 2014 (increasing from 561 jobs to 778). Industry growth was also observed during this same time period in Health Care and Social Assistance (comprising another 20 percent of total area employment in 2014), as well as in the Retail Trade and Other Services sectors. Meanwhile, employment in Educational Services declined between 2010 and 2012, but made up a portion of that loss between 2012 and 2014. Employment in the Public Administration sector consistently declined between 2010 and 2014.



Source: Onthemap

Top Six Industries by Total Employment: Monmouth-Ocean PMSA

As shown in the chart below, employment in the top six industries in the Ocean-Monmouth PMSA has remained fairly steady with growth occurring across all six sectors between 2012 and 2014. The Health Care and Social Assistance sector, the PMSA's largest industry (comprising 18 percent of total employment in the PMSA), saw a modest increase (three percent) between 2012 and 2014. Meanwhile, Retail Trade employment, the second largest industry (comprising 16 percent of total employment), saw more substantial growth (an increase of 13 percent) between 2010 and 2014. It should also be noted that Asbury Park, with the development of workforce housing, can attract a number of employees across all six large employment industries, increasing its opportunities for revitalization and private investment.



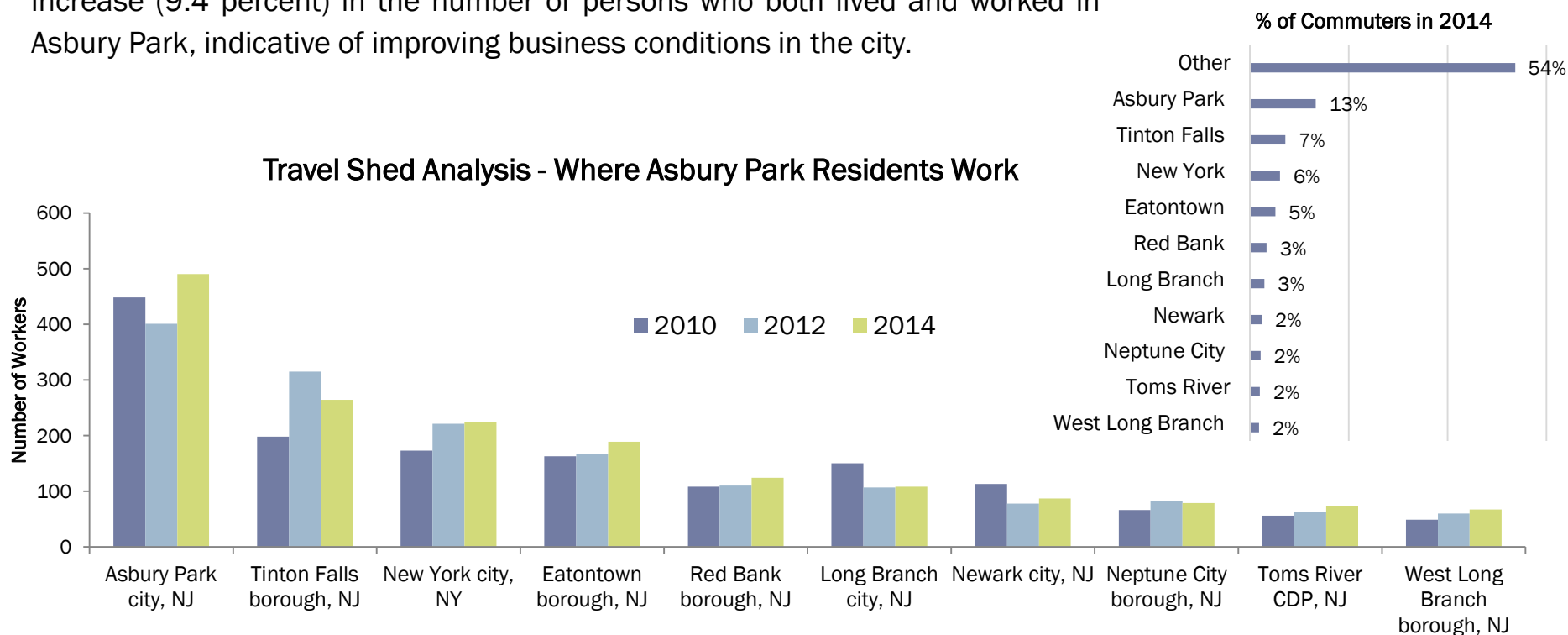
Source: Onthemap

Commuter Patterns, Work Destinations: Asbury Park

As shown in the charts below, roughly one in seven residents in Asbury Park (13 percent) commutes to a job within Asbury Park. The next most common work destinations for Asbury Park residents are Tinton Falls (seven percent) and New York City (six percent). The majority of residents (54 percent) commute to jobs dispersed throughout a number of other local and regional communities.

What is noteworthy is that between 2010 and 2014, there was a relatively strong increase (9.4 percent) in the number of persons who both lived and worked in Asbury Park, indicative of improving business conditions in the city.

Travel Shed Analysis - Where Asbury Park Residents Work

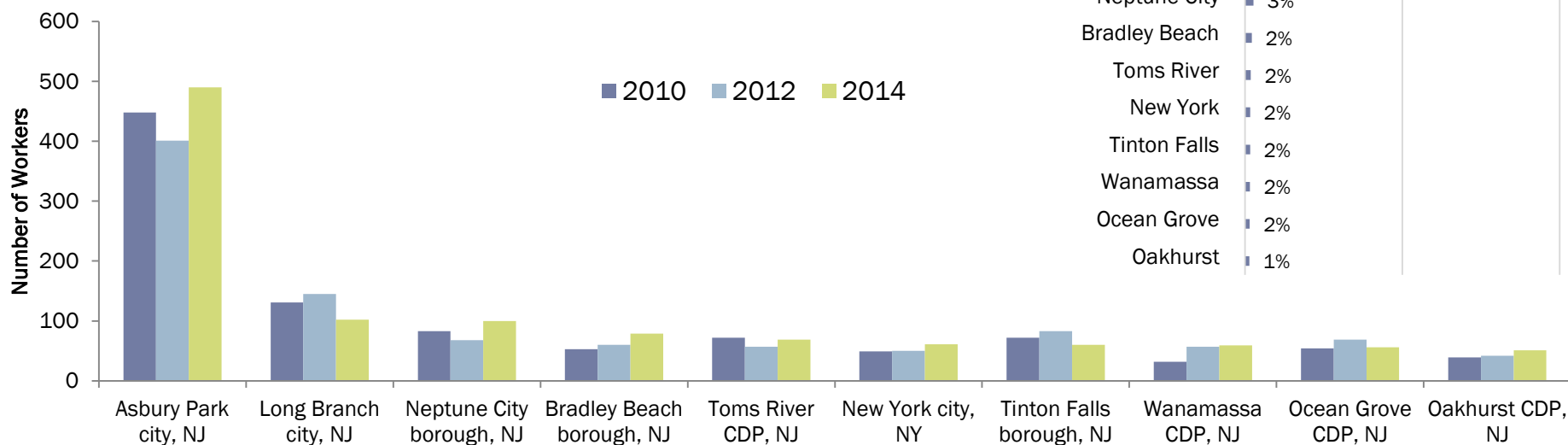


Source: Onthemap

Commuter Patterns, Home Origins: Asbury Park

The majority of workers in Asbury Park (83 percent) commute from various neighboring municipalities. As noted on the previous page, only about one in seven (or 13 percent) calls Asbury Park home. The next most common home destinations for Asbury Park workers are Long Branch and Neptune. As the number of persons who work in Asbury Park live elsewhere, there likely exists relatively strong pent-up housing demand (that is, a share of workers who now commute into Asbury Park would likely trade their commutes to live in the city, provided there existed an ample supply of quality affordable housing. Further, creating such housing stock serves in support of economic development, as additional consumer households are created.

Travel Shed Analysis – Where Asbury Park Workers Reside



Source: Onthemap

Employment by Industry: Asbury Park

Industry employment projections through 2025 are provided by the U.S. Bureau of Labor Statistics (BLS). Applying projected percent increases to 2014 employment estimates yields projected employment numbers, as identified below. Health Care and Social Assistance, the second largest sector in Asbury Park, is projected to be the fastest growing, increasing by nearly 26 percent (187 jobs), followed by Professional, Scientific, and Technical Services (occupations such as accountants, lawyers, research scientists, architects and consultants), with a projected increase of nearly 15 percent, by 2025. Accommodation and Food Services, the largest industry (by employment) in Asbury Park in 2014, is expected to grow at a much slower pace, lagging behind other sectors such as Educational, Administration and Other services. The city's relatively small Manufacturing sector is projected to decrease slightly (7 percent) during this same time period.

Employment by Industry, Top 10 Industry Projections

Industry	2014 Estimated Employment	2025 Projected Employment	Numeric Change	Percent Change
Accommodation and Food Services	778	833	55	7.12%
Health Care and Social Assistance	727	914	187	25.71%
Educational Services	639	712	73	11.46%
Public Administration	331	346	15	4.43%
Retail Trade	259	274	15	5.61%
Other Services (excluding Public Administration)	219	237	18	8.35%
Professional, Scientific, and Technical Services	167	192	25	14.69%
Wholesale Trade	103	110	7	6.32%
Administration & Support, Waste Management and Remediation	90	99	9	10.10%
Manufacturing	85	79	-6	-7.11%

Source: Onthemap

Employment by Industry: Monmouth-Ocean PMSA

Consistent with employment trends in the greater metro area and the state of New Jersey, Health Care and Social Assistance is the largest industry sector (by employment) in the Ocean-Monmouth PMSA and is projected to grow by more than 16,500 jobs by 2025. Retail Trade employment is more prevalent in the PMSA than in Asbury Park, as the second largest industry (by employment), though it is expected to grow at a much slower pace (roughly 6 percent) than the Construction and Professional, Scientific and Technical Services industries (both expected to increase by about 15 percent). Education Services is expected to see notable growth, increasing by roughly 11 percent, contributing more than 4,700 jobs – the second highest contributor in terms of number of new jobs after Health Care and Social Assistance occupations.

Employment by Industry, Top 10 Industry Projections

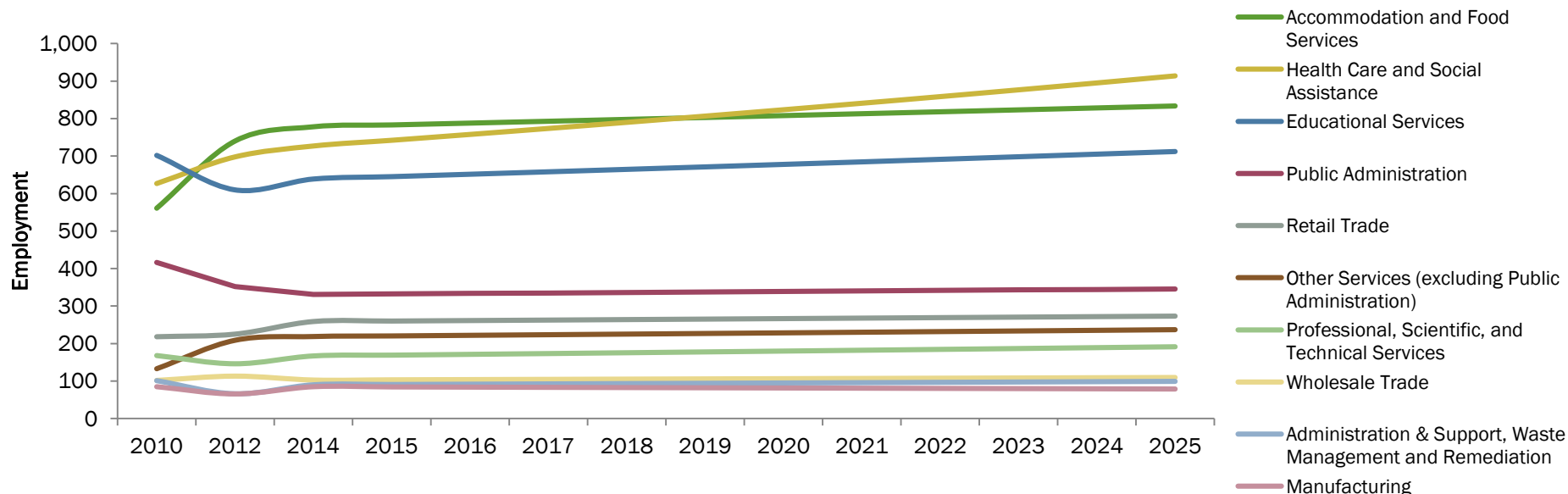
Industry	2014 Estimated Employment	2025 Projected Employment	Numeric Change	Percent Change
Health Care and Social Assistance	64,420	80,979	16,559	25.71%
Retail Trade	56,273	59,431	3,158	5.61%
Educational Services	41,418	46,164	4,746	11.46%
Accommodation and Food Services	30,060	32,201	2,141	7.12%
Professional, Scientific, and Technical Services	25,649	29,416	3,767	14.69%
Construction	20,304	23,372	3,068	15.11%
Public Administration	16,923	17,673	750	4.43%
Administration & Support, Waste Management and Remediation	15,748	17,339	1,591	10.10%
Other Services (excluding Public Administration)	13,697	14,841	1,144	8.35%
Manufacturing	13,177	12,241	-936	-7.11%

Source: Onthemap

Long-Term Employment Growth: Asbury Park

According to the U.S. Bureau of Labor Statistics (BLS) industry employment projections, Health Care and Social Assistance will supersede Accommodation and Food Services as the largest sector employer by the end of this decade, which could potentially result in increased demand for non-residential real estate (e.g., medical office space) in and around Asbury Park. Education Services and Public Administration will maintain their places as the third and fourth largest sector employers, respectively. Although all sectors saw some fluctuation during the Great Recession, between 2010 and 2012, employment is projected to remain stable with relatively flat growth continuing into the next decade. The below chart illustrates relatively flat employment growth across the other major industries through 2025, suggesting demand for non-residential real estate will, likely, also be flat.

Top 10 Industries, Projected Growth in Employment

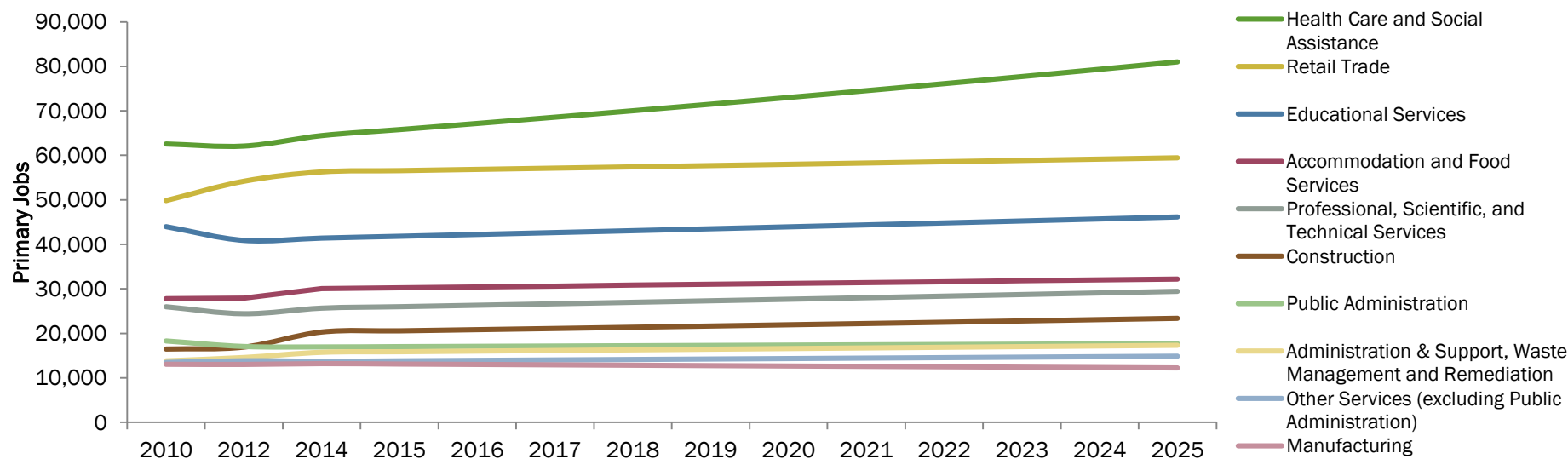


Source: Onthemap

Long-Term Employment Growth: Monmouth-Ocean PMSA

Health Care and Social Assistance is the largest industry, by employment, in the Ocean-Monmouth PMSA and is projected to continue to see sizable growth over the coming decade. Retail trade employment, the second largest industry, will see a modest increase at a comparatively much slower rate. As in Asbury Park, employment trends at the PMSA level reflect relatively flat growth among remaining major industries. As in Asbury Park, the strong growth in the Health Care and Social Assistance industry sector will create demand for a variety of medically related office uses – a portion of which could be satisfied within Asbury Park’s commercial district and, more particularly, within walking distance of its train station.

Top 10 Industries, Projected Growth in Employment



Source: Onthemap

Appendix: Glossary of Terms

Glossary of Terms: Socio-Economic Trends Analysis

Baby Boomer: A person born between 1946 and 1964 (ages 51 to 70 years old in 2016), after the end of World War II, when birth rates spiked.

Empty Nester Household: A household in which one or more parents live after the children have left home.

Family Household: A family is a group of two or more people (one of whom is the householder) related by birth, marriage, or adoption and residing together; all such people are considered members of one family.

Flat and Moderate Growth: 4ward Planning defines flat growth as an annualized rate of change between (-)0.75 and 0.75 percent, and moderate growth as an annualized rate of change less or greater than (-)0.75 and (-)1.5 percent.

Household: A household consists of all the people who occupy a housing unit. A house, apartment, or other group of rooms or a single room, is regarded as a housing unit when occupied or intended for occupancy as a separate living quarter. The count of households excludes group quarters and institutions.

Non-Family Household: A non-family household consists of a householder living alone (a one-person household) or a householder sharing the home exclusively with people to whom he/she is not related.

Primary Market Area (PMA): A primary market area is the immediate area surrounding the study area for goods, services, and other factors.

Source: US Census Bureau

Glossary of Terms: Labor and Industry Trends Analysis

Primary Job: According to the U.S. Census, a primary job refers to the job an individual has which provides the greatest income. If an individual is employed by a single job, this would be considered a primary job. If an individual is employed at multiple jobs, including part-time employment, the job that provides the greatest income would be considered a primary job.

Traded Industries: Industries which create and sell their goods and/or services to end users located outside of the market area (e.g., outside of Tri-COG). The manufacturing industry is an example of a traded industry.

Local Serving Industries: Industries which, principally, sell their goods and/or services to end users located within the market area (e.g., within Tri-COG). The retail industry is an example of a local serving industry.

Employment by Industry: The industry is the type of activity that occurs at a person's place of work. Industries are classified through the North American Industry Classification System (NAICS), the standard used by Federal statistical agencies in classifying business establishments for the purpose of collecting, analyzing, and publishing statistical data related to the U.S. business economy.

Employment by Occupation: A person's occupation refers to the work that he or she does to earn a living. The Bureau of Labor Statistics' Standard Occupational Classification (SOC) system is used by Federal statistical agencies to classify workers into occupational categories for the purpose of collecting, calculating, or disseminating data.

Source: US Census Bureau; BLS