CITY OF OCEAN CITY

Master Plan

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Department of Planning & Engineering
Division of Planning
1501 West Avenue
Ocean City, New Jersey 08226

CITY OF OCEAN CITY

AMERICA'S GREATEST FAMILY RESORT

DEPARTMENT OF COMMUNITY DEVELOPMENT

CONTENTS

CITY OF OCEAN CITY
MASTER PLAN DOCUMENTS
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MASTER PLAN
ADOPTED FEBRUARY 3, 1988

MASTER PLAN - HOUSING PLAN ELEMENT
AMENDED AUGUST 11, 1999

MASTER PLAN - LAND USE PLAN
ADOPTED DECEMBER 2001

MASTER PLAN AMENDMENT – BAY WEST NEIGHBORHOOD
ADOPTED DECEMBER 11, 2002

MASTER PLAN AMENDMENT – STENTON PLACE NEIGHBORHOOD
ADOPTED DECEMBER 11, 2002

MASTER PLAN AMENDMENT – MARINE PLACE NEIGHBORHOOD BUSINESS-1
ADOPTED DECEMBER 11, 2002

MASTER PLAN AMENDMENT – RIVIERA AND BAY WEST NEIGHBORHOODS
ADOPTED DECEMBER 11, 2002

MASTER PLAN - CIRCULATION PLAN ELEMENT
ADOPTED MARCH 2005

STORMWATER MANAGEMENT PLAN
ADOPTED JULY 13, 2005

HOUSING PLAN ELEMENT & FAIR SHARE PLAN
AMENDED OCTOBER, 2006

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MASTER PLAN

MASTER PLAN

CITY OF OCEAN CITY

Cape May County, New Jersey

ADOPTED: FEBRUARY 3, 1988

PREPARED BY:

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Original signed and sealed in accordance with N.J.S.A. 13:41-
State Board of Professional Planners

OCEAN CITY MASTER PLAN

TABLE OF CONTENTS

INTRODUCTION	1-1
BACKGROUND STUDIES	
HISTORICAL BACKGROUND	2-1
POPULATION	3-1
EXISTING LAND USE	4-1
NATURAL RESOURCES	5-1
MASTER PLAN	
STATEMENT OF OBJECTIVES, PRINCIPLES, ASSUMPTIONS, POLICIES AND STANDARDS	6-1
LAND USE PLAN ELEMENT	7-1
HOUSING PLAN ELEMENT	8-1
COMMUNITY FACILITIES AND SERVICES PLAN ELEMENT	9-1
CIRCULATION PLAN ELEMENT	10-1
ECONOMIC PLAN ELEMENT	11-1
HISTORIC PRESERVATION PLAN ELEMENT	12-1
CONSERVATION PLAN ELEMENT	13-1
STATEMENT OF RELATIONSHIP TO STATE, REGIONAL AND AREA PLANS	14-1

MUNICIPAL PLANNING BOARD

CITY OF OCEAN CITY, NEW JERSEY 08226

TO: Mayor and City Council; Board of Adjustment; Members of City Boards, Agencies, Commissions and Authorities; Permanent and Seasonal Residents; and Persons Interested in the City of Ocean City

On behalf of the Ocean City Planning Board, I am pleased to present this Master Plan for the Ocean City. This Master Plan represents a major milestone in the planning of Ocean City for it proposes controlling future development in order to equitably address long-term constraints on City water supplies and sanitary sewage disposal facilities and to preserve and protect one-family residential development areas of the City.

This Master Plan provides for further implementation of recommendations adopted in a Reexamination Report of the Master Plan and Zoning Ordinance in 1984 and the resultant Zoning and Land Development Regulations adopted 1985 and 1986. This Master Plan, however, provides for designation of several new planning areas based upon existing land uses and upon the width of lots as platted. The width of lots for planning and regulating residential development is a major step in bridging historical lot sizes and patterns with the type and density of development as it has occurred through 1987.

This Master Plan delineates the variety of commercial, resort and community facilities which service our permanent and seasonal residents. The Plan also provides for preservation of critical beach, dune and saline wetlands which bound our island City. Finally, the Plan provides for requirements of the New Jersey Municipal Land Use Law including Land Use and Housing Plan Elements and an Airport Planning Area for controlling the height of structures in the runway approach zones.

I would like to thank all of those who assisted in developing this Plan particularly members of the Planning Board, Board of Adjustment and City Council who attended joint workshop meetings on the Master Plan and Zoning and Land Development Regulations from April 1987-February 1988; John Gideonse, P.P., A.I.C.P. City Planning Director; Michael Fusco, Esq., Planning Board Attorney; Gerald Corcoran, Esq., City Attorney; John Feairhelle, P.E., Planning Board Engineer; and Thomas A. Thomas, P.P., A.I.C.P., Townplan Associates, and his staff, for the hard work and dilegence required to develop this Master Plan and the draft Zoning and Land Development Regulations.

The Planning Board welcomes your attendance at its regularly scheduled meetings and welcomes your comments and recommendations on planning for the future of Ocean City.

Very truly yours,

OCEAN CITY PLANNING BOARD

James A. Mott, Chairman

1987-1988

CITY OF OCEAN CITY

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INTRODUCTION

The City of Ocean City Master Plan was prepared in accordance with the New Jersey Municipal Land Use Law, N.J.S.A. 40:55D. It is based upon background planning data and studies which were prepared in 1986 and 1987 and incorporates policies and goals which have been established by the City of Ocean City Planning Board and which have evolved from the development of previous Master Plans, reexamination reports and the development of this Master Plan. The Master Plan is designed to guide the future development and redevelopment of the City in a manner which will promote the public health, safety, morals and general welfare of present and future permanent and seasonal residents of the City.

The first recorded Master Plan for the City was prepared in 1961 which resulted in the publication of a report entitled "Ocean City, N.J. Master Plan Summary of Proposals".

The second Master Plan for the City was initiated in January 1978 and completed in August 1979. This culminated in a report entitled "Master Plan Study for City of Ocean City, New Jersey".

In 1982, the City Planning Board in conjunction with John Gideonse, P.P., A.I.C.P., the Board's Planning Consultant prepared a report entitled "Periodic Reexamination Report of the Master Plan and Development Regulations of the City of Ocean City, New Jersey and Land Use Plan Element". This 55 page document carefully analyzed goals and objectives which had been contained in the 1961 and 1979 Master Plans and made recommendations designed to achieve specified planning objectives. As a result of the Reexamination Report and subsequent evaluation and preparation of major zoning amendments in 1984 and 1985, the City determined that a Comprehensive Master Plan should be prepared to consolidate the past efforts of the Planning Board and City and to prepare a plan for the future development and redevelopment of the City in accordance with current planning, environmental and municipal services and utility goals and objectives.

In addition to the changes which occurred within the City in terms of planning and land use and development regulations, several Federal, State and County planning and environmental since 1980 regulations were enacted which affect the development of Ocean City. Federal Emergency Management Agency Floodplain and Flood Hazard Regulations were adopted which directly affect new construction within the City; Coastal Area Facilities Review Act development policies and regulations pertaining to flood hazard areas, saline and fresh water wetlands areas and wetlands buffer areas where adopted; and amendments were made to the Municipal Land Use Law which require that the City incorporate airport hazard zoning for building height and also require the City to evaluate its housing stock in accordance with the Fair Share Housing Act. In addition, the City developed a natural resources inventory which made specific recommendations pertaining to the protection and preservation of sensitive environmental features including wetlands, beach areas, dunes, and sedge islands. Finally, the rapid development of Ocean City during the period 1980-1986 resulted in analyses by the City, County and State sanitary sewerage utilities and environmental agencies which established maximum population holding capacities which can be accommodated by the City and the County sanitary sewage systems.

A critical concern of the Planning Boards, Mayors and City Councils during the period 1980-1985 was the updating of land use and development regulations for guiding future development of the City. The City had been utilizing the Zoning Ordinance prepared for Ocean City adopted on March 16, 1938 and amended 62 times in 44 years through October 1982. The original Ordinance consisted of five pages and established five types of zone districts for the entire City as follows:

Zone 1: One Family Residence Districts

Zone 2: Two Family Residence Districts

Zone 3: Three or More Family Residential or Hotel Districts

Zone 4: Light Industry and Business Districts

Zone 5: Industrial Districts

As a result of the Reexamination Report of 1982, a recommended Draft Zoning Ordinance and Zoning District Map were prepared in 1983 and 1984 and submitted to the City Council. Special meetings and public hearings were held by the City Council on February 21 and February 26, 1985. On February 26, 1985 the Council adopted Ordinance No. 85-6 entitled "Zoning Ordinance of the City of Ocean City, New Jersey". That Ordinance was revised by Ordinance No. 85-32 on September 12, 1985; and Ordinance No. 85-36 and Ordinance No. 85-37 both of which were adopted on October 8, 1985.

In 1986, the Mayor and City Council in conjunction with the Planning Board determined that a Comprehensive Master Plan should be prepared in accordance with the Municipal Land Use Law to provide compliance with the Law and to provide a detailed evaluation of development within the City. Following a selection and interview process, the City selected and retained Townplan Associates to assist the Planning Board in developing a new Master Plan.

Townplan Associates analyzed the City in terms of background planning studies of population, land use, community facilities, transportation, natural resources, and regional, state and county environmental and planning regulations. On the basis of these analyses, evaluations of earlier Master Plans and the Reexamination Report of 1982, and an independent analysis of development patterns within the City, Townplan Associates prepared a Draft Master Plan Map which was submitted to the Planning Board on April 29, 1987. As a result of preliminary discussions on the draft plan, the Planning Board invited the Ocean City Board of Adjustment and City Council to six workshop meetings between April and August 1987. During the course of these workshop sessions, the Draft Master Plan Map was revised extensively and new planning concepts were developed for incorporation into the Master Plan and recommended Zoning District Map for the City. A public meeting with more than 200 in attendance was held on June 16, 1987 for resident recommendations and comments, followed by additional workshop meetings to review specific planning areas of the City.

A Final Draft Master Plan Map and the Draft Master Plan Land Use Plan Element were reviewed by the Planning Board on August 26, 1987.

A public hearing was held on the Master Plan Land Use Plan Element on September 15, 1987. Following the close of the public hearing the Land Use Plan Element map and text were adopted by the Planning Board.

In January 1988, the Planning Board reviewed other elements of the Master Plan and the entire Master Plan Map and text were adopted on February 3, 1988, following the close of the public hearing.

The content of the Master Plan for Ocean City complies with the requirements of the Municipal Land Use Law and is presented in the following Master Plan Elements: land use, housing, community facilities and utility services, circulation and transportation, conservation and historic preservation, and stormwater management. In addition, the Master Plan contains a statement of objectives, principles, assumptions, policies, and standards, and a statement of the relationship of the Ocean City Master Plan to State, Regional and area plans and zoning districts.

The Ocean City Master Plan is designed to serve as a general guide for the future development of the City and as a basis for a Zoning District Map and Zoning Land Development Regulations. The Ocean City Master Plan will also serve as a basis for determining the relationship of Ocean City development policies to Federal, State, regional and adjacent area development policies. The Master Plan will provide a historical reference for review by future Planning Boards, Boards of Adjustment, Mayors, Councils and other public officials.

The Master Plan for the City should not be a static document. It should be evaluated periodically to ensure that it reflects the evolving goals and objectives of the City and addresses the contemporary problems and development opportunities which could not be foreseen in 1987 and 1988. Reexamination of the Master Plan and the Zoning and Land Development Regulations is required by the Municipal Land Use Law every six years. Review of the Master Plan, however, should be an on-going process as the needs and desires of present and future residents change. The overall goal, however, for such changes should be to maintain and enhance the quality of life for present and future residents and to continue the historic tradition of Ocean City as a quality family resort area.

HISTORICAL BACKGROUND

This historical background of Ocean City is a summary of historical information from the following sources:

A History of Ocean City, New Jersey, Harold Lee, 1965 revised 1975, 83 pages; "History of Ocean City, New Jersey", Ocean City Chamber of Commerce, 1 page; Ocean City Memories, by Harold Lee, 1979 and History of New Jersey Municipal Boundaries, 1966.

EARLY SETTLEMENT

The first recorded reference to the island which now comprises Ocean City, is believed to be in the Journal of David Pietersson DeVries, a Dutch explorer and early colonizer of the Delaware Bay Area. The formal history of Ocean City, known in its early days as Peck's Beach, can be traced to a 1664 Grant from Charles II, King of England, to the Duke of York. In the late 1690's the West Jersey Society, which at one time owned all of Cape May County obtained title to the Ocean City area. In 1751, John Somers purchased the Ocean City barrier beach island from the Society. The island remained in the Somers' family for 130 years. During this time, the island was primarily used for processing whales and cattle grazing.

During the 1850's Parker Miller came to the island to act as an agent for maritime insurance companies. By 1859, he settled near the present location of Asbury Avenue between 7th and 8th Streets, building what is thought to be the first permanent residence.

OCEAN CITY ASSOCIATION

The Ocean City island was acquired by three Methodist minister brothers S. Wesley, Ezra B. and James E. Lake and William H. Burrell (also a minister) for a "Christian resort" and camp meeting ground. Upon gaining final title to the land, they incorporated as the Ocean City Association in 1879. The Association land was originally designed in a grid pattern with four principal north-south routes; Wesley, Central, Asbury and West Avenues.

By 1880, the four north-south avenues and the numbered, east-west cross streets between 4th and 8th were cleared and graded. The campground block located between 5th and 6th Streets was set aside for construction of a Tabernacle. A wharf, 1,000 feet of boardwalk, and a hotel were also constructed.

During 1880, 508 lots were sold to private purchasers. Lots sold by the Association included deed covenants prohibiting commercialism on the Sabbath and prohibiting the sale, storage or manufacture of alcoholic beverages. Violations of these covenants would result in reversion of land ownership back to the Association. Some of these restrictions have been passed down to deeds currently held by property owners.

The Pleasantville and Ocean City Railroad Company was established in 1880 opening a 7 mile line between Pleasantville and Somers Point which connected with the rail line between Philadelphia and Atlantic City. Boat service was available to the Ocean City Wharf on 2nd Street. The City began to grow after the first Tabernacle was built during the spring of 1881. By 1883, Ocean City had a total of 178 buildings.

INCORPORATION OF OCEAN CITY

In 1884, Ocean City was incorporated as a Borough by referendum transferring jurisdiction from the Ocean City Association to the municipality. In 1890, Ocean City was reincorporated again as a Borough under a new legislative act. In 1897, it incorporated as a City changing the Mayor and Council form of government to a City Council and expanding the boundaries to include the entire island. The City reincorporated in 1911 changing the form of government from a Council to a Commission. The adjacent sedge islands were annexed in 1929.

EARLY TRANSPORTATION

Transportation to Ocean City was originally by ship or boat. In 1883, the first highway and bridge were completed connecting the island to the mainland. The South Jersey Railroad built a line across the bay from Tuckahoe to Ocean City in 1898. A trolley line was established providing transportation within the City until the Great Depression. The line ran between the Wharf at 2nd Street and 59th Street.

BOARDWALK

From Ocean City's inception as a religious resort, the oceanfront has been a focal point for recreation. In 1880, a boardwalk was constructed from the Wharf to West Avenue along 4th Street providing access to the Ocean. The first oceanfront boardwalk was built in 1883 between 4th and 7th Streets. In 1887, it was extended to 11th Street and a pavilion was construction between 5th and 6th Streets. A northeasterly storm damaged the entire boardwalk in 1888. It was rebuilt and extended several times until 1905 when a new boardwalk was constructed farther east and extending between 2nd and 13th Streets. Another new boardwalk between 2nd and 12th Streets was constructed during 1928 and 1929. Young's Amusement Pier, the Music Pier and several small piers were also built during the early 1900's. The Music Pier, Tabernacle and boardwalk were heavily damaged in 1944 by a hurricane. Many houses, businesses and boats were also damaged or destroyed. Severe flooding associated with a 1962 northeasterly storm damaged approximately 300 homes and isolated the island for two days.

SHIP WRECKS

Severe coastal storms caused many ship wrecks off Ocean City including the Delight in 1779, the Perseverance in 1815, the Fame in 1871, the Rhine in 1890 and the Sindia in 1901. In 1933, the sudden development of a northeasterly storm caught most of the City's fishing fleet at Sea. Eight ships were wrecked and five people drowned.

NATIONAL, STATE AND CITY HISTORIC SITES

The wreck of the Sindia between 16th and 17th Streets was designated a New Jersey Historical Site in 1969. Two other sites located within Ocean City are listed on both the State and National Registers of Historic Places: The 10th Street Railroad Station located east of Haven Avenue which was constructed in 1898, and the 34th Street Railroad Station constructed in 1885 and located on the southeast side of Bay Avenue.

The Tabernacle site holds local historical significance. On September 10, 1879 the founders of the Ocean City Association met under a cedar tree on this site agreeing to establish a Christian resort. This location was memorialized by a bronze plaque at the corner of Asbury Avenue and 6th Street. In 1881, an open air pavilion was constructed which was later enclosed becoming the first Tabernacle. It was replaced in 1957 by the existing structure.

HISTORICAL STRUCTURES - TRACING THE DEVELOPMENT OF OCEAN CITY

The development of Ocean City can be traced by the development of various historical structures within the City:

Schools

First School - 1882 - Central Avenue between 7th and 8th Streets. It was rebuilt in 1906 and is now used as the public safety building and municipal court.

Second School - 1913 - Wesley Avenue between 4th and 5th Streets. Since 1965 it has been used as a historical museum and cultural arts center.

High School Building - 1924 - Ocean and Atlantic Avenues between 5th and 6th Streets. It was enlarged in 1965.

Elementary School - 1965 - Wesley Avenue between 5th and 6th Streets.

Elementary School - 1965 - Bay Avenue and 19th Street. It was enlarged in 1975 to become the Intermediate School.

Churches

Auditorium, renamed the Tabernacle - 1881 - between Asbury and Wesley Avenues and 5th and 6th Streets. Built as an open air pavilion it was later enclosed. The Tabernacle was rebuilt in 1944 after being damaged by a hurricane. The old wooded structure was razed in 1957 and replaced by a steel, brick and glass structure.

St. Peter's Methodist Episcopal Church - 1890 - 8th Street and Central Avenue. Rebuilt in 1906, the Church underwent major expansions and renovations in 1955, 1959 and 1972.

St. Augustine's Roman Catholic Church - 1895 - Asbury Avenue north of 14th Street razed to construct the present parochial school. 1931 - New church built at Wesley Avenue and 13th Street.

First Presbyterian Church - 1897 - 7th Street and Wesley Avenue. Rebuilt in 1907 and expanded in 1959 and 1972.

Holy Trinity Episcopal Church - 1896 - 11th Street and Central Avenue. Building sold to Central Baptist Church in 1974. 1974 - A new Episcopal Church was built at 10th Street and Bay Avenue.

Ocean City Baptist Church - 1928 - 10th Street and Wesley Avenue. Enlarged and remodeled in 1954, 1962 and 1965.

Macedonia United Methodist Church - 1902 - 10th Street and Simpson Avenue. Enlarged in 1953.

Tabernacle Baptist Church - 1907 - 8th Street and West Avenue. Remodeled in 1965.

St. John's Evangelical Lutheran Church - 1924 - 10th Street and Central Avenue. The building was brought to Ocean City from Woodlawn, New Jersey and reassembled on-site. Renovated in 1939, 1944 and 1950.

Lutheran Chapel - 1957 - 36th Street and West Avenue. Expanded in 1973.

First Church of Christ, Scientist - In 1952 a former bank building at 8th Street and Asbury Avenue was purchased for meetings.

St. Francis Cabrini Roman Catholic Church - Atlantic Avenue and 2nd Street.

Shiloh Baptist Church - 7th Street at Simpson Avenue.

St. James AME Church - 7th Street and Haven Avenue.

Our Lady of Good Council Roman Catholic Church - Asbury Avenue and 40th Street.

Union Chapel by the Sea - Asbury Avenue and 50th Street (Seasonal).

Central Ocean City Union Chapel - Central Avenue and 32nd Street (Seasonal).

<u>City Buildings</u>

City Hall, Circa 1912, 9th Street and Asbury Avenue.

Post Office - 1910 - 8th Street between Asbury and Central Avenues. Replaced in 1937 by present Post Office at 9th Street and Ocean Avenue.

Volunteer Hook and Ladder Company No. 1 - 1896 - 9th Street and Asbury Avenue, present site of City Hall.

Reliance Fire Company No. 2 - Circa 1896 - Asbury Avenue near 6th Street.

Liberty Company No. 3 - Circa 1898 - 12th Street and Asbury Avenue.

Ocean City Fire Station - 1955 - 29th Street and West Avenue.

Organizations

Ocean City Yacht Club - 1901 - 6th Street at the Bay. Replaced in 1912 - 1913 by a three-story clubhouse on Battersea Road. After reorganization following World War II, a new one-story clubhouse was built at the Battersea Road site.

Ocean City Motor Boat Club - 1910 - 15th Street at the Bay. Property was later sold to Germantown Boys Club of Philadelphia.

Knights of Pythias - Ocean City Lodge No. 66 - Asbury Avenue between 7th and 8th Streets (disbanded).

Improved Order of Redman - Kalmia Tribe No. 220 - Circa 1920-1930 - 8th Street at Haven Avenue (disbanded).

Free and Accepted Masons - Ocean City Lodge No. 171 and Order of Eastern Star - Chapter No. 83 - Wesley Avenue and 10th Street.

American Legion - Morgan Ranck Post No. 137 - Circa 1950- 14th Street and Haven Avenue.

Veterans of Foreign Wars - Fergeson Foglio Post - 15th Street and Bay Avenue.

Ocean City contains several structures which may have local historical significance as noted above. Preparation of an inventory of historical structures should be considered to facilitate future nominations to the State and National Registers of Historic Places and creation of a City Register of Historic Structures and Places.

POPULATION

Ocean City, as well as Cape May County, has experienced a population growth rate during the past two decades which is nearly triple the State and National growth rates. Cape May County was also the fastest growing county in New Jersey from 1980 to 1985 in percentage increase. While this rapid growth is expected to decrease in the future, Ocean City has to consider the implications of population growth and characteristics in the long-term planning of future needs of the City in terms of residential, commercial, office, recreational, and other land uses as well as required public facilities and utilities.

The changing composition of the population resulting from the current increasing birth rate, increasing elderly population and declining household size is important in terms of future planning of land uses and community facilities. Ocean City, with 26 percent of its population aged 65 and over, has experienced an increasingly aging population as persons choose Ocean City as their retirement residence. Planning programs and City services have adjusted to meet the needs of the aging permanent resident population. The City has also experienced an increasingly larger number of youths since 1975 which is reversing the declining birth rate which occurred between 1960 and 1975.

Ocean City has a population dimension different from most municipalities: a massive influx of non-permanent population during the summer months. The City population has been estimated to increase by nearly one hundred thousand (100,000) persons during the peak summer months. Thus two distinctly separate approaches to planning the City are necessary to evaluate and meet the contrasting needs of permanent and seasonal residents.

Population trends within the City are influenced by a variety of factors including national, state and regional economic, social and governmental policy trends. Changing birth rates, changing employment trends and consumer preferences, availability of natural resources and numerous other factors can affect future development within Ocean City. Ocean City officials, however, can guide future development and can influence the rate of growth within the City through its determination of goals, objectives and policies for land development, economic growth, and community facilities and utilities.

It is recommended that as updated Census data for population and housing become available, the Planning Board monitor population growth and composition and periodically review its planning program to determine if it is meeting the changing needs and desires of present and future permanent and seasonal residents of the City.

SOURCES OF DATA

The demographic data used in this analysis is derived from a variety of sources. The 1970 and 1980 U.S. Census provides data on General Population Characteristics in the form of characteristics of persons, households and families and of housing units. Historical and geographical comparisons are possible by using Census data. Also, the New Jersey Department of Labor and Industry, Division of Planning and Research, Office of Demographic and Economic Analysis, annually compiles data and provides estimates on population characteristics of the state, metropolitan regions, counties and municipalities. Additional demographic information is compiled by the Cape May County Planning Board and the Ocean City Clerk's office.

HISTORICAL POPULATION: 1890-1980

As shown in Table 3-1 and Figure 3-1, "Historical Population Growth: 1890-1980, New Jersey, Cape May County and Ocean City," Ocean City has experienced a fairly constant growth pattern since 1890, with few exceptions. Ocean City began as a Methodist Camp Meeting Ground and became incorporated as Ocean City Borough in 1884. In 1897 Ocean City Borough became the City of Ocean City, expanding the Borough boundaries as well as increasing its population. The U.S. Census for 1900 shows a 189.2 percent increase over the previous Census. The City established its present boundaries in 1929 when adjacent salt marsh meadowlands were annexed from Upper Township.

The population of Ocean City increased dramatically between 1920 and 1930, increasing 3,013 or 119.9 percent. While there was a 15.4 percent loss of population between 1930 and 1940, Ocean City has since experienced population growth at a steady rate. The rate of growth between 1950 and 1980 averaged 31.5 percent per decade.

TABLE 3-1

HISTORICAL POPULATION GROWTH: 1890-1980
NEW JERSEY, CAPE MAY COUNTY AND OCEAN CITY

	NEW JERSEY		CAPE MAY COUNTY		OCEAN CITY	
YEAR	Total	Percent Change	Total	Percent Change	Total	Percent Change
1890	1,444,933		11,268		452[1]	
1900	1,883,669	30.4	13,201	17.2	1,307	189.2
1910	2,537,167	34.7	19,745	49.6	1,950	49.2
1920	3,155,900	24.4	19,460	-1.4	2,512	28.8
1930	4,041,334	28.1	29,486	51.5	5,525	119.9
1940	4,160,165	2.9	28,919	-1.9	4,672	-15.4
1950	4,835,329	16.2	37,131	28.4	6,040	29.3
1960	6,066,782	25.5	48,555	30.8	7,618	26.1
1970	7,168,164	18.2	59,554	22.7	10,575	38.8
1980	7,364,823	2.7	82,266	38.1	13,949	31.9

[1] Population figure is for Ocean City Borough.
Source: U.S. Census of Population
Compiled By: Townplan Associates

CHANGES IN POPULATION: 1960-1984

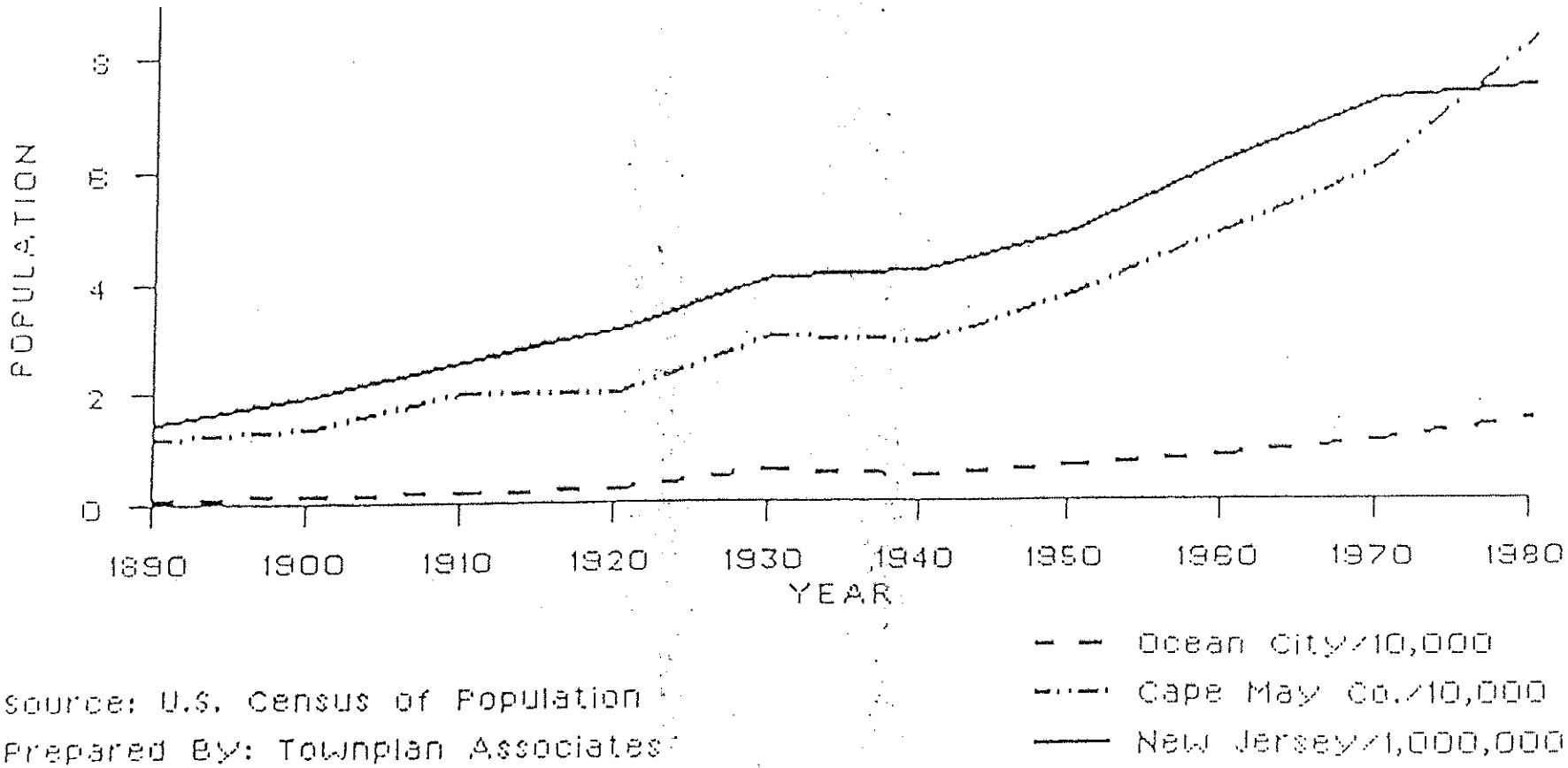
COMPONENTS OF POPULATION CHANGE: 1960-1984

Population change is comprised of two components; natural increase or decrease (births versus deaths), and in- or out-migration. During the period 1960-1984, population growth in Ocean City occurred from the in-migration of population in excess of natural decrease. Data on births and deaths is collated annually by the Ocean City Clerk's Office, and can be utilized to calculate the natural increase or decrease in population. The impact of migration into (or out of) the City can then be calculated by comparing census data or population estimates over a given time period with natural population increases or decreases. Both components are important in determining the overall trend of population growth.

FIGURE 3-1

HISTORICAL POPULATION GROWTH: 1890-1980

Ocean City, Cape May County and New Jersey



Source: U.S. Census of Population

Prepared By: Townplan Associates

BIRTHS AND DEATHS: 1960-1984

The average birth rate (births per 1,000 population) declined in Ocean City over the last two decades. The average birth rate during the 1960-1969 period was 11.29, and for the decade 1970-1979 the average was 7.40. This trend reflects the declining birth rates reported for the populations of New Jersey and Cape May County during the same time period. The birth rate for the State population declined from 21.7 in 1960 to 16.7 in 1970 to a low of 13.1 in 1980. The Cape May County birth rates were 18.8 in 1960, 14.6 in 1970 and 12.4 in 1980. The most recent data, 1984, indicates an upturn in birth rates in contrast to the past two decades. In 1984 the birth rate for Ocean City increased to 11.1, Cape May County increased to 13.0, and New Jersey reached 13.4.

The number of births in Ocean City declined annually from 148 in 1961 to 76 in 1975. Since 1975 the number of births generally increased in Ocean City reaching 170 in 1983 and 165 in 1984. Table 3-2, "Natural Population Change: 1960-1984, City of Ocean City," contains the recorded number of births and deaths and the resulting natural increase or decrease in population on an annual basis.

The number of deaths surpassed the number of births in Ocean City every year since 1960. The result has been a natural decrease in population as shown in Table 3-3, "Nature of Population Change: 1960-1984, City of Ocean City." For the period 1960 to 1969 there were 461 more deaths than births in Ocean City. From 1970 to 1979 this number increased to 1143. Since 1980, the number of deaths compared to births declined annually, with a five year total of 433 more deaths than births. This slowdown in the natural decrease over the previous decade resulted from an increasing number of births and a stabilization in the number of deaths.

TABLE 3-2

NATURAL POPULATION INCREASE: 1960-1984
CITY OF OCEAN CITY

YEAR	BIRTHS	DEATHS	NATURAL INCREASE (births - deaths)
1960	90	157	-67
1961	148	206	-58
1962	133	139	-6
1963	125	153	-28
1964	126	134	-8
1965	119	157	-38
1966	112	145	-33
1967	102	187	-85
1968	117	185	-68
1969	122	192	-70
TOTAL 1960-1969	1,194	1,655	-461
1970	107	187	-80
1971	124	184	-60
1972	114	210	-96
1973	106	260	-154
1974	102	208	-106
1975	76	209	-133
1976	88	240	-152
1977	91	237	-146
1978	104	218	-114
1979	120	222	-102
TOTAL 1970-1979	1,032	2,175	-1,143
1980	116	259	-143
1981	129	237	-108
1982	152	210	-58
1983	170	240	-70
1984	165	219	-54
TOTAL 1980-1984	732	1,165	-433

Source: New Jersey Department of Health, Public Health Statistics Program
Compiled By: Townplan Associates

TABLE 3-3

NATURE OF POPULATION CHANGE: 1960-1984
CITY OF OCEAN CITY

	1960-1969	1970-1979	1980-1984
BASE POPULATION	7,618 (1960)[1]	10,575 (1970)[1]	13,949 (1980)[1]
NATURAL INCREASE			
Total Births[2]	1,194	1,032	732
(Minus) Total Deaths[2]	1,655	2,175	1,143
(Equals) Natural Decrease	-461	-1,143	-433
NET MIGRATION			
Total Population Change	2,957 (60-70)	3,374 (70-80)	946 (80-84)
(Minus) Natural Decrease	-(-461)	-(-1,143)	-(-433)
(Equals) Net In-Migration	3,418	4,517	1,379
NET POPULATION CHANGE			
Base Population	7,618	10,575	13,949
(Plus) Natural Decrease	-461	-1,143	-433
(Plus) In-Migration	3,418	4,517	1,379
(Equals) Total Population	10,575 (1970)[1]	13,949 (1980)[1]	14,895 (1984)[3]

Sources:
1 U.S. Census of Population
2 New Jersey Department of Health, Public Health Statistics
3 Official State Estimates, Population Estimates for New Jersey, July 1, 1985

Prepared By: Townplan Associates

The proportion of the Ocean City population aged 65 and over has increased over the past decade from 25.8 percent in 1970 to 26.1 percent in 1980, as can be seen in Table 3-4, "Age Distribution: 1970-1980, City of Ocean City." The large elderly population means that a high percentage of women in Ocean City are beyond child-bearing age, a fact which leads to the overall low birth rate. In addition, the large number of elderly contributes to above average death rates. The combination of these two factors lead directly to the natural decrease in population.

TABLE 3-4

AGE DISTRIBUTION: 1970-1980
CITY OF OCEAN CITY

Age Distribution	1970 Number	1970 Percent	1980 Number	1980 Percent	Change 1970-198 Number	Change 1970-198 Perce
Under 5	553	5.2	509	3.6	-44	-8
5-14	1,499	14.2	1,603	11.5	104	6.
15-24	1,311	12.4	1,966	14.1	655	50.
25-64	4,487	42.4	6,232	44.7	1,745	38.
65 & over	2,725	25.8	3,639	26.1	914	33.
Total	10,575	100.0	13,949	100.0	3,374	31.

Source: U.S. Census of Population, 1970 and 1980
Compiled By: Townplan Associates

IN-MIGRATION: 1960-1984

In-migration, as stated above, has been the determining factor of population growth in Ocean City. Nearly one-third of the persons living in Ocean City in 1970 moved into the community during the previous ten years. This statistic was repeated during the period 1970-1979 with 4,517 persons moving into the City and a total 1980 population of 13,949.

POPULATION CHARACTERISTICS

AGE DISTRIBUTION

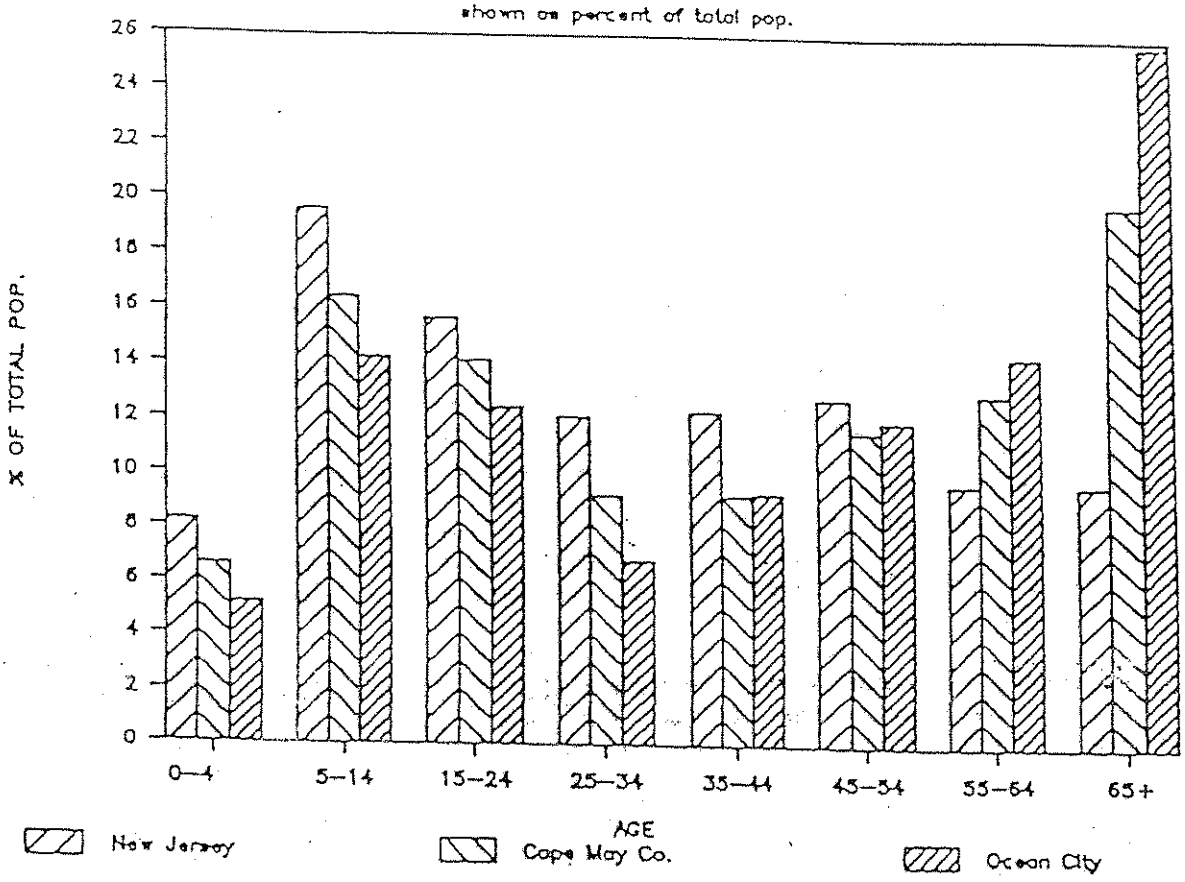
The age distribution in Ocean City is significantly different from that of New Jersey and Cape May County, as shown in Figure 3-2, "Relative Age Distribution: 1970 and 1980." Analysis of 1970 and 1980 Census data indicates that Ocean City has slightly lower percentages of residents under the age of 15 than the State or Cape May County. The most significant diversion from State and County percentages occurs in the group of persons aged 65 and over. In 1970, one-quarter of the population of Ocean City was within this age group; a percentage which increased to 26.1 percent of the total population in 1980. These percentages are over twice as high as the State percentages for the same period. This distribution produces a high median age of Ocean City residents compared to the County and State. The Ocean City median age of population in 1980 was 45.1 years; for Cape May County it was 37.4 years and for New Jersey it was 32.1 years.

A comparison of 1970 and 1980 Census data indicates contrary trends between Ocean City and the State of New Jersey in terms of age distribution. New Jersey has an aging population, while the Ocean City overall population actually became "younger" despite an increase in persons aged 65 and older. The Ocean City median age of population decreased 1.7 years from 1970 to 1980. The cause of this decline occurred as a result of a significant increase in the portion of the population of Ocean City in the age groups 15-24 and 35-34. These age groups increased from 19.2 percent to 26.7 percent of the total population.

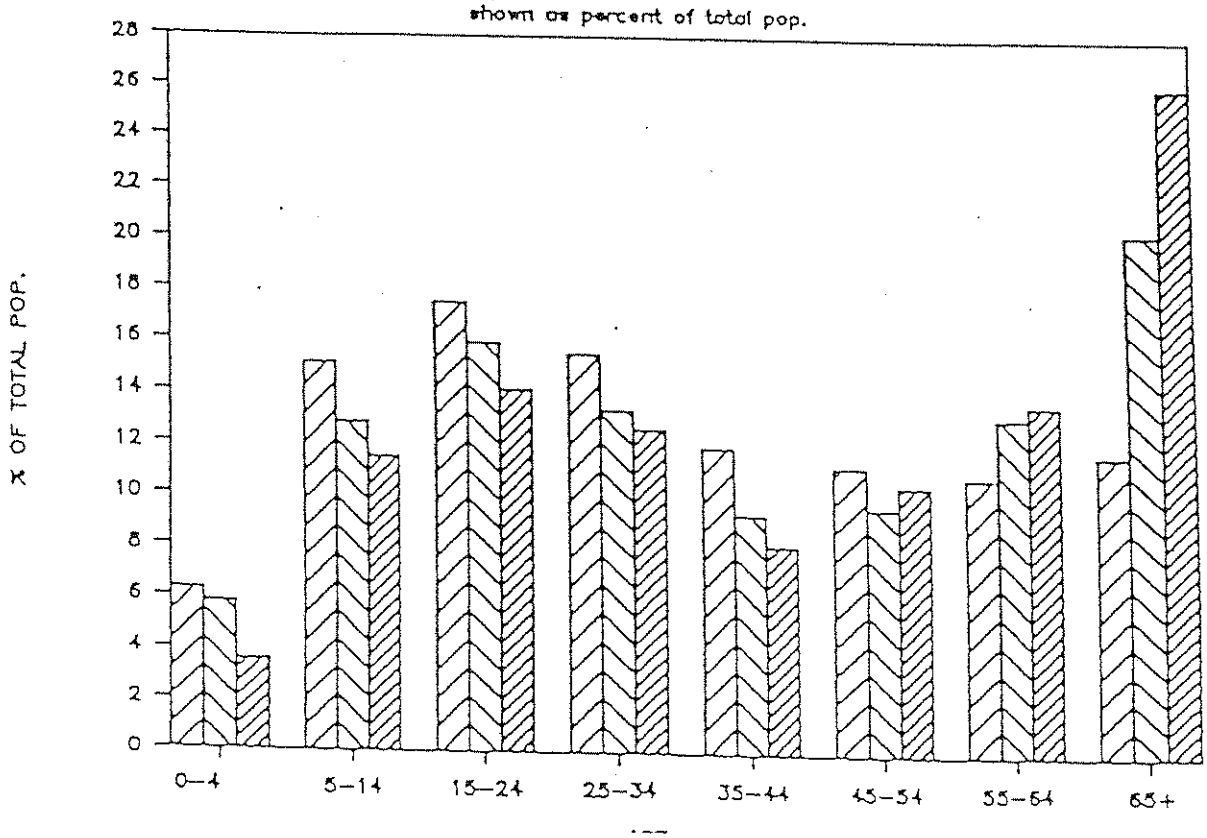
There were also changes at each extreme of the age distribution. While the age group 65 and over continued to increase, the City experienced a dramatic decrease in the proportion of its population in the age group 0-5 years. However, beginning in 1976 and particularly since 1980 the number of births per year in Ocean City has increased. This data is of particular interest in terms of education planning since it should result in larger kindergarten and elementary grade populations in the next few years.

FIGURE 3-2

RELATIVE AGE DISTRIBUTION: 1970



RELATIVE AGE DISTRIBUTION: 1980



SEX

The Ocean City population in 1980 possessed a male-female ratio significantly lower than the ratio for Cape May County or the State. Table 3-5, "1980 Relative Male-Female Ratios, New Jersey, Cape May County and Ocean City," displays this information.

The underlying basis of the difference lies in the large number of women aged over 55 years in Ocean City, as shown in Table 3-6, "1980 Population by Sex by Age, City of Ocean City." Below age 55 the number of males by age group slightly exceeds or is equal to the number of females in the same age group, according to the 1980 U.S. Census. At age 55 and above, the number of females far exceed the number of males. This is also reflected in the fact that in 1980 20.8 percent of the female residents of Ocean City were widowed, while only 4.1 percent of the males were widowed.

TABLE 3-5

1980 RELATIVE MALE-FEMALE RATIOS
NEW JERSEY, CAPE MAY COUNTY AND OCEAN CITY

	New Jersey	Cape May County	Ocean City
Male	3,533,012	39,503	6,338
Female	3,831,811	42,763	7,611
Total	7,364,823	82,266	13,949
Ratio	92.2	92.4	83.3

TABLE 3-6

1980 POPULATION BY SEX BY AGE
CITY OF OCEAN CITY

Age	Female Population	Percent of Total	Male Population	Percent of Total
0-5	283	3.7	323	5.1
6-17	926	12.2	1,017	16.0
18-54	3,061	40.2	2,809	44.3
55-64	1,082	14.2	809	12.8
65+	2,259	29.7	1,380	21.8
Total	7,611	100.0	6,338	100.0

Source: U.S. Census of Population, 1980
Prepared By: Townplan Associates

RACE

The U.S. Census of Population divides the total population by race into white and non-white categories. Ocean City had a greater percentage of whites than Cape May County or the State of New Jersey. The non-white population in 1980 comprised 6.1 percent of the Ocean City population. This can be compared to non-white populations of 7.4 percent for the County and 16.8 percent for the State. The percentage of non-whites in Ocean City and Cape May County declined from 1970 to 1980. The 1970 U.S. Census figures reported non-white populations of 7.8 and 8.4 percent for Ocean City and Cape May County respectively. The State reported an increase in non-white population from 1970 to 1980, with a 1970 figure of 11.4 percent. Table 3-7, "1980 Population By Race," contains the total population in each racial category for Ocean City, Cape May County and New Jersey.

TABLE 3-7

1980 POPULATION BY RACE
NEW JERSEY, CAPE MAY COUNTY AND OCEAN CITY

	NEW JERSEY		CAPE MAY COUNTY		OCEAN CITY	
	Total	Percent of Total	Total	Percent of Total	Total	Percent of Total
WHITE	6,127,467	83.2	76,138	92.6	13,096	93.9
NON-WHITE	1,237,356	16.8	6,128	7.4	853	6.1
TOTAL	7,364,823	100.0	82,266	100.0	13,949	100.0

Source: U.S. Census of Population, 1980
Compiled By: Townplan Associates

EDUCATION

Ocean City had a significantly higher percentage of college educated residents than either the County or the State in 1980. U.S. Census figures show that 39.9 percent of Ocean City residents aged 25 and over have attended college as compared with 25.1 percent for the County and 31.5 percent for the State. In terms of the number of residents with high school or greater educational levels the difference becomes even more dramatic. The percentage was 77.6 percent for Ocean City, 62.5 percent for Cape May County and 64.4 percent for the State of New Jersey. The 1980 Census indicates that educational levels for the State as a whole have risen over the past decade. See Table 3-8, "1980 Educational Levels for Persons 25 and Older, New Jersey, Cape May County and Ocean City," for a comparison of educational levels.

TABLE 3-8

1980 EDUCATIONAL LEVELS FOR PERSONS 25 AND OLDER
NEW JERSEY, CAPE MAY COUNTY AND OCEAN CITY

	NEW JERSEY		CAPE MAY COUNTY		OCEAN CITY	
YEARS COMPLETED	Total	Percent of Total	Total	Percent of Total	Total	Percent of Total
0-11	1,468,349	32.6	20,241	37.5	2,218	22.5
12	1,615.424	32.9	20,152	37.4	3,724	37.7
13-15	594,434	13.2	6,530	12.1	1,824	18.5
16+	826,040	18.3	7,003	13.0	2,113	21.4
Median	12.4 years		12.3 years		12.7 years	

Source: U.S. Census of Population, 1980
Compiled By: Townplan Associates

INCOME

The median household income of residents in Ocean City was greater than Cape May County but less than New Jersey residents in 1980. The median was $15,445 for Ocean City, $14,188 for Cape May County, and $19,961 for the State. The difference in income distribution between the State and Ocean City can be attributed to the large number of retirees who have located in the City. Income levels usually decline after a person retires. Table 3-9, "1980 Relative Household Income", contains the distribution of household income levels for households within New Jersey, Cape May County and Ocean City.

TABLE 3-9

1980 RELATIVE HOUSEHOLD INCOME
NEW JERSEY, CAPE MAY COUNTY AND OCEAN CITY
(shown as a percent of total)

HOUSEHOLD INCOME	NEW JERSEY	CAPE MAY CO.	OCEAN CITY
0-7,499	17.3	22.9	19.6
7,500-9,999	6.6	11.1	8.8
10,000-14,999	13.3	19.2	20.4
15,000-24,999	25.9	25.1	24.4
25,000-34,999	18.3	12.0	13.0
35,000-49,999	11.9	6.6	8.8
50,000-74,999	4.9	2.3	3.0
75,000+	1.9	0.9	1.9
Median	$19,961	$14,188	$15,445

Source: U.S. Census of Population, 1980
Compiled By: Townplan Associates

OCCUPATION

The high educational level of Ocean City residents is reflected in the distribution of occupations within the City. The percentage of managerial and professional employees in Ocean City (31.4 percent) exceeded that of the County (25.1 percent) and of the State (25.8 percent) according to 1980 Census figures. Reflecting its position as a resort community, Ocean City also has a greater percentage of persons in "sales and other service occupations" than the County or State. Table 3-10, "1980 Relative Occupation Distributions", shows a breakdown and comparison of occupations for the City, County and State.

TABLE 3-10

1980 RELATIVE OCCUPATION DISTRIBUTIONS
NEW JERSEY, CAPE MAY COUNTY AND OCEAN CITY
(shown as a percent of total)

OCCUPATION	NEW JERSEY	CAPE MAY COUNTY	OCEAN CITY
Managerial	12.2	12.1	14.8
Professional	13.6	13.0	16.6
Technical	3.1	2.5	2.1
Admin/Clerical	20.0	15.5	19.3
Sales	9.9	10.8	14.1
Private Household Services	0.4	0.3	0.3
Protect. Services	2.0	2.8	2.1
Other Services	9.1	15.5	12.4
Farm/Forest./Fish	0.8	2.1	1.2
Prod./Craft/Repair	11.7	14.1	10.7
Machine Operators	8.9	3.2	1.7
Trans./Mat. Moving	4.2	4.3	2.0
Handlers/Cleaners	4.1	3.8	2.7
TOTAL	100.0	100.0	100.0

Source: U.S. Census of Population, 1980
Compiled By: Townplan Associates

SUMMER POPULATION IN OCEAN CITY

The nature of a resort community like Ocean City produces a summer population that is difficult to characterize. The Federal and State governments do not record demographic data on seasonal populations, thus making comparisons with the permanent population impossible. One analysis that can be made from housing data is an identification of the location of permanent homes of Ocean City summer residents.

Ocean City draws a large number of summer residents from out of the State, with Pennsylvania (particularly the Philadelphia metropolitan area) as the home of the greatest number of out of State residents. The next largest number of summer residents come from within the State of New Jersey, particularly the central and southern portions of the State. Surrounding states, excluding Pennsylvania, rank next in terms of summer residents. Finally, there are a few summer residents who list their permanent address in other states, some as far as Arizona and Texas.

The Cape May County Planning Board prepares estimates of summer population for the County and municipalities within the County. The 1980 summer population for Ocean City was estimated to have been 118,757 persons. This means over 100,000 additional persons move to Ocean City for the summer months. The summer population in Ocean City is predicted to rise 6.52 percent during the present decade to 126,728 in 1990. The summer population of Cape May County is predicted to rise at a rate of 10.25 percent for the decade to 624,143 persons in 1990.

The Cape May County predictions indicate that the rate of increase in the summer population for both the County and Ocean City will slow in the future. The rate of increase for Ocean City from 1990 to 2000 is 3.47 percent and for the County the rate is double Ocean City's at 6.92 percent. The population figure for Ocean City in 2000 is estimated to be 131,122; for 2010 it is 134,000; and for 2020 the estimate is 135,233. Table 3-12, "Population Projections: 1980-2020, Ocean City and Cape May County," contains both summer and permanent population projections.

1981-1985 POPULATION ESTIMATES

The New Jersey Department of Labor, Division of Planning and Research, Office of Demographic and Economic Analysis, prepares annual July 1 estimates of resident population for municipalities, counties and the State. Table 3-12, "Population Estimates: 1981-1985" compares these estimates. These estimates show a continuation of the growth patterns experienced in the previous decade with Ocean City and Cape May County growing at more rapid rates than the State as a whole.

TABLE 3-12

POPULATION ESTIMATES: 1981-1985
NEW JERSEY, CAPE MAY COUNTY AND OCEAN CITY

	NEW JERSEY		CAPE MAY CO.		OCEAN CITY	
YEAR	Total	Percent Change	Total	Percent Change	Total	Percent Change
1981	7,407,000		85,100		14,448	
1982	7,428,000	0.3	85,727	0.7	14,549	0.7
1983	7,464,000	0.5	86,807	1.3	14,719	1.2
1984	7,515,000	0.7	88,985	2.5	14,895	1.2
1985	7,562,000	0.6	90,600	1.8	15,230	2.2

Source: New Jersey Department of Labor, 1981-1985 Population Estimates for New Jersey
Compiled By: Townplan Associates

FUTURE POPULATION GROWTH

In June 1982, the Cape May County Planning Board released a county-wide water supply study. The findings of this study revealed that during the 1970-1980 period water usage in the County had increased by 30 percent, while population for the same period had increased by 38 percent and winter water consumption had increased by 41 percent. The potential water supply deficit created by these unequal figures, coupled with the limited nature of this natural resource and potential salt-water contamination problems led to a recommendation in the 1982 Ocean City Master Plan Reexamination Report for a lowering of allowable housing densities. Action was taken to implement this recommendation resulting in Ocean City Ordinance 85-6, which established a maximum dwelling unit holding capacity of 24,048 total units.

The New Jersey Department of Environmental Protection is preparing to conduct a county by county study of water supplies within the State. This study is scheduled to be completed by 1990. At that time the Ocean City Planning Board will need to reexamine the relationship of water supply to population and land use planning. Until then the most authoritative study is the 1982 Cape May County Water Supply Study.

A limitation on the number of dwelling units within Ocean City has a direct effect on the maximum growth the City can expect. Ocean City's average number of persons per household, as reported in the 1980 U.S. Census, was 2.2, with a total number of households equalling 6,258. Thus, the household population in 1980 was 13,820 persons. (The difference between the household population and total population of 13,949 is a result of the exclusion of military and group quarters population from household calculations.) If the 1980 figure of 2.2 persons per household is applied to the maximum number of dwelling units allowed in Ocean City, the resulting maximum population at existing densities is 52,906 persons according to the Cape May County Planning Board. This figure must be tempered by the reality that some lots which are zoned as developable may not be developed due to present environmental and access restrictions or land owner preference to refrain from development.

Although Ocean City is unlikely to reach its maximum population capacity in the near future, long-range planning goals should incorporate this and similar limitations in order to guide development within available water and sanitary sewerage treatment facility constraints.

POPULATION PROJECTIONS:1980-2020

The Cape May County Planning Board has projected population growth for the County and Ocean City. The projections for summer population are discussed above. Projections for permanent (winter) population in Ocean City indicate a decline in the growth rate compared to the rate since 1950 as shown in Table 3-1, "Historical Population Growth: 1890-1980." The population of Ocean City is projected to increase 28.14 percent from a 1980 population of 13,949 to 18,500 in 1990. This is a yearly growth of over 2.50 percent. Cape May County's permanent population is predicted to follow a similar growth pattern increasing 28.70 percent from 1980 to 1990.

For the following decades, the projections suggest a further decline in the growth rate. Ocean City's permanent population is predicted to increase 29.73 percent from 1991 to 2000, but then the increase is only 18.75 percent from 2001 to 2010 and 12.28 percent from 2011 to 2020. The population of Cape May County is predicted to experience even greater declines in the rate of growth. The rate for the decade 1991 to 2000 is predicted to be 21.87 percent, from 2001 to 2010 it is 14.45 percent and from 2011 to 2020 the rate is 9.65 percent. Table 3-12, "Population Projections: 1980-2020, Ocean City and Cape May County," shows the projections developed by the Cape May County Planning Board.

TABLE 3-12

POPULATION PROJECTIONS: 1980-
OCEAN CITY AND CAPE MAY COUN

SUMMER PROJECTIONS

YEAR	OCEAN CITY	PERCENT CHANGE	CAPE MAY COUNTY	PERCENT CHANGE
1980	118,757		563,568	
1981	119,554	0.67	569,926	1.07
1982	120,351	0.67	575,683	1.06
1983	121,148	0.66	581,741	1.05
1984	121,945	0.66	587,798	1.04
1985	122,743	0.65	593,856	1.03
1986	123,540	0.65	599,913	1.02
1987	124,337	0.65	605,971	1.01
1988	125,134	0.64	612,971	1.16
1989	125,931	0.64	618,086	0.83
1990	126,728	0.63	624,143	0.98
2000	131,122	3.47	667,304	6.92
2010	134,000	2.19	699,947	4.89
2020	135,233	0.92	721,412	3.07

WINTER PROJECTIONS

YEAR	OCEAN CITY	PERCENT CHANGE	CAPE MAY COUNTY	PERCENT CHANGE
1980	13,949		82,266	
1981	14,404	3.26	84,956	3.27
1982	14,859	3.16	87,647	3.17
1983	15,314	3.06	90,337	3.07
1984	15,769	2.97	93,028	2.98
1985	16,225	2.89	95,718	2.89
1986	16,680	2.80	98,408	2.81
1987	17,135	2.73	101,099	2.73
1988	17,590	2.66	103,789	2.66
1989	18,045	2.59	106,480	2.59
1990	18,500	2.52	109,170	2.53
2000	24,000	29.73	133,050	21.87
2010	28,500	18.75	152,270	14.45
2020	32,000	12.28	166,970	9.65

Source: Cape May County Planning Department
Compiled By: Townplan Associates

EXISTING LAND USE

Development in Ocean City began with residential structures in the area of Asbury Ave. and Fifth St. Because of Ocean City's subsequent development as a family resort the primary land use has continued to be residential. Recreational lands also comprise a large portion of existing land uses. The residential and recreational areas are accompanied by a wide variety of other land uses.

HISTORICAL LAND USE: 1960-1987

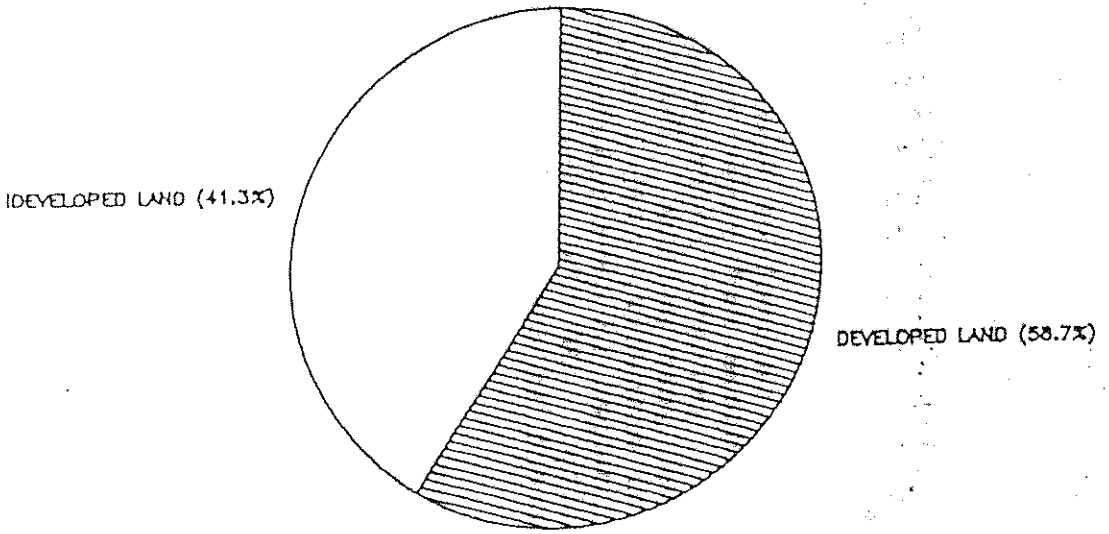
Urbanization has occurred in Ocean City from the north end of the island to the south, and from the east to the west over time. Most commercial activities have clustered in the northern end of the island centering on 9th Street. Approaching the north-eastern quarter of the island, the density of buildings becomes greater as does the general height of buildings. The majority of the island consists of low rise, low density residential development.

Land use changes in Ocean City can be analyzed by comparing present data with the land use surveys of the 1962 and 1979 Master Plan updates. Complete comparisons, unfortunately, are impossible because of definitional differences for land use classifications. However, comparisons between the general categories of developed land and undeveloped land are possible. This information is presented in Figure 4-1, "Land Uses in Ocean City: 1960, 1977 and 1987."

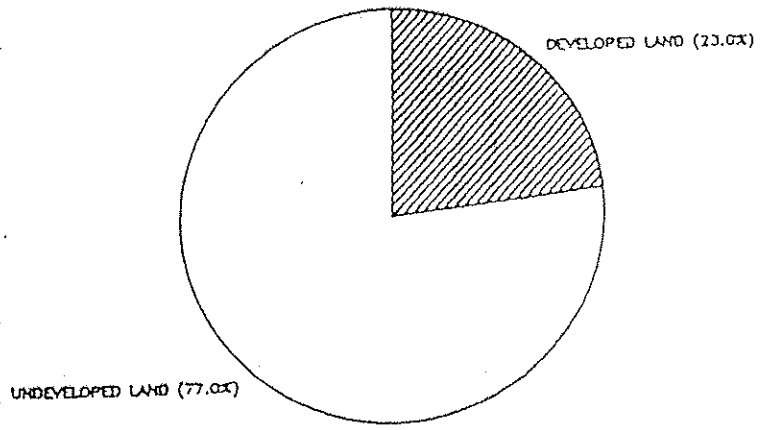
Developed land accounted for 23.0 percent of Ocean City land area in 1960. By 1977, this percentage had risen to 51.1 percent. This change represents a 28.1 percent increase in acreage of developed land over a seventeen year period. The change between 1977 and 1987 is not quite as dramatic, rising only 7.7 percent in a ten year period. The slowdown in development is primarily a function of land unsuitability. Of the remaining undeveloped land in Ocean City, 88.9 percent is designated as wetlands which are not developable.

Residential land uses grew from 726 acres in 1960 to 965 acres in 1977 to 1170 acres in 1987. Much of this expansion came from development of vacant land which decreased 560 acres between 1960 and 1987.

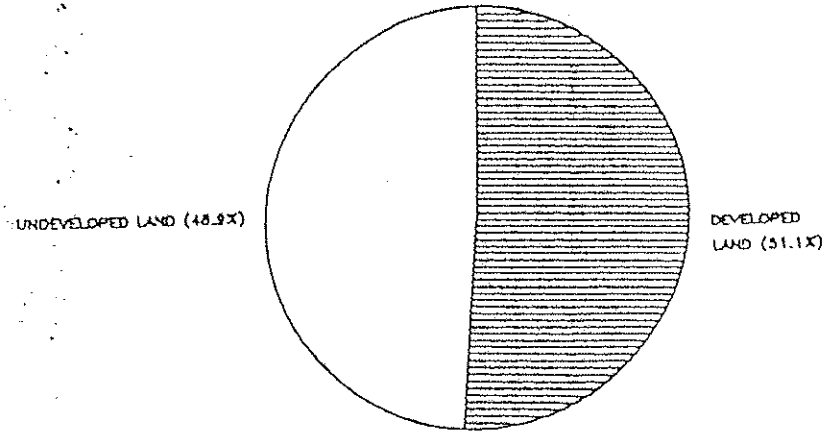
LAND USES IN OCEAN CITY: 1987



LAND USES IN OCEAN CITY: 1960



LAND USES IN OCEAN CITY: 1977



Source: 1987 Land Use Survey, 1962 and 1979 Ocean City Master Plan Updates

Prepared By: Townplan Associates

EXISTING LAND USE MAPS: 1987

The Existing Land Use Maps provide a graphic display of existing developed and undeveloped land within Ocean City. The map provides a reference for planning and guiding future development by type and at locations which are consistent with the goals and objectives of the City and past development patterns.

Through review and updating, the Existing Land Use Maps can be a valuable reference for City officials in considering future decisions on zoning, land development proposals and improvements of public facilities. Finally, the Existing Land Use Maps provide a pictorial view of the City at a given point in time, thus becoming an historical reference of land use development in Ocean City.

Information shown on the Ocean City Existing Land Use Maps was compiled during the fall of 1986 and in January 1987. Data was grouped into nine major categories, with twenty-four sub-categories. All major public and quasi-public uses and land areas were specifically identified. The Existing Land Use Maps were prepared on City tax assessment maps, which have been bound into a readily accessible form.

LAND USE CLASSIFICATION

Classification by land use and function is important in analyzing development patterns and relationships. The classification of land uses for graphic presentation and analysis was accomplished in accordance with the following definitions. Commercial land uses were classified on the basis of the U.S. Standard Industrial Classification Manual of 1972 as revised through 1977.

Land Use Classification	Description
Residential	All residential land uses classified by type of enclosed dwelling units. A dwelling unit represents a household with the customary facilities necessary to accommodate on family.
Commercial	A building or parcel of land where goods are sold. Commercial uses include retail activities such as grocery stores, clothing stores, pharmacies, restaurants and gas stations; and personal services such as barber and hairdresser shops and repair shops.

Office	Offices of a professional or personal service nature including doctors, dentists, lawyers, plumbers, electricians, real estate and insurance.
Public Land	Any building or land devoted to public administration, health, safety or welfare including City, County and Federal buildings, schools and parks, recreation and open space areas. Also included are lands located within the rights-of-way of streets, highways and railroads.
Quasi-Public	Buildings and/or property owned by an organization or institution which is generally open to the public, but usually requires some form of membership or affiliation such as churches, civic organizations, and lodges.
Industrial	Industrial establishments engaged in the production or finishing of durable goods (such as fabricated metals, wood products or machinery) or non-durable goods (such as printing, chemicals or food products) Also included in the industrial classification are uses which by their nature are more closely associated with industrial rather than retail businesses such as warehouses, junk yards, body shops and electrical shops.
Private Undeveloped Land	Any parcel of land, privately owned, that has not been developed including wetlands and vacant parcels.

For purposes of analysis, land within Ocean City has been broadly categorized as "developed" or "undeveloped." Developed land includes park and recreation areas, while undeveloped land includes public and privately owned wetlands and vacant lands.

Within its' boundaries, Ocean City contains approximately 4422 acres of land and 2578 acres of bays and inlets for a total area of approximately 7000 acres. These acreages are derived from Ocean City Tax Maps and United States Geological Survey Aerial Photographs. Table 4-1, "Existing Land Uses In Ocean City: 1987" presents land uses by acre in Ocean City. Figure 4-2, "Developed and Undeveloped Land Uses in Ocean City: 1987," displays the breakdown of uses within developed and undeveloped land areas of Ocean City.

DEVELOPED LAND

Developed land in Ocean City totalled 2597.9 acres in 1987. This represents 58.8 percent of the 4422.0 acre total land area of the City. More specific developed land uses are described in the following paragraphs.

Residential

Residential development is comprised of seven basic types in Ocean City. The number of types is greater than in most communities because of the resort nature of Ocean City. In the summer, many kinds of residences are required to satisfy the needs of the seasonal population. It is useful to break down the residential land use category into several types because of the varying impacts and controls needed for the different kinds of housing.

Single-Family Detached Housing

In Ocean City single-family detached housing occupies 683.5 acres of land which represents 15.5 percent of the total land and 26.3 percent of the developed land in Ocean City. The earliest development in Ocean City, around Asbury Ave. and 5th St. was single-family detached housing. Presently, this type of residential development is found as a predominant land use in the area north of Battersea Road, and also in the newer subdivisions west of Bay Ave. Elsewhere in the City, single-family housing is interspersed with other residential uses. This type of housing is even found in the commercial areas of the City as a remnant of historical zoning practices.

TABLE 4-1
EXISTING LAND USES
OCEAN CITY: 1987

LAND USE	ACRES	PERCENT OF DEVELOPED LAND	PERCENT OF TOTAL LAND
DEVELOPED LAND			
Residential:			
Single Family	683.5	26.31%	15.46%
Two Single	319.4	12.29%	7.22%
Multi-Family: 3-4 Units	30.3	1.17%	0.69%
Multi-Family: 4+ Units	31.6	1.22%	0.71%
Multi-Family: Condominiums	82.3	3.17%	1.86%
Hotels, Motels, Motor Lodges	14.2	0.55%	0.32%
Rooming Houses, Guest Houses, Seasonal Apts., Inns	8.6	0.33%	0.19%
	1169.9	45.03%	26.46%
Commercial	82.8	3.19%	1.87%
Office:			
Professional	2.5	0.10%	0.06%
Realtor	3.7	0.14%	0.08%
Service	1.1	0.04%	0.02%
Other	4.1	0.16%	0.09%
Office/Residence	0.4	0.02%	0.01%
	11.8	0.45%	0.27%
Public Land:			
Public Facilities	260.8	10.04%	5.90%
Parking Authority Lands	2.1	0.08%	0.05%
Park & Recreation Lands	66.0	2.54%	1.49%
Public Beach	146.0	5.62%	3.30%
	474.9	18.28%	10.74%
Quasi-Public:			
Churches	12.2	0.47%	0.28%
Other	8.5	0.33%	0.19%
	20.7	0.80%	0.47%
Industrial	0.9	0.03%	0.02%
Rights-of-Way:			
Abandoned Railroad	22.7	0.87%	0.51%
Streets and Highways	814.2	31.34%	18.41%
	836.9	32.21%	18.93%
TOTAL DEVELOPED LANDS	2597.9	100.00%	58.75%

TABLE 4-1 (CONTINUED)
EXISTING LAND USES
OCEAN CITY: 1987

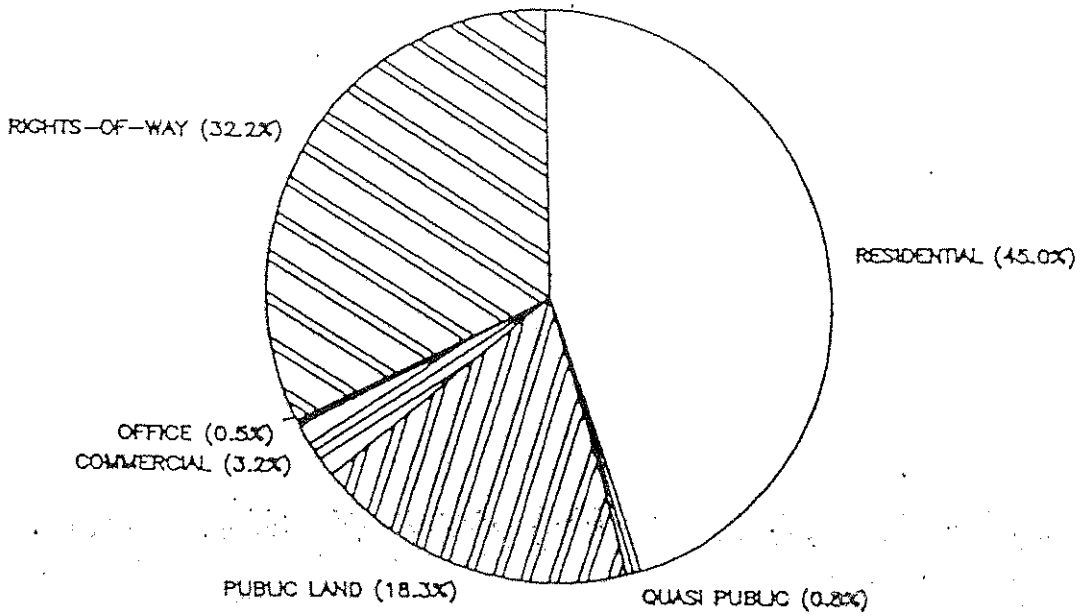
LAND USE	ACRES	PERCENT OF DEVELOPED LAND	PERCENT OF TOTAL LAND
UNDEVELOPED LAND			
Public Lands:			
Wetlands	1247.2	68.37%	28.20%
Vacant	71.4	3.91%	1.61%
	1318.6	72.28%	29.82%
Privte Lands:			
Wetlands	374.7	20.54%	8.47%
Vacant	131.0	7.18%	2.96%
	505.7	27.72%	11.44%
TOTAL UNDEVELOPED LANDS	1824.3	100.00%	41.26%
TOTAL CITY LAND AREA	4422.0 ÷ 640 = 6.9 SM		100.00%

	ACRES
WATER - BAYS AND INLETS	2578.0 ÷ 640 = 4.0 SM
TOTAL CITY AREA	7000.0 ÷ 640 = 10.9 SM

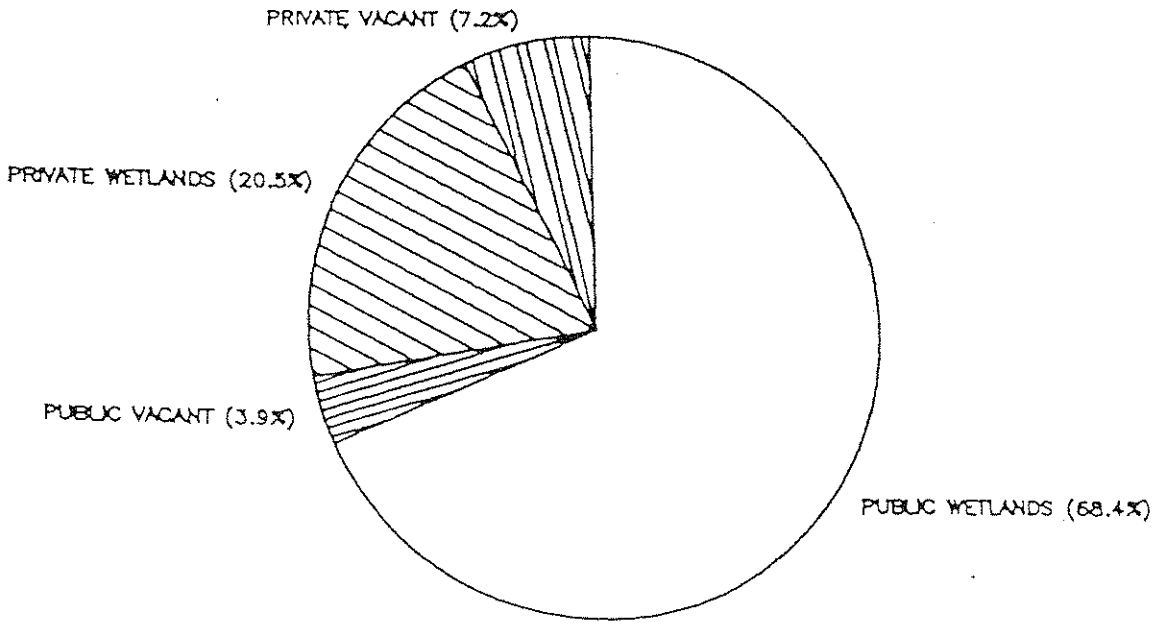
SOURCE: 1987 LAND USE SURVEY
COMPILED BY: TOWNPLAN ASSOCIATES

FIGURE 4-2
DEVELOPED LAND USES IN OCEAN CITY:1987

Industrial = <.01%



UNDEVELOPED LAND USE IN OCEAN CITY:1987



Source: 1987 Land Use Survey

Two-Family Housing

Two-family housing may be detached or semi-detached with not more than two dwelling units which are entirely separated. Two-family housing occupies almost half as much land in Ocean City as single-family housing. Two-family housing is found on 319.4 acres of land which is 7.2 percent of the total land area and 12.3 percent of the developed land. Two-family housing does not aggregate in any definable pattern in Ocean City. A general statement can be made that two-family housing is found throughout the residential portion of the city, excluding the single-family areas described above.

Multi-Family: 3-4 Units

Multi-family developments containing three to four units are found intermittently throughout the residential zones, but become more concentrated as you approach the commercial area along 9th Street. Multi-family housing with three or four units occupy 30.3 acres of land in Ocean City. This land use is 0.7 percent of the total land area and 1.2 percent of developed land.

Multi-Family: Over 4 Units

Multi-family housing with more than four units are usually apartment buildings in Ocean City. Multi-family housing with more than four units are distributed in the City in a manner similar to other multi-family housing. The larger complexes include: Ocean City Housing Authority buildings located on Haven Ave. between 4th and 5th Streets, and on West Ave. between 6th and 7th Streets, each of these buildings contain between ten and sixteen units; also, the Methodist Wesley Homes for the Aged provide over one hundred apartments for elderly residents.

This land use category occupies 31.6 acres of land or 0.7 percent of the total land area and 1.2 percent of the developed land.

Multi-Family: Condominiums

Unlike other types of housing, condominiums are defined by method of ownership instead of number of units. Condominiums are multi-unit buildings in which a tenant holds title to a single residential unit and shares joint ownership of the common areas. Most of the condominium complexes in Ocean City have been built since the last Land Use Plan Element update in 1982.

This type of residential housing not only occupies a large number of acres (82.3), but has been built at greater densities than other residential housing. There are currently seven condominium complexes with over eighty (80) units each; one of these complexes contains over two hundred (200) units. Condominium land uses have concentrated along the Ocean and Bay shores south of North Ave. This land use comprises 1.9 percent of the total land area and 3.2 percent of developed land.

Hotel, Motels and Motor Lodges

This land use type is included under residential uses because of the nature of its' summer clientele in Ocean City. During the summer many guests stay for an extended period of time compared to the usual overnight stay at similar lodging houses in other locations.

Hotels are defined as a building or group of buildings containing ten rooms or more which provide sleeping accommodations for non-permanent guests without provision of cooking facilities in the rooms. Motels and motor lodges are similarly defined without a limit on the number of rooms.

This land use encompasses 14.2 acres in Ocean City which represents 0.3 percent of the total land area and 0.6 percent of developed land in the City. Hotels, motels and motor lodges are located between 6th and 16th Streets along the Bay shore and east of Asbury Ave. along the Boardwalk area. These uses are dependent on recreational facilities and restaurants and are found in close proximity to these uses.

Rooming Houses, Guest Houses, Seasonal Apartments and Inns

Rooming houses, guest houses, seasonal apartments and inns are similar to hotels and motels in summer usage. The definitional difference between this sub-category and the one above is the extended length of stay of the guests and pre-arrangement for use. Also, cooking facilities are usually provided.

The distribution of rooming houses, guest houses, seasonal apartments and inns is also similar to that of hotels and motels. This land use totals 8.6 acres or 0.2 percent of the total land in Ocean City and 0.3 percent of developed land.

Commercial

The primary commercial district in Ocean City centers on 9th Street extending from Simpson Avenue to Central Avenue. A variety of commercial activities including grocery stores, pharmacies, fast-food and sit-in restaurants, retail outlets, gas stations and banks are located in this area. Some of the businesses are grouped into small shopping centers of three to five units while the remainder are in individual buildings.

Lesser concentrations of business activities can be found along the Boardwalk and major roads such as Roosevelt Boulevard and 34th Street. Also, several neighborhood business areas exist intermittently between Asbury and West Avenues and service the immediately surrounding areas. Commercial activities, on 82.8 acres, comprise 1.9 percent of the total land area of Ocean City and 3.2 percent of the developed land use area.

Office

Because of the variety of offices found in Ocean City and the relatively large number of specific types of offices, this category has been divided into five sub-categories. Office uses occupy 0.3 percent of the total land and 0.5 percent of the developed land in Ocean City.

Professional

Professional offices are the place of business, separate from a residence, of a member of a recognized profession such as doctors, lawyers, architects, dentists and accountants. Professional offices occupy 2.5 acres of land in Ocean City.

Realtor

Realty offices, which are not also residences, are a significant presence in Ocean City. The need for realtors arises from the large influx of people to Ocean City in the summer months. These offices are located on 3.7 acres of land in Ocean City.

Service

Service offices are distinct from other offices in that the operator provides non-professional services. This type of office includes building contractors, plumbers, electricians and bill receipt offices such as the New Jersey Water Company office. Service offices occupy 1.1 acres of land in Ocean City.

Rights-of-Way

There are two types of rights-of-way in Ocean City; an abandoned railroad and streets and highways. Rights-of-way are 19.0 percent of the total land in Ocean City and 31.3 percent of the developed land.

Abandoned Railroad

The abandoned railroad right-of-way which follows Roosevelt Boulevard, West 52nd Street and Haven Avenue is owned by New Jersey Transit Company, but is presently under a long-term lease to the City of Ocean City. Abandoned railroad rights-of-way occupy 22.7 acres of land in Ocean City.

Streets and Highways

There are 107 miles of streets and highways in Ocean City with an average right-of-way of just over sixty feet. The total right-of-way for streets and highways is 814.2 acres.

UNDEVELOPED LAND

Undeveloped land in Ocean City is 41.2 percent of the total land. There are both private and public undeveloped lands which are defined as either wetlands, which are undevelopable, or vacant lands which are potentially developable. Public and private wetlands comprise 88.9 percent of the 1824.2 acres of undeveloped land in Ocean City.

Public Undeveloped Land

Wetlands

Wetland boundaries are established by the New Jersey Department of Environmental Protection. There are 1247.2 acres of publicly owned wetlands in Ocean City which is 28.2 percent of the total land and 68.4 percent of the undeveloped land. Wetlands are severely limited as to development possibilities because of environmental constraints.

Vacant

The public vacant land in Ocean City generally borders the beach and wetland areas. There are 71.4 acres of publicly owned vacant land in Ocean City. This is 1.6 percent of the total land and 3.9 percent of Ocean City's undeveloped land.

Private Undeveloped Land

Wetlands

Privately owned wetlands are delineated in the same manner as public wetlands. In Ocean City private individuals own 374.7 acres of wetlands or 8.5 percent of the total land in Ocean City and 20.5 percent of the undeveloped land.

Vacant

Vacant land under private ownership in Ocean City is most commonly found in the newer subdivisions and in lots that are partially wetlands. The total number of acres of vacant land in private hands is 130.9 acres which is 3.0 percent of the total land and 7.2 percent of the undeveloped land in Ocean City.

NATURAL RESOURCES

The natural resources and physical characteristics of Ocean City are an important basis for future land use planning within the City. Information regarding key environmental characteristics provides a basis for evaluating the suitability of both existing and future land use with respect to capability for development and protection of the natural and aesthetic features of land which are the basis for Ocean City's quality resort and tourist economy.

The City of Ocean City is dependent on its natural resources as a resort community. Because of this, Ocean City has been conscience of protecting these natural resources. Since its first Master Plan in 1962, Ocean City has been acquiring vacant beach and wetland areas and has been able to preserve many of these natural features. Also, the creation of Beach and Dune and Wetland Zone Districts with appropriate development restrictions on land uses, has protected most of the remaining environmentally sensitive areas within the City.

A comprehensive Natural Resources Inventory commissioned by the Ocean City Environmental Commission was completed in 1970. Since then numerous Federal, State and City environmental studies, planning programs and regulations have occurred which directly affected development within the beach, bay and wetland areas of the City. This section of the Master Plan summarizes the key natural resources which will have an affect on future land use planning in Ocean City.

TOPOGRAPHY

Ocean City is a coastal barrier island approximately 7 miles long and encompassing approximately seven thousand acres of land area. As indicated by United States Geological Survey data, the topography of Ocean City generally ranges between sea level and elevation twelve. Elevations rise gradually from the Ocean beach to the bay shore of the island, with a depression occurring along Simpson Avenue. Because development has leveled many of the original dunes on the island, there is little perceptible difference in elevation throughout most of the City except for the beach dunes which have been restored by the City in recent years.

Topography in Ocean City has been a major factor in its development. Due to the wet conditions of low lying areas, fill was required for development of salt marsh fringes along the bay and other low lying interior areas. In recent years, State and Federal regulations, such as the New Jersey Coastal Area Facility Review Act of 1973 (N.J.S.A. 13:19-1, et seq.) the New Jersey Coastal Wetlands Act of 1970 (N.J.S.A. 13:9A, et seq.), the New Jersey Tidelands Council, the United States Federal Flood Insurance Program (1982 USC 42:2401, et seq.), and the Federal Wetlands regulations of the U.S. Army Corps of Engineers, limit development in lower areas.

SOILS

There are three basic soil types in Ocean City according to the United States Department of Agriculture (USDA) 1977 Cape May County Soil Survey. These are: Coastal Beach-Urban land complex; Tidal Marsh; and Fill Land. The USDA classifies soils based on the type of parent material and drainage capability of the soil. Knowledge of these and other soil characteristics is an essential part of adequate site planning for land development.

The Coastal Beach-Urban land complex is the dominate soil type along the Atlantic shore in Ocean City. This soil complex consists of undeveloped coastal beaches and previous coastal beach areas used for residential or commercial purposes. On undeveloped land of this soil type, natural drainage is excessive and permeability is rapid. These soils have severe limitations development. Because of the low elevations associated with this soil type, these soils are subject to severe coastal storms that wash away or deposit sand.

Fill Land consists of areas that have an average of several feet of fill material over the original soil. These areas are generally sandy, infertile, have low available water capacity and rapid permeability. Fill land is found in Ocean City generally in the developed areas west of Bay Avenue.

The remainder of Ocean City soil is Tidal Marsh, varying from shallow to deep depending on the depth to sand. Tidal Marsh lands are very poorly drained, silty or mucky flats that are flooded twice daily by tides. They are constantly saturated and unsuitable for development. Tidal Marsh areas are stringently regulated by State and Federal wetlands regulations.

VEGETATION

Vegetation in Ocean City is limited because of the low fertility of sandy soils, wave and tidal action, salt air, and flooding. The tidal marsh areas support salt-tolerant grasses. Dune grasses and other draught resistant vegetation can be found on existing dunes. Ornamental trees and shrubs have been established on developed lands.

Tidal marsh vegetation includes: salt hay, salt marsh cordgrass, tall cordgrass, spice grass, cattails and high tide bush. Other native species are listed in the Ocean City Zoning and Land Development Ordinance and the New Jersey Wetlands Act of 1970.

Dune vegetation includes American beach grass, Seaside Goldenrod and Dusty Miller.

SURFACE DRAINAGE

The natural surface drainage within Ocean City was a basic consideration of the overall planning and development process. The natural drainage system controls, to a significant degree, the manner in which both storm and sanitary sewage systems in the City were designed. Surface drainage is poor in certain areas of the City because of soil conditions or impervious cover. Development in Ocean City has been very intensive on the relatively higher land increasing surface runoff and decreasing percolation of water into the soil. These conditions increase the volume of storm water runoff and channel the excess runoff into lowland drainage areas and adjacent salt marsh wetlands.

One of the basic community development principles which has evolved through the years is the prevention of unsuitable development in floodplain and floodprone areas. Areas which are subject to flooding have been delineated on the United States Housing and Urban Development Flood Insurance Rate Maps (FIRM). Ocean City has adopted the required Flood Plain Management Ordinance and Development Regulations which provide for flood hazard insurance in designated flood prone areas. The entirety of Ocean City lies within the one hundred (100) year flood area as delineated on the FIRM sheets. Location within the 100 year floodplain area means there is a one percent chance on the average of inundation during any one year. The estimated elevation of a 100 year flood in Ocean City is ten feet above sea level, with wave action potentially increasing this level by up to several feet along the Ocean beach area of the City.

WETLANDS

One of the major natural and aesthetic resources of Ocean City is the salt marsh wetlands located in the southwest quarter of the main island and on the smaller islands in the bay. The Ocean City Master Plan Map delineates designated wetlands areas with delineation of the upper (inland) wetlands boundary as shown on the City Tax Maps.

A 1984 wetlands inventory and analysis of a limited study area bounded by West Ave., 36th St., Bay Ave. and 48th St. was prepared for Ocean City by Kopple, Sheward and Day, Planners and Architects. The study evaluated the surface drainage problems and land use potential of the study area. One result of this study was the adoption by Ocean City of the wetland boundaries designated on the 1981 New Jersey State Wetlands Maps. This boundary is significant to land use planning because of the restrictions placed on development in wetlands areas by the 1970 New Jersey State Wetlands Act (N.J.S.A. 7:7E-1.1). The New Jersey Department of Environmental Protection requires delineation of wetlands areas which include lands where the depth to water table is 0 to 6 inches.

Another result of the awareness of the importance of wetland areas has been the provision by Ocean City of development standards contained in the Ocean City Zoning and Land Development Ordinance. These standards reflect a recognition of the importance of wetland areas for flood control, drainage, the creation of highly productive soils, and provision of breeding and habitat areas for aquatic wildlife and migratory birds.

The Coastal Area Facilities Review Act (N.J.S.A. 13:19-1 et seq.) requires submission of an Environmental Impact Statement with major subdivision and site plan applications. This requirement is important since most remaining vacant land is within areas defined as environmentally sensitive wetlands by City, County, State and Federal environmental and planning agencies.

BEACHES AND DUNES

Contributing greatly to the recreational quality of Ocean City are the beach and dune resources. These land forms provide natural protection from coastal storms and severe wave action while serving as a great source of recreation. Recognizing the critical and fragile nature of its seven miles of beach and dune areas, Ocean City established a Beach Control Commission to oversee the use of beach and dune resources. The Commission has taken steps to restore and develop the dunes, which were once leveled by planting American beachgrass and installing sand fencing.

WATER SUPPLY RESOURCES

Ocean City receives fresh water supplies from wells in the Kirkwood aquifer. In 1982, the Cape May County Planning Board issued a Water Supply Study which indicated that future water supplies would become inadequate within the County under existing zoning densities. Ocean City responded to this information by modifying its zoning ordinance to reduce the maximum allowable densities. Further reductions are proposed in Master Plan. With these changes, the water supply should remain adequate according to Cape May County projections.

The New Jersey Department of Environmental Protection is currently preparing a comprehensive study of county water supplies that is scheduled to be completed by 1990. The release of this study should be analyzed to determine land use implications and future development limitations.

Additional information regarding natural resources and physical characteristics of Ocean City and Cape May County can be obtained from the United States Department of Agriculture Soil Conservation Service Soil Maps which are currently being updated; Flood Plain Delineation Maps prepared in 1980 by the New Jersey Department of Environmental Protection; and 1983 aerial photography available from at the Ocean City Planning Board.

Further discussion of water supplies is provided in Section 9, Community Facilities and Services Plan Element.

STATEMENT OF OBJECTIVES, PRINCIPLES, ASSUMPTIONS, POLICIES & STANDARDS

The Ocean City Master Plan is a general guide for the physical, economic and social development of the City. The Master Plan was developed in accordance with the provisions of the New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-1 et. seq. as amended through 1986) and is designed to guide development of lands within the City in a manner which will promote and protect the public health, safety, and general welfare of the present and future residents of the City of Ocean City.

The Ocean City Master Plan is based upon objectives, principles, assumptions, policies and standards which have been developed over a period of time by the City Council, Planning Board, Zoning Board of Adjustment, Environmental Commission, Board of Health, and other boards and agencies within the City. Master Plan proposals for the physical, economic and social development of Ocean City are based upon an underlying goal of protecting and enhance the City as a quality family resort community.

OBJECTIVES

The Ocean City Master Plan is based on several objectives:

1. To encourage municipal actions which will guide the long range appropriate use and development of lands within the City of Ocean City in a manner which will promote the public health, safety, and general welfare of present and future residents.

2. To secure safety from fire, flood, panic and other natural and man-made disasters.

3. To provide adequate light, air and open space.

4. To ensure that development within the City does not conflict with the development and general welfare of neighboring municipalities, the County, the region, and the State as a whole.

5. To promote the establishment of appropriate population densities in locations that will contribute to the well being of persons, neighborhoods and preservation of the environment.

6. To encourage the appropriate and efficient expenditure of public funds by coordinating public and private development within a framework of land use and development principles and policies.

7. To provide sufficient space in appropriate locations within the City for residential, business, office and public and quasi-public uses in a manner which will provide for balanced City growth and development.

8. To provide for the maintenance of Ocean City's resort character and posture as a recreation resource of the State and Eastern United States including protection of beach and bay resources.

9. To support the upgrading of substandard housing in the City through code enforcement, housing improvement loans, technical assistance, education, grants, and the provision of public improvements such as new streets, sidewalks, street lighting, street trees, drainage and sanitary sewage collection facilities.

10. To encourage the location and design of transportation and circulation routes which will promote the free flow of traffic in appropriate locations while discouraging roadways in areas which would result in congestion, blight, or depreciated property values.

11. To promote the use and development of rail and air transportation links which are supportive of Ocean City's resort industry.

12. To promote a desirable visual environment through creative development techniques with respect to environmental assets and constraints of the overall City and of individual development sites.

13. To promote the conservation of open space through protection of wetlands, stream corridors and valuable natural resources and prevent degradation of the environment.

14. To acquire, develop and maintain park and recreation facilities within the City to meet reasonable and affordable needs and demands for recreation by present and future residents.

15. To encourage the preservation and restoration of historically significant buildings and sites within the City in order to maintain the heritage of Ocean City for enjoyment of future generations.

16. To encourage coordination of the numerous regulations and activities which influence land development with a goal of producing efficient uses of land with appropriate development types and scale.

17. To encourage economic development through new investment and maintenance and reinvestments in existing commercial retail, amusement, hotel, motel and related resort activities within the City in areas suitable for such development.

18. To encourage energy efficient subdivision and site designs and provisions for renewable energy resources including passive solar, wind and/or recycled heat.

19. To encourage the efficient management of stormwater runoff through the development of appropriate guidelines which will prevent future drainage problems and provide environmentally sound land use planning.

PRINCIPLES

The Ocean City Master Plan is based upon several land use and land development principles. These include:

1. Encouraging residential development in locations and at densities which are compatible with existing development patterns and which can be properly serviced by public roadways, utilities and services.

2. Locating public, commercial, service and professional office uses in locations which are suitable for their use environmentally, economically and geographically, and are compatible with existing uses, public facilities, roadways, and natural features.

3. Protection of natural and environmental resources including floodplains, wetlands, marsh and aquifer recharge areas, and areas suitable for public and quasi-public recreational activities.

4. Encouraging a development pattern which will protect and enhance the long term economic, social and cultural interests and quality of life of present and future residents of the City.

ASSUMPTIONS

The Ocean City Master Plan is based upon several assumptions:

1. That there will be no catastrophic man-made or natural disasters which will greatly affect the existing natural and/or cultural development of the City.

2. That Ocean City will be able to guide its growth in accordance with the Municipal Land Use Law and will have major input into any proposed County, regional, State and/or Federal development plans which may affect the City or its immediate environs.

3. That future growth during the next ten (10) year period will not exceed the capacity of the City to provide essential community facilities, utilities and/or services.

POLICIES

The Ocean City Master Plan is based upon the following policies which have been developed by the Planning Board, the Zoning Board of Adjustment and the City:

1. Land use planning will provide for a variety of residential and non-residential uses and will encoura the continuation and enhancement of Ocean City as quality family resort community.

2. Land development should be designed to protect and enhance the environmental quality of the City.

3. The City will consider and evaluate innovative development proposals which would enhance and protect environmental features, minimize energy usage and encourage development densities consistent wit existing patterns and types of development.

4. The City will encourage commercial and office develop ment within the City which will provide employment fo present and future residents and contribute to balanced economic base for the City.

5. The City will encourage the continuation a development of social, health, welfare, cultura recreational, service and religious activities wit the City to serve present and future residents of Oc City.

6. The City will continue its program of updating and supplementing the Master Plan and Zoning and Land Development Regulations as new data become available, as land development patterns and trends change, and as community goals and objectives are modified.

STANDARDS

The Master Plan provides general standards for development, including type, density and location of development and delineation of environmentally sensitive areas which generally are not developable. The Master Plan also provides recommended standards for roadways and other facilities. The Land Development Ordinance, including zoning, site plan, land subdivision and design regulations, provide specific standards for design, construction and development of individual land uses and development sites within the City. In addition, City regulations pertaining to utilities, fire prevention, flood plains, wetlands, soil erosion, street trees and other development factors have been adopted and are applied by the Planning Board, Board of Adjustment, Environmental Commission, Board of Health, Construction Official and others. Cape May County, the State of New Jersey and Federal planning and regulatory agencies also have detailed standards pertaining to environmental features, roadways, utilities, etc. which are utilized in the overall development process in Ocean City.

LAND USE PLAN ELEMENT

The Land Use Plan Element of the Master Plan is based upon historic development patterns, existing land use and recommended future development designed to protect and preserve the quality of life for permanent and seasonal residents of the City. The Land Use Plan Element is also related to other Master Plan Elements, and to natural features including topography, soil conditions, water and sewerage services, drainage, floodplain and flood hazard areas, wetland areas, and community facilities and services. The Land Use Plan Element provides recommended standards of population density based upon a Housing Plan Element and describes recommended types and intensities of non-residential development areas of the City.

A Master Plan adopted in accordance with the Municipal Land Use Law is not an Ordinance and does not contain land use and development regulations. It is, however, a document which is required as the basis for Land Use and Development Regulations and amendments thereto. Due to the strong relationship between the Master Plan and Zoning and Land Development Ordinance of the City, the Land Use Plan Element utilizes the same nomenclature as present and proposed zone districts. Specific land uses contained on the Land Use Plan Element of the Master Plan Map are described below in terms of major categories of land use including residential, marine village harbor, business, boardwalk, hotel-motel and airport zones.

RESIDENTIAL

Residential Land Uses in Ocean City have been designated on the basis of type, location and density of development.

Ocean City can be termed a developed municipality since it is totally developed with the exception of a ten block area located between Bay and Haven Avenues and 24th and 30th Streets. The historic plat maps of the City have been utilized as bases for zone district regulations and maps since the original 1938 Zoning Ordinance when lot widths and depths were established for the entire City on the basis of a Map dated January 1, 1927 prepared by William H. Collisson, Jr., City Engineer.

Since the entire City is platted, variations in density occur from differences in the width of lots or the permitted type of residential development. Historically, the City was zoned in two basic residential districts from 1938 to 1985; one family residences and two family residences. The Garden District north of North Street was originally designated for one family residential uses while the remainder of the City extending south from North Street to 59th Street was zoned two family residential. In later decades, one family residential areas were established at South Harbor, Club House Lagoon, Merion Park and the undeveloped lands between 23rd and 30th Streets west of Haven Avenue.

Development historically did not develop fully in accordance with the permitted two family zone districts. The result was that by 1987, numerous areas within the southern portion of the City had developed primarily as single family development areas. These areas were documented through tax assessment records and a land use survey.

A major goal of the Master Plan Land Use Plan Element is to conserve and protect remaining single family residential development within the City in conjunction with the second major goal of the Master Plan which is to maintain the historical lotting pattern throughout the City.

The protection of single family residential areas of Ocean City is accomplished under the Master Plan through designation of areas of the City as R-1 single family residential areas when 60 percent of the development within half block areas were single family residences and or vacant developable lots as of August 1987. The Master Plan Map designates areas which are 60 percent or more single family development as R-1 and those which contain 41 percent or more two family residences as R-2 two family residential. In addition, the Master Plan designates other residential areas of the City based upon their unique location or development characteristics such as lagoons, bayfront or oceanfronts. The Plan provides for these residential development areas as well as multi-family residential development areas.

The Master Plan designates half block areas of the City on the basis of the predominate lot width within the half block area. Lot widths are designated by sub-categories of the primary residential development type in terms of 25, 30, 40, 50 and 60 foot lot widths. The predominant existing width of lots was utilized to establish half block designations for single and two family residential development areas.

R-1 ONE FAMILY RESIDENTIAL

The R-1 One Family Residential areas are contained in five large contiguous areas and within designated half blocks between North Street and 59th Street. The largest one family residential district is, and has historically been, the Garden District which is located at the northern end of the Island. The Garden District contains a variety of lot sizes and lot depths in a curvilinear street pattern. Most of the large single family lots within the City are located within this R-1 single family residential area.

Other major R-1 residential areas include the Marion Place Development located on Roosevelt Boulevard north of Bay Avenue, the Bayland Development located north of Bay Avenue adjacent to the City Airport, and a large development at the southern end of the City between 52nd and 55th Streets west of Bay Avenue. A fifth major single family residential area has been designated across from the Airport between 24th and 30th Streets west of Haven Avenue. This last area is presently under development and was zoned for R-1 single family residential use October 19, 1985 (Ordinance No. 85-36).

A major component of the Master Plan is the designation of R-1 residential development between North Street and 59th Street based on the existing land use pattern as of August 1987. These areas were designated on the basis of percentages of existing single family residential and vacant lots within each one half block area. In these half block areas vacant lots were treated as potential single family land use since it is the goal of the City to reduce the total number of dwellings on the island. Tax assessment data and land use surveys were utilized to determine the predominant type of residential use. Most of the areas which are designated R-1 within the former R-2 areas of the City have historically developed as single family residential areas. A major goal of the Master Plan is the preservation and protection of these areas from encroachment by duplex and other two family and multi-family units, including condominium units.

R-2 TWO FAMILY RESIDENTIAL

The R-2 Two Family Residential areas are located between North Street and 59th Street along the major north-south avenues of the City. The Master Plan designates R-2 areas on the basis of those half block areas which contained more than 40 percent two family units in August 1987. The R-2 areas designated on the Master Plan Map are based upon two family structures including duplex and two unit apartment structures, single family units with converted garage apartments, two family condominium units, and side by side attached single family units. As can be noted on the Master Plan Map, two family residential areas have occurred in the historical development area of the City north of 5th Avenue between Atlantic Boulevard and the Ocean, between Atlantic and West Avenue south of 2nd Street and in linear areas south of the Central Business District (14th Street - 59th Street). Contemporary duplex units have been particularly prevalent in the southern portion of the City as vacant land was developed in since 1980.

A major factor of land development in the 1980's was the conversion of older single family units into duplex or two family units. Older bungalows and other small seasonal homes were converted to two family units, frequently in sharp contrast to other development in the neighborhood in terms of height, intensity of development and architectural style. This was particularly true in the central portion of the City between 14th Street and 47th Street.

Triplex and quadriplex units have not been permitted in the R-2 areas in accordance with Ordinance 86-10 adopted in 1986. The Master Plan provides for the continued prohibition of these or other types of multi-family housing consisting of three (3) or more units within R-2 Two Family Residential areas of the City.

R-MF RESIDENTIAL MULTI-FAMILY

The Master Plan provides for a major R-MF Residential Multi-Family area adjacent to the Central Business District between 6th and 14th Streets extending along and east of Central Avenue. This area contains historical boarding houses and other seasonally oriented development including several historic multi-family structures from the 1920's and 1930's.

The multi-family zone district historically permitted 5-story multi-family structures. The Master Plan provides a three-story maximum height limitation and a forty percent reduction of permitted density from the prior Zoning Regulations.

The Master Plan designates public multi-family residential development in locations where the Ocean City Housing Authority maintains low income developments, located north of 5th Street known as Pecks Beach Village.

Multi-family residential developments which has been constructed through the years have also been designated on the Master Plan designate the location of major multi-family condominium developments. These include Brighton Place, Wesley Place, Boardwalk Place, Garden's Plaza, Brighton-Atlantic, and Sand Pebbles which are located north of 5th Street along the oceanfront; the Methodist Home for the Aged on Bay Avenue between 22nd and 23rd Streets; the Nantucket Condominiums located west of Bay Avenue at the Airport; the Four Season Condominiums between 35th and 36th Streets at Bay Avenue; and Ocean Village South Condominiums located at 55th Street and Bay Avenue.

Other smaller multi-family developments are scattered throughout the City; some are in historical structures which were constructed in the 1920's and 1930's and others are in small condominium projects which have been constructed since 1970. Multi-family development which occurred within Neighborhood Business and other non-residential Zone Districts are not identified specifically unless they are of a major scale. The location of these units in commercial areas are a direct result of the "Euclidian" provisions of the City's archaic 1938 Zoning Ordinance which permitted residential and other uses within commercial districts.

No new residential-multi-family areas have been included on the Master Plan. It is anticipated, however, that the existing R-MF areas shown along Wesley and Central Avenues will be renovated and provide for continued clustering of multi-family structures in close proximity to the Boardwalk area and Central Business District. The Master Plan encourages the development of multi-family units within the City between 6th and 15th Streets along Central and Wesley Avenues at a height not to exceed three stories.

R-B RESIDENTIAL-BAYFRONT

Residential-Bayfront areas have been identified on the Master Plan. These bayfront areas of the City have developed as single family residential areas. The residential-bayfront dwellings provide one of the many varieties of residential environments within the City. Most of the R-B Residential Bayfront areas contain single family dwellings on individual lots of 4,000 to 5,000 square feet. R-B areas extend along Bay Road, Bay Avenue and Pleasure Avenue.

Residential Bayfront development areas have been designated separately from other single family residential development due to the fact that most of the bayfront homes "front" on the Bay and utilize the street side of the lot for parking and other service functions. This reverse frontage type of development is different in character than other R-1 development which typically "fronts" on the street.

The Residential-Bayfront areas also provide for docking, bulkheading, decks and other water oriented types of accessory use construction.

R-MB RESIDENTIAL-MULTI-FAMILY BAYFRONT

The R-MB Residential Multi-Family Bayfront areas are designated due to the orientation of these areas toward the Bay and the related docking, bulkheads, and other water oriented. R-MB areas include condominium developments such as the Bay Village Condominiums in the 1100 block, the large scale Ocean Reef Club located south of Tennessee Avenue and west of the Airport, and the Blue Water Marina development on Roosevelt Boulevard adjacent to the Intra-Coastal Waterway developed in 1986-1987. No new R-MB areas are provided in the Master Plan due to the absence of vacant, developable land along the Bay.

R-L-1 RESIDENTIAL-LAGOON-ONE FAMILY

The R-L-1 Residential-Lagoon-One Family development areas are designated on the Master Plan due to their unique residential development character. These areas include The Lagoon, located in the northern end of the City; Glen Cove in the 1000 block; Carnival Bayou and Venetian Bayou located south of 16th Street; Sunny Harbor located between Arkansas Avenue and Walnut Road; South Harbor located between Spruce Road and Tennessee Avenue; and Club House Lagoon located south of Waterway Road.

Lagoon developments have provided Ocean City with a major source of seasonal recreation homes which were constructed prior to the enactment of the Coastal Area Facilities Review Act of 1973 and the New Jersey Wetlands Act of 1970. Many of the lagoons were carved out of wetland areas through a method of dredging and filling and represent development patterns which will not be replicated in the future due to State and Federal development restrictions on salt water and fresh water marsh areas.

The lagoon developments do provide the opportunity for boating and other types of water oriented recreation and due to the unique character of development with boardwalks, decks and "reverse fronts", have been designated on the Master Plan as a distinct type of residential development.

R-L-2 RESIDENTIAL-LAGOON-TWO FAMILY

One R-L-2 Residential-Lagoon-Two Family development, Snug Harbor, is designated on the Master Plan due to the fact that nearly all residences at the lagoon are two family residences. No new R-L-2 areas are recommended for Ocean City.

R-O RESIDENTIAL-OCEANFRONT

Oceanfront development within Ocean City has accounted for a great deal of the new construction and conversion of one-family to two-family residential structures since 1980. The oceanfront residential structures are some of the largest and most luxurious residential structures within the City and also represent some of the most expensive residential real estate within the entire City due to the high cost of land along the oceanfront. R-O Residential-Oceanfront areas are designated between the Beach-Dune area and the first major parallel roadway. The Oceanfront development begins at 23rd Street and extends along Wesley Avenue to 29th Street. From 29th Street to 38th Street development extends along an alley east of Central Avenue and from 38th Street to 57th Street oceanfront property extends along Central Avenue.

Oceanfront development has historically reversed the front of the house from the street side to the ocean side. This type of development is different from adjacent development in the R-1 and R-2 areas in that the houses typically front along the Ocean and also provide for decks, bulkheads, and sand dune protection structures. The existing zoning requirement for a 30 foot setback from the bulkhead is consistent with the recommendations of the 1985 New Jersey Department of Environmental Protection Coastal Storm Hazard Mitigation report which recommends "adequate setbacks" along the beach front to mitigate storm damage.

MVH MARINE VILLAGE HARBOR

The MVH-Marine Village Harbor areas are located along the inland waterway between 1st Street and 8th Street and between 9th and 10th Streets, provide for a combination of marine commercial activities and second and third floor residential development. The Marine Village Harbor Zone was created in 1985 to protect and enhance the unique and limited marine area of Ocean City which provides for traditional marine commercial activities along the Intra-Coastal Waterway. This area of Ocean City once housed the City based fishing fleet and still retains remanents of the earlier marine oriented commercial development. The area contains marine support facilities including maintenance and boat storage, marine craft and accessory sales, services, and repairs; fish and tackle shops; marine technical and sailing schools; boat rentals; and associated commercial developments such as art galleries, restaurants and other marine oriented specialty shops.

The MVH area is retained on the Master Plan in order to continue protecting, preserving, and encouraging marine development commercial facilities within the City. In order to encourage economical development of first floor marine commercial uses, the MVH area continue to provide for second and third floor residential use. Special provisions were contained in the 1985 Zoning Ordinance for this type of mixed marine commercial and residential development and these provisions are encouraged for future Zoning and Land Development Regulations of the City.

BUSINESS AREAS

Ocean City business areas have been categorized by type and intensity of use as well as location.

NB NEIGHBORHOOD-BUSINESS

Neighborhood-Business areas in Ocean City are interspersed throughout the City for small business establishments providing convenience retail and personal services for neighborhood residents. Retail stores, personal service shops, and professional and other offices, including real estate offices, are found in the neighborhood-business areas. Small neighborhood-business areas are located along West Avenue between 2nd and 5th, and at the intersection of Atlantic Boulevard and Battersea Road in the northern end of the City; along Asbury Avenue between 17th and 18th Streets, 21st and 22nd Streets, and 27th and 28th Streets in the central portion of the City; and at the intersection of 40th Street and West Avenue in the south. Two large neighborhood-business areas are also located along 34th Street and 55th Street. With the exception of a parcel of undeveloped land west of Bay and 34th Streets, most of the neighborhood-business areas are developed. Reconstruction and redevelopment of the neighborhood-business areas has occurred recently and more intensive development is possible for most of these areas. Second and third floor residential development has occurred in the older neighborhood-business structures. Second floor residential uses are encouraged under the Master Plan in order to protect and preserve the limited neighborhood-business areas within the City.

OB OFFICE AND BANK

The Office and Bank area designated on the Master Plan is located along 9th Street at the northwestern entrance to the City. This area was established in the 1985 Zoning Ordinance to provide for the exclusive location of uses which by their nature require high visibility and moderate traffic volumes to sustain their trade. The office/bank uses characteristically generate a moderately large volume of automobile traffic of their own and need to be located adjacent to traffic arteries. The traffic volumes for these land uses range between 12 to 190(*) average weekday vehicle trip ends per 1000 gross square feet of building. In stark contrast to this, the existing gas stations have an average weekday vehicle trip ends of 748 vehicles (*) which is four times higher. The office/bank area is developing in accordance with the 1985 Zoning Ordinance and is encouraged to continue under the Master Plan in order to lessen traffic congestion on the heaviest entranceway to the City.

CB CENTRAL BUSINESS

The Central Business District of Ocean City has been the historical focal point of retail commercial and professional office uses within the City. The central business area has retained its vitality and has experienced rejuvenation since 1980. Many of the older structures containing three to five stories have been renovated as the 1985 Ordinance provided for and encouraged renovated of second and third story residential development to ensure viability of the first floor commercial and service functions.

The Central Business District of Ocean City provides for a downtown type of development with minimal 4 feet front yard setbacks, no side yards and intensive parking around the perimeter of the Business District. The Ocean City Parking Authority has provided four key parking lots to support the downtown business function. Provisions have been incorporated into previous Zoning Ordinances and are recommended for future Zoning and Land Development Ordinances to provide for contributions from new or reconstructed commercial and office uses within the Central Business area to be used by the Parking Authority for developing perimeter parking facilities.

The Central Business District is a focal point for the City government and includes the City Hall, Police Department, Municipal Court and other services and facilities. These functions help to support the Central Business District commercial and office uses are complementary uses.

(*) Institute of Transportation Engineers

The Central Business District is surrounded by high density multi-family and hotel-motel uses as well as less intense office and bank and drive-in business development. It is the focal point for retail commercial and professional offices within the City and the Master Plan has provided for a modest expansion of the Central Business District along 8th Street. The Planning Board and City Council in conjunction with the Downtown Economic Development Committee have discussed the need for additional parking which could result in the construction of additional off-street parking and/or a parking garage in the future. A detailed parking analysis and evaluation for a potential multi-level parking garage has been undertaken by the Ocean City Parking Authority and is nearing completion.

DB DRIVE-IN BUSINESS

The Drive-In Business area of Ocean City reflects the resort nature of Ocean City and the fact that the major traffic flow into the City is focused at 9th Street. The Drive-in Business area centers along West Avenue which is the widest roadway in the City with a 100 foot right-of-way. The CB area provides for commercial uses which by their nature require large traffic volumes to sustain their trade and which also generate a large volume of traffic on their own. Drive-in businesses include fast food establishments, motor vehicle service stations, new and used car sales areas, and other types of development which are dependant upon high turnover volumes of traffic. The Drive-In Business areas have been retained from the 1985 Zoning Ordinance and expanded modestly in order to provide for the needs of the expanding permanent and seasonal populations.

ON-BD ON-BOARDWALK

The Ocean City Boardwalk provides a focal point for the resort character of the City. It is an unique area within Ocean City and one of the few Boardwalk areas in the State. As such, the Master Plan continues the Boardwalk area from earlier Master Plans and Zoning Ordinances to preserve this portion of the Oceanfront area of the City for resort commercial and commercial recreation uses. The Boardwalk is one of Ocean City's major resort attractions providing for small specialty shops, boutiques, restaurants, amusement rides and entertainment facilities along the Boardwalk and it from Park Place near 4th Street south to 23rd Street. The Boardwalk area was established at a depth of 200 feet in the 1985 Zoning Ordinance and is continued in the Master Plan.

The Boardwalk contains the Music Pier which is a City owned facility and which provides opportunities for a variety of exhibits, conferences and meetings, and seasonal recreational activities and events. The Music Pier provides a focal point for the Boardwalk area.

OFF-BD OFF-BOARDWALK

The Off-Broadwalk area is 200 feet in depth west of the On-Boardwalk area. The Off-Broadwalk area is designed to support and supplement the On-Boardwalk area and allows for the creation of lots up to 400 feet deep from the Boardwalk for large scale amusement, recreation and other types of Boardwalk facilities. The Off-Boardwalk area also provides for commercial parking lots, boardwalk storage areas and other services which support the Boardwalk development.

HM AND HM-1 HOTEL/MOTEL

The HM and HM-1 Hotel/Motel area of Ocean City reflects and encourages the unique family resort character of the City. This area works symbiotically with the boardwalk resort business. Each area reinforces the other economically and helps to maintain the character of Ocean City as a family resort. The area is located west of the Boardwalk and east of the Central Business Area. It is well-defined between 6th and 12th Streets along Atlantic, Ocean and Wesley Avenues. The H-M Hotel/Motel area on the Master Plan provides for development of five-story structures while the HM-1 Hotel/Motel area north of 12th Street provides for a two-story height limitation.

The Hotel/Motel area contains prime examples of resort transient facilities from turn of the century hotels and boarding houses to hotels constructed in the 1920's and 1930's to motels constructed beginning in the 1950's through the 1980's. Ocean City has experienced rejuvenation of the Hotel/Motel District with the construction of new hotels and motels in the 1980's. The strength of the Hotel/Motel District is particularly noteworthy with the absence of liquor licenses which are found in most large scale hotels and motel areas in other resort areas of the State. The City has also experienced the "condominium hotel" concept beginning in 1986 which provides for private purchases of shared time of individual rooms within a hotel.

The Hotel/Motel area is designated in the Master Plan to provide for and encourage seasonal/transient visitors to the Boardwalk and Central Business areas of the City. The City has maintained an effort to legally retain the transient character of this unique area of the City and of the New Jersey Shore by discouraging and limiting the type of facilities in this district. Conversion to permanent residential development is not encouraged in the Master Plan and the area designated for Hotel/Motel is encouraged to retain the transient facilities which are a key element to the overall success of the resort economy of Ocean City.

A AIRPORT

The Ocean City Airport is included and described in the Community Facilities Plan Element. The Airport, however, exerts a major influence on lands adjacent to it as a result of the 1983 Amendment to the Municipal Land Use Law entitled "Airport Hazard Zoning Act". This Act provides that development adjacent to the Airport within designated Airport Zone Hazard Areas must conform with the New Jersey Department of Transportation Division of Aviation Regulations pertaining to types of uses and height limitations which are specified for airports throughout the State. The Master Plan Map delineates the Airport Zone Area which includes the runway and lands parallel to it and subzones located at each end of the runway. Height restrictions are established in a linear manner extending from the end of the runway to the end of the runway end subzone from a height of 0 feet at the end of the runway to a height of 150 feet at the end of the "runway and subzone". Height limitations are also imposed parallel to the runway from 0 to 150 feet. On the Master Plan the 150 foot height limitations are indicated at the ends of each of the runway subzones which parallel the runway.

Development within Ocean City conforms in terms of the State regulated height restrictions throughout the runway subzone and the runway end subzone areas. Structures are less than 50 feet and conform with the regulations established by the N.J.D.O.T. Division of Aviation. Development height also conforms with height regulations established by the Federal Aviation Agency.

The types of uses which are located within the designated Airport Zone area preexisted the adoption of the Airport Hazard Zoning Act in 1983 and, therefore, are considered to be in conformance with the Law. As can be seen on the Master Plan Map, large areas of the Airport Zone District also contain N.J. Department of Environmental Protection designated wetlands, open water areas, the City Golf Course, and airport support services, all of which conform with the Airport Hazard Zoning Act.

Consistent with the intent of the Airport Hazard Zoning Act, the undeveloped portion of the Airport Zone east of Bay Avenue was zoned R-1 single family residential in 1985. This area provides for the minimum density within the City for residential development and was included in documentation for approval of the Airport Zone Hazard Zone District by the N. J. D. O. T., Division of Aviation, in 1984 and 1985.

T-TRANSPORTATION

The T-Transportation area contains the designation of a "transportation right-of-way". The transportation right-of-way area is an abandoned railroad and extends from 9th Street to 52nd Street and then westerly to the City boundary at the centerline of Crook Horn Creek. This former Pennsylvania-Reading Seashore Line Railroad Right-of-Way is owned by the N. J. D. O. T. and leased to the City. This right-of-way is 65 feet wide and is designated on the Master Plan as a transportation area. It is intended that this area not be developed or sold for private development. The right-of-way is to be retained for public access which may include roadway development, bikeway, or pedestrianway, or possible trolley or sail train use in the event that the City or a private interest group should sponsor such an activity as a resort attraction.

WT-WETLANDS

Wetlands areas are designated in the Conservation Plan Element based on the upper (inland) wetlands boundary delineated on the Ocean City tax map. The purpose of this designation is to protect and preserve the sensitive, tidal influenced wetlands located along the bayfront which provide a natural transition area between the upland and water areas for fish and waterfowl breeding and habitat.

Development in tidal wetlands is strictly regulated by the New Jersey Wetlands Act of 1970 and the Coastal Area Facilities Review Act of 1973. Consistent with the intent of State and Federal regulations, the wetlands zone has been retained on the Master Plan. Areas with wetlands designations include the sedge islands in the bay; lands adjacent to the south and west portions of the Airport; a large bayfront area north of Roosevelt Boulevard; and, in the southern portion of the City, lands adjacent to Crook Horn Creek.

BD-BEACH/DUNE

The Beach/Dune area extends from 59th Street adjacent to Corson Inlet State Park to the south, and northward along the oceanfront for the entire length of the island and extending around the northern end of the Island into Great Egg Harbor Bay, to the Longport Bridge.

The purpose of this designation is to protect and preserve those areas of the City where beaches and dunes exist and providing a natural protective barrier from coastal flooding the seasonal coastal storms.

PUBLIC/RECREATION

The public and recreation designations on the Master Plan include all existing community facilities and schools and public parks, recreation and open space areas.

Community facilities include the City Hall and City Court; utilities; police, fire, first aid, beach patrol and Coast Guard stations; humane society; civil defense headquarters; post office; Parking Authority lands; Cultural Arts Center and Museum; the City boat launch ramp; Sports and Civic Center; Fishing Pier; Music Pier; Senior Citizen Center; and City Public Works Facilities.

Public parks and recreational areas include the Ocean City Municipal Golf Course, adjacent to the Airport, and Corson Inlet State Park, located at the southern end of the City. City parks and recreation areas provide open space areas and facilities as tennis and basketball courts, play equipment and ballfields. Neighborhood parks are located on Haven Avenue, south of North Street; at the intersection of Haven Avenue and 8th Street; the block bounded by West and Asbury Avenues and 34th and 35th Streets; on 35th Street between Simpson and Haven Avenues; and on Haven Avenue between 52nd and 53rd Streets. Large multi-purpose athletic facilities are located between 5th and 6th Streets surrounding the Primary and High Schools; ballfields are located on the conjunction with the Intermediate School property on Bay Avenue between 18th and 20th Streets. In addition to the active recreation areas, several small municipally owned landscape "islands" dot the City's streets.

HOUSING PLAN ELEMENT

The Housing Plan Element and for the City of Ocean City is based upon the requirements of the Fair Housing Act and Municipal Land Use Law as amended by Chapter 222 of the Laws which became effective on July 2, 1985 (Chapter 222 Laws of 1985).

The Housing Plan Element is designed to provide access to affordable housing, to meet present and prospective housing needs, with particular attention to low and moderate income households. To fully understand present and prospective housing needs, demographic and economic background studies of Ocean City were prepared as elements of the Master Plan. These studies are deemed to be part of the Housing Element in conformance with requirements of the Municipal Land Use Law.

DEMOGRAPHIC ANALYSIS

A thorough analysis of the characteristics of historical and future growth of the population of Ocean City is contained in Section 3, Population, of this Master Plan.

EMPLOYMENT CHARACTERISTICS AND PROJECTIONS

Employment characteristics for Ocean City, Cape May County and New Jersey work forces and employment projections for Ocean City are provided in the Economic Plan Element (Section 2) of this Master Plan.

HOUSING VALUES

Data compiled by the New Jersey Department of Taxation indicated that for the fiscal year from July 1, 1985 to June 30, 1986, there were 843 residential property transactions in Ocean City. The total assessed value of the properties involved was $113,850,600, which resulted in an average assessed value of transferred residential properties of $135,054. The total value of the estimated sales price for all transactions was $123,028,584, and the average estimated sales price was $145,941.

In 1980, the U.S. Census of Population recorded that the median value of homes in Ocean City as $77,093 compared to $47,306 in Cape May County and $61,364 in New Jersey.

HOUSING STOCK ANALYSIS

Since 1970, the Ocean City housing stock increased from 14,093 structures to 18,879 in 1986 as shown in Table 8-1, "Housing Stock Analysis: Ocean City" This table includes 1970 and 1980 Census data with interpolations on an annual basis, the number of authorized building permits and demolitions and the net yearly

change in the housing stock. The majority of new residential structures has been two-four family homes during the last fifteen years. However, between 1980 and 1982 condominium developments with large numbers of units competed significantly with two-four family residential construction. Residential development utilized most of the remaining developable large parcels of land in Ocean City by 1984. Since 1984, single-family residential construction has accounted for an increasingly larger shore, of the residential building permits issued in the City. While single-family construction accounted to only 28 units and 7.3 percent in 1980, it accounted for 191 units and 36.4 percent in 1986. Conversely, multi-family construction (5 or more units) accounted for 41.9 percent in 1980 and 57.0 percent in 1982, it accounted for only 9.4 percent in 1985. No multi-family building permits were issued in 1986.

TABLE 8-1
HOUSING STOCK ANALYSIS
OCEAN CITY

YEAR	AUTHORIZED BUILDING PERMITS	AUTHORIZED DEMOLITIONS	NET CHANGE	YEAR END STRUCTURE TOTAL	PERCENT CHANGE
1970				14093	
1971	382	19	363	14456	2.58%
1972	728	14	714	15170	4.94%
1973	528	24	504	15671	3.30%
1974	254	29	225	15896	1.44%
1975	141	15	126	16022	0.79%
1976	225	10	215	16237	1.31%
1977	190	20	170	16407	1.05%
1978	196	29	167	16569	1.02%
1979	148	40	108	16677	0.65%
1980	384	71	313	16990	1.88%
1981	515	121	394	17384	2.32%
1982	249	53	196	17580	1.13%
1983	227	54	173	17753	0.98%
1984	426	114	312	18065	1.76%
1985	596	149	447	18512	2.47%
1986	525	158	367	18879	1.98%
1971-1986 TOTALS	5711	925	4786		

SOURCES: 1) New Jersey Department of Labor, Division of Planning and Research, "Residential Building Permits Historical Summary 1970-1979" & "Residential Building Permits: Yearly Summaries 1980-1986".
2) Structure totals are estimates interpolated from Census data (April 1, 1980 Total = 16,716) and N.J. Department of Labor, Division of Planning and Research, Monthly (January-March) Building Permit and Demolition total (Net change=39).
COMPILED BY: Townplan Associates

Table 8-2 "Authorized Building Permits by Number of Units: Ocean City," contains a breakdown by number of units of authorized building permits from 1980 through 1985 and the yearly percentage represented by single-family, two-four family and five or more family residential structures.

TABLE 8-2
AUTHORIZED BUILDING PERMITS BY NUMBER OF UNITS
OCEAN CITY

YEAR	SINGLE UNIT	% OF YEARLY TOTAL	2-4 FAMILY UNIT	% OF YEARLY TOTAL	5+ FAMILY UNIT	% OF YEARLY TOTAL	TOTAL PERMITS
1980	28	7.3%	195	50.8%	161	41.9%	384
1981	36	7.0%	290	56.3%	189	36.7%	515
1982	20	8.0%	87	34.9%	142	57.0%	249
1983	27	11.9%	190	83.7%	10	4.4%	227
1984	76	17.8%	320	75.1%	30	7.0%	426
1985	173	29.0%	367	61.6%	56	9.4%	596
1986	191	36.4%	334	63.6%	0	0.0%	525
1980-86 TOTALS	551	18.9%	1783	61.0%	588	20.1%	2922

SOURCE: New Jersey Department of Labor, Division of Planning and Research "Residential Building Permits: Annual Summaries 1980-1986"
COMPILED BY: Townplan Associates

Housing Stock Projections

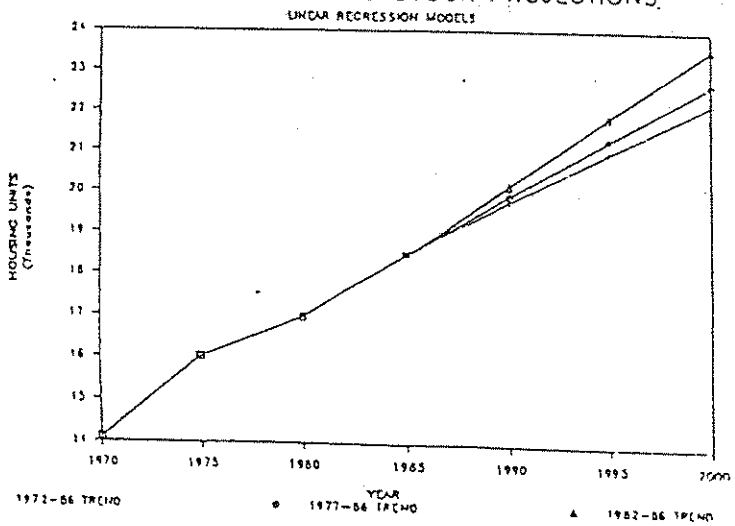
The total number of housing units in Ocean City has increased by nearly one-third between 1970 and 1980, from 13,822 units in 1970 to 18,238 in 1980. Table 8-3 and Figure 8-1 "Housing Projections: Ocean City" show projections of historical growth trends in Ocean City's housing stock. Three linear regression trends using fifteen, ten and five year data are displayed. These projections indicate continuing growth in the housing stock. However, these projections will be tempered by the availability of vacant land and environmental and water/sewerage constraints.

TABLE 8-3
HOUSING STOCK PROJECTIONS
OCEAN CITY

YEAR	TRENDS 1972-86	1977-86	1982-86
1985	18512	18512	18512
1986	18879	18879	19879
1987	19119	19154	19215
1988	19359	19428	19550
1989	19599	19703	19886
1990	19839	19978	20222
1991	20079	20252	20558
1992	20319	20527	20893
1993	20559	20802	21229
1994	20799	21076	21565
1995	21039	21351	21900
1996	21279	21626	22236
1997	21519	21900	22572
1998	21759	22175	22907
1999	21999	22450	23243
2000	22239	22724	23579

REGRESSION TRENDS	PROJECTED MEAN YEARLY INCREASE
1972-86	240
1977-86	275
1982-86	336

FIGURE 8-1
OCEAN CITY HOUSING STOCK PROJECTIONS



SOURCES: Trends based upon New Jersey Department of Labor, Division of Planning and Research, "Residential Building Permits Historical Summary 1970-1979" & "Residential Building Permit Yearly Summaries 1980-1986"

The projected yearly increase in the Ocean City housing stock ranges from 245 to 274 new houses per year. The fifteen and ten year trends are very similar while the five year trend projects larger yearly increases. The five year trend reflects the large condominium projects built since 1980. Since this type of building is unlikely to continue due to the unavailability of vacant land, this projected trend is less reliable.

Types of Dwelling Units

The housing stock of Ocean City consists of a variety of housing including single family detached, duplex, condominium, apartment complex, seasonal apartments and elderly residential housing. A detailed description of the types of housing in Ocean City is included in the Ocean City Master Plan Existing Land Use Section. The total land area occupied by each housing type is also included. It is important to note that the 1980 Census recorded 9095 seasonal housing units; representing 54.4 percent of the total housing stock. This reinforces the image of Ocean City as a resort community.

Age of Dwelling Units

The 1980 Census recorded 7621 year-round housing units in Ocean City. Nearly one-third (30.6%) were constructed prior to 1939. Only 8.9 percent of the housing stock was constructed during the 1940's with 16.6 percent and 17.6 percent constructed during the 1950's and 1960's, respectively. Ocean City has experienced a significant expansion of new housing stock, as evidenced by the large percentage (26.1%) of the housing units built between 1970 and 1980. Table 8-4 "Age of Year-Round Housing Units: 1980" housing stock.

This trend continued into the 1980's, as recorded in Tables 8-1 and 8-2. Between January 1, 1980 and December 31, 1986, 2922 building permits were authorized and 720 old units were demolished. The results of the high rate of new construction and reconstruction subsequent to 1980 should be reflected in the 1990 U.S.Census. Based on 1980 Census data and 1980-1986 building permit data it is estimated that approximately 4,786 or 25.3 percent 18,879 residential dwellings in the City were built since 1970.

Number of Dwelling Units per Structure

Analysis of 1980 Census data on the number of year-round housing units per structure or address in Ocean City indicates 54.6 percent of the housing structures are single family; 35.9 percent of the structures contain between two and nine dwelling units; and 9.5 percent contain ten or more units or addresses. Table 8-5, "Number of Year Round Housing Units at One Address: 1980-Ocean City," presents the number of units and the percent of total in each category.

TABLE 8-4
AGE OF YEAR-ROUND HOUSING UNITS: 1980
OCEAN CITY

DATES OF CONSTRUCTION (1)	STRUCTURES	PERCENT OF YEAR-ROUND TOTAL	PERCENT OF TOTAL UNITS
Prior to 1939	2334	30.6%	
1940 to 1949	682	8.9%	
1950 to 1959	1266	16.6%	
1960 to 1969	1339	17.6%	
1970 to March 1980	2000	26.2%	
1980 Total Year-Round Units (2)	7621	100.0%	45.6%
1980 Total Seasonal Units (2)	9095		54.4%
1980 Total Housing Units (2)	16716		100.0%

NOTE: (1) Unless otherwise noted date of construction is from January 1 to December 31.
(2) Includes only those units built prior to April 1, 1980.
SOURCE: 1980 U.S. Census
COMPILED BY: Townplan Associates

TABLE 8-5

NUMBER OF YEAR ROUND HOUSING UNITS AT ONE ADDRESS: 1980
OCEAN CITY

NUMBER OF ADDRESSES	TOTAL NUMBER OF UNITS	PERCENT OF TOTAL
1 Unit	4,069	54.6
2 - 9 Units	2,671	35.9
10+ Units	704	9.5

Source: 1980 U.S. Census of Population
Compiled By: Townplan Associates

Number of Rooms Per Unit

The 1980 Census recorded the number of rooms per dwelling unit. The median number of year-round housing units in Ocean City in 1980 was 5.4 rooms. Table 8-6, "Year-Round Housing Units by Number of Rooms: 1980-Ocean City," presents the U.S. Census data.

TABLE 8-6

YEAR-ROUND HOUSING UNITS BY NUMBER OF ROOMS: 1980
OCEAN CITY

NUMBER OF ROOMS	NUMBER OF UNITS	PERCENT OF TOTAL
1 Room	89	1.2
2 Rooms	235	3.2
3 Rooms	648	8.7
4 Rooms	1,384	18.6
5 Rooms	1,504	20.2
6 or More Rooms	3,584	48.1
Median Rooms	5.4	

Source: 1980 U.S. Census
Compiled By: Townplan Associates

Occupancy Status of Year-Round Housing Units

According to the U.S. Census, there were 6,255 occupied year-round dwelling units in Ocean City in 1980 of which 3,676, or 58.8 percent, were owner occupied and 2,579, or 41.2 percent, were renter occupied.

Vacancy of Year-Round Housing Units: 1980

The U.S. Census indicates that only 6,255 of the year-round units were occupied and 1,189 were vacant in 1980. This resulted in a 16.0 percent vacancy rate for year-round housing.

Exterior Condition Survey

In September 1986, Townplan Associates conducted an external visual survey of substandard deteriorated residential housing in Ocean City. The purpose of this survey was to identify deteriorating and substandard housing units that could qualify under State and Federal housing rehabilitation programs. Seventy-three housing units were identified in this study as substandard. The majority of the units were located in the older areas of Ocean City between 6th and 14th Streets. A subsequent study conducted by the New Jersey Department of Community Affairs identified additional structures which would qualify under their standards.

Overcrowding Dwelling Units

The U.S. Census measures overcrowding of housing units by the number of persons per room. A ratio of 1.01 persons per room is considered overcrowded. In Ocean City in 1980, only 86, or 1.4 percent, of the 6,255 occupied year-round housing units had a ratio over 1.01 persons per room.

HOUSING DEMAND

Housing demand is usually based upon such factors as population growth increases in income or employment and regional housing demands.

Population Factor

The population of Ocean City has had consistent increases since 1950. Population projections presented in Section 3, Population, reveal an expected increase of 2,275 person from 16,255 in 1985 to 18,500 in 1990. This rate of increase is projected to continue with a year 2000 population of 24,000. This is a straight line projection and economic changes could cause the actual population increase to differ from the projections.

Income Factor

The 1980 median income of the South-Southwest Housing Region, including Atlantic, Cape May, Cumberland and Salem counties, was $15,799 according to the U.S. Census. Households with incomes below 50 percent of the median income are classified as low income households. Those households between 50 and 80 percent of the median income are classified as moderate income households. Using these definitions, households in Ocean City earning less than $7,899 are low income and those earning between $7,899 and $12,639 are classified as moderate income households.

Table 8-7, "Household Income: 1980-Ocean City," presents the number of households at various income levels. According to this data, 1,330 households in Ocean City are classified as low income and 1,171 households are moderate income. Approximately 33.6 percent of the year-round households in Ocean City are low or moderate income households. The 33.6 percent of low and moderate income households in well below the 40 percent for the Housing Region.

TABLE 8-7
HOUSEHOLD INCOME: 1980
OCEAN CITY

HOUSEHOLD INCOME	TOTAL HOUSEHOLDS
Less than $2,500	146
$2,500-4,999	521
$5,000-7,499	574
$7,500-9,999	559
$10,000-12,499	666
$12,500-14,999	627
$15,000-17,499	585
$17,500-19,999	361
$20,000-22,499	291
$22,500-24,999	309
$25,000-27,499	271
$27,500-29,999	183
$30,000-34,999	370
$35,000-39,999	233
$40,000-49,999	321
$50,000-74,999	191
$75,000 or more	117
TOTAL HOUSEHOLDS:	6325
MEDIAN HOUSEHOLD INCOME:	$15,297

SOURCE: 1980 U.S. Census
COMPILED BY: Townplan Associates

Potential Residential Development: 1987

The last remaining large vacant parcel of developable land in Ocean City, located along Bay Avenue between 25th and 31st Streets, is being developed under a residential application approved by the Planning Board. Ten blocks were approved for single family homes on 4,500 square foot lots and two blocks were approved for two family homes on 4,500 square foot lots.

Other new residential development includes replacing existing structures, conversion of single family structures to contain multi-family units and infill development of single vacant lots. Based on criteria established by the New Jersey Council on Affordable Housing there are no parcels of available vacant land two acres or larger in size which should be reserved for low and moderate income housing.

Providing for Low and Moderate Income Housing

Ocean City has taken affirmative steps to provide for low and moderate income housing needs. These steps include the creation of high density residential zones, the construction of low and moderate income senior citizen apartment units by the Ocean City Housing Authority and the encouragement of construction of senior citizen housing by private non-profit organizations such as the Methodist Home for the Aged.

The amount and location of vacant land in Ocean City was documented in the existing land use section. An inventory of this land revealed that there are no remaining parcels of land over two acres in size that are not under an approved development application.

Based on these conditions Ocean City is not currently capable of accommodating new construction on vacant developable for multi-family low and moderate income or conventional housing. The city has, however, supported development of public housing for Senior Citizens through the Ocean City Housing Authority. If Federal or State funds for development of such housing become available, the City would attempt to utilize such funding if it is feasible.

RESIDENTIAL DENSITIES

Table 8-8, "Residential Density Based Upon Master Plan: Ocean City" summaries the approximate potential number of conforming residential dwelling units permitted per acre for each district. R-1 and R-2 Districts are based on a typical half-blocks of 50,000 square foot. The R-B, R-L and R-O Residential Districts are based on existing average lot sizes.

TABLE 8-8

DENSITY OF RESIDENTIAL DEVELOPMENT BASED UPON MASTER PLAN

OCEAN CITY

R-1

(BASED ON TYPICAL HALF-BLOCK CALCULATIONS- INTERIOR & CORNER LOTS) (1)

LOT WIDTH	1/2 BLOCK 90 FT	/	AVG. # OF LOTS	=	LOT AREA	DENSITY DU/ACRE
-30	50000	/	16	=	3125	13.94
-40	50000	/	12	=	4167	10.45
-50	50000	/	10	=	5000	8.71
-60	50000	/	8	=	6250	6.97

R-2

(BASED ON TYPICAL HALF-BLOCK CALCULATIONS- INTERIOR & CORNER LOTS) (1)

LOT WIDTH	1/2 BLOCK 50 FT	/	AVG. # OF LOTS	=	LOT AREA	STRUCT. /ACRE	x	UNITS/ STRUCT.	=	DENSITY DU/ACRE
-30	50000	/	16	=	3125	13.94	x	2	=	27.88
-40	50000	/	12	=	4167	10.45	x	2	=	20.90
-50	50000	/	10	=	5000	8.71	x	2	=	17.42
-60	50000	/	8	=	6250	6.97	x	2	=	13.94

R-B	AVERAGE LOT SIZE: 50 x 100 = 5000 SQ. FT.	=	8.71	
R-MB	PER ORDINANCE	MAXIMUM	=	29.00

R-MF

	LOT AREA	STRUCT. /ACRE	x	UNITS/ STRUCT.	=	DENSITY DU/ACRE
MULTI-FAMILY APARTMENT/CONDOMINIUM		MAXIMUM			=	30.00
QUADRIPLEX	7142	6.10	x	4	=	24.40
TRIPLEX	7142	6.10	x	3	=	18.30
DUPLEX & GUEST HOUSE	3571	12.20	x	2	=	24.40

R-L-1

LOT WIDTH	AVERAGE LOT SIZE			=	AVERAGE LOT AREA	DENSITY DU/ACRE
-25	25	x	70	=	1750	24.89
	25	x	100	=	2500	17.42
-30	30	x	100	=	3000	14.52
-40	40	x	100	=	4000	10.89
-50	50	x	100	=	5000	8.71
-60	60	x	100	=	6000	7.26

R-L-2

LOT WIDTH	AVERAGE LOT SIZE			=	AVERAGE LOT AREA	STRUCT. /ACRE	x	UNITS/ STRUCT.	=	DENSITY DU/ACRE
-50	50	x	90	=	4500	9.68	x	2	=	19.36

R-O-2

LOT WIDTH	AVERAGE LOT SIZE			=	AVERAGE LOT AREA	STRUCT. /ACRE	x	UNITS/ STRUCT.	=	DENSITY DU/ACRE
-40	40	x	100	=	4000	10.89	x	2	=	21.78
-50	50	x	120	=	6000	7.26	x	2	=	14.52
	50	x	200	=	10000	4.36	x	2	=	8.72

MVR	PER ORDINANCE	MAXIMUM	=	29.00
NB	30 x 100 = 3000 SQ. FT. (SAME AS R-1-30)		=	13.94
OB	30 x 100 = 3000 SQ. FT. (SAME AS R-1-30)		=	13.94
CB	PER ORDINANCE	MAXIMUM	=	15.00
OR				NONE
ON-BO				NONE
OFF-BO				NONE
HM		EQUIVALENT DENSITY	=	30.00
HM-1		EQUIVALENT DENSITY	=	25.00

NOTE: (1) Half block areas are based on a typical 500' length and 100' depth. On the east side of West Avenue, the average half block has a 500' length with a 90' depth. Other areas vary based upon the depth of blocks typically ranging between 60' and 145'.

COMPILED BY: Townplan Associates

COMMUNITY FACILITIES AND SERVICES PLAN ELEMENT

Community facilities and services include public and quasi-public facilities, recreational facilities and utilities which are located in and provide service to the residents of Ocean City.

PUBLIC FACILITIES

Public facilities in Ocean City include municipal government buildings, public school facilities, transportation facilities and cultural/community services facilities. Quasi-public facilities include churches, parochial schools, social and fraternal organizations and service organizations. Public and quasi-public facilities are scattered throughout the City. The facilities are located on the Existing Land Use Map and the facilities are described below:

Government Facilities

The City of Ocean City government administrative facilities are housed in the City Hall which was built in 1912 and is located at the intersection of Asbury Avenue and 9th Street on the former site of the Volunteer Hook and Ladder Company fire station. The City Hall includes offices for the Mayor, Administrator, Personnel, Public Relations and other departments. Renovation to the City Hall in 1986-87 converted the fire station portion of the building to offices and include an elevator with direct entry from the street level. The Public Safety Building located on Central Avenue north of 9th Street is on the site of Ocean City's first school building. Rebuilt in 1906, the existing brick building served as a school until 1965 when it was converted to house the present Municipal Court and Police Department Headquarters. Several other municipal offices are also housed in this building.

The Police Department operates a substation on West Avenue south of 45th Street adjacent to a fire station, information center, and branch of the United States Post Office.

The Ocean City Code Enforcement Office and a fire station are housed together encompassing the block bounded by 5th and 6th Streets, west of Asbury Avenue.

The Civil Defense Headquarters is located on Board of Education property adjacent to the Intermediate School on _____ Street.

The Public Works Department maintains facilities at two locations on Haven Avenue including four buildings between 10th and 11th Streets and the primary public works complex between 12th and 13th Streets. The Department also operates a storage lot at the intersection of Haven Avenue and 15th Street.

The United States Post Office was constructed in 1937 at the intersection of 9th Street in Ocean Avenue. A branch office is operated on West Avenue north of 46th Street. Mail delivery by carrier has been provided in Ocean City since 1902.

SCHOOLS

Formal education was instituted in Ocean City in 1881 with class held in the original Ocean City Association Office. The first school building in the City was built in 1882. High school education was begun in 1901-1902 and the first class of six students graduated in 1904. The High School is located on the block between 5th and 6th Streets and Atlantic and Ocean Avenues. The present High School, housing grades 9 through 12, was built in 1924 and enlarged in 1965.

The Ocean City Intermediate School is located on a 13.25 acre site between Haven and Bay Avenues and 18th and 20th Streets. Originally built as an Elementary School in 1965, it was enlarged in 1975 and converted to house grades 4 through 8.

The Ocean City Elementary School is located on Wesley Avenue between 5th and 6th Streets and provides classroom facilities for Kindergarten through 3rd grade. This school was built in 1965.

Several colleges are located in close proximity to Ocean City. The Atlantic County Community College is located approximately 20 miles to the northwest and Cumberland County College is located approximately 30 miles to the west. Stockton State College is located in Pomona approximately 20 miles north of Ocean City and Glassboro State College is located approximately 45 miles to the west.

TRANSPORTATION FACILITIES

The Ocean City Transportation Center is located in the former 10th Street Railroad Station, one of two structures within Ocean City which is listed on the State and National Registers of Historic Places. The Center is open seven days a week and provides information regarding transportation to and from Ocean City, ticket purchasing, and a Western Union Office.

The Ocean City Airport located on Bay Avenue is municipally-owned with a private base operator under a lease from the City. No scheduled commuter flights or freight lines operate from this Airport.

Approximately 80 recreational flights can be expected during the average summer weekday, with a peak of 200 flights per day on summer weekends. During the winter the Airport operates on a reduced schedule of Friday through Sunday. On-site facilities include a refuelling depot, service building with restaurant, ten hanger units and paved surface parking which was expanded in 1986 and can serve up to 60 planes. The runway and taxiway were resurfaced during the spring of this year. Improvements proposed for 1988 include new lighting and perimeter fencing.

CULTURAL/COMMUNITY SERVICE FACILITIES

The Ocean City Cultural Art Center and Historic Museum are located on Wesley Avenue south of 45th Street. The building was constructed in 1913 as the second school building in the City. In 1965, it was remodelled to house the Museum on the ground floor with the Cultural Art Center on the second and third floors. Services provided at these facilities include exhibits, classes and lectures. The Cultural Art Center also organizes concerts and trips to other cultural facilities and events. The Ocean City Municipal Orchestra and the Art Center Orchestra have performed concerts at the Music Pier located at the foot of 5th Street. Other special shows and performances have also been held at the Pier.

The Ocean City Community Center is located on Simpson Avenue between 17th and 18th Streets. This facility provides a combination of cultural and recreational activities including organized trips, lectures, meetings and courses.

The Ocean City Municipal Library is located between 5th and 6th Streets adjacent to the High School. The library maintains 50,000 books and has an annual circulation of 300,000. Books and publications are also available on loan from the Cape May County Library and the New Jersey State Library.

The Ocean City Chamber of Commerce instituted information centers to provide visitors with general information regarding scheduled events and activities, lodging, restaurants, fishing and sight-seeing boats and City commercial facilities. The centers are opened year-round with expanded hours during the summer months. One is located on the Causeway and the other is on West Avenue north of 46th Street adjacent to the Post Office.

HOUSES OF WORSHIP

The Tabernacle Site located between 5th and 6th Streets and Asbury and Wesley Avenues became the first church site in Ocean City when an open air pavilion was constructed in 1881. This site now houses the nondenominational Ocean City Tabernacle, built in 1957.

Ocean City contains a total of 18 houses of worship representing a variety of denominations. There are listed in Table 9-1. "Ocean City Houses of Worship" and located on the existing Land Use Map.

TABLE 9-1
OCEAN CITY HOUSES OF WORSHIP

ANTIOCH NEWBORN CHURCH
OCEAN CITY BAPTIST CHURCH
CENTRAL OCEAN CITY UNION CHAPEL (SEASONAL)
FIRST CHURCH OF CHRIST, SCIENTIST
FIRST PRESBYTERIAN CHURCH
HOLY TRINITY EPISCOPAL CHURCH
LUTHERAN CHAPEL
MACEDONIA UNITED METHODIST CHURCH
OCEAN CITY TABERNACLE (NON-DENOMINATIONAL, SEASONAL)
OUR LADY OF GOOD COUNSEL ROMAN CATHOLIC CHURCH
SHILOH BAPTIST CHURCH
ST. AUGUSTINE'S ROMAN CATHOLIC CHURCH
ST. FRANCIS CABRINI ROMAN CATHOLIC CHURCH
ST. JAMES A.M.E. CHURCH
ST. JOHN'S EVANGELICAL LUTHERAN CHURCH L.C.A.
ST. PETER'S METHODIST EPISCOPAL CHURCH
TABERNACLE BAPTIST CHURCH
UNION CHAPEL BY THE SEA (SEASONAL)

COMPILED BY: TOWNPLAN ASSOCIATES

PAROCHIAL SCHOOLS

In addition to the Ocean City Public Schools, two private schools are located in the City:

St. Augustine Parochial School and Atlantic Christian School. St. Augustine is located at the intersection of Wesley Avenue and 13th Street and provides classroom instruction for grades 1 through 8. The nondenominational Atlantic Christian School is located at the intersection of Wesley Avenue and 10th Street and is affiliated with the Ocean City Baptist Church. This facilities provides classroom instruction for all grades from Kindergarten through High School.

SOCIAL AND FRATERNAL ORGANIZATIONS

Major social and fraternal organizations are represented in the area and many meet within Ocean City. A variety of religious, civic and senior citizen groups are also available for are residents which meet at churches and public meeting facilities. Several organizations which own meeting halls and facilities within Ocean City and include the Ocean City Yacht Club (Battersea Road); Free and Accepted Masons, Lodge No. 171, and Order of the Eastern Star, Chapter No. 83 (Wesley Avenue and 10th Street); the American Legion, Morgan Ranck Post No. 137 (Haven Avenue and 14th Street and the Veterans of Foreign Wars, Fergeson Foglio Post (Bay Avenue and 15th Street).

Police protection is provided by the Ocean City Police Department with headquarters in the Public Safety Building and a substation on West Avenue.

Fire protection is provided by the Ocean City Fire Department, a City operated public service. Department Administrative Offices are located in the Code Enforcement Building. Three fire stations are located at key locations within the City as shown on the Existing Land Use Map. The northernmost station is located in the Code Enforcement Building. The central facility is located at the intersection of West Avenue and 29th Street. The southernmost station is adjacent to the Police Substation and Post Office on West Avenue south of 45th Street.

Ambulance service is provided by the Cape May County Rescue Squad which maintains three facilities in Ocean City. The northernmost facility is located at the intersection of Haven Avenue and 3rd Street. A second facility is located at the intersection of West Avenue and 15th Street. The southernmost facility is located at the intersection of Bay Avenue and 36th Street. Patients are generally taken to Shore Memorial Hospital in Somers Point.

RECREATION FACILITIES

Ocean City operates a year-round program of recreational activities and maintains a variety of facilities. The facilities are shown on the Existing Land Use Map and on the Master Plan. The Ocean City Recreation Center located between 5th and 6th Streets provides the following facilities:

> Baseball fields, basketball courts, paved and grass tennis courts, track, football field, children's play area, shuffleboard courts and the Ocean City Civic Center. Metered parking is available.

Ocean City also maintains neighborhood parks at the following locations:

> North Street and Haven Avenue, Bay Street and Haven Avenue, 15th Street and Bay Avenue, West and Bay Avenues between 44th and 35th Streets, 35th Street between Simpson and Haven Avenues, and the Reiss Hopon Memorail Park on Haven Avenue between 52nd and 53rd Streets.

These neighborhood parks offer the following facilities in various combinations; basketball courts, tennis courts, handball courts, a hockey rink, children's play areas are operated by the Ocean City Board of Education at the Intermediate School site.

Other recreational facilities owned and maintained by Ocean City include the Municipal Boat Launch Ramp which is located on the Bay at Tennessee Avenue; the Municipal Fishing Pier located off Central Avenue between 58th and 59th Streets, which was acquired in 1986; the 2.5 mile long Ocean City Boardwalk; more than 150 acres of public beach; and the 18-hole, par 3 Municipal Golf Course located on Bay Avenue adjacent to the Airport.

Activities geared for senior citizens are available through the Howard S. Stainton Senior Center located on Bay Avenue south of Waterway Road. Private recreational facilities within Ocean City include the amusements and arcades located on or near the Boardwalk. Casino gambling and nightclubs are available in Atlantic City, approximately 10 miles to the north. Charter fishing boats operate from Ocean City docks for deep sea fishing. Private campgrounds are available nearby in the mainland communities.

Belleplain State Forest, located approximately 15 miles west of Ocean City, officers public land for camping and hiking. The Marmora Wildlife Management Are encompasses approximately 32 acres of beach and wetlands at the southern end of Ocean City. Several other wildlife management areas are also located within Cape May County. Brigantine National Wildlife Refuge is located approximately 20 miles north of Atlantic County.

UTILITY SERVICES

Utility services include potable water supply, drainage and flood control facilities, sewage collection and treatment facilities, and solid waste disposal. As discussed in the Population section of this Master Plan, the resort character of Ocean City results in a major influx of seasonal residents estimated at over 100,000 additional people during the peak summer months. Planning for adequate utility service must therefore reflect the extreme differences in winter versus summer population demands.

Potable Water Supply

Water service is supplied by the Cape May County Municipal Utilities Authority. Water is drawn from the Kirkwood Aquifer at well depths ranging between 810 and 850 feet at several locations within Ocean City. Groundwater supplies are recharged primarily through precipitation which falls in the are where the formation outcrops. The Kirkwood Aquifer bearing formation surfaces in western New Jersey near Camden. Increased development in the recharge area, plus an increase in water diversion to service Ocean City and other municipalities combine to reduce the available supply. As the fresh groundwater supply decreases, salt water intrudes at shallower depths and reaches further inland. Salt water intrusion is monitored by the chloride content in the groundwater. Two such monitoring wells are located within Ocean City.

In June 1982, the Cape May County Planning Board prepared a report entitled "Water Supply - Cape May County". This study evaluated the supply and demand of water service in the City. The resort character of Ocean City was noted as the major contributing factor to the significant seasonal increase in summer water demand. Table 9-2 "Seasonal Water Consumption: Ocean City" summaries the 1970 and 1980 seasonal water demands. The larger seasonal percent increase in winter water demand between 1970 and 1980 reflects a significant increase in the winter usage of permanent dwelling units. The actual number of gallons used during the summer on months is significantly larger than the winter demand and the summer season demand is, therefore, the major point of concern for adequate future water supplies.

TABLE 9-2
SEASONAL WATER CONSUMPTION
OCEAN CITY

SEASON	GALLONS (3) 1970	GALLONS (3) 1980	1970-1980 CHANGE GALLONS (3)	1970-1980 CHANGE PERCENT
SUMMER (1)	432,560	527,394	94,834	22%
WINTER (2)	91,249	139,160	47,911	53%

NOTES: (1) Summer refers to July, August, and September.
(2) Winter refers to January, February, and March.
(3) Gallons refers to 100 gallon units.
SOURCE: Cape May County Planning Board, June 1982.
COMPILED BY: Townplan Associates

Drainage and Flood Control

Due to the low lying, nearly level topography of Ocean City, effective storm water management is essential. Stormwater in Ocean City generally drains either eastward to the Atlantic Ocean or westward to the marshes and bay. The wetlands detain runoff flowing to the bay and act as a buffer from tidal and storm flooding. The beaches provide some protection from wave action and flooding associated with the coastal storms common to this area.

The Federal Emergency Management Agency (FEMA) maintains Flood Insurance Rate Maps (FIRM) which provides the delineations of major floodplains. The Ocean City FEMA Map delineates the 100 Year Floodplain boundary in Ocean City at Elevation 10. This designation means land lying below Elevation 10 has a 1 in 100 chance each year of flooding due to storm conditions. Additionally, lands adjacent to the beaches are within a velocity zone, an area which can receive direct wave action and potential major coastal erosion.

Development can have a direct impact on drainage and flood control. Additional impervious surfaces such as buildings and pavement reduce land area which previously absorbed precipitation, thereby increasing surface runoff. Filling of wetlands and construction on beaches would reduce the buffer area between development and open water, increasing the flood damage potential. State and Federal regulations restrict development on the bayfront and oceanfront lots. This Master Plan proposes the creation of separate residential zones in these areas to deal with the coordination of municipal, State and Federal regulations as discussed in the Land Use Plan Element. The continued preservation of beach and wetlands is also recommended as discussed in the Conservation Plan Element.

Sewage Collection and Treatment Facilities

The Cape May County Municipal Utilities Authority maintains the Ocean City Sewage Treatment Plant located at the former landfill site on 45th Street west of Haven Avenue. The location of the site is shown on the Master Plan.

Raw sewage is collected from Ocean City structures via a closed system of sewers and delivered to the plant for treatment. Prior to 1987, the facility had treated concentrated septage from mainland community septic tanks. The treatment plant employs a series of processing facilities including settling tanks, aeration tanks, and digesters. Treated waste is discharged into the Ocean approximately one mile offshore in accordance with a permit from the New Jersey Department of Environmental Protection.

Under the initial design phase of the Municipal Utilities Authority regional treatment facilities, 6.3 million gallons per day (mgd) is the sewage flow capacity allocated for Ocean City. In March 1986, the Ocean City Department of Planning and Community Development prepared an analysis of existing facility usage, potential capacity, and the potential demand generated by new construction. Based on current growth rates and existing per unit flows, this report noted that the plant is nearing capacity and expansion of the facility will be necessary by 1990.

Solid Waste Disposal

Garbage and refuse is collected by a private carting company and trucked to the Woodbine Landfill for disposal. The firm under contract with the City in 1987-88 is Mar-Tee Contracting of Rio Grande. Collection is twice a week between the 3rd week in May and the 2nd week in September. During the winter, collection occurs once a week. A recycling program was initiated on January 1, 1988 as required by the New Jersey Mandatory Statewide Recycling Program Law (Laws of 1987, Chapter 102).

CIRCULATION PLAN ELEMENT

The Circulation Plan Element of the Master Plan is comprised of several components including roadways, bus, air and pedestrian facilities. The roadway circulation system in Ocean City has changed little during the past fifty years with the exception of new streets being formed as a result of land subdivisions and improvements and upgrading of existing roadways. While these improvements have contributed to the efficiency and effectiveness of the system, the basic pattern of roadways and other circulation systems conforms to the original design for the City which was laid out in the 1880's and 1890's. The following describes the components of the circulation system within Ocean City and providing service to Ocean City.

STREETS AND HIGHWAYS

Ocean City contains 107.23 miles of streets and highways which are classified in accordance with the Uniform Functional Classification of Streets established by the United States Department of Transportation Federal Highway Administration in conjunction with the New Jersey Department of Transportation and the Cape May County Planning Board. Roadways are classified under this system according to the primary functions they perform.

Of the 107.23 miles of roadway within Ocean City, there are 1.90 miles of highways are operated and maintained by the New Jersey Department of Transportation, 6.02 miles are under the jurisdiction of Cape May County and 99.31 miles are under the jurisdiction of Ocean City. The Master Plan identifies the location and type of streets and roadways in the City. The functional classification system as it applies to Ocean City and its environs is defined below.

1. Freeways or Expressways

There is one "freeway" serving the Ocean City area; the Garden State Parkway. The Parkway is located on the mainland west of Ocean City and provides convenient access to the city from all areas of the State. New Jersey State Highway 52 is the primary connection from the Parkway to Ocean City. Highway 52 enters Ocean City at 9th Street.

2. Primary Arterial Roads

Primary arterial roads serve as major feeder roads to and from freeway systems and carry major movements of traffic between the principal traffic generators in the region. In areas such as Cape May County where the freeway system is limited, they also serve as carriers for major regional traffic flows.

Primary arterial roads usually have four or more traffic lanes and provide direct access to abutting properties, a secondary function which interferes with the flow of traffic. They are usually intersected at grade and utilize timed traffic signals, jughandle intersections, center barriers and lane markings to facilitate traffic flow. The minimum right-of-way for a primary arterial road should be eighty feet (80'), with one hundred twenty feet (120') being the desirable width. The roadway system in Ocean City contains one primary arterial road, U.S. Highway 52 extending from the City boundary east along 9th Street to West Avenue, a total of 1.9 miles.

3. Secondary Arterial Roads

Secondary arterial roads generally connect collector streets with primary arterial roads and freeways and often serve as alternate routes for primary arterial roads. Like primary arterial roads, they are characterized by direct land access and grade intersections, but carry less traffic and often have only one lane in each direction.

Secondary arterial roads should have a minimum right-of-way width of 66 feet with two moving traffic lanes in each direction. Where possible, the desirable right-of-way width for secondary arterial roads is one hundred feet (100').

The secondary arterial roads in Ocean City are listed below:

Ocean Drive from the southern boundary of the City to 55th Street, then following Central Avenue, to 9th Street.

Asbury Avenue from 55th Street to Battersea Road

Roosevelt Boulevard from the City boundary along 34th Street to Central Avenue.

Bay Avenue (Cape May County Route #585) from Roosevelt Blvd. to 9th Street.

Battersea Road from Asbury Avenue. to Wesley Avenue.

Wesley Avenue from 28th St. to Gardens Parkway and Garden State Parkway to the City boundary.

4. Collector Streets

Collector streets provide access between local streets and primary and secondary arterial roads. They also provide access to abutting properties and carry traffic from residential neighborhoods to arterial roads.

Where practical and appropriate based upon surrounding land uses, collector streets should have a minimum right-of-way width of sixty feet (60'). Where collector streets carry relatively high traffic volumes, a minimum right-of-way width of eighty feet (80') is desirable, although physical constraints and existing conditions would result in a modification of this goal.

Because of the extreme north-south length of Ocean City, the collector streets extend in a north-south direction. The collector streets are listed below:

West Avenue

Haven Avenue north of 34th Street

Bay Avenue north of 9th Street

5. Local Streets

Local streets have the primary function of providing access to abutting properties. They also serve as easements for the various public utilities and provide light and air to adjacent buildings. Local streets should have minimum right-of-way widths of fifty feet (50'). Much of the newer local street system in Ocean City has been provided by developers in conjunction with new residential subdivisions and provide the required right-of-way.

All streets within Ocean City not previously mentioned are local streets.

6. Alleys

Alleyways are not classified in the Federal Functional Classification System but are an important form of property access in Ocean City. Many properties have garages and driveways which intersect with center block alleyways. These alleys can be a source of congestion and potential accidents as people merge into roadways. Also, maintenance of these alleys may be difficult because of their narrow width.

PARKING

Because of the resort character of Ocean City, parking is a coveted commodity during summer months. Ocean City provides public parking in both lots and on the street, primarily in the downtown area and near the boardwalk. According to the Ocean City Parking Authority, there are a total of 1,255 metered parking spaces on the streets of Ocean City. Of this total, only 409 meters are in effect year round. There are also a total of 613 parking spaces within public lots: 272 have meters in effect year round; 170 have meters in effect in the summer only; and 271 spaces are in lots that are attended in the summer. Handicapped spaces are provided in most lots.

TRAFFIC ACCIDENTS

Although a primary cause of traffic accidents is negligence on the part of motor vehicle operators, other factors such as poor sight distance, inadequate traffic controls, and poorly designed or maintained streets also can contribute to the cause of accidents. A review of the history of traffic accidents within a community often reveals problem locations where improvements should be considered. Streets and intersections having large numbers of accidents may have physical design problems that should be corrected. In Ocean City summer traffic volumes are the primary cause of traffic accidents as can be noted in comparing 1979 and 1986 accident data for major intersections.

In 1986, Ocean City had 872 traffic accidents, 450 of which were reportable according to police standards. To be reportable, traffic accidents must involve personal injury or property damage worth over five hundred dollars ($500). There was one death associated with traffic accidents in 1986.

The ten intersections with the most accidents in 1986 are listed below, along with the top ten intersections from the 1979 Master Plan Update.

TRAFFIC ACCIDENTS BY INTERSECTION: 1979 AND 1986

1986		1979	
9th and Bay	15	9th and Asbury	13
9th and Wesley	13	9th and Bay	10
9th and Ocean	15	9th and Wesley	10
9th and West	9	34th and Bay	9
10th and West	9	9th and Ocean	8
34th and West	9	9th and West	8
34th and Bay	8	9th and Central	8
9th and Asbury	7	10th and Asbury	7
10th and Asbury	7	8th and Central	6
9th and Central	7	8th and Asbury	6

Sources: Ocean City Police Department and 1979 Ocean City Master Plan Update

Compiled by Townplan Associates

The similarity between the two lists above indicate that problems existing in 1979 still exist. The most striking similarity is the presence of all major intersections on 9th Street. The problem with congestion on this street is due to the density of business access driveways fronting on 9th Street, and the fact that 9th Street leads to New Jersey Highway 52 which is the major road leading to and from the island. This problem has not been alleviated with the installation of traffic control lights at these intersections.

AIR TRANSPORTATION

The City of Ocean City owns an airport located in the west-central portion of the City. The Airport is currently under private lease operation. The Ocean City Airport provides services for recreational aircraft; no regularly scheduled flights serve Ocean City. The number of landings per day varies widely during the year. During the winter months the Airport is closed Monday through Thursday. On summer weekends up to 200 flights per day have been observed, usually occurring on Sundays and holidays. In 1981 there were approximately 45,000 landings at the Airport. This number has decreased over the past five years due to increased fuel and storage costs.

Current airplane storage facilities include ten hanger units and paved areas which can accommodate sixty airplanes. Parking on grassy areas is available, but not recommended.

Major improvements to the Airport are being undertaken in 1987-88. These include resurfacing the runway and taxiway, installing new runway lighting, and fencing the perimeter of the airport. Funding for these improvements comes from the Aviation Trust Fund which is administered by the Federal Aviation Administration (FAA).

The Ocean City Airport Master Plan was updated in 1986 under FAA requirements. This document provides detailed information regarding the Ocean City Airport.

BUS TRANSPORTATION

New Jersey Transit offers a variety of commuter and long distance bus services to Ocean City. Two routes run daily with Ocean City as a terminus: between Ocean City and Atlantic City; and between Ocean City and Philadelphia. Another daily route, between Cape May and New York, includes as a scheduled stop. The frequency of the stops increase during the summer months contributing to the ease of access for seasonal residents.

Bus service originates from the Ocean City Transportation Center located at 10th Street and Haven Avenue.

OCEAN CITY JITNEY

The City of Ocean City owns and operates a jitney service year round. This service is comprised of a small bus which runs in a circular route from Longport Bridge to 59th Street along West and Asbury Avenues. The purpose of the jitney is to provide access from residential portions of the City to commercial and recreational areas.

TAXI SERVICE

One private taxi serves the Ocean City community. This service is operated on a call up basis, 24 hours a day.

TROLLEY

The Five Mile Beach Busline of Wildwood, New Jersey operates a trolley-type vehicle between Memorial Day through Labor Day. The trolley provides access from 59th Street to Longport Beach, along Wesley Avenue and the boardwalk. The service runs seven days a week from 8:00 a.m. to midnight with two trolleys operating during the day and three in the evening. Senior citizens can ride the trolley for a reduced fare through subsidies from the Cape May County Transportation Services.

SPECIAL CITIZEN AREA TRANSPORTATION

Cape May County provides fare-free transportation services to the elderly and disabled of Ocean City. These services consist of both scheduled routes and door to door pick up on an appointment basis.

Scheduled routes for the elderly and disabled provide various activities throughout the week. Monday routes provide access to shopping areas; Wednesday routes travel to Somers Point in the morning and return in the evening; with the Friday route providing a day trip to Cape May. The fare-free service also operates daily commutes for workers from the Ocean City Airport to the Rio Grande Airport.

A recent study of the fare-free system has suggested improvements which are in the process of being implemented. These changes may include additional routes and further reduction in trolley prices for senior citizens.

BOARDWALK

The Ocean City boardwalk parallels the shore from 23rd Street to St. James Place and is 2.5 miles long. The boardwalk is a major recreational element in Ocean City and provides access to another major recreational element, the Atlantic Ocean and its beaches. The City of Ocean City maintains the boardwalk and surrounding beach areas.

SIDEWALKS

The Ocean City Planning Board requires sidewalks in all commercial and densely populated residential areas in order to maintain pedestrian safety and encourage pedestrian traffic. The Planning Board endorses the concept of barrier free pedestrian access and implements the barrier free design standards which have been incorporated into the Ocean City Subdivision and Site Plan Regulations for all major subdivisions and site plans.

RAILWAY RIGHT-OF-WAY

New Jersey Transit trains ended service to Ocean City in 1981. Since then the City has negotiated a long term lease with New Jersey Transit for use of the railway right-of-way. This lease allows the City to remove track if it desires. This option may be utilized with the tracks closest to residential areas. Plans discussed for the remainder of the railway include a recreational bikeway along the tracks and a sailtrain from 35th Street to Crook Horn Creek. A sailtrain is a vehicle which is mounted on the rails and moves under wind power. This vehicle would carry passengers out into the wetland areas while providing taped information about the surrounding wetland habitat. The City is presently looking for funding for these recreational ideas and further study will be undertaken in the future.

ECONOMIC PLAN ELEMENT

The City of Ocean City was founded as a shore resort community in 1879 and economic development within the City has continued to be dominated by the seasonal resort tourism business. The resort tourist economy is predominately a retail, service and personal service type of industry and statistical data from the U.S. Bureau of Census and from the New Jersey Department of Labor and Industry reflect the nature of the Ocean City resort economy.

RESORT - TOURIST ECONOMY

The resort tourist economy of Ocean City is reflected in the retail service and personal service types of business establishments within the City. In 1986, Ocean City had a total of 466 line items of property assessed as "commercial property" which includes retail, service and office uses. Only three parcels, consisting of two establishments, were assessed as "industrial property" and no properties in the City were assessed as "agricultural-property".

In 1986 the New Jersey Department of Labor identified 494 major employers covered by New Jersey Unemployment Insurance in Ocean City. Businesses were categorized in accordance with the United States Office of Management and Budget Standard Industrial Classifications (SIC). Table (11-1) "1986 Business Summary: Ocean City" categorizes Ocean City businesses by related major SIC group codes and the percentage of the total businesses each group represents. Retail establishments represented 42.1 percent of all covered businesses in Ocean City. in 1986. These establishments include a large number of boutiques, specialty stores, gift shops and over 70 restaurants and eating establishments. Service establishments, such as lodging places and business or personal services, accorded for 29.8 percent of the businesses in the City. Recreational service including to amusements, arcades, charter boats, and rental of recreational equipment represent 3.0 percent of all businesses. Real estate establishments represent 5.1 percent of the businesses. The significant percentages in these three categories reflect the resort economy.

TABLE 11-1
1986 BUSINESS SUMMARY
OCEAN CITY

MAJOR SIC GROUP CODES (1)	GENERAL BUSINESS CATAGORY (2)	NUMBER	PERCENT OF TOTAL
7,9	AGRICULTURE & FISHING (3)	8	1.6%
	CONSTRUCTION -	55	11.1%
15	BUILDING CONSTRUCTION	(23)	
16	OTHER CONSTRUCTION	(3)	
17	SPECIAL TRADE CONSTRUCTION	(29)	
23,27,37,39	MANUFACTURING	6	1.2%
41,42,44,49	TRANSPORTATION/TRUCKING/DISPOSAL (4)	8	1.6%
48	COMMUNICATION	2	0.4%
50,51	WHOLESALE TRADE	17	3.4%
	RETAIL TRADE -	208	42.1%
52	BUILDING MATERIALS, ETC.	(7)	
53	GENERAL MERCHANDISE STORES	(2)	
54	FOOD STORES	(33)	
55	AUTO DEALERS/GASOLINE STATIONS	(13)	
56	APPAREL & ACCESSORY STORES	(33)	
57	FURNITURE & HOME EQUIPMENT	(8)	
58	EATING & DRINKING PLACES	(73)	
59	MISCELLANEOUS RETAIL	(39)	
60-64	FINANCIAL, TITLE & ABSTRACT	19	3.8%
65,66	REAL ESTATE & ASSOCIATED	25	5.1%
	SERVICES -	147	29.8%
70	HOTELS & OTHER LODGING PLACES	(32)	
72	PERSONAL SERVICES	(21)	
73	BUSINESS SERVICES	(14)	
75	AUTOMOTIVE	(6)	
76	MISCELLANEOUS REPAIR	(4)	
78,79	RECREATIONAL	(15)	
80	MEDICAL	(23)	
81	LEGAL	(11)	
82,83	EDUCATIONAL & SOCIAL SERVICES	(9)	
47,86,89	MISCELLANEOUS SERVICES	(13)	
	TOTAL COVERED BUSINESSES	494	100.0%

NOTES: (1) Includes only those Standard Industrial Classification codes represented in Ocean City.
(2) Refers to businesses subject to Unemployment Insurance, not including self-employed individuals, minor employers, government agencies, and covered firms which have not been catagorized due to insufficient information.
(3) Includes landscaping, lawn care, and fishing businesses.
(4) Excluding travel agencies which are listed under Miscellaneous Services.

SOURCES: "New Jersey Employer Directory, Vol. 5", New Jersey Department of Labor, Division of Planning and Research, July 1986.
"Standard Industrial Classification Manual" Executive Office of

As noted in the Population section of this Master Plan, Ocean City draws an estimated 100,000 seasonal residents: a winter-summer population increase of over 750 percent. To accommodate the seasonal population, Ocean City houses over 40 hotels, 20 motels and 75 guest houses. In addition, a large percentage of the City's housing stock is seasonal: The 1980 census noted 56 percent. Construction and construction related establishments also represent a high percentage of the total businesses: 11.1 percent. This reflects the significant amount of building which Ocean City has experienced in recent years.

Employment in Ocean City increases dramatically during the summer months as students and summer residents are hired to operate businesses and provide services to the seasonal and tourist population. Since most of these jobs are part-time/seasonal they are not covered by State Unemployment Insurance and are, therefore, omitted from the State covered employment data.

EMPLOYMENT GROWTH

As State employment rates climbed to a record high in 1986 and unemployment dropped to the lowest rates since 1970, Ocean City and Cape May County have experienced rapid rates of employment growth; 28.9 percent and 23.0 percent respectively for the City and County between 1976 and 1986. A comparison of population growth and covered employment growth is presented in Table (11-2) "Employment Growth: 1976-1986". This table also reveals that the ratio of population to covered employment remained stable for the City (3.43 and County (3.12) while the State ratio (2.58) declined between 1976 and 1986.

Private sector covered employment for the period 1976 through 1986 is presented in Table (11-3) "Private Sector Covered Employment: Ocean City, Cape May County and New Jersey". The 10 year trends reveal general economic growth for the State. Data for Cape May County and Ocean City, however, are more difficult to interpret because of inconsistent growth. An explanation for the yearly variation in growth could be the relatively small number of covered employees, especially in Ocean City. Because of the small base numbers, the opening or closing of one significant business enterprise can cause the annual change to fluctuate greatly.

TABLE 11-2
EMPLOYMENT GROWTH
1976 - 1986

	OCEAN CITY		CAPE MAY COUNTY		NEW JERSEY	
	NUMBER	PERCENT CHANGE	NUMBER	PERCENT CHANGE	NUMBER	PERCENT CHANGE
COVERED EMPLOYMENT						
1976	3466		23987		2269709	
1986	4468	28.9%	29493	23.0%	2950984	30.0%
POPULATION						
1976	12561		74300		7339000	
1986	15313	21.9%	91900	23.7%	7620000	3.8%
POPULATION/COVERED EMPLOYMENT RATIO						
1976	3.62		3.10		3.23	
1986	3.43		3.12		2.58	

Sources: New Jersey Department of Labor, Division of Planning and Research, Office of Demographic & Economic Analysis; "New Jersey Covered Employment Trends", 1976 & 1986 Issues, and "Official State Estimates", July 1, 1976 & July 1, 1986.
Compiled By: Townplan Associates

TABLE 11-3
PRIVATE SECTOR COVERED EMPLOYMENT
OCEAN CITY, CAPE MAY COUNTY & NEW JERSEY

YEAR	OCEAN CITY	PERCENT CHANGE	CAPE MAY COUNTY	PERCENT CHANGE	NEW JERSEY	PERCENT CHANGE
1976	3466		23987		2269709	
1977	3562	2.77%	24293	1.28%	2334731	2.86%
1978	3847	8.00%	25594	5.36%	2468644	5.74%
1979	3629	-5.67%	25978	1.50%	2529140	2.45%
1980	3657	0.77%	25968	-0.04%	2530556	0.06%
1981	4267	16.68%	27695	6.65%	2589641	2.33%
1982	4373	2.48%	29835	7.73%	2566143	-0.91%
1983	4392	0.43%	27761	-6.95%	2680826	4.47%
1984	4577	4.21%	28584	2.96%	2813014	4.93%
1985	4564	-0.28%	31143	8.95%	2869833	2.02%
1986	4468	-2.10%	29493	-5.30%	2950984	2.83%

Sources: New Jersey Department of Labor, Division of Planning and Research, Office of Demographic & Economic Analysis; "New Jersey Covered Employment Trends" (1976-1986).
Compiled By: Townplan Associates

Table (11-4) "Ocean City Employment Projections to Year 2000" and Figure (11-1) "Ocean City Employment Projections" illustrate possible future scenarios. These projections are based on the linear regression analyses of two historical trends. The first projection is based on ten year data from 1977 to 1986 and the second trend is based on data for the five year period 1982-1986. The five year trend projects less of an annual increase in private sector covered employment than the ten year trend. For the year 1990, the ten year trend projects a total of 4,958 jobs in Ocean City while the five year trend projects 4,613 jobs. Similarly, for the year 2000, the ten year trend projects 6,184 jobs or 1209 more jobs than the five year trend which projects 4,975 jobs.

OCCUPATIONAL DISTRIBUTION

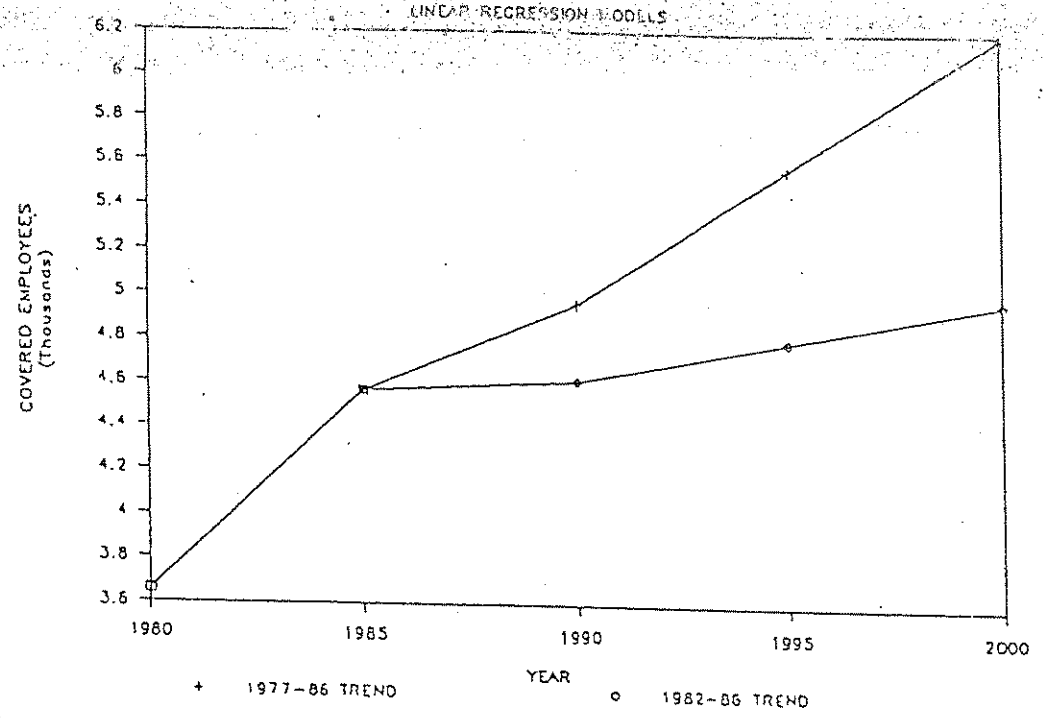
In 1980, year-round Ocean City residents were predominately employed in managerial, professional, administrative support and sales occupations, with each of these categories accounting for more than 14 percent of the City residents' total employment. Table (11-5) "Occupational Distributions 1970-1980: Ocean City" compares the change in the occupational distribution of Ocean City residents over the ten year period. Table (11-6) "1980 Regional Occupational Distribution: Ocean City and Cape May County" illustrates the distribution of Ocean City and Cape May County residents within the major occupational categories. Little change is evident in the percentage distribution of Ocean City occupation categories between 1970 and 1980. Although seven of the thirteen categories declined as proportions of the total employment base, only two categories decreased in the actual number of jobs: Private Household Services and Machine Operators. Categories which showed significant increases in actual numbers of jobs were managerial, professional, administrative support and sales. These four categories accounted for approximately 74.5 percent of all new jobs between 1970 and 1980. Together they represented a total of 58.2 percent of all 1970 jobs and 64.8 percent of 1980 jobs. The category which showed the greatest percentage increase was the farm/forest/fish category, which increased 580 percent from 68 to 588 jobs. It was a small segment of the City employment base increasing from a 1970 share of 0.3 percent to 1.2 percent in 1980.

Much of the Cape May County economy is resort/tourism based. However, a comparison of City and County percentage shares of the major occupational groups reveal several variations. Ocean City has a greater percentage of professional, administrative/clerical, and sales employees while County percentages are higher in technical, service and skilled labor occupations.

TABLE 11-4
OCEAN CITY EMPLOYMENT
PROJECTION TO YEAR 2000

YEAR	TRENDS 1977-86	1982-86
1985	4564	4564
1986	4468	4468
1987	4591	4504
1988	4713	4540
1989	4836	4577
1990	4958	4613
1991	5081	4649
1992	5203	4685
1993	5326	4721
1994	5449	4758
1995	5571	4794
1996	5694	4830
1997	5816	4866
1998	5939	4902
1999	6061	4939
2000	6184	4975

FIGURE 11-1
OCEAN CITY EMPLOYMENT PROJECTIONS



Sources: New Jersey Department of Labor, Division of Planning and Research, Office of Demographic & Economic Analysis; "New Jersey Covered Employment Trends" (1976-1986).
Compiled By: Townplan Associates

TABLE 11-5
OCCUPATIONAL DISTRIBUTIONS 1970-1980
OCEAN CITY

OCCUPATION	1970 JOBS	1970 PERCENT	1980 JOBS	1980 PERCENT	1970 - 1980 NET CHANGE	1970 - 1980 PERCENT INCREASE
Managerial	388	11.3%	851	14.8%	463	119.3%
Professional	541	15.7%	955	16.6%	414	76.5%
Technical	38	1.1%	122	2.1%	84	221.1%
Administrative Support/Clerical	645	18.7%	1111	19.3%	466	72.2%
Sales	429	12.5%	811	14.1%	382	89.0%
Private Household Services	64	1.9%	17	0.3%	-47	-73.4%
Protective Services	101	2.9%	123	2.1%	22	21.8%
Other Services	451	13.1%	712	12.4%	261	57.9%
Farm/Forest/Fish	10	0.3%	68	1.2%	58	580.0%
Production/Craft/Repair	428	12.4%	615	10.7%	187	43.7%
Machine Operators, Etc.	149	4.3%	100	1.7%	-49	-32.9%
Transportation/Material Moving	94	2.7%	117	2.0%	23	24.5%
Handlers/Laborers	106	3.1%	158	2.7%	52	49.1%
TOTAL	3444	100.0%	5760	100.0%	2316	67.2%

TABLE 11-6
1980 REGIONAL OCCUPATIONAL DISTRIBUTION
OCEAN CITY & CAPE MAY COUNTY

OCCUPATION	OCEAN CITY JOBS	OCEAN CITY PERCENT	CAPE MAY COUNTY JOBS	CAPE MAY COUNTY PERCENT
Managerial	851	14.8%	3452	12.1%
Professional	955	16.6%	3707	13.0%
Technical	122	2.1%	719	2.5%
Administrative Support/Clerical	1111	19.3%	4429	15.5%
Sales	811	14.1%	3080	10.8%
Private Household Services	17	0.3%	85	0.3%
Protective Services	123	2.1%	798	2.8%
Other Services	712	12.4%	4432	15.5%
Farm/Forest/Fish	68	1.2%	588	2.1%
Production/Craft/Repair	615	10.7%	4041	14.1%
Machine Operators, Etc.	100	1.7%	909	3.2%
Transportation/Material Moving	117	2.0%	1226	4.3%
Handlers/Laborers	158	2.7%	1095	3.8%
TOTAL	5760	100.0%	28561	100.0%

NOTE: "Jobs" refers to the number of Ocean City residents employed in each occupation. The place of employment is not necessarily within Ocean City.

SOURCE: U.S. Census of Population 1970 [illegible]

A relatively large percentage of the Ocean City population is not currently in the work force; 47.4 percent. This was the same as the County percentage of 47.4 but much greater than the State percentage of only 37.2 percent. Table (11-7), "1980 Economic Indicators: Ocean City, Cape May County, and New Jersey" presents a summary of selected economic and demographic information. Although Ocean City household and family income levels were lower than New Jersey, the smaller household and family sizes translate into a higher per capita income and, therefore, more disposable income. Monthly rents and home values were significantly higher for Ocean City than for Cape May County and the State.

The high Ocean City and Cape May County percentages reflect the significantly older population of the City and County. The 1980 median age for Ocean City was 45.1 years. In contrast, the Census reported the State median age as 32.1 years. The high proportion of retired permanent residents in Ocean City Cape May County account for the older median age and for the higher percentage of persons who are not in the work force. While the percentage of population not in the work force was relatively high in Ocean City its unemployment rate was only 3.6 percent in 1980 compared to 6.8 percent for Cape May County and 4.2 percent for the State.

TABLE 11-7
1980 ECONOMIC INDICATORS
OCEAN CITY, CAPE MAY COUNTY & NEW JERSEY

PARAMETER	OCEAN CITY	CAPE MAY COUNTY	NEW JERSEY
INCOME (1)			
Average Family Income (2)	$24,859	$20,772	$26,479
Average Household Income (3)	$20,480	$17,730	$23,275
Median Household Income	$15,445	$14,180	$19,961
Per Capita Income	$9,274	$7,185	$8,206
HOUSING			
Median Home Value	$77,093	$47,506	$61,464
Average Home Value	$89,415	$58,984	$67,907
Median Monthly Rent	$250	$219	$230
Average Monthly Rent	$259	$220	$235
EDUCATION			
Median Years School Completed	12.7	12.3	12.4
EMPLOYMENT STATUS			
Armed Forces	0.3%	2.2%	0.5%
Civil Employed	48.7%	43.6%	58.2%
Unemployed	3.6%	6.8%	4.2%
Not in Labor Force	47.4%	47.4%	37.2%
GENERAL POPULATION DATA			
Average Family Size	2.8	3.1	3.4
Average Household Size	2.2	2.5	2.8
Median Age (years)	45.1	37.4	32.1
Percent Working Mothers (4)	54.7%	56.1%	52.8%

NOTES: (1) "Income" refers to total money received in calendar year 1979.
(2) "Family" refers to related individuals living together.
(3) "Household" refers to occupants of a housing unit including families, persons living alone and nonrelated persons living together. Nonrelatives include the following categories:roomer/boarder, partner/roommate & paid employee.
(4) "Working Mothers" refers to employed women who have children at home under 17 years old.

SOURCE: 1980 U.S. Census
COMPILED BY: Townplan Associates

MUNICIPAL PLANNING BOARD

CITY OF OCEAN CITY, NEW JERSEY 08226

December 14, 1989

Mr. Elwood Jarmer, Planning Director
Cape May County Planning Board
Cape May Court House, N.J. 08210

Dear Mr. Jarmer:

RE: Amendment to the Historic Preservation Element of the Ocean City, New Jersey, Master Plan

Pursuant to the requirement of N.J.S.A. 40:55D-13, (?) the Ocean City Planning Board herewith officially transmits to the Cape May County Planning Board, a copy of the Amendment to the Historic Preservation Element of its Master Plan. This amendment was adopted at its public hearing held on December 13, 1989, at the City Council Chambers in City Hall, from 7:00 pm to 8:15 pm.

Please feel free to call in the event the County Planning Board has any questions on this matter.

Very truly yours,

John R. Gideonse, PP/AICP
Planning Director

cc: Kyran Connor, Esq.
Planning Board Solicitor

JRG/jb

HISTORIC PRESERVATION PLAN ELEMENT

Ocean City was founded in 1879 as Christian resort community in Cape May County based on the principles of the Ocean Grove Camp Meeting Association in Monmouth County. By the following year, a small area of the northern part of the barrier island was cleared and graded, providing for the construction of a Tabernacle, downtown area and residential lots. As Ocean City continued to grow, hotels, guest houses and summer bungalows were constructed to provide facilities for vacationers. A succession of boardwalks were constructed reinforcing Ocean City's focus as a resort community. In 1927, a severe fire originating at the boardwalk destroyed more than two blocks of the central resort area. Piers, hotels, restaurants, a theater and many small stores and homes were destroyed. A new boardwalk was constructed during 1928/1929.

The Historical Background (Section 2) and Community Facilities and Services Plan Element (Sections 9) of this Master Plan summarize the many historical structures of local significance located within Ocean City. Most of these buildings are located between 5th and 15th Streets. Two structures within the City are listed on the State and National Registers of Historic Places: The 10th Street Railroad Station and 34th Street Railroad Station.

The Wesley Avenue School, constructed in 1913 between 4th and 5th Streets has been used since 1965 as a historical museum and cultural arts center. Organized in 1964 as a chartered nonprofit corporation, the Friends of the Ocean City Historical Museum prepare and display exhibits of Ocean City's history. In 1965, the Friends of Ocean City Historical Museum published "A History of Ocean City, New Jersey", compiled by Harold Lee and revised in October 1975. Harold Lee also authored "Ocean City Memories" published in 1979 by the Centennial Commission of Ocean City.

A more detailed analysis of existing historical structures in Ocean City should be considered for documentation of potential sites for City, State or National designation for Historic Registers and creation of a City Register of Historic Structures and Sites.

AMENDMENT TO THE HISTORIC PRESERVATION ELEMENT

ADOPTED: December 13, 1989

INTRODUCTION

The City of Ocean City has a wealth of architectural and cultural resources which need to be brought to the attention of all citizens so that the city as a whole can take pride in its cultural heritage. Pride in Ocean City's cultural resources is a first step in retaining the character and integrity of the city's older urbar environment.

Structures that have historic significance need to be identified. This information will allow the citizens and the city to protect the intrinsic value of its historic resources, now and for the future generations to come. Experience has shown that the most effective method of protecting historic resources must take place at the municipal level of government.

PAST EFFORTS

Ocean City has been protecting its cultural and historical resources from the inception of its first historic ordinance in 1980, known as Ordinance #3-80. Later on, the adopted 1988 Master Plan of the City of Ocean City described an area between 5th and 15th Streets as having a concentration of historic structures.

CURRENT EFFORT

This 1989 amendment to the Historic Preservation Plan Element of the Ocean City Master Plan establishes a proposed "historic district", which will run from Battersea Road to 18th Street and roughly parallels the Atlantic Ocean and West Avenue. Under this amendment the Planning Board is also recommending the establishment of an Historic Preservation Commission which will have expanded responsibilities over those of the existing Ocean City Historic Commission. Proposed Ordinance #89-24 creates the Historic Preservation Commission and simultaneously abolishes the current Historic Commission.

HISTORIC PRESERVATION COMMISSION

The Planning Board suggests that the purposes for creating an Historic Preservation Commission are as follows:

a. To safeguard the heritage of the City by preserving resources that reflect elements of its archeological, cultural, social, economic, architectural, and historical heritage;

b. To encourage the continued use of historic sites and to facilitate their appropriate reuse;

c. To maintain and develop an harmonious setting for the historically significant buildings, structures, sites, objects, and districts;

d. To discourage the unnecessary demolition of historic resources;

e. To encourage appropriate alterations of historic sites and improvements within historic districts;

f. To discourage new construction which is not in keeping with the historic sites or districts;

g. To encourage proper maintenance and preservation of historic settings and landscapes so as to protect the values of Ocean City as an attractive area for permanent and seasonal residences;

h. To promote civic pride in and appreciation of Ocean City's historic resources for the education, pleasure and welfare of its citizens; and

i. To foster beautification and private reinvestment in the older urban areas of the city.

INDIVIDUAL LANDMARKS

The National Register of Historic Places has listed the rail road depot at 9th Street and Haven Avenue as an historic building. The depot is currently known as the Public Transportation Center.

The New Jersey Historic Site designation was given to the ship wreck site of the four masted steel-hulled bark Sindia which went aground on the beach between 16th & 17th Streets in 1901.

Other Notable Historic Sites are:

a. Music Pier built in 1928;

b. City Hall built in 1914; and

c. The Boardwalk and Pavilion built in 1883 and 1928.

SURVEY OF HISTORIC BUILDING RESOURCES

The adopted 1988 Historic Preservation Plan Element of the Ocean City Master Plan has made the following recommendations:

"A more detailed analysis of existing historical structures in Ocean City should be considered fo documentation."

A Survey of Historic Building Resources which, is commonly refered to as the "Historic Site Survey", was funded by City Council in 1989. This survey has identified a total of 160 buildings which were built between the years 1880 and 1890. An additional 541 buildings were constructed between the years 1890 and 1909. Thus, there are a total of 701 buildings constructed prior to the year 1909. All the buildings built before this date are still standing. Considering all the demolition and reconstruction that has taken place in the past, to have 701 historic buildings still standing in the year 1989 represents a remarkably high number.

About 28 of these buildings can currently qualify to be listed on the State and National Register of Historic Places.

The Survey of Historic Building Resources in Ocean City, New Jersey is herewith incorporated into the Master Plan.

HISTORIC DISTRICT

The historic district boundary suggested by the Survey of Historic Buildings compiled by The Rothe Partnership encompasses an area from Battersea Road to 18th Street, lying roughly between the Atlantic Ocean and the Boardwalk on the east; and West Avenue on the west. Two districts are proposed with their own and distinctive design standards.

A majority of the buildings in the historic district are single family and two family dwellings or adaptive re-uses of these original buildings.

A formally established historic district will be recommended by the Historic Preservation Commission of Ocean City which is established pursuant to N.J.S.A. 40:55D-107 et seq. in proposed city Ordinance #89-24 entitled "Historic Preservation." In establishing the "HISTORIC DISTRICTS AND SITES" the Commission will use the Survey of Historic Buildings Resources as a basis and consider the integrity of location, design, setting, materials, workmanship and association that meet one or more criteria enumerated in

proposed Ordinance #89-24, Section 1800.4.1, Criteria for Designation. Before actually designating an historic district or site the Commission will follow the procedures enumberated in Section 1800.4.2, Procedures for Designation, which includes adhearance to the provisions of the "sunshine laws."

CERTIFIED LOCAL GOVERNMENT

The Planning Board recommends that the City make application to become a "certified local government" in order to qualify for preferred funding status with the office of New Jersey Heritage. The "certified local government" status is awarded to municipalities which have adopted a commission type historic preservation ordinance, such as the one proposed in Ordinance #89-24.

Once such an ordinance is enacted, annual reports regarding preservation activities are required to be filed with the office of New Jersey Heritage by the newly created Historic Preservation Commission.

Thus, it is essential that the proposed "HISTORIC PRESERVATION" Ordinance #89-24 be adopted by the Governing Body of Ocean City. A draft of this proposed ordinance is herewith incorporated by referance.

DESIGN GUIDE LINES

The Survey of Historic Building Resources is recommended to

become the base data from which the Historic Preservation Commission will prepare refined design guide lines specifically tailored to the buildings in Ocean City. Until the Commission refines these design guide lines, the Planning Board recommends that the City adopt by reference, the Secretary of the Interior's STANDARDS FOR HISTORIC PRESERVATION PROJECTS with Guidelines for Applying the Standards, 1985.

The purpose of these guide lines is to provide uniform design criteria for regulating historic sites, structures and districts. They will be used by the commission and the general public to assist them with the rehabilitation of historic buildings as well as the construction of new buildings within the historic district.

GOALS AND OBJECTIVES

The Planning Board recommends that the proposed Historic Preservation Commission pursue the following objectives:

Public Education Through:

1. workshops
2. brochures/ pamphlets
3. media fairs

Seek Every Avenue of Funding Available:

1. for rehabilitation/beautification projects;
2. to conduct future surveys;

3. to help in the public education process; and

4. for improving signage in the historic districts. (ie Storefront Signs, Street Signs, etc.)

Set Up a Method For Public Relations by:

1. determining needs/objectives in this area; and

2. determine how public relations can be accomplished on a volunteer basis.

Set Up an Archival Center:

1. to include a wide variety of educational/instructional materials; and

2. to make this information easily accessible and well-publicized.

Undertake "Watchdog" Activities through:

1. working closely with City Code Enforcement Office; and

2. establishing neighborhood watch for reporting those buildings altering without permit or with out a Certificate of Appropriateness.

PROMOTE INTRA GOVERNMENTAL COORDINATION

The Historic Preservation Commission will coordinate there activities with those of the Plannning Board, Zoning Board of Adjustments, Code Enforcement Office, Planning Division, Economic Development Committee, and other relevant governmental enities.

COMPLIANCE WITH THE MUNICIPAL LAND USE LAW

N.J. S.A. 40:55D-1 ET SEQ.

The amendment of this Historic Preservation Plan Element has been prepared in compliance with N.J.S.A. 40:55D-28, a and b (10).

The location and boundaries of the historic preservation districts will be presented by the Historic Preservation Commission upon the enactment of proposed Ordinance #89-24. The requirements for these districts, in narrative form, are to be presented at a later date in an amendment to proposed Ordinance #89-24.

CONSERVATION PLAN ELEMENT

Ocean City is an island community which consists of a coastal barrier island and adjacent sedge islands encompassing 7,000 acres of land. Sensitive environmental features include Great Egg Harbor Bay, salt marsh wetlands and oceanfront beaches.

Approximately 2,578 acres or 37 percent of the incorporated area of Ocean City consists of water. Of the remaining 4,422 acres of land area, 36.7 percent is or 1,622 is wetlands. About 77 percent of the wetlands are publicly owned, including the New Jersey Department of Environmental Protection maintained Marmora Wildlife Management Area; a 32 acre wetland wildlife preserve at the southern tip of Ocean City. Wetland boundaries are shown on the Conservation Element of the Master Plan Map. The delineation was based upon the Ocean City Tax Maps delineation of New Jersey Department of Environmental Protection Wetlands Maps in accordance with the Wetlands Act of 1970. The wetlands areas are proposed for protection in the Master in accordance with State and Federal Environmental regulations.

Ocean City contains seven miles of oceanfront beach. Approximately 146 acres are in public ownership. This constitutes 3.3 percent of the Ocean City land area. In 1986, an engineering study of the beaches at Ocean City was prepared by the Department of Civil Engineering, Drexel University, Philadelphia, Pennsylvania. The purpose of this study was to establish a historical record of changes which occurred along Ocean City, quantify and describe the physical environment, and recommend a future plan of action. The resulting recommendations of the study included modifications to the height and length of several existing groins, construction of an additional timber groin adjacent to the inlet shore, and the introduction of 1.4 million cubic yards of sand fill to the northern end of the island. The natural sediment transportation mechanism in this area moves sand in a southerly direction. Deposition of new sand fill on the northern beaches would increase the quantity of sand available to all of Ocean City's beaches; naturally widening them over time.

In addition to providing land available for recreation, Ocean City wetlands and beaches provide natural protection from flooding and wave velocity associated with the coastal storms which are common to the Atlantic Coast. Development on or near the beaches or wetlands is strictly regulated through a combination of Federal and State Legislation. In recognition of these sensitive environments have been designated on the Master Plan and the Ocean City Zoning and Land Development Ordinance. This Master Plan recommends the conservation of these areas through restrictions to development in these areas and through continued acquisition by the City or other public agencies.

STATEMENT OF RELATIONSHIP TO STATE, REGIONAL AND AREA PLANS

The Ocean City Master Plan and proposed zoning districts have been evaluated in terms of their relationship to State, Regional and area plans. These include the New Jersey State Development Guide Plan, the Coastal Area Facilities Review Act Regulations, Cape May County Planning Board and adjacent municipal plans.

NEW JERSEY STATE DEVELOPMENT AND REDEVELOPMENT PLANS

The New Jersey Department of Community Affairs developed a State Development Guide Plan in 1977 and updated it in 1980. This Plan incorporated the CAFRA Coastal Region which includes Ocean City within a designated regional type of "barrier island".

In 1986, the New Jersey State Planning commission was formed in accordance with the New Jersey State Planning Act. The Planning Commission is to prepare a State Development and Redevelopment Plan for adoption in the fall of 1988 following public hearings and a Cross-Acceptance Program in County and municipalities.

The City has conformed to date with State Planning Programs and designations.

COASTAL AREA FACILITIES REVIEW ACT

The State of New Jersey, through adoption of the Coastal Area Facilities Review Act (CAFRA) in 1973, has undertaken specific planning and regulatory steps to ensure the protection of sensitive environmental areas of the coastal area of the State including Ocean City and Cape May County.

The New Jersey Coastal Management Planning Program classified the CAFRA area into 13 different regions on the basis of development and natural and cultural resources in June 1981. Ocean City is included in the "barrier island" designation. The Coastal Management Plan through CAFRA regulates developments of 25 or more residential units (including motels, hotels and senior citizen developments), parking facilities containing 300 or more parking spaces and extension of roadways and sewage lines exceeding 1,200 feet, and designated industrial facilities.

CAFRA regulations discourages development which will encroach upon beaches, dunes, wetlands or open water areas. CAFRA regulations can also regulate height of structures and the density or intensity of development based upon lack of available utility services.

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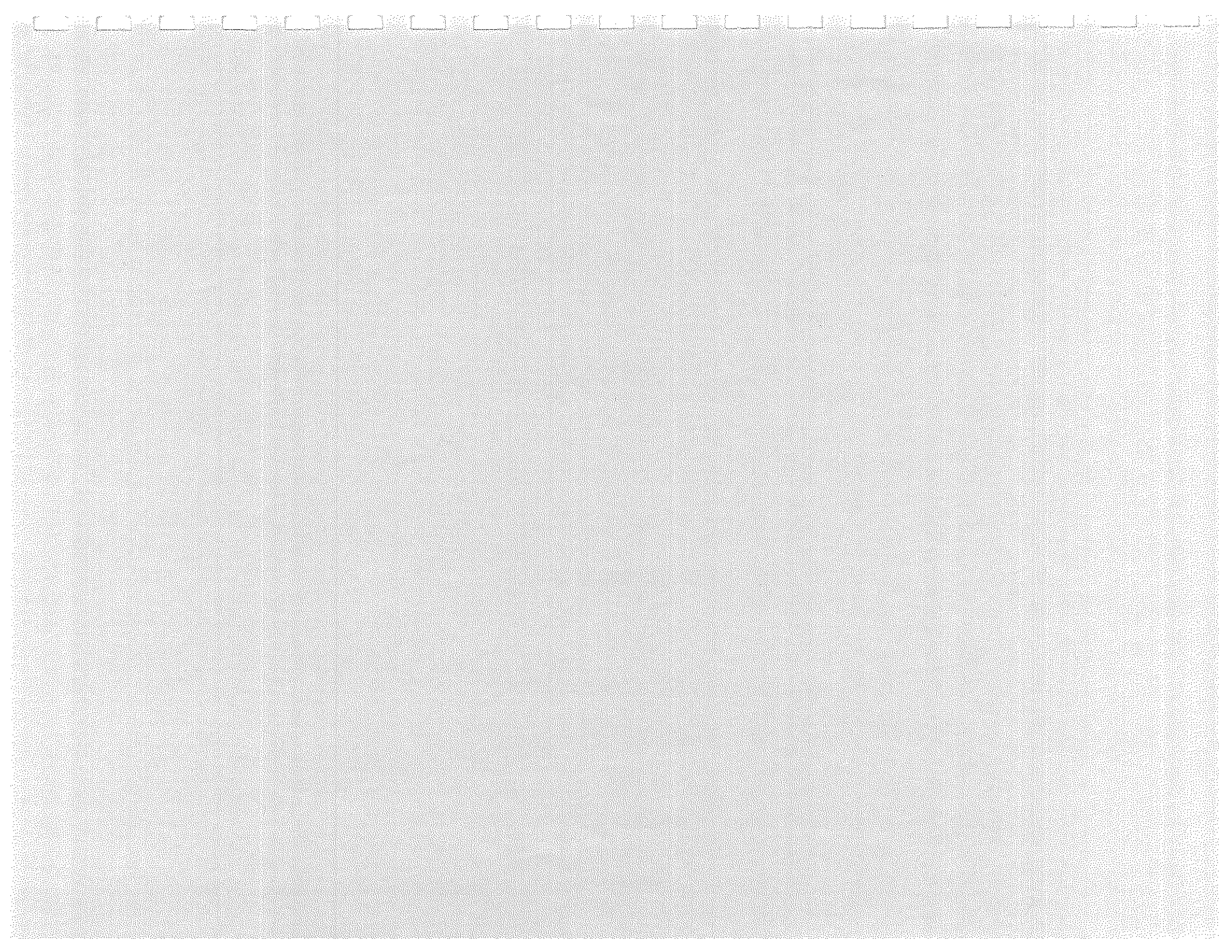

Housing Element of the Master Plan

City of Ocean City

Planning Board
City of Ocean City
Cape May County, New Jersey

October 15, 1995
Amended August 11, 1999

Housing Element of the City of Ocean City

Cape May County, New Jersey

Adopted by Resolution of the Planning Board
October 1995

Amended by Resolution
August 1999

Adopted pursuant to Article 3 *(N.J.S.A.* 40:55D-28)
of the New Jersey Municipal Land Use Law

and the

New Jersey Fair Housing Act of 1985 *(N.J.S.A.* 52: 27D-301)

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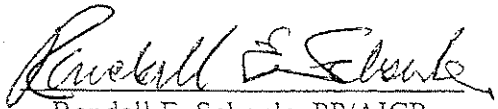

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A signed and sealed original has been filed in the office of the City Clerk.

City of Ocean City
9th Street & Asbury Avenue
Ocean City, New Jersey 08226

1995 Planning Board

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TABLE OF CONTENTS

1.0 Introduction ..... Page 1

2.0 Prior Fair Share Planning ..... Page 2

3.0 Housing Stock Inventory ..... Page 3

4.0 Housing Stock Projections ..... Page 7

5.0 General Population Characteristics ..... Page 9

6.0 Household Characteristics ..... Page 10

7.0 Income Characteristics ..... Page 11

8.0 Employment Characteristics ..... Page 13

9.0 Fair Share Allocation ..... Page 15

10.0 Ocean City's Housing Plan ..... Page 17

11.0 Vacant Land Adjustment ..... Page 18

12.0 Housing Rehabilitation ..... Page 19

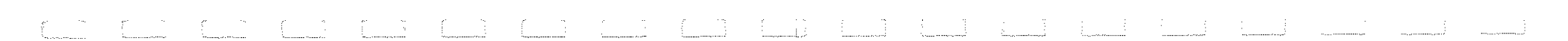
13.0 Accessory Apartments ..... Page 21

14.0 Development Fee Ordinance ..... Page 22

15.0 Senior Citizen and Rental Housing ..... Page 23

16.0 Other Affordable Housing Proposals ..... Page 24

17.0 Conclusion ..... Page 24



LIST OF TABLES

Table 1 - Housing Units by Occupancy Status, 1990 ..... Page 3

Table 2 - Housing Units by Number of-units in Structure, 1990 ..... Page 4

Table 3 - Housing Units by Age, 1990 ..... Page 4

Table 4 - Housing Units by Number of Rooms, 1990. ..... Page 5

Table 5 - Housing Values, Ocean City, 1980 ..... Page 6

Table 5A - Housing Values, Ocean City, 1990 ..... Page 6

Table 6 - Selected Quality Indicators, Occupied Housing Stock, 1990 ..... Page 7

Table 7 - Residential B Building Permits Issued, 1980-1995 ..... Page 8

Table 8 - Population Growth, 1970-90 ..... Page 9

Table 9 - Age Distribution, 1980-1990 ..... Page 9

Table 10 - Households by Household Type ..... Page 11

Table 11 – Household and Family Income by Income Brackets
Ocean City, 1990 ..... Page 12

Table 12 - Percent Distribution of Persons and Households Below
Poverty Level, 1990 ..... Page 13

Table 13 - Distribution of Employment by Industry,
Ocean City, 1990 ..... Page 13

Table 14 - Employment by occupation, Ocean City, 1990 ..... Page 14

Table 15 - Covered Employment Growth Estimates, 1980-1990
Ocean City & Cape May County ..... Page 14

Table 16 - Ocean City's Affordable Housing Allocation ..... Page 15

Table 17 - Ocean City's Fair Share Plan ..... Page 25

1.0 INTRODUCTION

The Fair Housing Act *(N.J.S.A.* 52:27D-301 et seq.), enacted by the New Jersey State Legislature in 1985, created the Council on Affordable Housing (COAH) within the New Jersey Department of Community Affairs. COAH is responsible for determining each municipality's allocation of low and moderate income housing, establishing guidelines for implementing the Fair Housing Act and evaluating proposed municipal compliance strategies.

The Council on Affordable Housing divided the state into six housing regions and established a formula which assigns each municipality a "fair share" of its region's need for affordable housing. COAH's initial formula was developed for a six-year period, from 1987 through 1993. That formula has been superseded by 1994 COAH regulations (N.J.A.C. 5-.93-1.1 et seq.) which recalculated a portion of the 1987-1993 fair share obligation for each municipality and computed the additional municipal housing need through 1999. This Housing Element has been prepared in accordance with the substantive and procedural regulations of the Council on Affordable Housing.[1] A companion document, called a Fair Share Plan will be adopted by the City Council.

The Fair Share Plan is a document that contains proposed implementing ordinances and administrative procedures designed to provide the opportunity for affordable housing construction and rehabilitation in the municipality. Municipalities have the right to secure approval of their Housing Element and Fair Share Plan by a Court or by COAH. If a Court approves the plan, it issues a judgment of repose. If COAH approves the plan, it adopts a resolution granting substantive certification.

1- N.J.A.C. 5:91-1 et seq. and 5:93-1.1 et seq.

COAH has delineated a set of six separate housing regions for New Jersey because of the diversity of housing markets in the state. Ocean City is located within the South-Southwest Region, which includes the counties of Atlantic, Cape May, Cumberland and Salem.

2.0 PRIOR FAIR SHARE PLANNING

The City of Ocean City has been and continues to be involved in planning for low and moderate income housing. The City adopted a Housing Element as part of its revised Master Plan on February 3, 1988. The pre-credited need for low and moderate income housing for the period 1987 to 1993 for the City was 435 units as shown below:

Formula Category	Units	
Indigenous Need:	159	
Reallocated Present Need:		48
Present Need:	207	
Prospective Need (1987-1993):	291	
Total Need:	**497**	
Demolitions:		316
Filtering:	-243	
Conversions:	-118	
Rehabilitation:	-18	
Pre-Credited Need:	**435**	

Source: Council on Affordable Housing, May 1, 1986.

The 435 unit fair share obligation for the period 1987-1993 had two components, a rehabilitation component of 141 units and a new construction component of 294 units. As to the rehabilitation component, the City's 1988 Housing Element contemplated that the City would continue to actively pursue rehabilitating as many deteriorated units as possible. As to the new construction component, the City had demonstrated in the 1988 Housing Element that it lacked any vacant developable land greater than two acres and that, therefore, its new construction obligation should be reduced to zero. The City has supported construction of senior citizen public

housing through the Ocean City Housing Authority and by private non-profit organizations such as United Methodist Homes of New Jersey.

Although Ocean City did not secure approval of its 1988 plan, the plan represented a fully legitimate and appropriate way for the City to discharge its Mount Laurel responsibilities.

3.0 HOUSING STOCK INVENTORY

In 1990, there were 18,880 housing units in Ocean City, of which 11,806 or 62.5% were vacant. As with most shore communities, Ocean City has a large number of seasonal homes which accounts for the large number of vacant units in the Census count. Of the 7,074 occupied units, 53.7% were owner occupied and 46.3% were rented. Table 1, Housing Units by Occupancy Status, illustrates this occupancy status in 1990.

Table 1. Housing Units by Occupancy Status, 1990

	Housing Units	Owner Occupied	Renter Occupied
Occupied	7,074	3,801	3,273
Vacant	11,806		
Total	**18,880**		

Source. 1990 US Census

The housing stock in Ocean City is varied with 39.6% single-family, either attached or detached, and 37.1% duplexes. The remainder of the stock consists of 8.7% in 3 or 4 unit structures, 4.1% in 5 to 9 unit structures, 8.1% in 10 to 19 unit structures, 3.1% in 20 to 49 unit structures, 1.6% in 50 unit or greater structures and 2.7% classified as "other". Of the vacant units, 37.1% are single-family and 40.4% are duplexes. See Table 2, Housing Units by Number of Units In Structure.

Table 2. Housing Units by Number of Units in Structure, 1990.

Number of Units	Owner Occupied	Rental	Vacant	Total
1, Detached	2,264	389	3,162	5,815
1, Attached	991	208	1,227	1,656
2	730	1,506	4,766	7,002
3 or 4	176	513	953	1,642
5 to 9	85	263	430	778
10 to 19	120	156	310	586
20 to 49	79	43	463	585
50+	31	93	177	301
Other	95	102	318	515
Total	**3,801**	**3,273**	**11,806**	**18,880**

Source: 1990 US Census

Table 3 below illustrates the aging of the City's housing stock. When 22% of the housing units were constructed prior to 1940, the 1980's saw the largest numeric increase in the municipality's housing stock. A majority of the City's housing stock, or 56.5%, was 30 years old or less in 1990, accounting for the median year built of 1965.

Table 3. Housing Units by Age, 1990.

Year-Built	Total Units	Percent	Owner Occ.	Rental Occ	Vacant
1980- March, 1990	5,098	27.0%	519	660	3,919
1970-1979	3,070	16.3%	597	575	1,898
1960-1969	2,497	13.2%	560	636	1,301
1950-1959	2,176	11.5%	686	279	1,211
1940-1949	1,881	10.0%	460	324	1,097
Before 1940	4,158	22.0%	979	799	2,380
Totals	**18,880**	**100.0**	**3,801**	**3,273**	**11,806**

Median year built: 1965

Source: 1990 US Census

Building permit data since March 1990 when the U.S. Census was taken may be used as a surrogate to determine the construction of housing units, since historically there is a close correlation between permit data and actual construction. From 1990 through June of 1995, 556 permits were issued for housing units in Ocean City and 325 units were lost through demolition or physical removal from the City resulting in a net gain of 231 new units. Assuming completion and occupancy of each of these new units, the City's housing stock totals 19,111 units (18,880 + 231).

Table 4, Housing Units by Number of Rooms, shows that more than 50% of the housing units have either 5 or 6 rooms. Only 9% of the housing units have 3 rooms or less, 15.6% have 4 rooms and 24.3% have 7 rooms or more.

Table 4. Housing Units by Number of Rooms, 1990.

Rooms	Number of Units	Percentage of Total
1	149	0.8%
2	456	2.4%
3	1,105	5.9%
4	2,945	15.6%
5	4,898	25.9%
6	4,691	24.9%
7	2,289	12.1%
8	912	4.8%
9+	1,435	7.6%
Total	**18,880**	**100.0%**

Mean rooms per unit 5.6

Source: 1990 US Census

Table 5, Housing Values, shows the change in housing values from 1980 to 1990. Median housing value in Ocean City increased by 129%, from $77,100 in 1980 to $176,700 in 1990. This compares to a 138% increase in median housing value for units in Cape May County between 1980 and 1990. These increases both exceeded the rate of increase in the cost of living, which rose 62.4% over the decade (Consumer Price Index for Philadelphia CMSA, 1980 and 1990).

Table 5. Housing Values, Ocean City, 1980.

Owner-Occupied. Non-Condominium Housing Units	1980 Number	Percent
Less than $10,000	5	0.2%
$10,000 - $14,999	9	0.4%
$15,000 - $19,999	15	0.8%
$20,000 - $24,999	33	1.4%
$25,000 - $29,999	51	2.1%
$30,000 - $34,999	70	2.9%
$35,000 - $39,999	92	3.8%
$40,000 - $49,999	199	8.3%
$50,000 - $79,999	804	33.4%
$80,000 - $99,999	441	18.3%
$100,000-$149,999	393	16.3%
$150,000-$199,999	198	8.2%
$200,000 or more	93	3.9%
	2,403	100%

1980 Median Value $77,100

Table 5A. Housing Values, Ocean City, 1990

Owner-Occupied Non-Condominium Housing Units	1990 Number	Percent
Less than $15,000	11	0.3%
$15,000 - $19,999	0	0.0%
$20,000 - $24,999	0	0.0%
$25,000 - $29,999	0	0.0%
$30,000 - S34,999	8	0.3%
$35,000 - $39,999	0	0.0%
$40,000 - $49,999	0	0.0%
$50,000 - $74,999	34	1.4%
$75,000 - $99,999	188	7.9%
$100,000-$149,999	665	27.9%
$150,000-$199,999	558	23.4%
$200,000-$249,999	232	9.7%
$230,000-$299,999	245	10.3%
$360,000-$399,999	209	8.8%
S400,000-$499,999	113	4.7%
$,500,000 or more	199	5.1%
	2,454	100%

1990 Median Value $172,200

Source. 1980, 1990 US Census

Within Ocean City, 110 units lack complete plumbing facilities. Of this total, 12 are within 3 or 4 unit structures, 8 are within 5 to 9 unit structures, 31 are within 10 to 19 unit structures, and 59 are classified as "other". This represents only 0.6% of the housing stock existing at the time of the 1990 Census. This is down in percentage terms from 1980 when 73 units, or 0.4% lacked complete plumbing facilities. See Table 6, Selected Quality Indicators.

Table 6. Selected Quality Indicators, Occupied Housing Stock, 1990.

	Overcrowded	Lacking Complete Plumbing	Combined Overcrowded and Lacking Complete Plumbing
No. Units	76	110	0

Source: 1990 US Census

Units which are overcrowded are defined as having 1.01 or more persons per room. There are 76 units which are overcrowded, yet, there are no units which are both overcrowded and lacking complete plumbing facilities. These factors indicate that the housing stock in Ocean City is in good condition with very few substandard units.

4.0 HOUSING STOCK PROJECTIONS

As previously noted, building permit data provides a reasonable surrogate for housing constructed. Over the past fifteen years, the number of permits issued has closely followed the business and mortgage rate cycle. Most of the permits issued were for multiple-family housing (3,579) and the remainder was issued for single-family detached housing (743). Table 7, Residential Building Permits Issued presents building permit data from 1980 to the present.

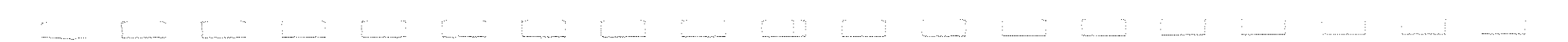
Table 7. Residential Building Permits Issued, 1980-1995.

Year	Total Number of Permits	Number of Single-Family Permits	Number of Multiple-Family Permits	Number of Demolitions
1980	384	28	356	71
1981	515	36	479	121
1982	249	20	??9	53
1983	997	27	200	54
1984	426	76	350	114
1985	596	173	423	149
1986	525	191	334	158
1987	439	74	385	260
1988	363	37	326	156
1989	131	18	113	107
1990	44	12	32	29
1991	33	5	28	29
1992	83	17	66	39
1993	123	16	107	68
1994*	164	13	151	90
1995**	109	17	92	70
Total	**4,322**	**743**	**3,579**	**1,498**
Average	**228**	**50**	**239**	**100**

Preliminary Count, NJ State Data Center.
1995 building permit data through June.

This data clearly illustrates the cyclical nature of the housing industry. The rate of residential construction in Ocean City was relatively sluggish at the begin of the 1980's then rose to the historical peak in 1985. With the recession in the late 1980's and early 1990's housing construction plummeted to a low of 33 units per year before beginning a gradual recovery. This recovery continues in 1995, with 109 permits issued through June of this year. At this rate it is likely that 1995 permits will exceed – perhaps by a significant margin - the 164 permits issued in 1994.

Over the past fifteen years the lowest rates of housing production occurred in 1990 and 1991 while the highest rates were in 1981 and in 1985-1986. Most analysts are predicting a continuation of this cyclical pattern but with less radical swings than occurred through the 1985-1990 period. If this is the case the rate of residential



development in Ocean City during 1995 to 2000 should continue at a rate slightly below the average annual historical rate of 288 units per year.

5.0 GENERAL POPULATION CHARACTERISTICS

The population of Ocean City has increased 11.2% between 1980 and 1990, rising from 13,949 to 15,512 people. This is comparable to the 15.6% growth experienced by Cape May County. The 1980's saw a sharp drop in the City's population growth rate, which exceeded 31% in the previous decade *(see* Table 8, Population Growth). The change in the age distribution within the City is more significant. During the last decade there has been an actual decline in the percentage of City residents under age 24. The number of residents age 25 to 44 has increased by 68% between 1980 (2,872 persons) and 1990 (4,811 persons), more than five times the rate of population increase in the City as a whole. *(See* Table 9, Age Distribution). The number of residents age 55 and over decreased by 2.4% between 1980 (5,396 persons) and 1990 (5,269 persons).

Table 8. Population Growth, 1970-90

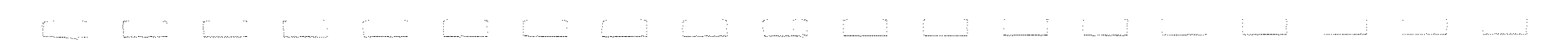
	1970	1980	% Growth	1990	% Growth
Ocean City	10,575	13,949	31.9%	15,512	11.2%
Cape May	59,554	82,266	38.1%	95,089	15.6%

Source: 1970, 1980 and 1990 US *Census*

Table 9. Age Distribution, 1980-1990.

Age Group	1980	Percent	1990	Percent	Percent Change
Under 5	509	3.7%	806	5.2%	+1.5%
5-14	1,399	10.0%	1,408	9.1%	-0.9%
15-24	2,170	15.6%	1,902	12.3	3.3%
25-34	1,723	12.3%	2,700	17.4%	+5.1%
35-44	1,149	8.2%	2,111	13.6%	+5.4%
45-54	1,603	11.5%	1,316	8.5%	-3.0%
55-64	1,757	12.6%	1,756	11.3%	-1.3%
65+	3,639	26.1%	3,513	22.6%	-3.5%
Totals	**13,949**	**100.0%**	**15,512**	**100.0%**	**11.2%**
Median Age:	**39.2.**				

Source: 1980 & 1990 US Census



Between 1980 and 1990, the under 5 age cohort increased 1.5% as a percentage of the City's total population, while the 5 to 14 and 15 to 24 age cohorts decreased as a percentage of total population by 0.9% and 3.3% respectively.

It is also notable that there are significant increases of 5.1% in the number of 25 to 34 year old persons and 5.4% in the number of 35 to 44 year old persons in Ocean City. Simultaneously, there has been a decrease in both the number of persons and percentage of total population in the 45 to 54, 55 to 64 and 65 and over age cohorts between 1980 and 1990.

As with most New Jersey shore communities, the population of Ocean City swells during the summer months. The Cape May County Planning Board projects that the summer population in Ocean City on an average Saturday during the months of July and August in 2000 will be 131,100.

6.0 HOUSEHOLD CHARACTERISTICS

A household is defined by the U.S. Census Bureau as those persons who occupy a single room or group of rooms constituting a housing unit; however, these persons may or may not be related. By comparison, a family is identified as a group of persons including a householder and one or more persons related by blood, marriage, or adoption, all living in the same household. In 1990 there were 7,184 households in Ocean City, with an average of 2.16 persons per household and 4,235 families with an average of 2.77 people per family.

Table 10, Households by Household Type, breaks down the different household types. Approximately 45% of the households are comprised of married couples. Of those, 31% have children. Another 10% are headed by a woman with no husband present, while 3% of households are headed by a man, with no wife present. A significant proportion (41%) of the households are "non-family" households, of which the majority are comprised of one person, male or female, living alone.

Table 10. Households by Household Type.

Family Households (2+ Person Households)	No. Households	Percent
Married Couple	3,257	45.3%
Single Male Head	243	3.4%
Single Female Head	735	10.2%
Subtotal:	**4,235**	**58.9%**
Non-Family Households (Living alone)		
Male	868	12.1%
Female	1,555	21.7%
Subtotal:	**2,423**	**33.8%**
Non-Family Households (Not living alone)		
Male	266	3.7%
Female	260	3.6%
Subtotal	**526**	**7.3%**
Total:	**7,184**	**100.0%**

Source: 1990 US Census

7.0 INCOME CHARACTERISTICS

Persons residing in Ocean City have on average higher incomes than in Cape May County as a whole. Median income in 1989 in Ocean City was $32,018 for households and $38,998 for families. Comparable figures for the County were $30,435 for households and $35,476 for families. Ocean City had the sixth highest municipal median household income of the sixteen municipalities in the County. Cape May County incomes are second lowest in the state ahead of only Cumberland County. The City and County median household incomes are both well below the State figure of $40,927 for households.

Table 11 further illustrates these findings by noting the number of families and households in each of the income categories. Within the City, only 11.8% of the households have incomes of $75,000 or more and 15.3%

of all families have incomes in excess of $75,000. The largest single income bracket, for both families and households, is the group which earns between $50,000 and $75,000 per year.

Table 11. Household and Family Income by Income Brackets
Ocean City, 1990

	Households	Percent	Families	Percent
less than $4,999	263	3.7%	64	1.5%
$5,000 - $9,999	432	6.0%	148	3.5%
$10,000 - $14,999	525	7.3%	997	5.4%
$15,000 - $19,999	743	10.3%	291	6.9%
$20,000 - $29,999	1,298	18.1%	715	17.0%
$30,000 - $39,999	1,222	17.0%	733	17.3%
$40,000 - $49,999	749	10.4%	548	12.9%
$50,000 - $74,999	1,103	15.4%	857	20.2%
$75,000 - $99,999	430	6.0%	297	7.0%
$100,000- $124,999	170	2.4%	124	2.9%
$125,000- $149,999	60	0.8%	60	1.4%
$150,000 +	189	2.6%	171	4.0%
Total	**7,184**	**100.0%**	**4,235**	**100.0%**
Median income	$32,018		$38,998	
Average income	$43,973		$53,239	

Source: 1990 US Census

Based on a median household income of $30,435 for all households in Cape May County for the 1990 Census, the moderate-income threshold is $24,348 (80% of $30,435). A total of 2,527 households or 35.2% of all households in Ocean City are within the low and moderate income category.

Table 12, Distribution of Persons and Households Below Poverty Level, shows that 6.6% of all Ocean City residents and 6.2% of households live below the poverty level as defined by the 1990 U.S. Census.

Table 12. Percent Distribution of Persons and Households Below Poverty Level, 1990

	Percent Below Poverty Level	
	Persons	Households
Ocean City	6.6%	6.2%

Source- 1990 US Census

8.0 EMPLOYMENT CHARACTERISTICS

Table 13, Distribution of Employment by Industry shows the distribution of employment by industry for Ocean City residents. A large number of residents, 45.7%, are in service industries; that is, business and repair or personal services, or professional services like health, education or other similar disciplines. Another 18.3% are involved in retail or wholesale trade, 11.1% work in finance, insurance or real estate, and 9.4% work in construction.

Table 13. Distribution of Employment by Industry, Ocean City, 1990

Sector Jobs	Number	Percent
Agriculture, Forestry, Fisheries & Mining	80	1.0%
Construction	724	9.4%
Manufacturing	392	5.1%
Transportation, Communications, Utilities	405	5.3%
Retail and Wholesale Trade	1,413	18.3%
Finance, Insurance, Real Estate	854	11.1%
Services	3,520	45.7%
Public Administration	314	4.1%
Total	**7,702**	**100.0%**

Source: 1990 US Census

Table 14, Employment by Occupation, identifies the occupations of employed persons. While Ocean City residents work in a variety of industries, the data in Table 14 indicates that a majority of Ocean City's residents work in service, managerial and professional occupations.

Table 14. Employment by Occupation, Ocean City, 1990

Sector Jobs	Number	Percent
Executive, Administration, & Managerial	1,355	17.6%
Professional Specialty	1,179	15.3%
Technicians	257	3.3%
Sales	1,133	14.7%
Administrative & Clerical Support	1,056	13.7%
Services	1,396	18.1%
Farming, Forestry & Fishing	90	1.2%
Manufacturing	766	10.0%
Others	477	6.1%
Total	**7,702**	**100.0%**

Source: 1990 US Census

The number of employed people residing in Ocean City greatly exceeds the number of jobs located within the City. The New Jersey Department of Labor tracks covered employment throughout the state. Covered employment data includes only those jobs for which unemployment compensation is paid. By definition, it does not cover public employees, nor the self-employed, most part-time or temporary employees.

The City of Ocean City is the largest employer in the City with approximately 350 permanent full and part-time employees. This number swells to more than 500 during the summer months. The jobs with the City are public and therefore are not included within the covered employment statistics. Table 15 compares covered employment for several years in Ocean City and Cape May County.

Table 15. Covered Employment Estimates, 1985-1993
Ocean City & Cape May County

Year	Ocean City	Cape May
1985	4,564	31,143
1990	4,626	30,277
1991	4,402	30,690
1992	4,699	32,418
1993	4,6333	32,666

Source: New Jersey Department of Labor, Division of Planning and Research, Office of Demographic and Economic Analysis, NT Covered Employment Trends. Data are as of September of each year.

Neither the New Jersey Department of Labor nor Cape May County project employment for the City or the County. An average of approximately 2 jobs per year have been added since the mid point of the recession in 1990 through 1993, according to the covered employment data.

9.0 FAIR SHARE ALLOCATION

On June 6, 1994, COAH adopted a new set of substantive regulations (N.J.A.C. 5:93-1 et seq.) which replaced the regulations under which the Council has administered the Fair Housing Act since 1986. These regulations allocate municipal affordable housing obligations through 1999 and establish a new policy framework for fair share compliance during the next six year period.

Municipal housing allocations remain composed of three components: Indigenous need, reallocated present need, and prospective need. However, COAH has modified the method of calculating the statewide and regional housing need and the method of allocating that need among the constituent municipalities. A tabular summary of the City's 1987-1999 affordable housing obligation is presented in Table 16.

Table 16. Ocean City's Affordable Housing Allocation

Formula Category	Number of Units
Indigenous Need	118
Reallocated Present Need	13
Present Need 1993	131
Prospective Need 1993-1999	73
Total Need 1993-1999	204
Prior Cycle Prospective Need	280
1987-1999 Total Need	484
Demolitions	291
Filtering	-81
Conversions	-164
Spontaneous Rehabilitation	-6
Housing Market Adjustments	40
Pre-Credited Need	524
Reductions	0
Credits from first Round	0
20% Cap on Vacant Land	0
Calculated Need	524

Source: New Jersey Council on Affordable Housing, October 11, 1993

The components of calculated housing need are outlined as follows:

Indigenous Need is the number of dwellings that are substandard and inhabited by a low and moderate income household. Indigenous Need is a part of Present Need. This number is calculated from U.S. Census surrogates that stand in for the actual count since data at the minor civil division level is not available. Ocean City's Indigenous Need number is 118 units.

Reallocated Present Need is equal to the dwelling units assigned to municipalities from a regional pool of indigenous need. Each housing region has a regional average of all of its indigenous need units. If a municipality has more than the regional average, then the amount above the average is placed in a regional pool and reassigned to other municipalities within the region. The Reallocated Present Need number for Ocean City is 13 units.

Present Need 1993 is the total of Indigenous Need and Reallocated Present Need. Both Reallocated Present Need and Prospective Need *(see below)* are distributed to municipalities through a formula that includes the municipal share of the regional undeveloped land, equalized non-residential property valuation, change in equalized non-residential property valuation, and aggregate household income differences. For Ocean City, Present Need 1993 equals 131 units (118 + 13).

Prospective Need 1993-1999 is the share of future households of low and moderate incomes allocated to Ocean City that will require affordable housing not provided by the normal housing market. The Prospective Need 1993-1999 number is 73 units.

Present and Prospective Need 1993-1999 together are called *Total Need* and equal 204 units. The Total Need is then added to Prospective Need from the first round, which is 280 units, for a two round cycle (1987-1999) of 484 units. This number in turn is modified by several factors intended to account for normal housing market adjustments.

These factors are:

Demolition which is the number of units that are expected to be removed from the housing stock in the second round. In Ocean City, 291 units are expected to be demolished.

Filtering is an adjustment that assumes over time the typical household will move up price in the housing housing market, thereby selling a lower priced house to another household. In turn, the second household sells a still low priced house to a third party, and so on. This process of filtering creates housing opportunities for low and moderate income households. Filtering subtracts 81 units from Ocean City's total.

Residential Conversion is the process of providing affordable housing by the conversion of larger single family homes to two or more dwellings or the conversion of non-residential buildings to residential uses. In Ocean City, 164 conversions are expected.

Spontaneous Rehabilitation is the reconstruction of the existing substandard housing stock to meet building and housing code requirements outside of governmental programs. This adjustment is based on per capita income. Spontaneous Rehabilitation removes 6 units from the City's total housing needs.

Pre-Credited Need is the sum of the proceeding components and is equal to 524 units. Reductions from this number are permitted to account for affordable housing construction and fair share planning during the first cycle, as well as certain other credits to arrive at the second cycle *Calculated Need.* Ocean City's *Calculated Need* is 524 units.

10.0 OCEAN CITY'S HOUSING PLAN

The Housing Element and Fair Share Plan for the City of Ocean City requests two adjustments in the City's fair share new construction obligation of 412 units. The first adjustment takes credit for the 60 unit Wesley By The Bay affordable senior citizen housing development. This credit would reduce the City's new construction

obligation from 412 units to 352 units. The second adjustment would further reduce the City's new construction obligation from 352 units to 3 units to account for a lack of vacant land. The plan includes the rehabilitation of 121 public housing units rehabilitated with federal modernization funds, 112 of which will satisfy the City's rehabilitation component. In addition to, and consistent with COAH mediation, the City will implement accessory apartment and development fee ordinances as a means to encourage affordable housing.

The total capacity of the plan is 255 affordable units as *follows:*

Rehabilitation (Public Housing):	*112*
Senior Housing (Wesley By The Bay	*60*
Accessory Apartments	*83*
TOTAL:	255

11.0 VACANT LAND ADJUSTMENT

COAH regulations prescribe a procedure for municipalities that wish to request a reduction in their affordable housing obligation to account for a lack of vacant land (N.J.A.C 5:93-4.2). In meeting the requirements of *N.J.A.C.* 5:93-4.2, an inventory and analysis of all vacant parcels within the bounds of the City has been conducted. The inventory and analysis has utilized an existing land use survey prepared for the City in 1987, a computer listing of all vacant parcels provided by the City Tax Assessor as well as field verification of both of these data sources. Additionally, N.J. Freshwater Wetlands mappings, Coastal Area Facility Review Act (CAFRA) mappings and Federal Emergency Management Agency (FEMA) Flood Insurance Rate Maps (FIRM) were reviewed. A review of these various mappings indicates that the entirety of the City is within both the CAFRA district and the 100-year floodplain, and that significant areas along the bayside of the City contain freshwater wetlands.

The vacant land inventory and analysis reviewed a total of 293 contiguous and individual vacant parcels within the City. Of this total, 68 parcels were greater than 10,000 square feet in area. An additional 43 parcels were between 6,000 and 10,000 square feet, while the majority of parcels (182) were less than 6,000 square feet. Of the 225 vacant parcels of less than 10,000 square feet in area, all have been excluded from consideration as sites for the development of affordable housing because they are of inadequate size to be developed at the COAH required density of 6 units per acre with a 20% set-aside.

Of the 68 parcels of 10,000 square feet or larger, all but one have been excluded from consideration as sites for affordable housing because they are encumbered by freshwater wetlands, are located in areas predominated by single-family residential, two-family residential or other incompatible non-residential land uses, or are otherwise unsuitable for the development of affordable housing.

Since there is such a large number of extremely small vacant parcels within the City, an inventory detailing each individual vacant parcel has not been prepared. However, the inventory and analysis has identified one parcel of vacant land within the City which represents a realistic development potential for affordable housing. As a result of public objection amd mediation with COAH, the City is removing this component of the plan.

12.0 HOUSING REHABILITATION

The maximum number of units which can be addressed through housing rehabilitation by the City of Ocean City is calculated as follows:

Indigenous Need (1993):	118
Less Spontaneous Rehabilitation:	- 6
Less post-April 1990 Credits:	0
Rehabilitation Component:	112

The Ocean City Housing Authority (OCHA) is currently in the process of rehabilitating two of its public housing developments, Pecks Beach Village and Bay View Manor. The rehabilitation work is being, funded through the U.S. Department of Housing and Urban Development's Comprehensive Improvement Assistance Program (CIAP). During, the 1993 and 1994 federal fiscal years, a total of $1,223,860 has been awarded to the Housing Authority for modernization work on the two developments which comprise a total of 121 units.

To date, a total of $915,616 has been expended, and the remainder of $308,244 will be put out to bid and expended as soon as possible. As of August 1995, several major systems have been modernized in the two developments yet none of the 121 units are completed with final inspections. Therefore, no units can yet be credited toward the City's rehabilitation component of 112 units.

Once all of the rehabilitation work has been completed, all units will meet HUD's housing quality standards and an average of $10,115 per unit will have been expended on the two developments. As per COAH regulations, the City can utilize for credit only 112 of the 121 units rehabilitated, since their rehabilitation component number is 112.

It is the contention of the City of Ocean City that the rehabilitation work in progress at the Pecks Beach Village and Bay View Manor public housing developments satisfies the City's 1987-1999 rehabilitation component requirement. Nevertheless, the Housing Authority has the ability and legal jurisdiction to rehabilitate substandard housing units within the City. To date, no non-OCHA units have been rehabilitated. However, if funding becomes available in the future through Community Development Block Grants, the NJ. Department of Community Affairs and/or the City's proposed development fee ordinance, the Housing Authority will engage in the rehabilitation of substandard units.



13.0 ACCESSORY APARTMENTS

On November 13, 1995, the Ocean City Planning Board adopted a Housing Element as part of the Master Plan. One of the purposes of the Housing Element was to address Ocean City's Fair Share Housing need as determined by the Council on Affordable Housing (COAH). To address its low and moderate income housing need, the Housing Element suggested "inclusionary development", by changing the zone designation in Block 214, Lots 12, 12.01 –12.08 from Residential One Family (R-1-30) to Residential Multi-Family (R-MF). It was anticipated that the parcel would be developed at a density of 20 units per acre with 20% set-aside for low and moderate income housing needs.

An Overlay Zoning District (Section 14.0) was also created as component of the 1995 Housing Plan. The Overlay Zone was identified in certain areas between Third and Fifteenth Street adjacent to Bay Avenue. The Overlay Zone anticipated optional development of townhouses, condominiums and apartment flats with a maximum height of 2-½ stories, a density not to exceed 10 units per acre and a 20% set-aside for low and moderate income housing.

On November 19, 1997, Ocean City petitioned COAH for substantive certification. As a result of the petition, property owners were advised of Ocean City's intention to create inclusionary development in Block 214, Lots 12, 12.01- 12.08 and create an Overlay Zoning District as outlined above. Numerous property owners objected to the proposed plan which resulted in COAH mediation. As a result of the COAH mediation, Ocean City, with the assistance of COAH, agreed to amend the Housing Element of the Master Plan and the Fair Share Plan filed with COAH. The amendments included removing the Inclusionary Development (Section 13.0) and the Overlay Zone District (Section 14.0) of the 1995 Housing Element. In lieu of those sections it was agreed that Ocean City would adopt an Accessory Apartment Ordinance and Development Fee Ordinance to address the unmet need for low and moderate income housing throughout Ocean City. Subsequently Ocean City has created, and is intending to adopt,

Ordinance 99-13, "An Ordinance Amending and Supplementing Volume II of the Revised General Ordinance of the City of Ocean City "Development and Land Use Regulations of the City of Ocean City"' and Ordinance 99-14, "Ocean City Development Fee Ordinance, An Ordinance Establishing Rules, Regulations and Standards Governing the Zoning of Land within the City of Ocean City, County of Cape May, Pursuant to the Authority Set Forth in Chapter 55 of Title 40 of the Revised Statutes and Amendments and Supplements Thereto, Setting Forth a Development Fee to be Applied by the Planning Board, Zoning Board and the Governing Body in the Development of Land".

The purpose of Ordinance 99-13 is to help meet Ocean City's Fair Share housing obligation through the voluntary conversion of existing single-family and two-family dwellings, or apartment buildings, to accommodate accessory apartments for year-round occupancy. Properties which have been converted to such use and deed restricted to such use for a period of ten (10) years will be eligible for certain grants and/or loans from the City of Ocean City upon compliance with terms and conditions of the program.

Ordinance 99-14 is created to establish standards for the collection, maintenance and expenditures of development fees pursuant to and consistent with COAH rules. The ordinance imposes a fee of ½ of 1% to the added value to property as a result of construction of two-family or multi-family dwelling units in Ocean City. Money raised through the program will be used to implement the Accessory Apartment Ordinance referred to above and to address Ocean City's eight unit Realistic Development Potential (RDP) as required by COAH, to be constructed by 2005.

14.0 DEVELOPMENT FEE ORDINANCE

The City of Ocean City proposes to adopt a development fee ordinance pursuant to *N.J.A.C.* 5:93-8 for the sole purpose of providing low and moderate income housing. The Ordinance requires developers constructing two-family or multi-family dwelling units throughout the City of Ocean City to pay a fee of one-half of one percent

of the added value to the property resulting from the new construction. Developers of low and moderate income units, and single-family detached dwelling units will be exempt from paying development fees. Developers that expand an existing structure are also exempt from paying the development fee unless the expansion creates an additional dwelling unit. The proposed development fee ordinance is included within the accompanying Fair Share Plan.

15.0 SENIOR CITIZEN AND RENTAL HOUSING

SENIOR CITIZEN HOUSING - WESLEY BY THE BAY

Wesley By The Bay, a two-story apartment complex owned and operated by United Methodist Homes of New Jersey consists of 60 low-income one-bedroom units. The complex was built in 1983 under the federal Section 202 housing program, and is subsidized through the Section 8 program. As noted previously in this plan pursuant to COAH rules, the City requests a reduction in its new construction obligation for these 60 affordable senior citizen housing units resulting in an adjusted obligation of 352 units.

Rental Housing -

COAH regulations require each municipality to provide a realistic opportunity for a proportion of its affordable housing to be for rent rather than for sale *(N.J.A.C. 5:935.13(a))*. Under the COAH rules, taking into consideration the requested vacant land adjustment, the rental component for the City is set forth in the following calculation:

.25(3) = 1 rental unit (rounded)

Because the City's rental component is only 1 unit, rather than require the redevelopment of one rental unit the City proposes to purchase an affordable unit through the City's proposed development fee ordinance.

16.0 OTHER AFFORDABLE HOUSING PROPOSALS

COAH regulations require each municipal Housing Element and Fair Share Plan to include a "consideration of lands of developers who have expressed a commitment to provide low and moderate income housing" (N.J.A.C. 5:93-5.1(b) 7). Several proposals have been proffered to develop potential affordable housing.

The Flanders Building Corporation made an application to the Ocean City Zoning Board of Adjustment in November 1994 for a use variance to convert the existing Flanders Hotel into senior housing. The application was deemed incomplete and then was withdrawn in May 1995 by the applicant. Subsequently, the applicant requested to be heard by the Planning Board for senior housing as a conditional use. However, the applicant has neither perfected the application nor requested a hearing date before the Planning Board.

In addition, two non-profit developers have made general inquiries. Presbyterian Homes of West Windsor and Homes For All of Dover to construct senior housing in the City. However, neither developer has site control nor any firm plans to proceed.

17.0 CONCLUSION

The City of Ocean City Housing Element and accompanying Fair Share Plan meet the municipality's obligation to provide a realistic opportunity for the production of its fair share of the regional need for housing affordable to households of low and moderate income. The City's Housing Element and Fair Share Plan requests two adjustments in the City's fair share new construction obligation of 412 units. The first adjustment takes credit for the 60 unit Wesley By The Bay affordable senior housing development reducing the City's new construction obligation from 412 to 352 units. The second adjustment further adjusts the City's new construction obligation from 352 to 3 units to account for a lack of vacant.

The City is meeting its rehabilitation component of 112 indigenous need units through existing and ongoing rehabilitation at two of the City's public housing developments using federal modernization funds.

Ocean City's pre-credited need for 1987-1999 is 524 units and its calculated need for the second cycle fair share is also 524 units. The City's post-credited new construction need after reductions for the senior housing development and vacant land is 3 units. The total capacity of the City's Fair Share Plan after all credits and reductions is 255 units. The table on the following page presents the City's Fair Share Plan:

Table 17. Ocean City's Fair Share Plan

Fair Share Need	**Units**
Ocean City's 1987-1999 pre-credited need:	**524**
Fair Share Plan	
Wesley By The Bay Senior Housing (credit):	60
Rehabilitation:	
Credits for post-1990 Rehabilitation:	0
Housing Rehabilitation Program:	112
Accessory Apartments:	83
Subtotal:	**255**
Vacant Land Adjustment:	349

2001

Ocean City Land Use Plan

Ocean City, New Jersey



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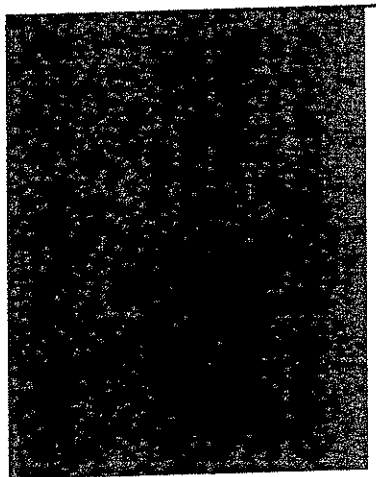

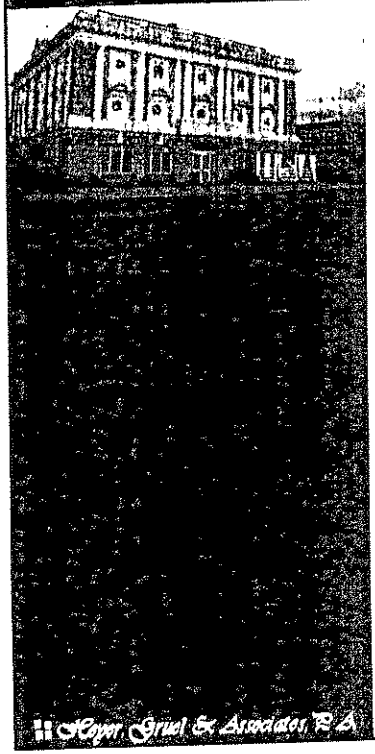

Heyer, Gruel & Associates, P.A.

Ocean City Land Use Plan

LAND USE PLAN

City of Ocean City
Cape May County, New Jersey

Adopted December 2001

Prepared by

Heyer, Gruel & Associates, PA
Community Planning Consultants
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732-828-2200

The original of this report was signed and sealed in accordance with N.J.S.A. 45:14A-12.

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ACKNOWLEDGEMENTS

City of Ocean City

Henry S. Knight, Mayor

City Council Members
Jeanne L. Crotty, At Large
Lawrence M. Carnuccio, At Large
Francis J. McCall, At Large
Jody Alessandrine, First Ward
David Swift, Second Ward
Alice Wolf, Third Ward
Ray Jones, Fourth Ward
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Planning Board
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Charles Lynch, Vice Chairperson
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Larry Carnuccio, Council Representative
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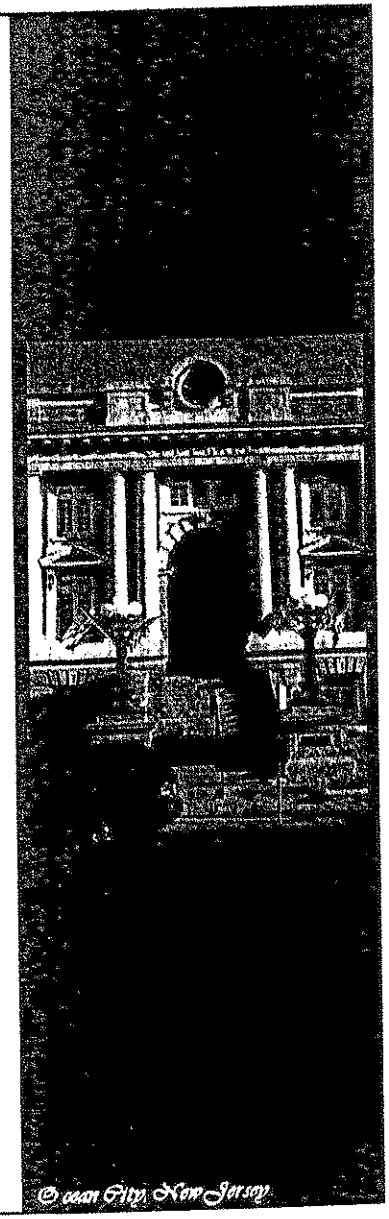


Ocean City, New Jersey

Ocean City Land Use Plan

INTRODUCTION....1

OBJECTIVES AND PRINCIPLES....1
Objectives....1
Principles....2

VISION STATEMENT....2

PUBLIC PARTICIPATION PROCESS....3

EXISTING CONDITIONS/TRENDS....4
Population....4
Population Composition By Age....4
Household Size....5
Housing Data....6
Housing Market Activity....8
Building Permits and Demolitions....8
Employment....10

EXISTING LAND USE PATTERNS AND TRENDS....11

LAND USE PLAN....12

INTRODUCTION....12

ONE AND TWO FAMILY RESIDENTIAL NEIGHBORHOODS....12
The Gardens Neighborhood....13
The North End Neighborhood....15
The Corinthian Neighborhood....16
The Revere Place Neighborhood....18
The Bay View Neighborhood Zone....18
The Riviera / Bayou Neighborhood Zone....19
The Bay Landings Neighborhood Zone....20
The Merion Place Neighborhood Zone....20
The Merion Park Neighborhood Zone....20
The Ocean City Homes Neighborhood Zone....21

BAY FRONT AND LAGOON FRONT DEVELOPMENT....22

OCEAN FRONT LOTS....22

NON-DISCRETE NEIGHBORHOODS....23

Design Incentives....24
Height....26
Grandfathering Provisions....26
Corner Lots....26
Encroachments into yard areas....27
Accessory Uses....27

SENIOR HOUSING....27

PUBLIC USE ZONES....27

THE NEIGHBORHOOD BUSINESS ZONES....27

CENTRAL BUSINESS DISTRICT....28

ADDENDUM....29

MAPS

Number of Housing Units Built by Year	After page 7
Demolitions 1993 to 2000	After page 9
Generalized Existing Land Use	After page 11
Building Coverage	After page 11
Building Coverage 3,000 Square Feet and Less	After page 11
Building Coverage 40% and Greater	After page 11
One and Two Family Height Limits	After page 26
Proposed Land Use	After page 28



OCEAN CITY LAND USE PLAN

INTRODUCTION

This document constitutes a revised Land Use Plan Element pursuant to N.J.S.A. 40:55D-28(2). Ocean City prepared its last comprehensive Master Plan in 1988 and reexamined its Master Plan pursuant to N.J.S.A. 40:55D-89 in 1995 and in 2000.

The City of Ocean City is located in the northeastern portion of Cape May County as shown on the State Location Map. It borders three municipalities: Upper Township and the City of Somers Point to the south and the west, and the Borough of Longport to the north. Ocean City is one of the barrier islands situated along the Atlantic Ocean. Although the City is 6.9 square miles in size, over 60 percent of its area contains environmentally constrained wetlands, dunes, beach and waterways. The remaining portion of the City is almost completely developed.

Over the years the City has maintained its status as "America's Greatest Family Resort" and continues to draw an influx of tourists to the City, particularly in the summer. The City's reputation as a desirable, safe and attractive family-oriented resort creates redevelopment pressures in neighborhoods throughout the City and results in the City "reinventing itself" every 20 years.

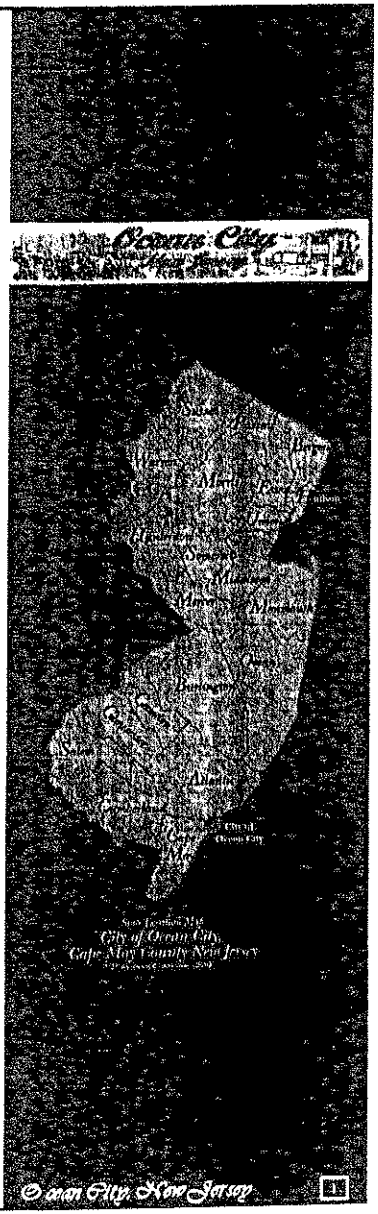
This Land Use Plan Element is intended to serve as a guide towards the future development and redevelopment of Ocean City consistent with the objectives and principles of this Plan. The following section establishes the objectives and principles that guide this Plan. The Vision Statement is intended to convey the results of implementation of the recommendations contained in this Plan. The existing conditions and trends, including the existing land uses, provide a foundation for many of the land use recommendations contained in this Plan. Finally, the Land Use Plan presents proposed land uses based upon both type and intensity of use and establishes a pattern of future development and redevelopment for the City.

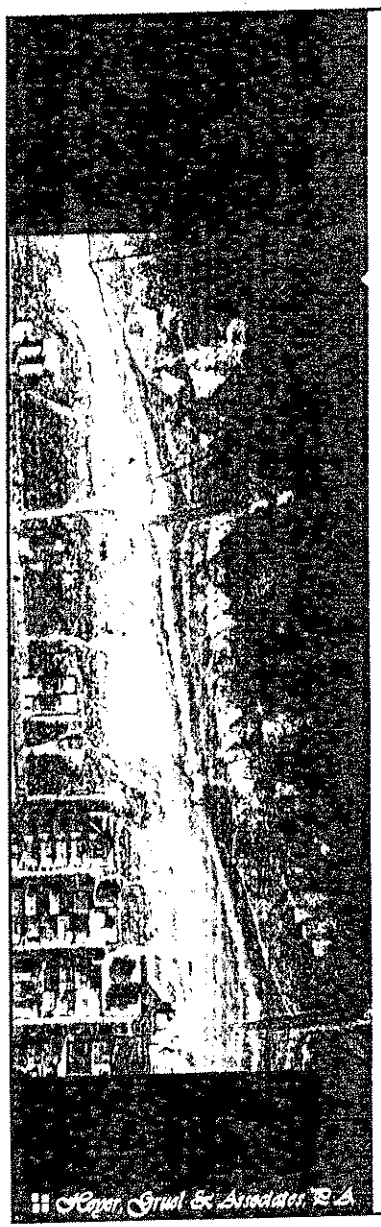
OBJECTIVES AND PRINCIPLES

The land use objectives and principles that are addressed in this Land Use Plan are as follows:

Objectives

- To maintain the City as a family-oriented resort community;
- To preserve existing single-family neighborhoods;
- To create and increase single-family housing in the City;
- To provide for context-sensitive infill development;
- To promote architectural detail and design standards as essential components of new development;
- To increase the year-round population;
- To improve the quality of life of both residents and tourists;
- To promote public acquisition and enhancement of open space and recreation areas;
- To foster economic development by creating an atmosphere to attract private investment for residential and commercial purposes;
- To maintain and upgrade the City's housing stock;
- To provide for a variety of residential and non-residential uses and to encourage the continuation and enhancement of Ocean City as a quality family resort community;
- To consider and evaluate innovative development proposals, which would enhance and protect environmental features, minimize energy usage and encourage development densities consistent with existing patterns and types of development;
- To encourage economic development through new investment and maintenance and reinvestment in existing commercial, retail, amusement, hotel, motel and related resort activities within the City and areas suitable for such development.





Principles

- Encouraging residential development in locations and at densities which are compatible with existing development patterns and which can be properly serviced by public roadways, utilities and services;
- Locating public, commercial, service and professional office uses in locations which are suitable for their use environmentally, economically and geographically and are compatible with existing uses, public facilities, roadways and natural features;
- Encouraging a development pattern, which will protect and enhance the long term economic, social and cultural interests and quality of life of present and future residents of the City.

VISION STATEMENT

It is the year 2020 and Ocean City has achieved its desired balance. It continues to be "America's Greatest Family Resort", and it has become a stable, vibrant and diverse year-round community as well. Current census figures show that the City has added 4,000 year-round residents since the year 2000. Most of these households are younger families with children occupying the North End neighborhood area in modest, well-designed single-family housing.

Ocean City takes as much pride in its newly created housing stock as it does in its historic district. Most new housing created in the last 20 years has utilized architectural incentives to produce housing of very high aesthetic quality. The scale, mass and detail of the structures allow the newer housing stock to comfortably co-exist with the City's older homes.

The neighborhood-based approach to zoning has preserved Ocean City's existing neighborhoods. Neighborhoods like Ocean City Homes, The Gardens and Merion Park continue to retain their character while allowing reinvestment and alterations.

The City's Central Business District along Asbury Avenue and along the Boardwalk has been completely revitalized. Through the efforts of the Special Improvement District, significant reinvestment in the City's commercial areas has occurred. Both the Boardwalk and CBD have been upgraded through enhanced streetscape features including new street furniture, landscaping, signage and lighting. Pedestrian linkages have occurred between 8th and 9th Streets and the Boardwalk and readily accessible parking has encouraged pedestrian activity between the Boardwalk and Downtown.

The City's bikeways have been well established and bicycling is used as much for transportation as it is for recreation. Even on busy weekends, bicycling remains a safe and desirable activity. The water-oriented nature of the City has been enhanced through dredging of numerous lagoons along the bayfront and through continued beach stabilization on the ocean.

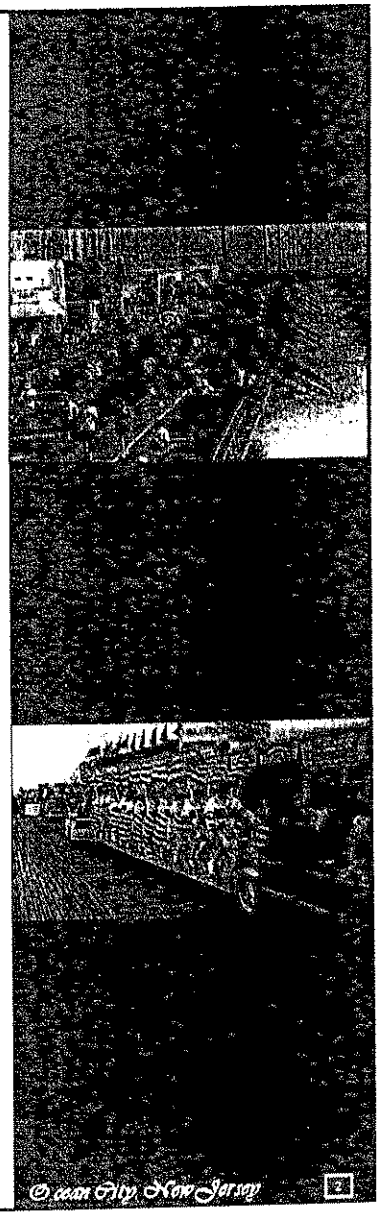
The Route 52 Bridge has been reconstructed, and the new visitor center has been relocated nearer the Boardwalk along 9th Street. The City's investment in structured parking and improved way finding signage has significantly reduced prior parking problems.

The City has met the objectives of its Open Space and Recreation Plan that was originally adopted in 2002, and updated at five-year intervals since. A corridor of publicly owned land from 15th to 20th streets has been obtained and developed to host a variety of recreational and educational uses.

The local school district continues to deliver a quality public education to children in grades K-12. the district educational plan is complemented by adequate, modern school facilities for all grade levels.

Ocean City's residents and visitors continue to take advantage of a high level of municipal services including a wide range of recreation, cultural, and entertainment activities.

Ocean City has benefited from having a clear vision of itself through continued pursuit of specific goals and strategies identified years ago.



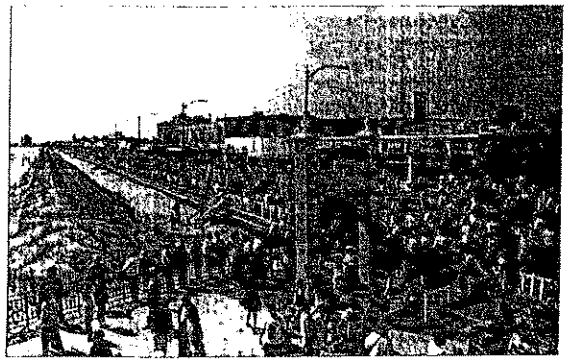


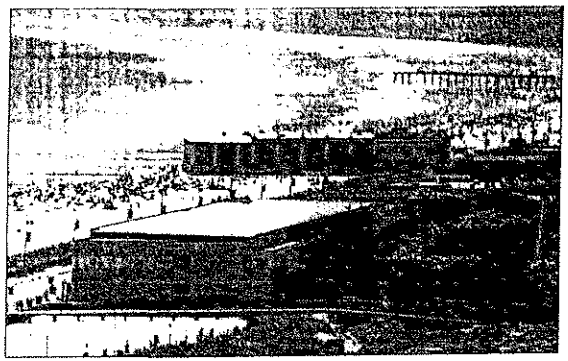
PUBLIC PARTICIPATION PROCESS

The City continued its aggressive outreach and public participation process during the preparation of this Land Use Plan. This proactive approach was established during the preparation of the City's Reexamination Report in 2000, which resulted in a broad based consensus on the future of the City and is reflected in the adopted Reexamination Report.

Meetings with neighborhood groups and business groups, representatives of City boards and bodies and members of the public were held throughout the summer of 2001 to receive input regarding the land use issues and recommendations that were addressed in the 2000 Reexamination Report. Alternative solutions to identified reexamination issues were discussed and debated. A number of public meetings were held to receive public input regarding the draft recommendations. Several joint Planning Board/Mayor and Council meetings were held in order to discuss key recommendations.

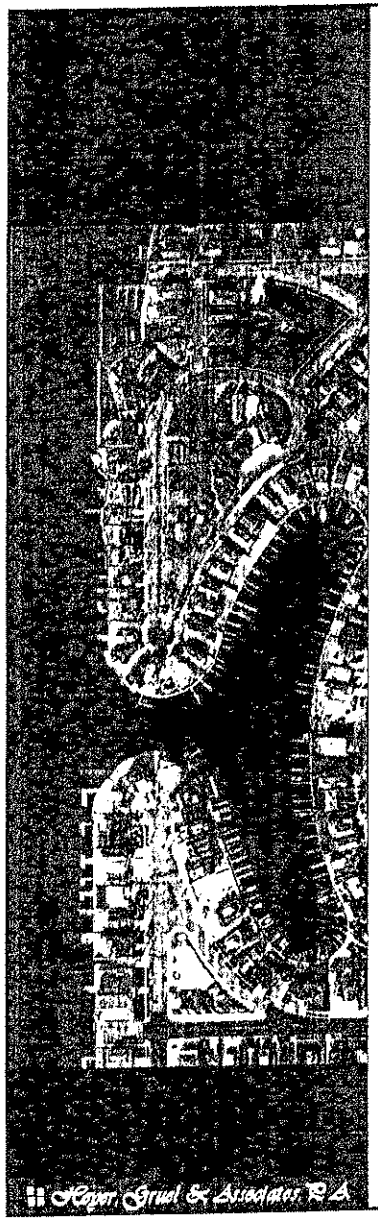
This Land Use Plan process has reaffirmed the observation noted in the Reexamination Report that there is a strong and well-established sense of community within the City. This is key to the success of the City in maintaining and enhancing its desirability as a community in which to live, work and play.











EXISTING CONDITIONS/TRENDS

Population

It is not surprising to find that the Ocean City population has remained relatively stable during the 1990s. According to the 2000 Census there were 15,378 residents, which was a decline of 134 people from the 1990 population of 15,512 (see Table 1). Historically, Ocean City experienced its major population growth during a 30 year period from 1960 to 1990, with the population peaking in 1990.

During the time period when Ocean City experienced a one percent decline in population, Cape May County experienced a 7.6 percent increase in population between 1990 and 2000. The 1990 County population was 95,089 residents while the 2000 population was 102,326 residents.

According to the population projections prepared by the County of Cape May Planning Board, Ocean City is expected to have a 2020 population of 22,438 people. This projection is based on past growth trends and the anticipated retirement of "baby-boomers" to seasonal resort areas like Ocean City.

While the City has experienced a stable year-round population, the peak summer population has been estimated at as many as 130,000 people in 2000. According to the Cape May Planning Board, the 1980 summer population was approximately 118,000 persons. The summer population was projected to be 126,000 persons by 1990 and grow to approximately 135,000 by 2020. It appears that the Ocean City's summer population has exceeded past estimates. This trend will likely continue in the future.

Table 1
Population Growth, 1990 to 2000
Ocean City

		Change, 1990-2000	
Year	Population	Number	Percent
1990	15,512	------	
2000	15,378	-134	-0.9%
Cape May County			
1990	95,089	------	
2000	102,326	+7,237	0.8%

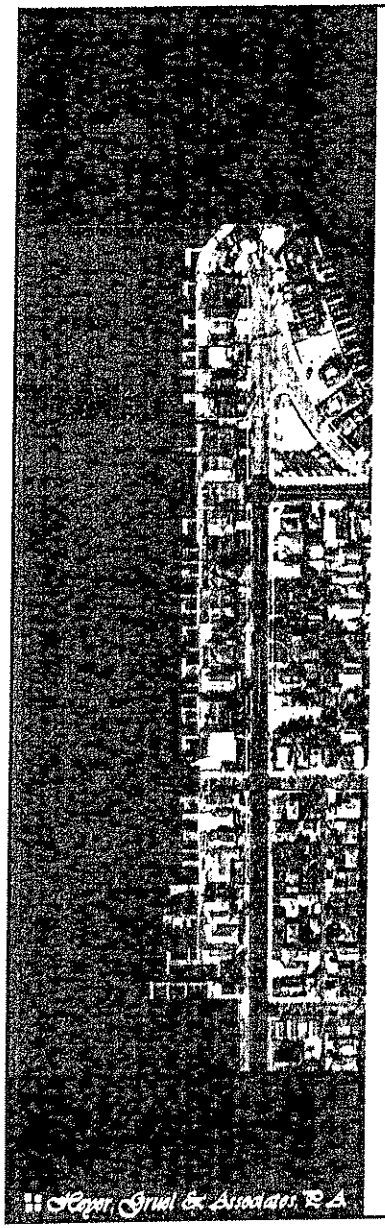
Population Composition By Age

According to the U.S. Census, residents 65 years of age and older represented the largest age group in the City; 22% in 1990, 26% in 2000. The most dramatic change among age groups in the City was within the 25 to 34 year old age cohort. Between 1990 and 2000 this age group lost 1,154 people. As noted in Table 2, the population in Ocean City is aging. While the overall population decreased by 134 people, there was an increase of 1,759 people in the age categories of 45 years old and older.

Table 2
Population by Age, 1990 to 2000
Ocean City

	1990		2000		Change, 1990-2000	
	Number	Percent	Number	Percent	Number	Percent
Under 5	806	5.2%	529	3.4%	-277	-34.4%
5-14	1,408	9.1%	1,485	9.7%	77	5.5%
15-24	1,902	12.3%	1,546	10.1%	-1,154	-42.7%
35-44	2,111	13.6%	2,112	13.7%	1	0.0%
45-54	1,316	8.5%	2,278	14.8%	962	73.1%
55-64	1,756	11.3%	2,077	13.5%	321	18.3%
65 and over	3,513	22.6%	3,989	25.9%	476	13.5%
Totals	15,512	100.0	15,378	100.0	-134	-0.9%





The County experienced similar population increases in the 65 years old and over category, although not as dramatic as the City, as detailed in Table 3. The most significant change in the County was in the 45 to 54 year old age group which registered over a 55 percent increase between 1990 and 2000.

Table 3
Population by Age, 1990 to 2000
Cape May County

	1990		2000		Change 1990-200	
	Number	Percent	Number	Percent	Number	Percent
Under 5	6,372	6.7	5,244	5.1	-1,128	-17.7
5-14	11,562	12.2	13,644	13.3	2,082	18.0
15-24	11,239	11.8	10,532	10.3	-707	-6.3
25-34	14,766	15.5	10,473	10.2	-4,293	-29.1
35-44	12,597	13.2	15,606	15.3	3,009	23.9
45-54	9,250	9.7	14,354	14.0	5,104	55.2
55-64	10,152	10.7	11,792	11.5	1,640	16.2
65 and over	19,151	20.1	20,681	20.2	1,530	8.0
Totals	95,089	100.0	102,326	100.0	7,237	7.6

Source: US Census 1990; 2000

Household Size

According to Table 4, the 2000 Census indicates the average household size in Ocean City is 2.02 persons, which was a decrease from the 1990 average household size of 2.16. This compares to the County average household size of 2.36 in 2000, which also declined. As noted on Table 4, a significant percentage of the households (71%) are one- and two-persons which reflects the aging population. Less than 15 percent of the households within the City contain four or more persons.

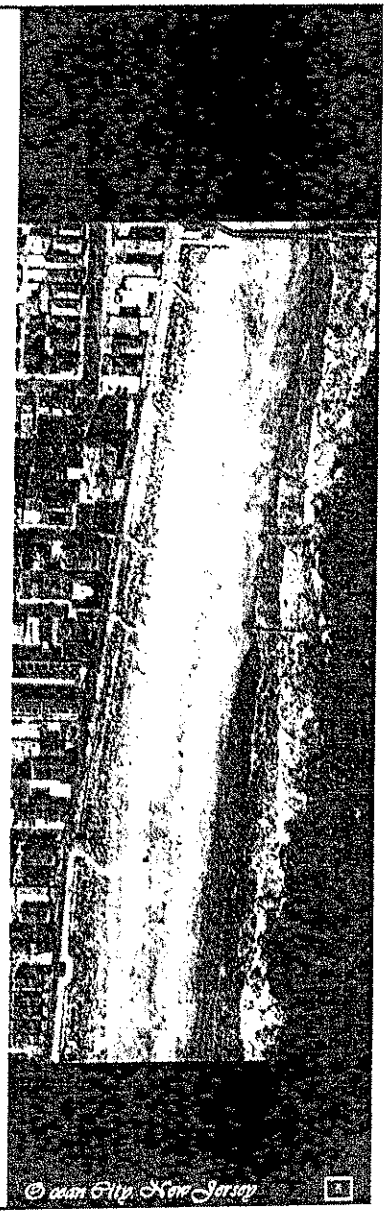
There are a total of 7,184 households within the City compared with 7,074 households in 1990. While the county has a significant percentage of one- and two-person households, it has a greater percentage of households that contain four or more persons. This can be attributed to the younger population in the County as compared to Ocean City.

Table 4
Household Characteristics, 2000
Ocean City and Cape May County

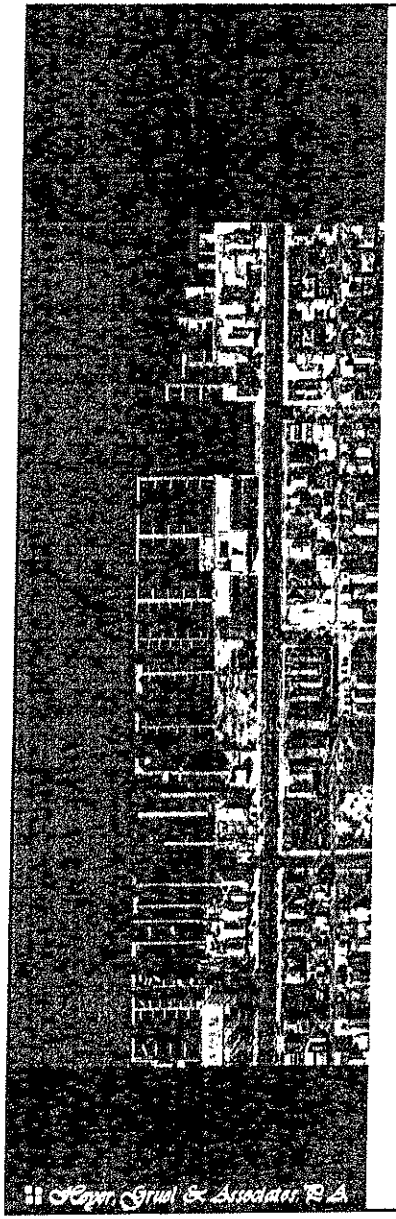
	City		County	
Household Size	Number	Percent	Number	Percent
1 person	2,423	113.3	10,344	27.2
2 persons	2,711	126.8	13,565	35.7
3 persons	985	46.1	5,826	15.3
4 persons	626	29.3	4,852	12.8
5 persons	291	13.6	2,265	6.0
6 or more persons	148	6.9	1,183	3.1
Total	7,184	336.0	38,035	100.0

Persons per Household	City	County
1990	2.16	2.44
2000	2.02	2.36

Source: US Census 1990; 2000







Housing Data

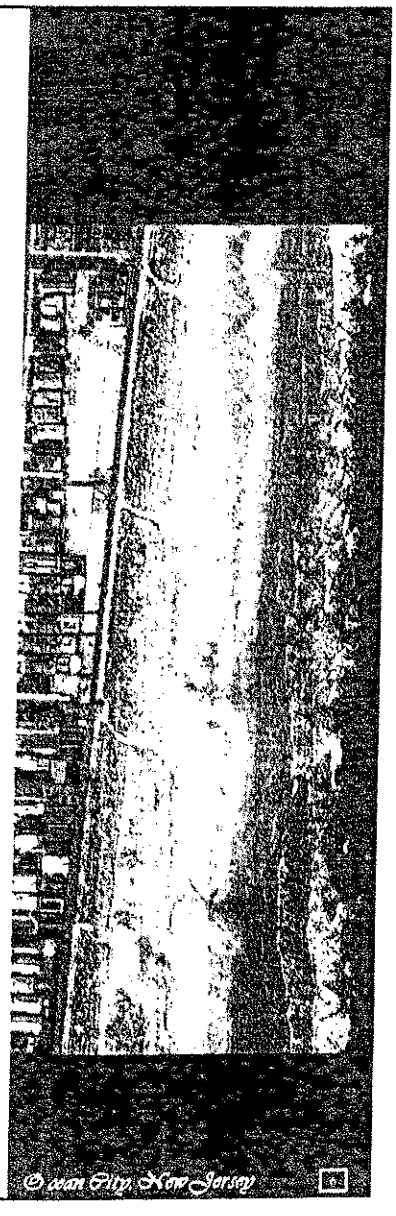
There were 20,298 year round housing units in 2000 as shown in Table 5. This represented an increase of 1,418 housing units from 1990. What is unique in Ocean City is the number of units that are vacant due to seasonal/recreational use. In 2000 only 7,464 units, or 36.8 percent of total housing units, are occupied year round. This corresponds more closely to the number of households in the City.

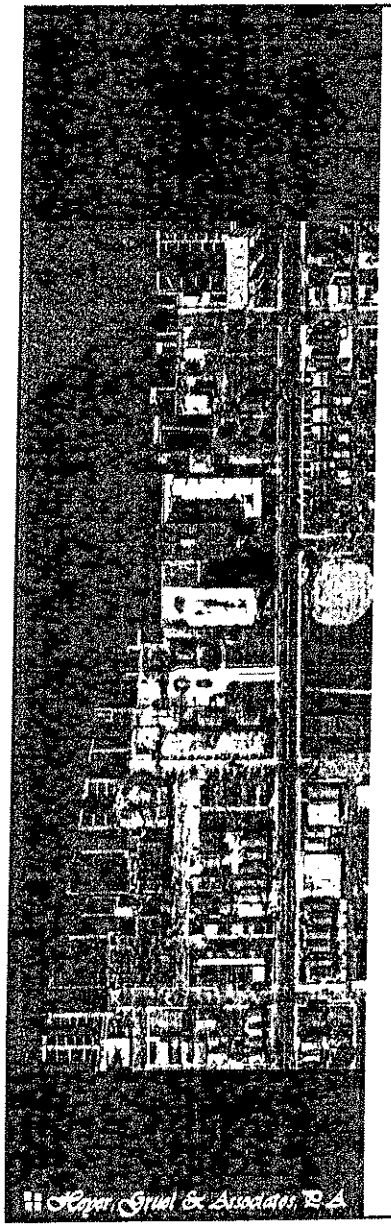
Data regarding age of structures from the 1990 Census also reflects the significant redevelopment that has historically occurred within the City. Only 22 percent of the housing stock was constructed in 1939 or earlier. In comparison, 27 percent of the housing stock was constructed between 1980 and 1990. It should be noted that 2000 census data regarding age of structures, number of units in structures and number of rooms is unavailable.

Table 5
Housing Data, 1990 and 2000
Ocean City

	1990		2000	
Characteristics	Number	Percent	Number	Percent
Year Round Units	18,880	----	20,298	----
Tenure of Occupied Units				
Owner Occupied	3,273	46.3	4,627	62.0
Renter occupied	3,801	53.5	2,837	38.0
Total Occupied	7,074	37.5	7,464	36.8
Year Structure Built				
1989 - March 1990	379	2.0		
1985 - 1988	2,572	13.6		
1980 - 1984	2,147	11.4		
1970 - 1979	3,070	16.3		
1960 - 1969	2,497	13.2		
1950 - 1959	2,176	11.5		
1940 - 1949	1,881	10.0		
1939 or earlier	4,158	22.0		
Units in Structure				
One (1 detached/attached)	4,389	23.2		
Two or More Units	7,099	37.6		
Other	318	1.7		
Total	11,806	62.5		
Number of Rooms				
One	149	0.8		
Two	456	2.4		
Three	1,105	5.9		
Four	2,945	15.6		
Five	4,898	25.9		
Six or More	9,327	49.4		

Source: US Census 1990; 2000





As detailed in Table 6 and shown on the Demolition and Housing Age maps, certain areas of the City have undergone extensive "redevelopment" and, as a result have a greater percentage of relatively new units than other areas of the City. Although the data is based upon the 1990 Census (2000 Census information is unavailable at this time) the information accurately reflects the housing activity that has occurred in the various neighborhoods. As expected, the southern section of the City has experienced significant redevelopment. Only 5 percent or less of the existing housing stock south of 18th Street was constructed in 1939 or earlier.

In comparison, 66 percent of the housing in the North End and Corinthian neighborhoods was constructed in 1939 or earlier. It should be noted that due to the enactment of City policies and ordinances to spur private development in the Corinthian neighborhood, the Corinthian area has undergone significant housing activity during the 1990s.

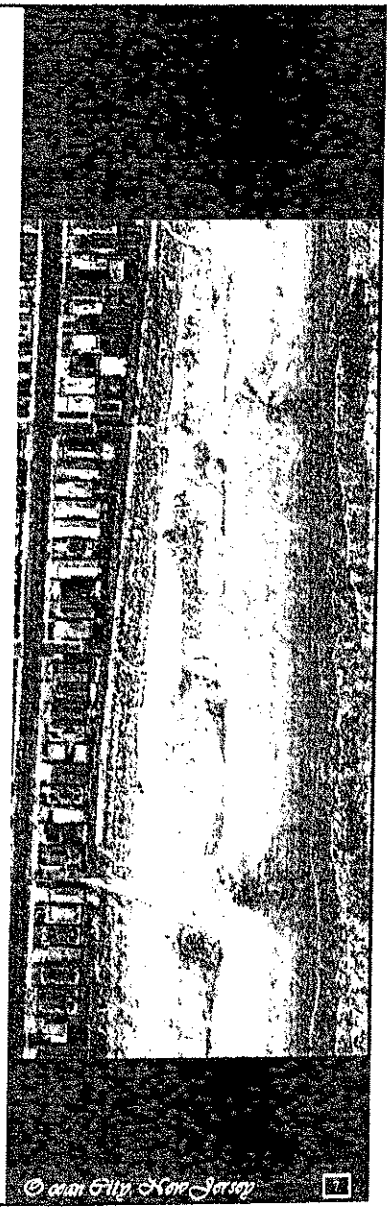
Table 6
Number of Housing Units Built by Year
Ocean City

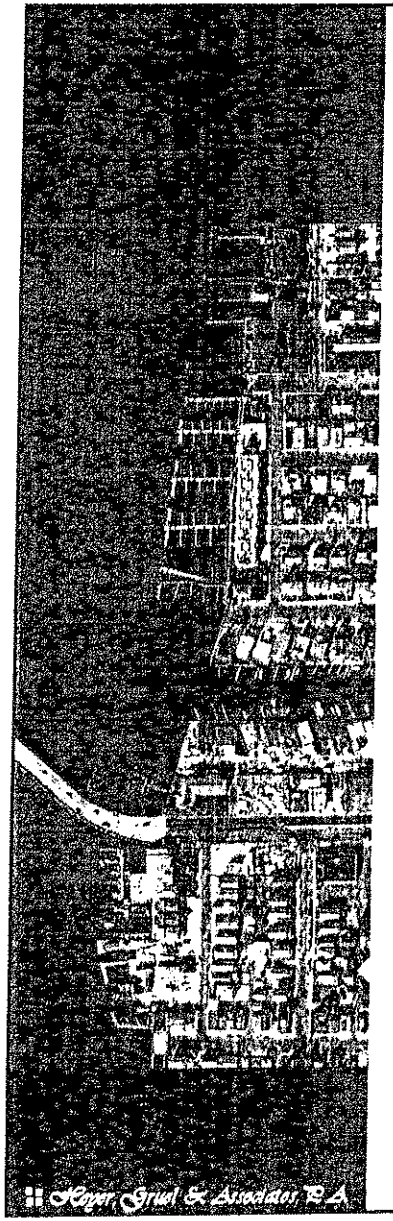
Tract 201	BG 1		BG 3		BG 4		BG 5	
	Number	%	Number	%	Number	%	Number	%
1989-March 1990	0	0.0	46	2.6	21	1.0	0	0.0
1985-1988	345	11.6	134	7.7	97	4.6	81	5.1
1980-1984	364	12.3	87	5.0	102	4.9	126	7.9
1970-1979	342	11.5	155	8.9	250	11.9	261	16.3
1960-1969	108	3.6	280	16.1	85	4.1	206	12.9
1950-1959	270	9.1	145	8.3	116	5.5	199	12.4
1940-1949	303	10.2	189	10.9	260	12.4	321	20.0
1939 or earlier	1230	41.5	702	40.4	1164	55.6	409	25.5
Total Units	2,962	100.0	1,738	100.0	2,095	100.0	1,603	100.0

Tract 202	BG 1		BG 5		BG 6	
	Number	%	Number	%	Number	%
1989-March 1990	0	0.0	33	2.5	8	0.5
1985-1988	124	8.4	240	18.1	389	24.8
1980-1984	100	6.8	326	24.6	103	6.6
1970-1979	99	6.7	328	24.8	140	8.9
1960-1969	188	12.7	192	14.5	481	30.7
1950-1959	301	20.4	107	8.1	209	13.3
1940-1949	399	27.1	53	4.0	151	9.6
1939 or earlier	264	17.9	46	3.5	87	5.5
Total Units	1,475	100.0	1,325	100.0	1,568	100.0

	BG 7		BG 8	
	Number	%	Number	%
1989-March 1990	195	5.9	76	2.7
1985-1988	604	18.2	558	20.0
1980-1984	551	16.6	388	13.9
1970-1979	600	18.1	895	32.1
1960-1969	447	13.4	510	18.3
1950-1959	599	18.0	230	8.2
1940-1949	181	5.4	24	1.0
1939 or earlier	147	4.4	109	3.9
Total Units	3,324	100.0	2,790	100.0

Source: 1990 Census By Census Tract and Block Group (BG)





Housing Market Activity

According to a report prepared by the Center for Regional and Business Research at Atlantic-Cape Community College, the Ocean City housing market has experienced what is called "churning" caused by the sale of units to new occupants. The data in Table 7 details home purchase loans and indicates that there is a continuing and growing trend toward purchases of homes by non-occupants. What this data shows is that many of the homes are purchased as second homes and/or for rental purposes. As noted, in 1999 only 16 percent of homes purchased by loans were used as full-time residences.

Table 7
Housing Activity: 1-4 Family Homes
Ocean City

	1997	1998	1999
Home Purchase Loans - Total	140	189	263
Loans to Non-Occupants	75	127	221
% To Non-Occupants	53.59	67.2	84.0

Building Permits and Demolitions

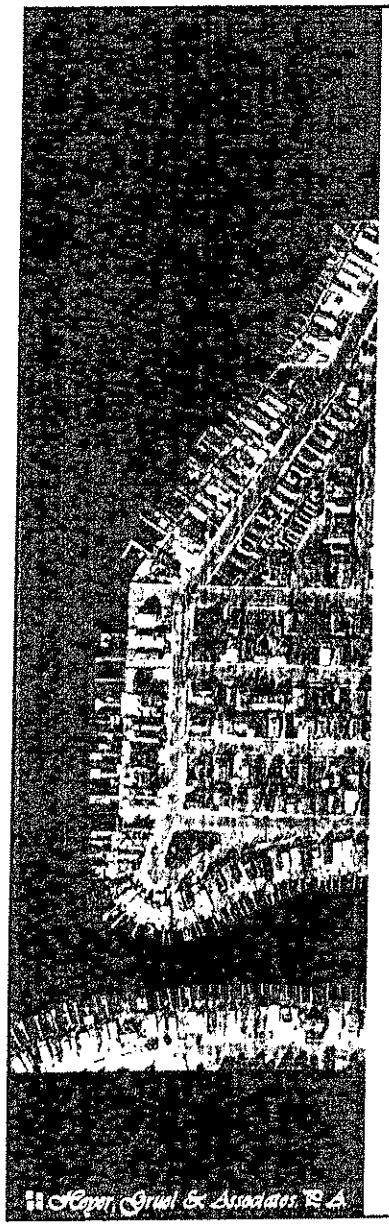
The extent of private redevelopment activity in the City during the past ten years is reflected in the number of building permits granted. As shown on Table 8, the number of building permits issued resulted in the construction of 2,544 new dwelling units in the City. The vast majority of these new units, (over 2,000), were two family units. Only 441 single-family units were constructed during the 10-year period.

Table 8
Building Permits 1990-2000
Ocean City

	# New Units Constructed			
Year	Single-Family	Two-Family	Three-Family	Total
2000	95	308	3	406
1999	72	358	3	433
1998	56	306	0	362
1997	46	288	3	337
1996	44	186	0	230
1995	38	178	0	214
1994	19	152	3	174
1993	16	104	3	123
1992	17	80	0	97
1991	20	84	0	104
1990	18	46	0	64
TOTALS	441	2,090	15	2,544

Source: NJ State Department of Community Affairs





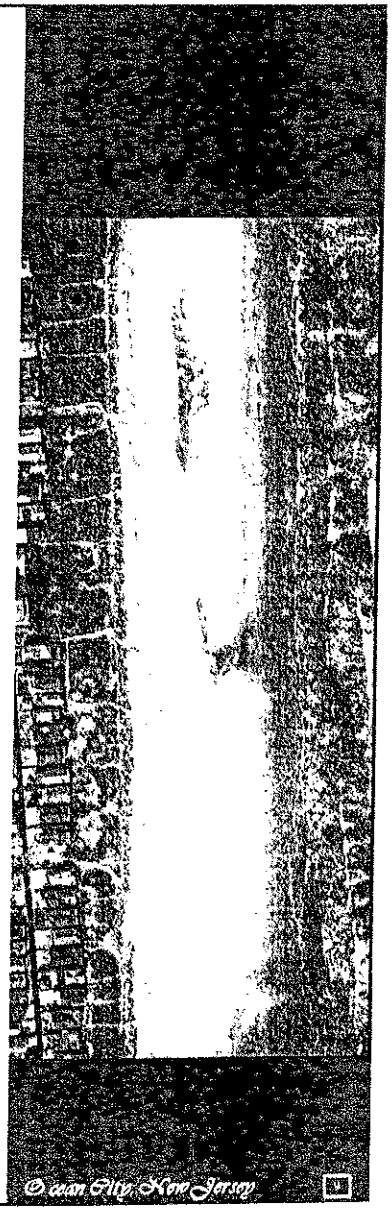
Ocean City is unique not only in its building permit activity but also in the corresponding number of units demolished annually. In fact, Ocean City had the second highest number of demolitions of all the communities within New Jersey in 2000. The City of Camden was the only community with more demolitions than Ocean City that year. As expected, the majority of demolitions were one family homes as indicated on Table 9. The number of demolitions is generally comparable to the number of new units created. This reflects the replacement housing activity, which occurs in the City and results in the City "reinventing itself" every twenty years or so.

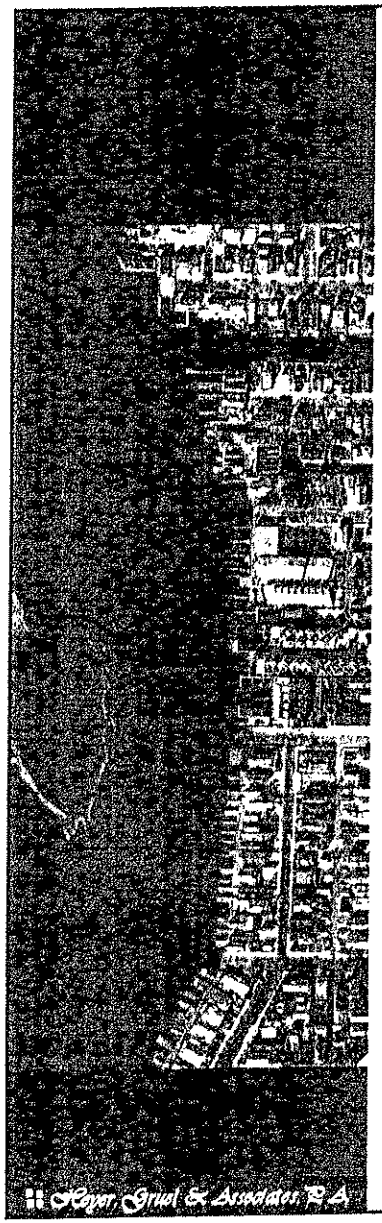
The Demolition maps graphically show the location of demolition activity within the City from 1993 through 2000. As expected, certain areas of the City experienced extensive demolition and resulted in private redevelopment activity while other areas were relatively immune from any demolition. The Corinthian neighborhood registered a significant number of demolitions while neighborhoods such as Bay Landings and Ocean City homes did not experience any significant demolition activity. The proposed North End neighborhood in the northern section of the City has not experienced the significant demolition and private redevelopment rebuilding that many of the other neighborhoods have experienced.

Table 9
Demolitions 1990-2000
Ocean City

		Type of Units Demolished				
Year	# Units Demolished	Single-Family	Two-Family	Three-Family	Four or more	Other
2000	331	90	74	18	7	5
1999	323	79	84	9	10	7
1998	301	83	75	14	4	1
1997	247	60	69	7	4	5
1996	183	71	42	5	2	5
1995	134	51	27	3	3	5
1994	141	32	18	8	2	7
1993	84	19	16	1	2	28
1992	45	30	2	0	0	17
1991	68	18	9	2	3	9
1990	37	13	9	0	1	9
TOTALS	1,894	546	425	67	38	98

Source: NJ State Department of Community Affairs





Employment

Ocean City's employment has remained relatively stable during the 1990s with 4,783 "covered" jobs in 1999. It is not surprising to find that over 75% of jobs are in the Retail Trade and Services categories due to the nature of the City as a tourist resort community.

The City of Ocean City is the largest employer with approximately 350 full-time and part-time employees. During the summer months the number of jobs exceeds 500. It should be noted that since these jobs are public, they are not included in the covered employment data.

Table 10
Covered Employment 1994-1999
Ocean City

	Total	Agriculture	Construction	Manufacturing	Transportation/ Communication/Utilities	Wholesale Trade
1994	4,691	42	251	44	118	56
1995	4,075	37	255	12	138	68
1996	4,636	43	242	55	201	68
1997	4,703	43	252	55	213	62
1998	4,719	40	270	51	172	59
1999	4,783	28	274	53	209	NA

	Retail Trade	Finance/Insurance/Real Estate	Services
	2,292	403	1,443
	2,357	390	1,718
	2,176	441	1,410
	2,224	433	1,421
	2,205	485	1,437
	2,327	456	1,436

Source: NJ State Department of Labor



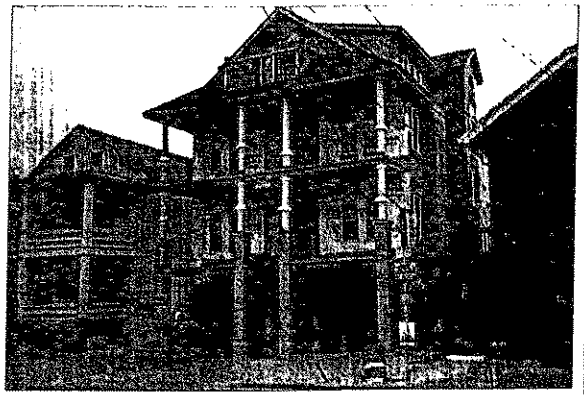
EXISTING LAND USE PATTERNS AND TRENDS

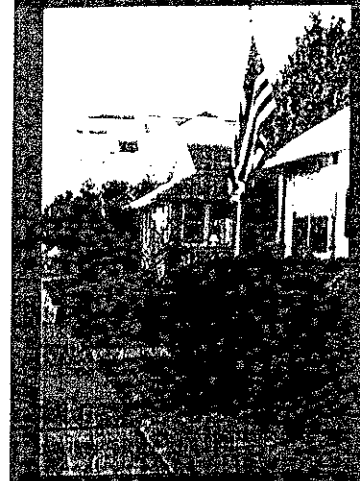
Over 40 percent of Ocean City's area is undeveloped land, which translates to over 1,800 acres. These lands include wetlands, bays, inlets and beach. The remaining developable part of the City is entirely developed. The Existing Land Use map shows the general land use pattern in the City. As expected, the majority of the City is residentially used. Except for distinct single-family neighborhoods such as The Gardens, Merion Park, Bay Landings and Ocean City Homes, the predominant housing type throughout the City is two-family housing.

Commercial uses are clustered in various locations: along Asbury Avenue, along the Boardwalk, along 9th Street, along 34th Street, and along 55th Street. West Street also contains scattered commercial uses in the northern section of the City. The growing demand for two-family housing has resulted in the redevelopment of neighborhood business uses to two-family units.

Public and quasi-public land has remained relatively stable since the previous land use map was prepared in 1987. At that time approximately 18 percent of the developed land in the City was used for public purposes. Since that time the City has purchased additional property which has slightly increased the inventory.







LAND USE PLAN

INTRODUCTION

The 2000 Master Plan Reexamination Report recommended the preparation of comprehensive revisions to the City's Land Use Plan and Development Regulations. During the master plan reexamination process, an extensive public participation process was conducted which included interviews, focus groups, and public meetings. As a result of that process and ongoing public participation conducted during 2001, a number of significant land use issues emerged. This document is intended to address those issues deemed most important and urgent. It is anticipated that the master plan process will be ongoing and further revisions to address other issues will be likely in the near future.

One of the principal objectives of this Land Use Plan is to find solutions to problems identified with one- and two-family development in the City. One of the major issues raised during the public participation process was a need for more context-sensitive and neighborhood-specific development standards. Concern was expressed continually regarding the incompatible nature of much of the infill development, which has occurred in Ocean City. This Land Use Plan Element presents a neighborhood-based approach for residential development in identified neighborhoods and includes incentives for architectural enhancements in non-discrete neighborhoods.

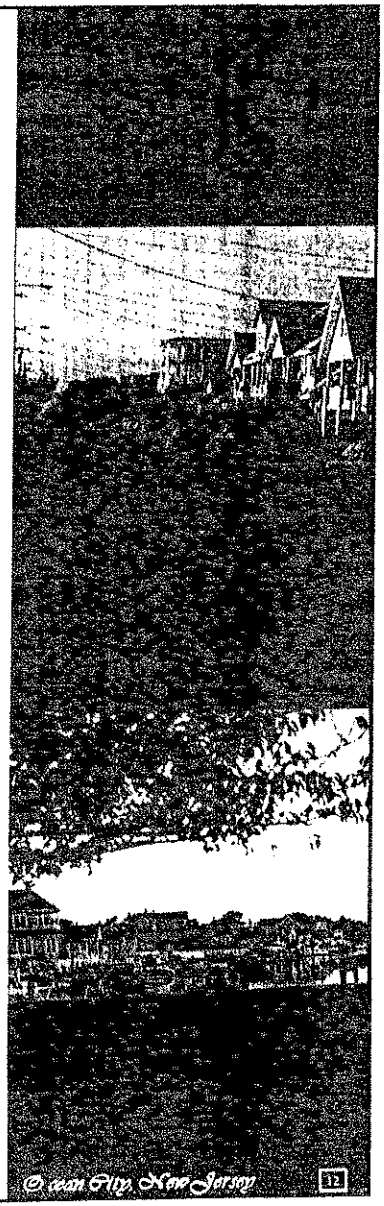
A second major issue addressed by this Master Plan revision is development of the City's Neighborhood Business (NB) zones. Ocean City has a number of neighborhood business zones scattered throughout the City. There has been little business activity in most of the NB zones and the development which has occurred has largely taken the form of duplex residential units. This Plan includes recommendations for the establishment of a new NB-1 zone, which would permit neighborhood business uses and one- and two-family development.

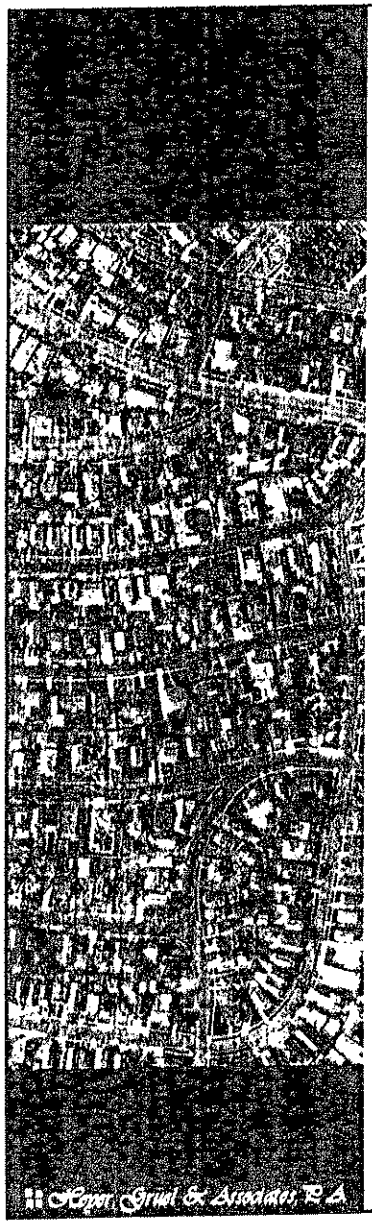
Ocean City's Central Business district includes a healthy core and a somewhat less vibrant peripheral central business district area. This Plan includes recommendations for revisions to central business district standards to expand the menu of permitted uses in the peripheral central business district (CB-1) zone while tightening the standards for the Central Business district core.

ONE AND TWO FAMILY RESIDENTIAL NEIGHBORHOODS

As a result of land use analysis and public participation, a number of discrete neighborhoods have been identified. These are areas which have some degree of shared physical characteristics and functional relationships. The neighborhoods identified include the following:

- The Gardens neighborhood
- The North End neighborhood
- The Corinthian neighborhood
- The Revere Place neighborhood
- The Bay View neighborhood
- The Riviera/Bayou neighborhood
- The Bay Landings neighborhood
- The Merion Place neighborhood
- The Merion Park neighborhood
- The Ocean City Homes neighborhood





The Gardens Neighborhood

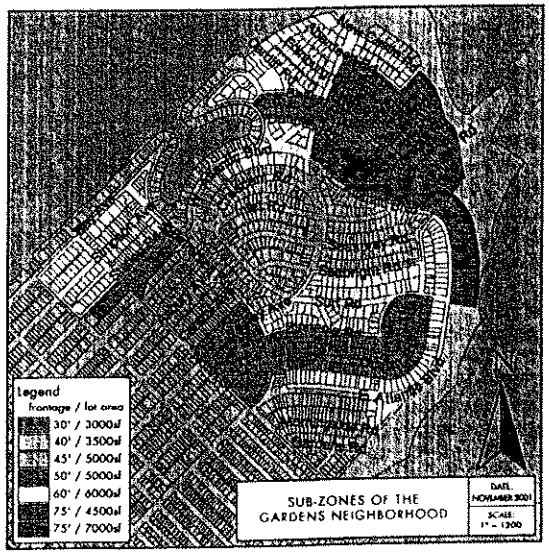
The Gardens neighborhood is located at Ocean City's northern terminus. It is a single-family neighborhood generally located north of North Street to the inlet area. The area contains some of Ocean City's largest lots located on a curvilinear street system in stark contrast to the grid network of most of Ocean City. Some blocks incorporate alley access; many do not. Lot sizes, widths and depths are highly variable. This diversity provides much of the Gardens visual interest and attractiveness.

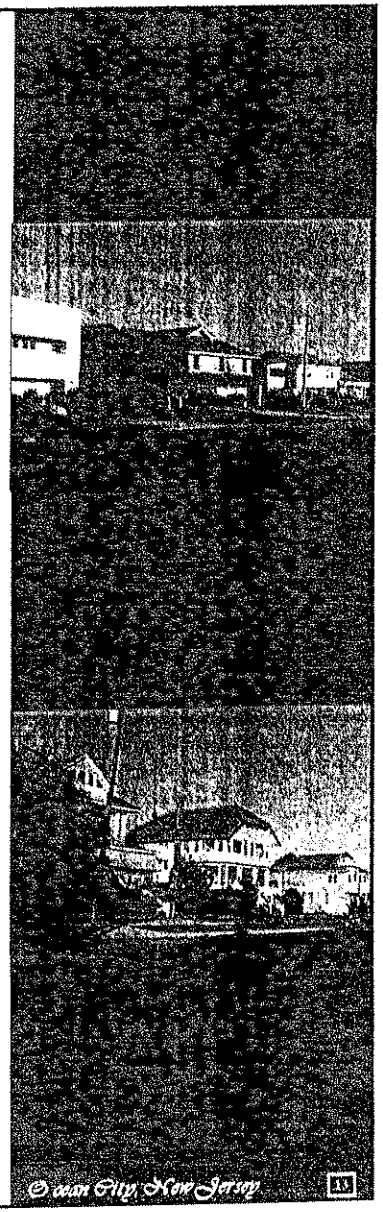
Because of the lack of homogeneity in lot sizes and configurations, a number of separate zoning districts are recommended for the Garden neighborhood.

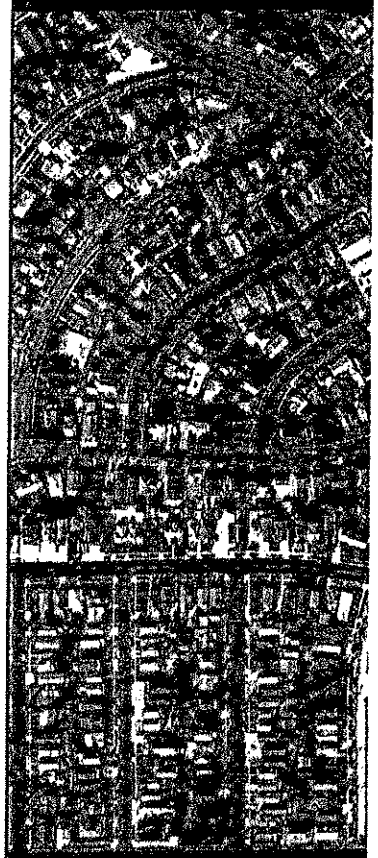
The Gardens 75/7,000 Zone
The Gardens 75/7,000 zone includes some of Ocean City's largest residential lots. The district includes a number of lots fronting on East Atlantic Boulevard and Waverly Boulevard. The zone includes a minimum frontage requirement of 75 feet and a minimum lot area of 7,000 square feet. Maximum principal building coverage is 25 percent, and total impervious coverage is 50 percent.

The Gardens 60/ 6,000 Zone
This zone includes a recommended minimum lot frontage of 60 feet with a 6,000 square foot lot minimum area. This includes those portions of the Gardens neighborhood located along Simpson Avenue, New Castle, Aberdeen, Edinburgh and Cardiff Roads, Surf Road and Atlantic Boulevard. The maximum principal building coverage recommended for this zone is 25 percent; total coverage is 50 percent.

The Gardens 50/5,000 Zone
The recommended lot frontage in these areas is 50 feet with a minimum lot size of 5,000 square feet. This area includes lots along Seaview, Seacliff, Seacrest and Wesley Roads in addition to a second area located along Ocean Road. The maximum principal building coverage recommended is 30 percent with a total impervious coverage not to exceed 55 percent.







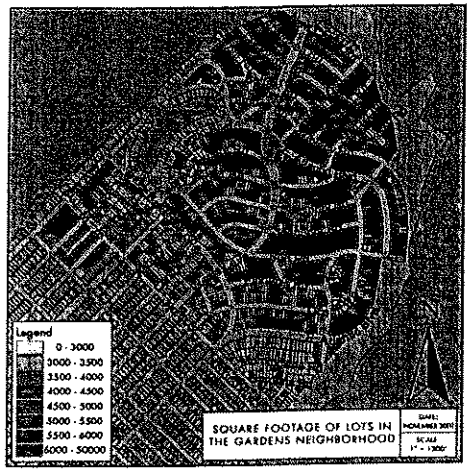
The Gardens 45/5,000 Zone
This zone incorporates much of the central core of the Gardens area along Crescent, Inlet, Seaspray and Seabright Roads. The minimum frontage recommended is 45 feet with a minimum lot area of 5,000 square feet. The maximum principal building coverage is 30 percent and total impervious coverage is 55 percent.

The Gardens 75/4,500 Zone
This zone includes a minimum frontage of 75 feet with a minimum lot area of 4,500 square feet. This designation is consistent with the established pattern of lotting along Station Road west and Sindia Road where the lots are relatively wide but shallow. The maximum recommended building coverage is 30 percent with a total impervious coverage of 55 percent.

The Gardens 40/3,500 Zone
This area is located in the southeast corner of the Gardens area along Gardens Road and Morningside Road. The minimum frontage recommended is 40 feet. The minimum lot area is 3,500 square feet. The maximum principal building coverage recommended is 35 percent with a total impervious coverage limitation of 60 percent.

The Gardens 30/3,000 Zone
This zone is located in the south-central portion of the Gardens neighborhood and includes lots along Ocean Road and Pinnacle Road. The minimum frontage is 30 feet with a minimum lot area of 3,000 square feet, consistent with the established pattern of lotting in the area. The maximum principal building coverage is 35 percent with a total impervious coverage not to exceed 60 percent.

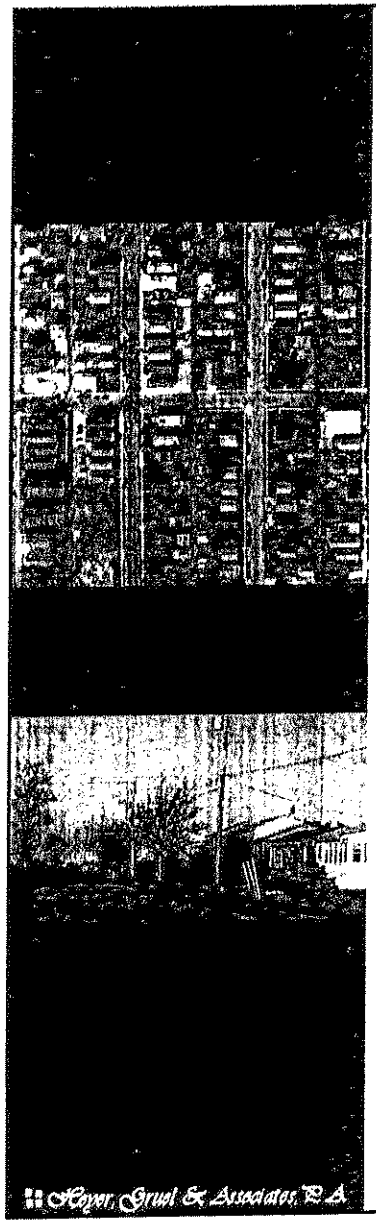
Additional Gardens Neighborhood Standards
A concern raised during the public participation process was the fact that newer homes were being constructed, which were out of scale and which did not respect prevailing rear yard setbacks. New, more massive homes have been constructed in accordance with the ordinance height limitations and 20-foot rear yard setbacks. In some neighborhoods this has effectively walled in rear yards of prevailing, more modest homes.











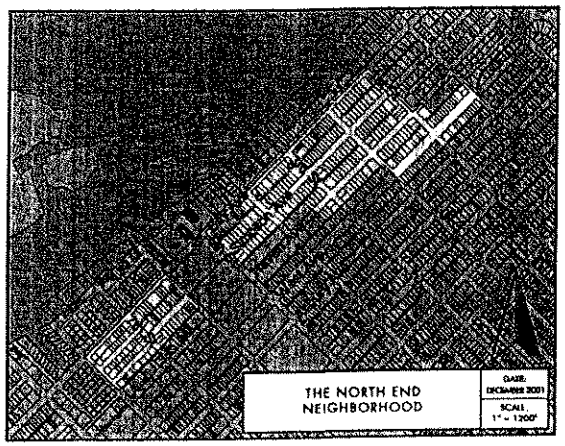
It is recommended that the rear yard standard be revised. Given the general large lot character of the Gardens neighborhood, it is recommended that a rear yard standard of 30 percent of lot depth be implemented. This would address the issue of incompatibility and provide a standard which could vary with the Gardens' widely varying lot depths, ranging from 60 feet to well over 100 feet.

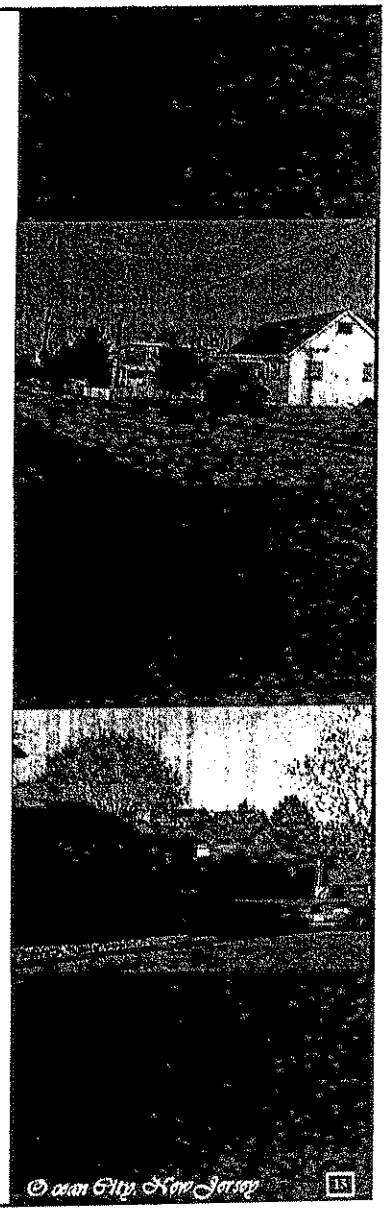
The North End Neighborhood

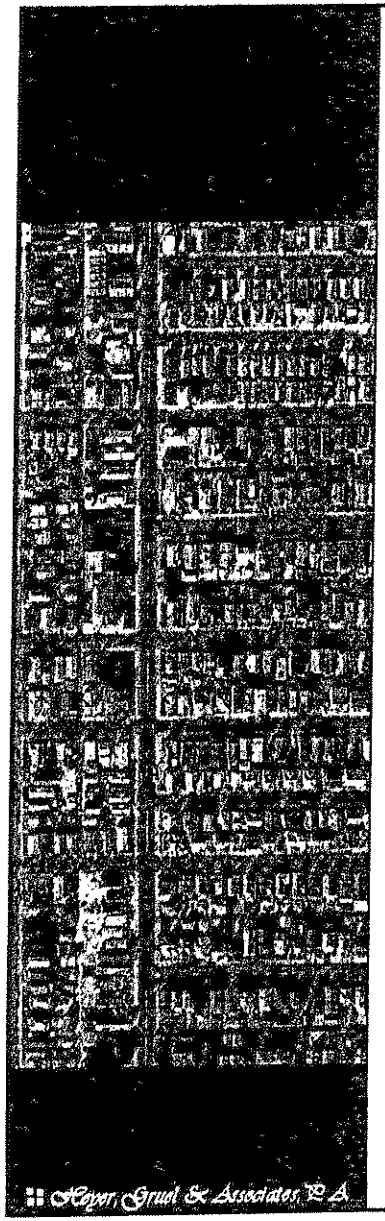
One of the most significant new recommendations in this Land Use Plan is for the establishment of a new North End Neighborhood district. This area is generally located along Simpson, Haven and West Avenues from 5th Street to North Street (excluding the exsisting Neighborhood Business zones in the 200 and 300 blocks of West Avenue). A second area is located along Simpson and Bay Avenues between 6th and 8th Streets.

One of the principal objectives of the Land Use Plan is to provide for new, more affordable year-round single-family housing opportunities in the City. This will allow for the establishment of family housing in proximity to the City's central business district and municipal services. The area was selected because of the presence of relatively old housing stock and the relative lack of demolition activity, which has occurred. These factors combine to give an indication that the area is very susceptible to change, given the development pressures in Ocean City; it is only a matter of time before teardowns and redevelopment occur.

At the present time, the North End neighborhood includes a variety of one- and two-family zoning districts ranging from 30-foot lots to 60-foot lots. It is recommended that this area be developed with single-family detached housing on 30-foot wide, 3,000 square foot lots. It is recommended that principal building coverage be limited to 40% and total lot coverage not exceed 60%. As an incentive to provide for year round housing, it is recommended that 2½ habitable stories be permitted to increase usable floor area.







The Corinthian Neighborhood

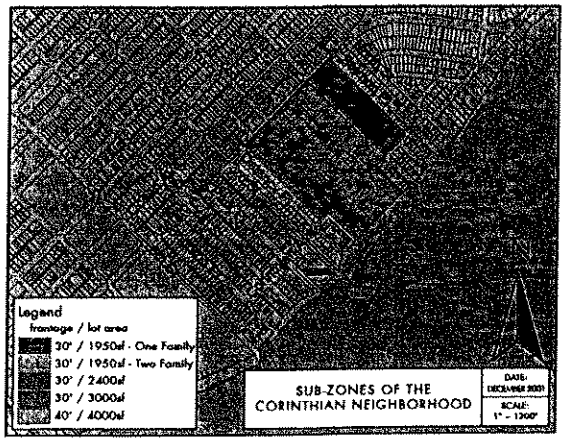
The Corinthian neighborhood is located between Ocean Avenue and the oceanfront from 5th Street to St. James Place. This neighborhood has been the subject of intense development activity during recent years.

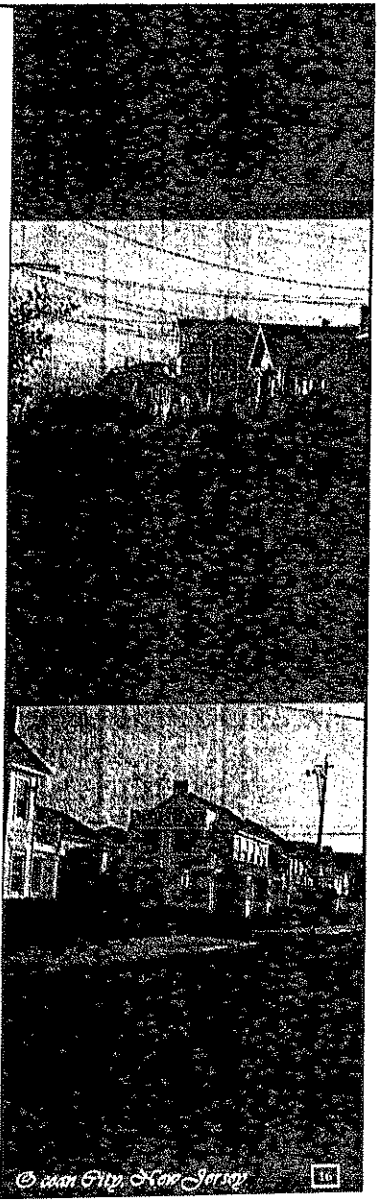
As a result of Old City overlay standards which were put in place, a number of deteriorated and nonconforming structures were torn down and converted to new two-family housing. The City's efforts to revitalize the neighborhood were very successful.

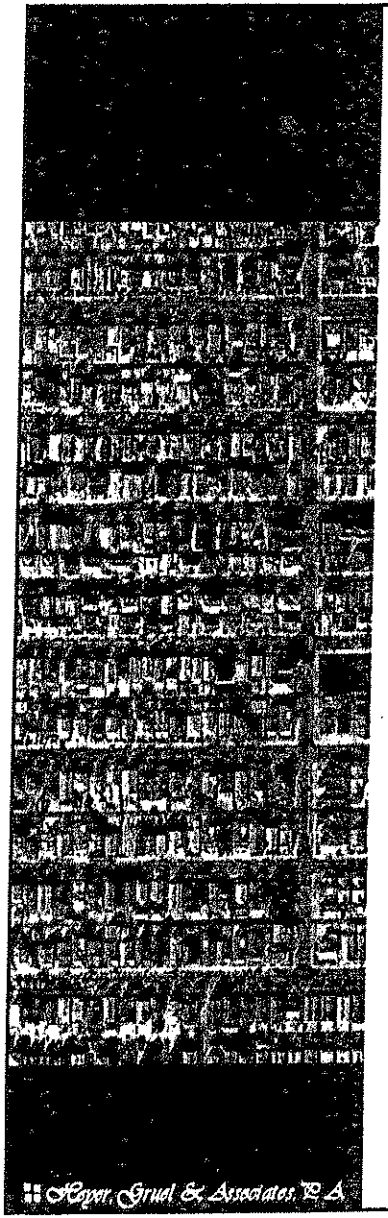
Concern was expressed, however, that the mass and scale of some of the resulting housing negatively impacted the area's residents. Concerns included building height, building mass, building coverage and how garages were handled. As a result of these concerns, it is recommended that a new Corinthian Neighborhood zone be created. This zone would retain some of the more desirable criteria of the former overlay zone while altering some key standards to address the legitimate neighborhood concerns. Suggested modifications include a change in overlay boundaries, a reduction in maximum building height to 38 feet in the two-family areas and 35 feet in the single-family area with incentives, a reduction in total impervious coverages, increased rear yards, limitations on encroachments into required yards and rezoning of the general area along St. James Place and the north side of 1st Street from two-family to single family.

One of the major issues was the relative height and mass of the buildings. This was a result of the creation of large "super suites." These third floor spaces included a number of bays and dormers, which further served to increase the floor area and mass carried at the uppermost levels of large homes on tiny lots. As a result, a revised definition of half-story is recommended. This will insure that the mass carried at the uppermost levels will be reduced while still allowing a third habitable level.

Incentives are proposed for principal building coverage and habitable half story use in the two-family zones. Base, as of right building coverage may be increased and a habitable ½ story may be utilized upon meeting the design criteria (discussed in the non-discrete







neighborhood section). This will provide incentives for architectural elements such as front and side porches and stairways connected to the street.

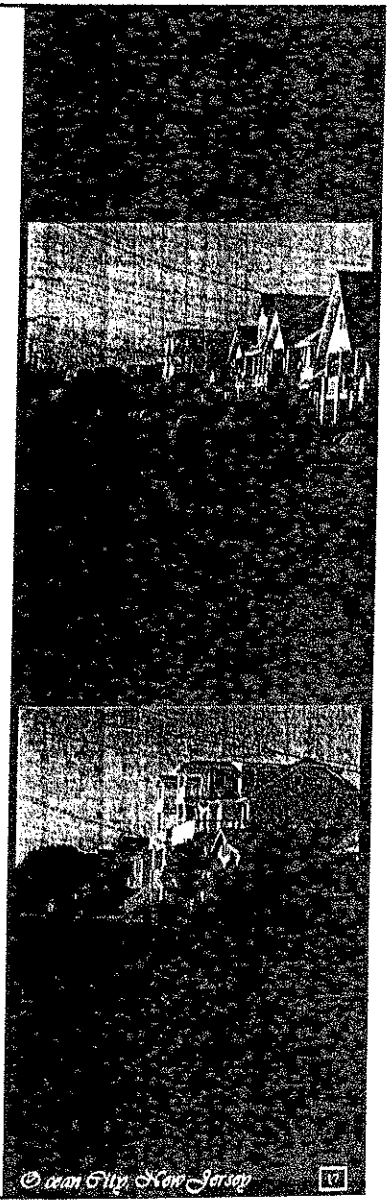
Because of the diverse pattern of lotting and access, four separate zone categories are recommended. Theses include a 40/4000 zone, a 30/3000 zone, a 30/2400 zone, and a 30/1950 zone.

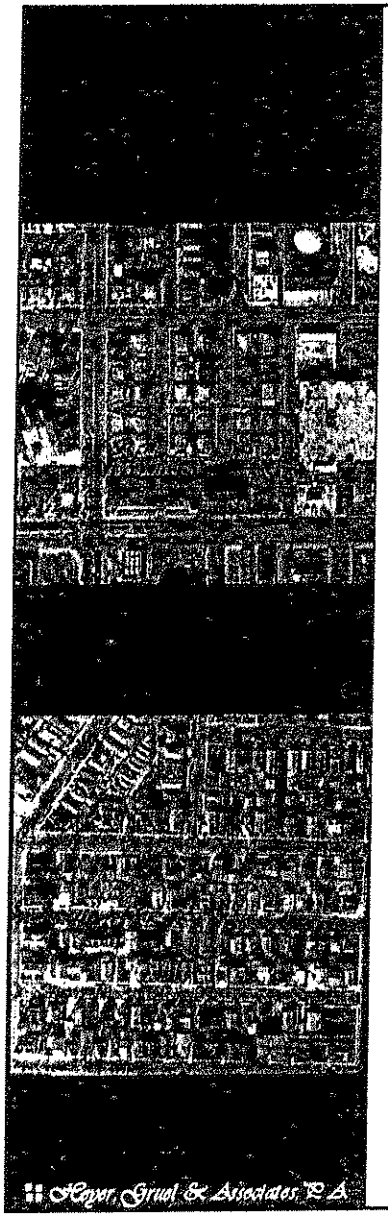
The Corinthian 40/4000 Zone
The Corinthian 40/4000 zone includes the larger lots with in the Corinthian Neighborhood. These include all of the Corinthian Neighborhood located west of Atlantic Avenue and those lots located along 5th Street, Brighton Place, 4th Street, Park Place and 3rd Street. These lots have access by way of alleys, are generally 100 feet in depth and have 40 feet of frontage. The minimum base principal building coverage recommended is 30%; 40% building coverage may be permitted with the use of the incentives. The maximum habitable number of stories is 2, with 2½ stories being permitted upon meeting the incentive standards. The recommended base maximum height is 33 feet; 38 feet with incentives. The minimum required rear yard is 25 feet or 25% of lot depth whichever is less. Maximum total impervious coverage is 65%. Alley access is required for parking.

The Corinthian 30/3000 Zone
The Corinthian 30/3000 zone includes lots located along Saint Charles Place and Atlantic Avenue. The lots are consistently 100 feet in depth and have varying frontages; however, the average frontage is 30 feet. Alley access is provided. The following standards are recommended; maximum principal building coverage 30% base; 40% with incentives; maximum habitable 2 stories base; 2-1/2 habitable stories with incentives; maximum building height 33 feet base; 38 feet with incentives; minimum rear yard, 25 feet or 25% of lot depth, whichever is less. Maximum impervious coverage is recommended to be 65%.

The Corinthian 30/2400 Zone
The Corinthian 30/2400 zone is located along Pennlyn Place and 2nd Street. These lots have frontages, which vary between 25 and 45 feet with 80-foot depths and no alley access. The following standards are recommended for the Corinthian 30/2400 zone; maximum principal building coverage 40%, 50% with incentives; maximum habitable stories 2 base, 2-1/2 stories with incentives; maximum building height 33 feet, 38 feet with incentives; maximum total impervious coverage 65%, minimum rear yard 25% of lot depth.

The Corinthian 30/1950 Zone
There are two areas identified for the Corinthian 30/1950 zone. The single family area is located along the north side of 1st Street and St. James Place; the two family area is located along the north side of 3rd Street and both sides of Delancey Place. These lots have frontages, which vary between 25 feet and 100 feet and have depths ranging from 50 feet to 65 feet. These are typically the smallest lots located in the Corinthian neighborhood and alley access is not provided. The following standards are recommended: maximum principal building coverage 40%, 50% with incentives; maximum habitable stories 2 for single family and 2 ½ for two family; maximum building height 33 feet for single family, 35 feet with incentives, 35 feet for two family, 38 feet with incentives; minimum rear yard requirement 25% of lot depth; maximum total impervious coverage is recommended to be 65%.





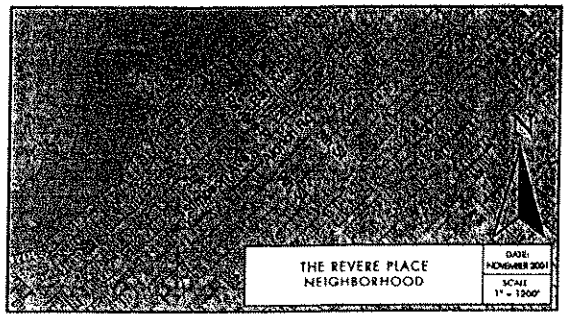
The Revere Place Neighborhood

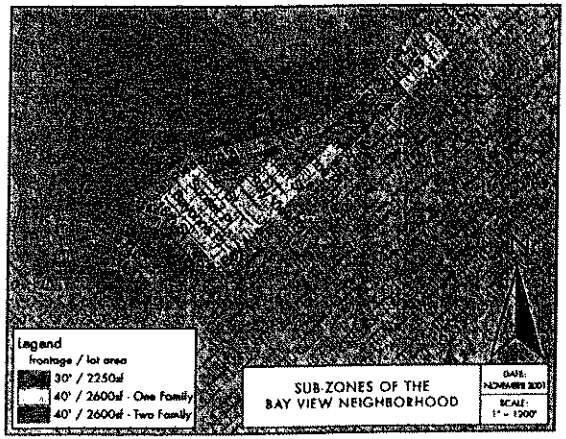
The Revere Place neighborhood is a relatively small area located along Revere Place between 8th and 9th Streets, between Simpson Avenue and Bay Avenue. This is a two-family area with an unusual pattern of lotting. The lots are relatively wide and shallow in depth. The lots in this neighborhood are generally 60 feet wide and only 55 feet in depth. Zoning is recommended to acknowledge this established pattern. Minimum recommended lot frontage is 55 feet; minimum lot area is 3,000 square feet. Maximum recommended principal building coverage is 40 percent, with total impervious coverage of 60 percent. Minimum rear yard is recommended at 20% of lot depth.

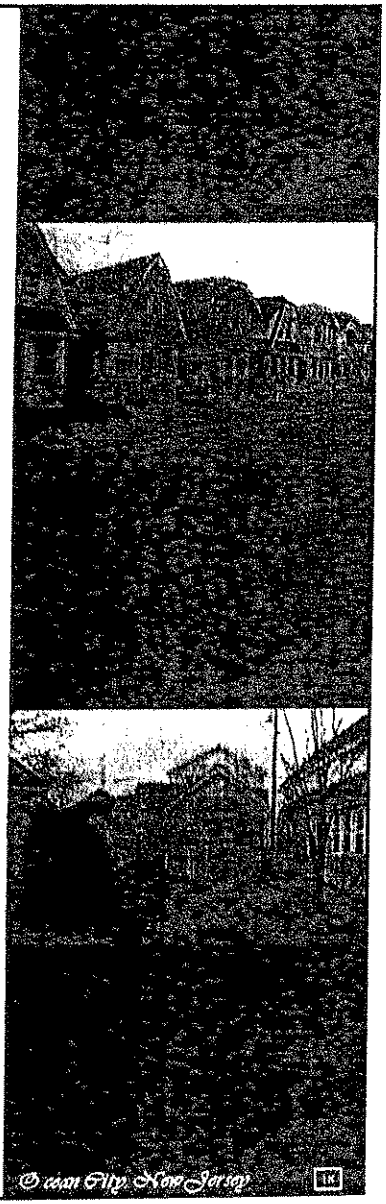
The Bay View Neighborhood Zone

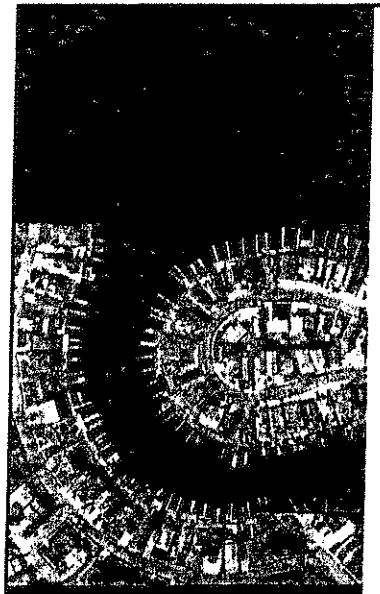
The Bay View Neighborhood zone includes those non-waterfront areas located west of Bay Avenue between Walton Place and 16th Street. This neighborhood includes two separate zoning categories: a 30 /2,250 zone and a 40/2,600 zone. The 30-foot frontage, 2,250 square feet zoned areas are recommended for two triangular areas, the first of which is bound by 15th Street. Prospect Avenue and Pleasure Avenue; 14th Street, Pleasure Avenue and 13th Street bound the second area. These areas consist of very small lots, most of which are significantly less than 3,000 square feet in area. They vary substantially in both width and depth. A maximum principal building coverage of 50 percent is recommended along with 65 percent impervious coverage. The minimum recommended rear yard is 20 percent of the lot depth.

The second zone within the Bay View Neighborhood includes those lots fronting on Bay Avenue, Bay View Place and between 15th and 16th streets west of Bay Avenue. This is primarily a single-family area with the exception of the frontage along Bay Avenue between 13th Street and 12th Street. The area between 13th and 12th on the west side of Bay and the southern half block between 11th and 12th Streets is a two-family district and the remainder of the area is a single-family district. The minimum recommended lot widths are 40 feet with a minimum lot depth of 65 feet and a minimum lot area of 2,600 square feet for single-family and 4,000 square feet for two-family. Principal building coverage is limited to 45 percent, with a total impervious coverage of 60 percent. Minimum rear yards are recommended to be 20 percent of lot depth.









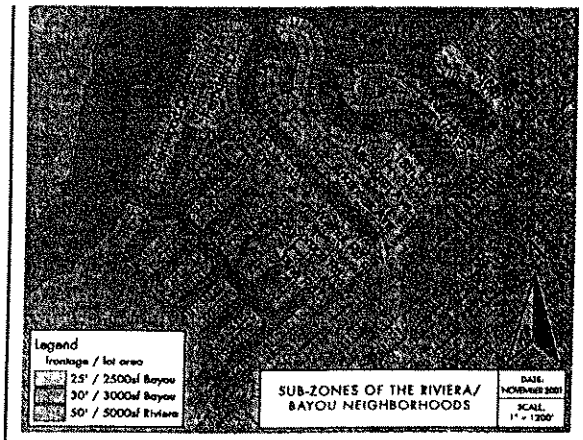
The Riviera/Bayou Neighborhood Zone

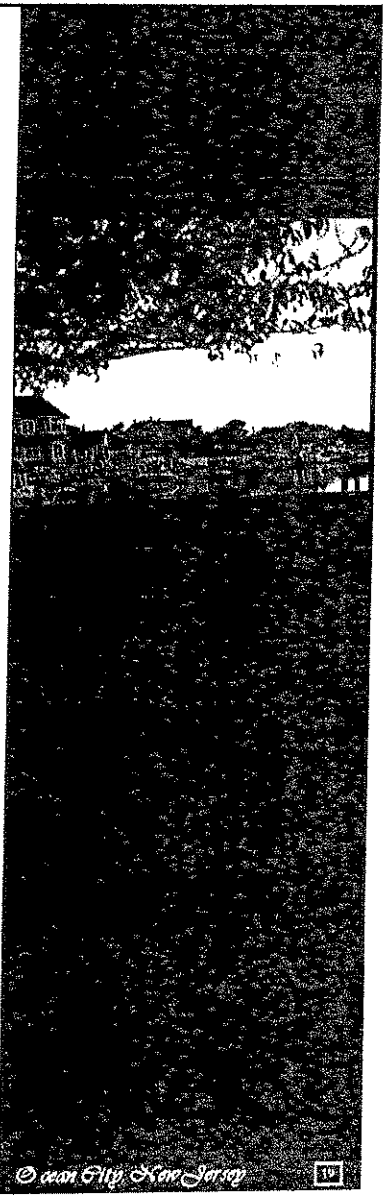
The Riviera/Bayou Neighborhood includes those lagoon front properties west of Bay Avenue between 16th Street and Tennessee Avenue. The Riviera/Bayou Neighborhood includes two distinct single family sub-areas.

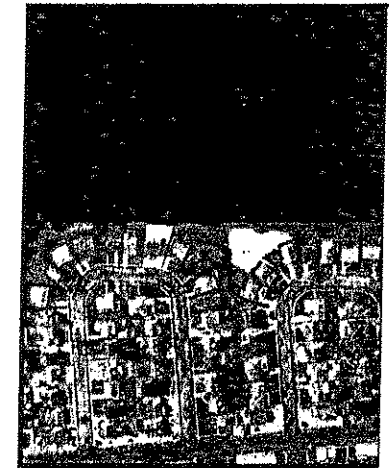
The Riviera/Bayou neighborhoods are recommended for treatment with separate zoning districts. Lots in the Bayou district are generally smaller and narrower than those of the Riviera Neighborhood. The Bayou neighborhood is recommended for a combination of 25 foot wide, 2,500 square foot lots and 30 foot wide, 3,000 square foot lots. Maximum building coverage is 40% and maximum total impervious coverage is recommended to be 60%.

The Riviera Neighborhood zone is recommended for lots with a minimum frontage of 50 feet and 5,000 square foot lots. The area includes a number of cul-de-sacs grouped around a network of lagoons. Maximum building coverage is recommended to be 35%; maximum impervious coverage, 55%; rear yards, 20 feet and front yards, 20 feet.

On some of the oversized lots in the Riviera Neighborhood, pools are located in the side yards. It is recommended that pools be permitted in the side yard provided that the minimum setback is 10 feet and that the pool be no closer to the right of way than the front building wall of the principal structure.











Ocean City Land Use Plan

The Bay Landings Neighborhood Zone

The Bay Landings Neighborhood includes four sets of loop streets west of Bayland Drive. This is a homogenous single-family neighborhood without alleys which uses front loaded garages.

The minimum recommended lot frontage is 50 feet with a 5,000 square foot minimum lot size. Front yard setbacks are recommended at 20 feet; rear yard setbacks are 25 feet. Principal building coverage is recommended at 30 percent and total impervious coverage at 55 percent.

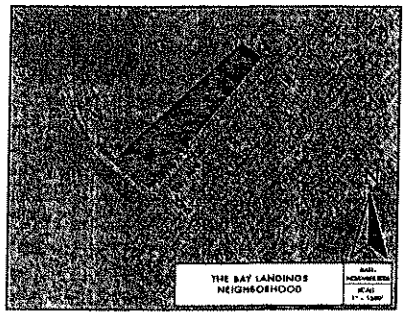
The Merion Place Neighborhood Zone

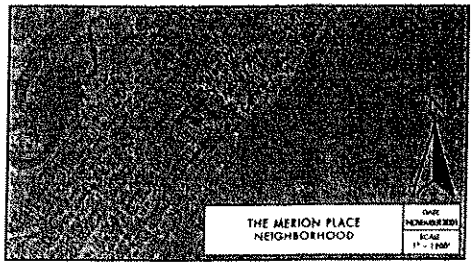
The Merion Place Neighborhood is a small neighborhood located between West Avenue and Central Avenue between 47th and 48th streets. This is a single-family neighborhood with typical lots being between 50 and 60 feet wide and 65 feet deep. The minimum recommended lot frontage is 50 feet. The minimum lot area is 3,500 square feet. Minimum rear yard is recommended to be 25 percent of lot depth. Maximum principal building coverage is 40 percent; total impervious coverage is 60 percent.

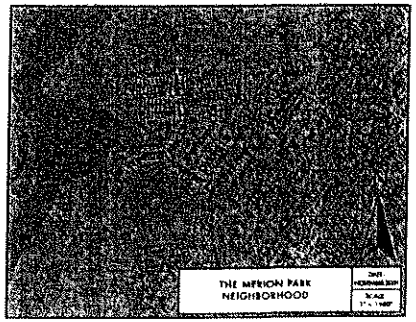
The Merion Park Neighborhood Zone

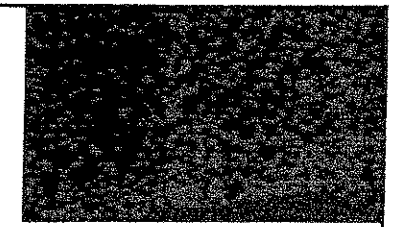
Merion Park is an older, curvilinear subdivision located in the southern section of Ocean City west of Bay Avenue and south of Roosevelt Boulevard. The neighborhood includes modest single-family homes on a curvilinear road system. Most homes are one and 1½ stories with a few two-story structures. There are no alleys.

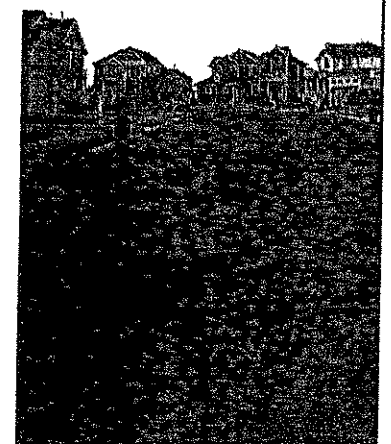
The recommended development standards include a minimum lot width of 50 feet and minimum lot area of 5,000 square feet. The principal building coverage is recommended to be 30 percent with a total impervious coverage of 55 percent. Minimum front yards are recommended to be 20 feet and rear yards to be 25 feet. Heights are to be limited to 33 feet and two habitable stories.

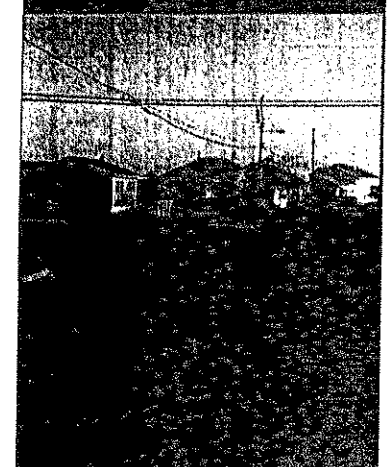


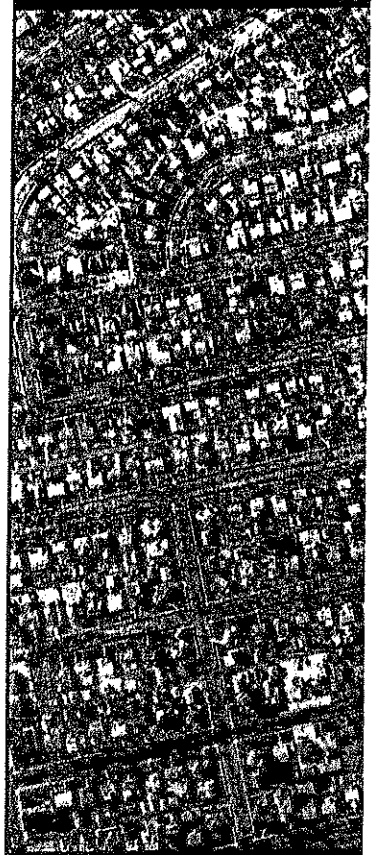








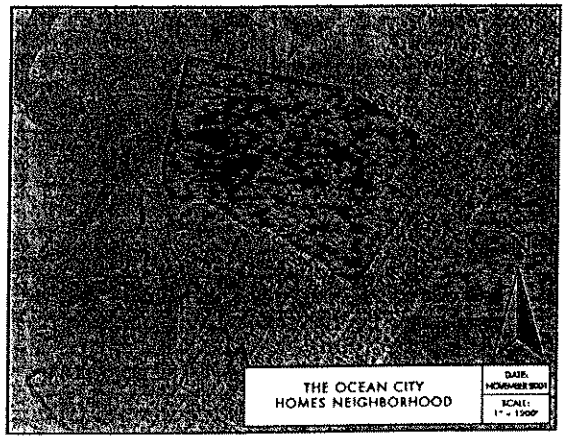




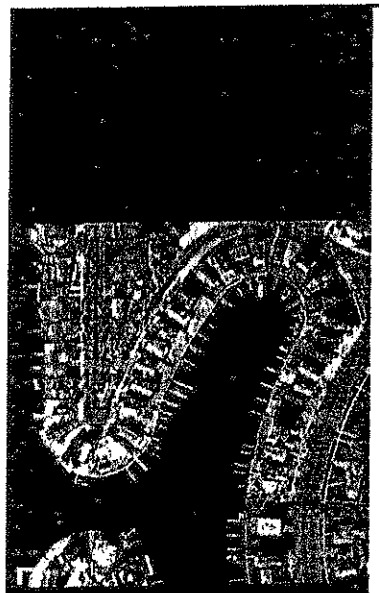
The Ocean City Homes Neighborhood Zone

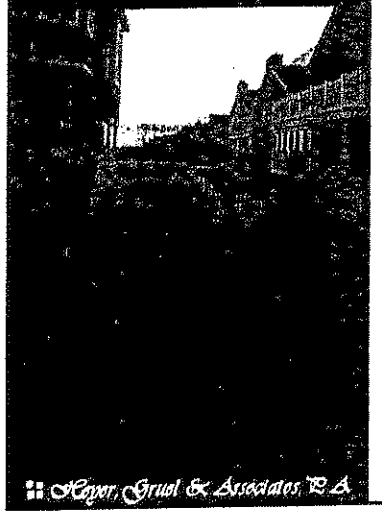
The Ocean City Homes Neighborhood is located in the southwest corner of Ocean City west of West Avenue between 55th Street and 52nd Street. This is a subdivision of modest homes on large lots with wide streets and an alley network. The scale and feeling of openness are readily apparent and neighborhood residents wish to preserve these characteristics. Homes range from Ranches and Cape Cods to 2-story Colonials.

This is a single-family neighborhood where maximum principal building coverage is 25 percent and maximum total coverage is 50 percent. Maximum height is 2½ stories and 28 feet. The use of the alley network to provide vehicular access is required.









BAY FRONT AND LAGOON FRONT DEVELOPMENT

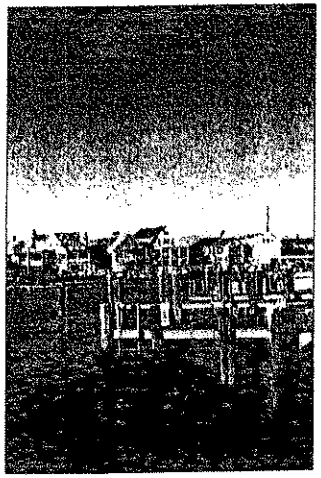
The issue of how to deal with the waterfront yard of bay front and lagoon front lots was discussed at length during the Master Plan reexamination process. Concerns were raised regarding incompatible rear yard encroachment by both principal structures and accessory structures.

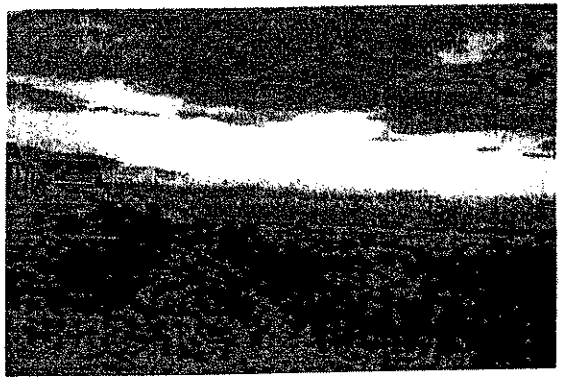
In order to address these concerns, an increase in the minimum required rear yard for the principal building is recommended. The present standard of 20 feet should be revised to 25 feet. In addition, patios and decks are presently permitted at the height of the bulkhead, up to three feet above grade. As many residents increase their bulkhead heights, compatibility with adjacent properties becomes a major concern.

In an effort to assure a more consistent pattern to preserve waterfront views and neighborhood aesthetics, it is recommended that patios and porches less than 18 inches above existing grade be permitted to be located anywhere within the rear yard area. This standard is without regard to bulkhead height. Filling to subvert the standard should not alter natural grade. Any patio or deck, which exceeds 18 inches above grade, will be considered part of the principal structure and must meet all yard requirements for the principal building.

OCEAN FRONT LOTS

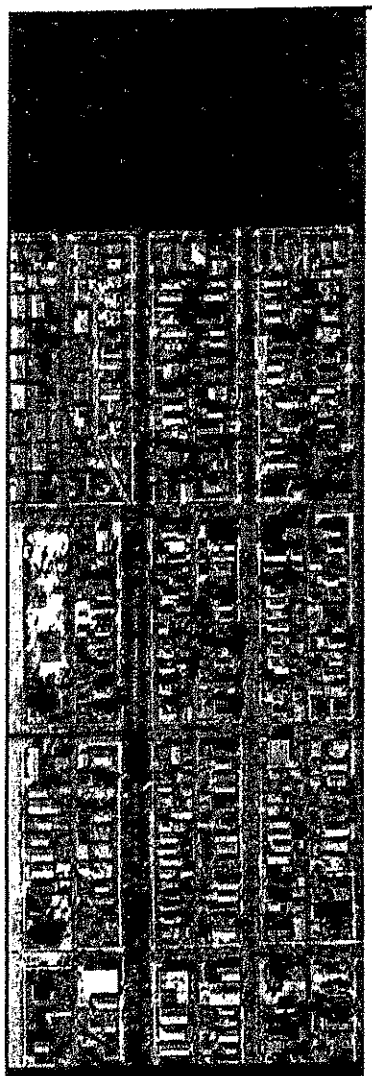
Ocean City presently includes two single-family ocean front zones and two, two-family ocean front zones. The major concern expressed regarding oceanfront development relates to building height. It was felt that the current 33-foot height limitation presented a significant obstacle for retaining views over the dunes and providing architectural interest. The height standard is recommended to be two habitable stories and 35 feet, measured from elevation above street centerline with the understanding that the boardwalk is not counted as a public street for height calculation purposes. The principal building setback for oceanfront lots should be revised from 30 feet to 25 feet to be consistent with State regulations. The existing ordinance provisions for average setbacks on the block shall be retained.











NON-DISCRETE NEIGHBORHOODS

Those areas identified for one- and two-family development located outside of the previously identified neighborhoods and the ocean and bay front area represent a large portion of Ocean City's residentially zoned land area. These areas generally include much of the southern third of Ocean City and additional significant areas located throughout the community. These are the areas where much of the City's seasonal investment properties are developed. These sections of the City are difficult to group into discrete neighborhoods, and therefore a different approach to zoning is recommended. These areas include some housing developments, which have been widely acknowledged as being unattractive, boxy and "cookie cutter" in design.

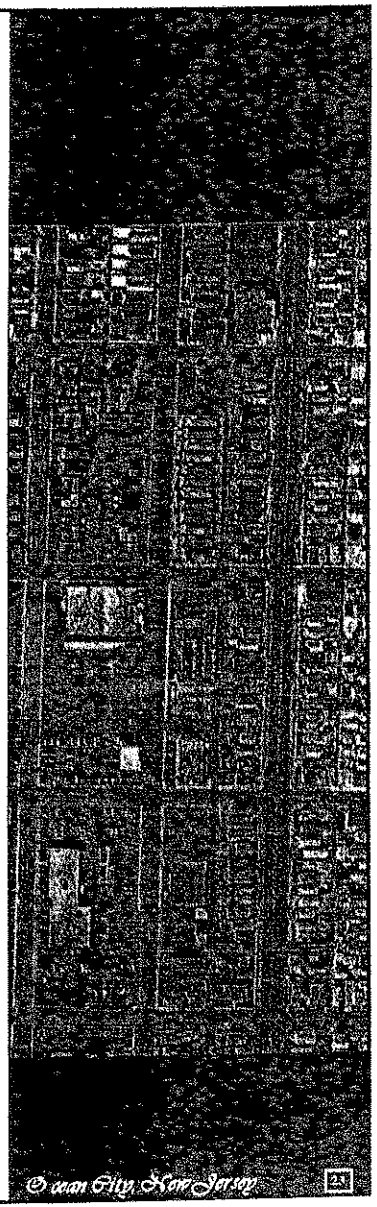
In order to encourage more architectural detail and greater compatibility, a sliding scale incentive zoning approach is recommended. This approach would include principal building coverage limitations and total impervious coverage limitations, which vary by lot size and zone. That is, the smaller the minimum lot size, the greater the total building coverage that would be permitted. The incentive approach provides for the ability to increase the principal building coverage based upon the provision of certain architectural features and amenities.

The areas identified for such treatment include the following zone designations: R-1-30, R-1-40, R-1-50, R-1-60, R-2-30, R-2-40, R-2-50 and R-2-60.

The incentive based coverages proposed are detailed in the following table. It is recommended that principal building coverage be defined as the footprint of the principal building exclusive of unenclosed spaces such as porches, whether covered or not. This definition is consistent with the incentives, which provide for front and side porches. Impervious surface coverage is recommended to include porches and gravel driveways.







Proposed Coverage for One and Two Family Zones

One and Two-Family Zones		Maximum Building Coverage	Maximum Impervious Surface Coverage
R-30			
	Base	30%	60%
	With Incentives	40%	60%
R-40			
	Base	30%	60%
	With Incentives	38%	60%
R-50			
	Base	25%	55%
	With Incentives	35%	55%
R-60			
	Base	25%	50%
	With Incentives	35%	50%

It is recommended that all of the following design standards be met for any new development before any height or coverage bonuses are used.

Design Incentives

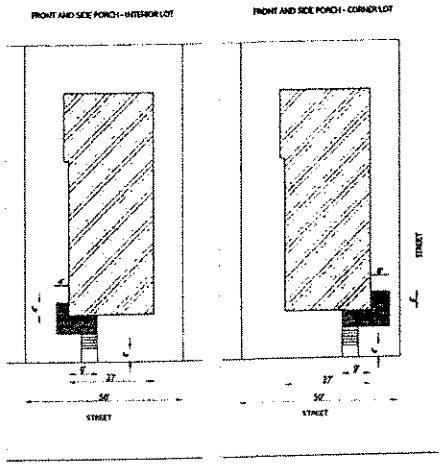
Porches

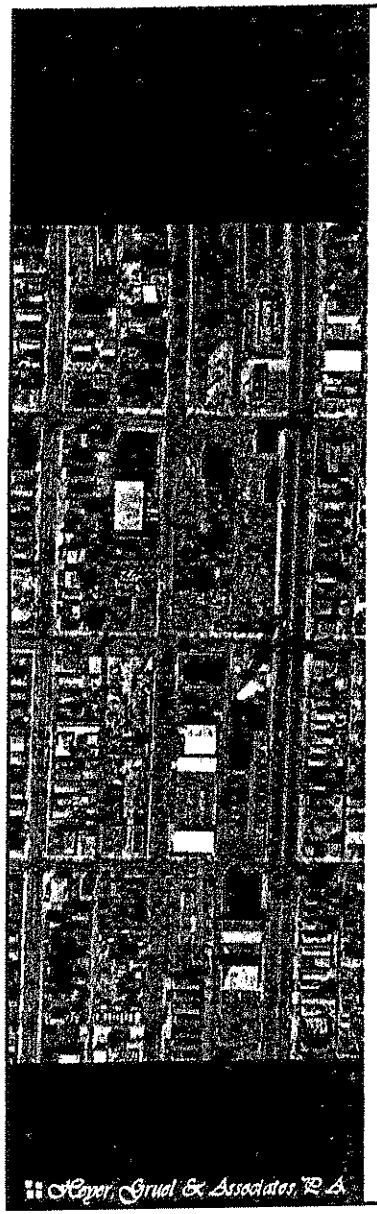
Buildings shall have first floor front porches. The length of the front porch shall be at least one-third (1/3) the entire length of the front building face where one street is involved. The porch shall be at least four (4) feet in depth.

In the case of corner lots, both street elevations shall have a first floor front porch, which may be one continuous porch. The length of the porch on the narrow frontage shall be at least one-third (1/3) the length of the building face. The length of the porch on the second frontage shall be at least six feet measured from the corner of the building.

The area between the porch deck and grade shall be enclosed with solid panels or paneled screen architectural elements.

Buildings on interior lots 50 feet or more in width shall have a first floor side porch. This porch may be a continuation of the front porch. This side porch shall be at least four (4) feet in depth and shall extend a minimal distance of four (4) feet along the side façade.





Front Steps

Buildings shall have front steps that connect the first habitable floor to the street level. Buildings on lots without alley access are encouraged to have front steps, but are not required to have them. Corner lots shall have front steps on at least one (1) of the frontages. These steps and associated landings may extend to within four (4) feet of the front property line provided they do not exceed six (6) feet above the adjacent grade elevation. Steps and landings which exceed the maximum permitted elevation shall be required to increase their front setback by one (1) foot for every one (1) foot (or fraction thereof) they exceed the six (6) foot elevation. (See Diagram)

Visual Screening

All carport areas shall be visually screened with an architectural element. Vegetative material may be used to supplement this screen but is not adequate when used alone. Garages shall be enclosed with solid walls and doors and where applicable, set back at least two (2) feet from the front edge of the front porch.

Vegetative Groundcover

All areas of a lot that are not utilized for building, parking, or pedestrian access shall be planted with grass or other vegetative groundcover. Areas planted with native plant species will not require an irrigation system. An underground irrigation system is required for all landscaped areas planted with non-native species. Gravel, stones or crushed shells may only be used as permitted by Section 25-1700.45 of the City Code.

Fences and Walls

Fences should be an open design of wood, iron, stone, brick, vinyl or plant materials. Chain-link, unfaced concrete block, or plywood fences are not acceptable. Retaining walls should be of dry stone or stone masonry. Log and railroad ties may be used on a limited basis. Fences and walls shall comply with the requirements contained in Section 25-1700.13.3 of the City Code.

Street Trees

Street trees shall be provided and maintained on each street frontage in accordance with the requirements contained in Section 25-1700.38 of the City Code.

Roof Pitch

A minimum of 80 percent of a roof's projected horizontal planes (areas) shall have a minimum four (4) inches in twelve (12) inch slope. (See Diagram)

First Floor Elevation

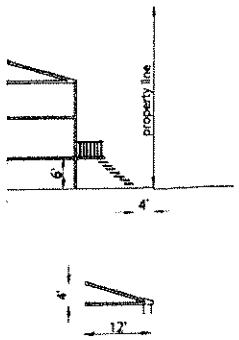
For lots with alley access, the maximum first floor elevation above the lot elevation for the front one-third (1/3) of the building shall be five (5) feet. This elevation may be increased one (1) foot for every one (1) foot, or portion thereof, necessary to elevate the first floor to comply with the minimum FEMA requirements.

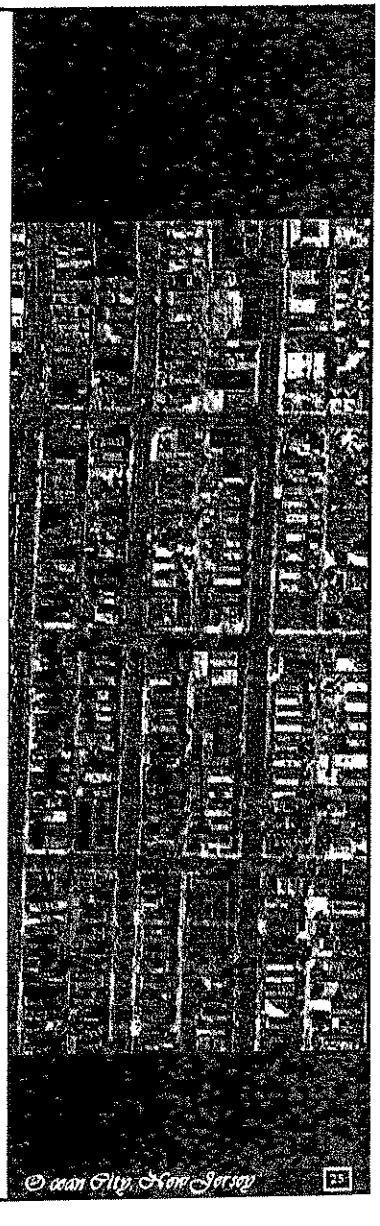
Garages

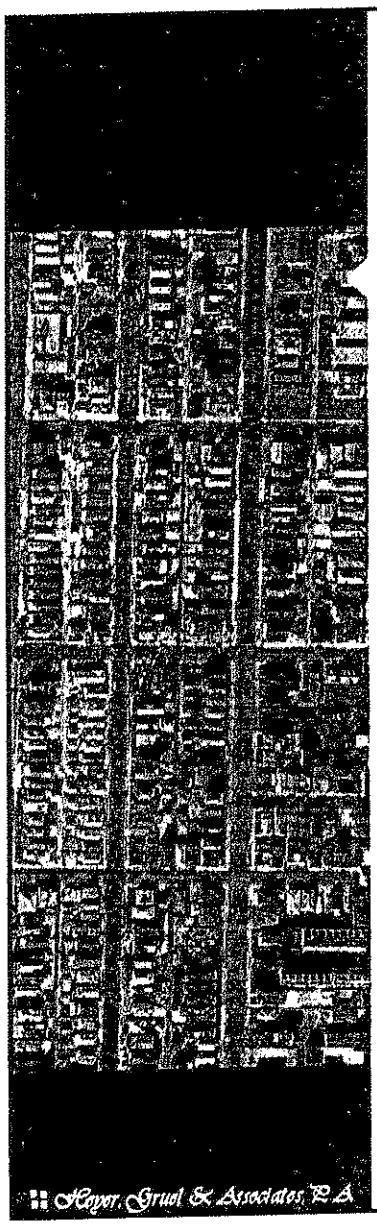
No garages shall be permitted to be located under houses on lots of fifty (50) feet or more in width unless FEMA requires the first floor to be at least eight (8) or more above grade. The least desirable option is front loaded garages under the house. All alley lots shall be serviced from the alley.

Corner Lots

Corner lots shall be treated as front facades from an architectural perspective. The facades should include offsets, fenestration and architectural elements consistent with front facades.







Height

As previously noted, one of the major issues raised during the public participation process and identified in the Reexamination Report was the incompatible nature of much of the infill development which has occurred in the City. The public has consistently considered the issue of height as a key component of incompatible infill development. Currently a height standard is not neighborhood-specific nor is the measurement of height consistent throughout the City.

It is recommended that there be neighborhood-specific height standards, which take into account the prevailing pattern of development within each neighborhood and provide for incentives in specific neighborhoods where redevelopment should be encouraged. The Height Limits Map identifies the various one- and two-family neighborhoods and the recommended height limits for each area. The majority of the zones propose a maximum of two habitable stories with maximum height ranging from 28 feet in the Ocean City Homes neighborhood to 38 feet in the Corinthian neighborhood. With respect to habitable stories, the majority of the City's one and two family zones are limited to 2 habitable stories. A habitable ½ story is included as of right in the North End Neighborhood and the larger lot subzones of the Gardens Neighborhood and as an incentive in the Corinthian Neighborhood and the Old City Overlay area.

It is recommended that the boundaries of the Old City Overlay zone be reduced in size. Much of the benefit of the Overlay zone was associated with the design standards that were a part of the incentives associated with the Overlay. These incentives have been limited to an increase in lot and building coverages in all non-discrete residential zones throughout the City. The Overlay zone is proposed to extend from North Street south to 15th Street. The Overlay zone is proposed to permit a maximum height of 33 feet and two habitable stories without providing any design incentives. If the design incentives are proposed as part of the development, then a maximum height of 35 feet and 2½ habitable stories would be permitted.

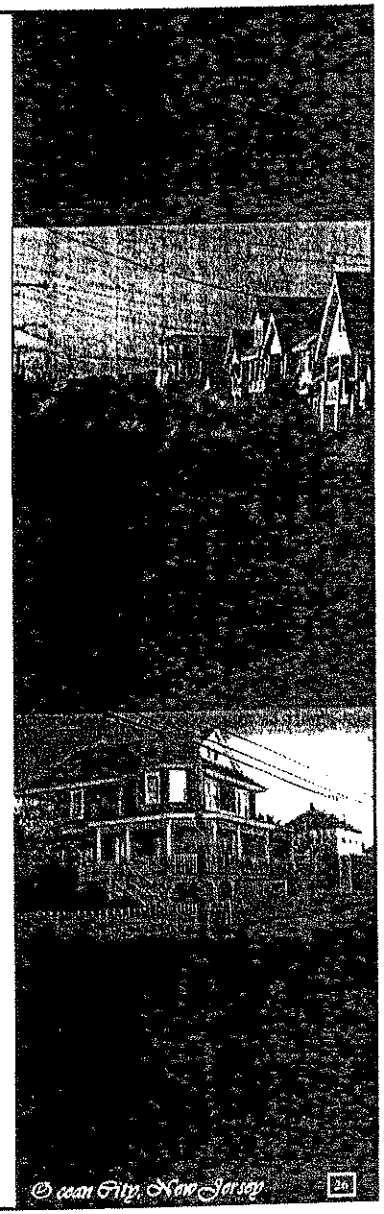
The measurement of height is proposed to be consistent throughout the City. Height is measured as the maximum distance above the street center line. In order to control bulk and massing of the uppermost story of residential buildings, it is recommended that a half-story be defined as the uppermost floor under a sloping roof with a line of intersection of the roof and wall face not more than three feet above the floor level and in which the possible floor area with head room of five feet or more is no more than 60 percent of the floor area of the floor directly beneath it. If the floor area exceeds 60 percent, it should be considered a full story. This definition is graphically illustrated on the Height Limit map.

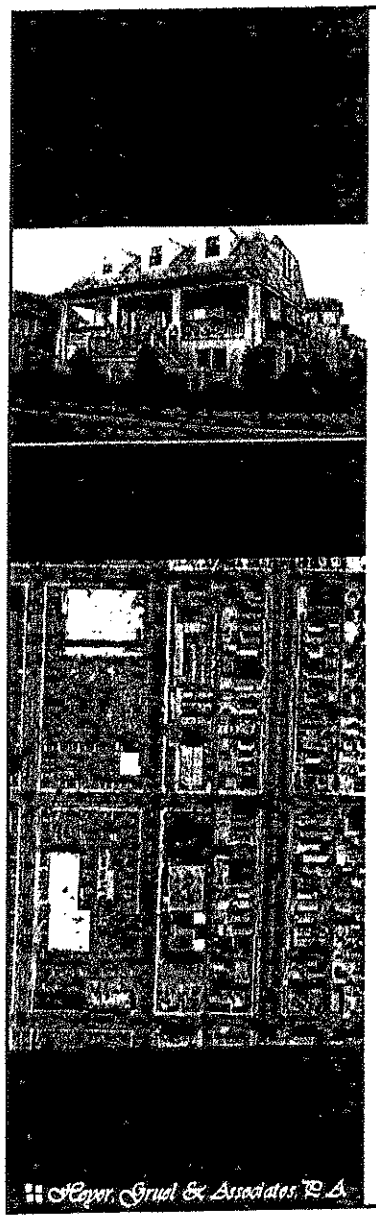
Grandfathering Provisions

Concern was expressed throughout the Reexamination Report and Master Plan process that there has been an excessive level of Zoning Board activity. The reality is that "once you're at the Zoning Board, there is an incentive to ask for a little extra while I'm here." In order to reduce this phenomena and to provide for a more streamlined approval process for Ocean City property owners, grandfathering provisions are proposed that would allow for construction on lots which have minor substandard conditions as to area and frontage. It is proposed that lots which are pre-existing nonconforming as to lot area and/or frontage and have 90 percent or more of the required frontage and/or lot area and are developed with permitted uses should be grandfathered, provided they meet all the other bulk and dimensional requirements in the zone in which they are located.

Corner Lots

Because of the conspicuous character of corner lots, special treatment is recommended for the facades and yards facing the right of way. At present the Ordinance incorporates a sliding scale for combined side yard width based upon lot width. In order to open up the corner, it is recommended that the interior side yard meet the minimum side yard requirements for the interior lots in the zone and that the larger side yard dimension be provided for the side yard closest to the corner. This combined with the required minimum lot size for corner lots should "open up" the corners. It is also recommended that the architectural detail that is provided along "the front of the building" be incorporated into the second frontage. The incentive design standards address this issue by requiring wrap-around porches, which extend along the second frontage.





Encroachments into yard areas

The issue of encroachments into residential yards has been raised as another issue relating to "overdevelopment" of infill lots. The ordinance currently does not address the location of air conditioners, heat pumps and trash containers. It is recommended that air conditioners and heat pumps should only be permitted on the roof or in the rear yard and must be screened. Trash container enclosures would be permitted anywhere to the rear of the rear building line on residential non-waterfront lots.

Accessory Uses and Structures

The ordinance currently permits detached garages in the rear yard in the R-1 zone with setbacks of four feet from the rear property line and 10 feet from the principal building. It is recommended that additional standards be included regarding accessory buildings which limit the height to 15 feet and that any accessory building cannot be closer to the street than the street wall of the principal building. A provision should be added which clarifies that when an accessory structure is attached to the principal building, it must comply with the principal building requirements, particularly with respect to setbacks.

The current ordinance does not contain standards associated with unenclosed accessory uses such as pools and tennis courts. It is recommended that standards for these types of accessory uses be included and that these uses be permitted in all residential zones as long as they are located in the rear yard except in the Rivieri neighborhood, located on the same lot as the principal building and contain a 10 foot setback from any property line. Any lighting associated with these uses should not "spill" onto adjacent properties and no outdoor sound amplifying system should be permitted. All Board of Health and other code standards should be satisfied.

SENIOR HOUSING

It is recommended that senior housing be permitted as a conditional use in the RMF zone to address the growing trend of an aging population in the City and the need to provide a variety of housing types to address the housing needs of the City's population.

PUBLIC USE ZONES

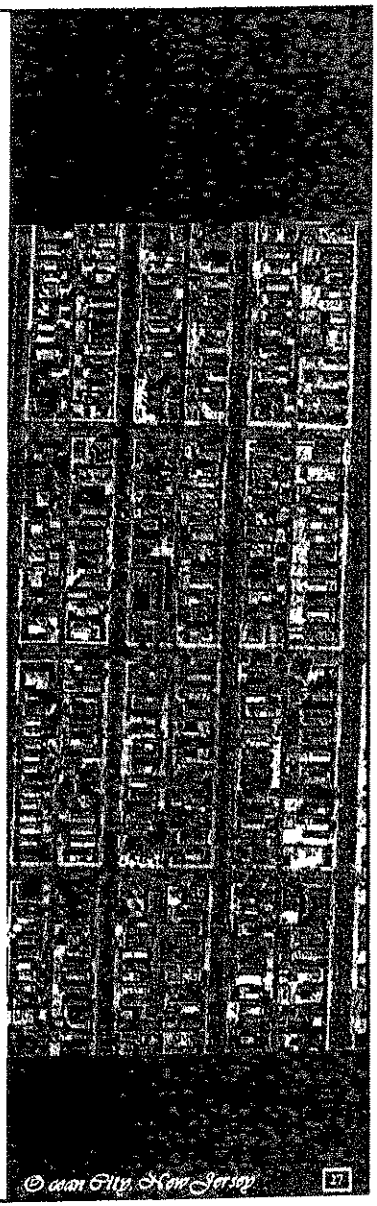
The current ordinance is unclear as to the types of uses permitted in the Public Use zone. It is recommended that the zone permit all City property used for municipal purposes, including parks and recreation facilities, Board of Education facilities, and any County and State lands. In addition, quasi-public uses of a religious nature would be a permitted use.

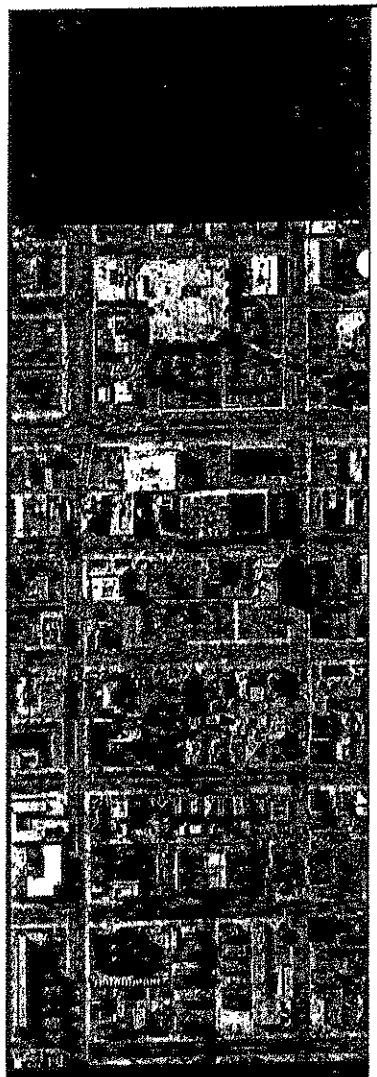
THE NEIGHBORHOOD BUSINESS ZONES

Ocean City has a number of neighborhood business zones scattered throughout the City. The viability of a number of these zones was a concern expressed throughout the Master Plan Reexamination process. A number of these zones have seen duplex development created by the use variance process.

The approach recommended for a number of these NB zones is to replace all or part of them with a new NB-1 zone while retaining neighborhood business zoning in other areas. The new NB-1 zone would be similar to the NB zone in the uses and standards for commercial activity; however, one- and two-family development and mixed commercial residential uses would be permitted as additional permitted uses. Retention of existing viable commercial establishments is encouraged. Onsite parking would be required for residential uses only. Front loaded garages under the buildings would not be permitted on lots with alley access. Residential standards would be the same as the R-30 zone.

New NB-1 zones are recommended along 33rd Street, Asbury Avenue between 27th and 28th Streets, Asbury Avenue between 21st and 22nd Streets, and Asbury Avenue between 17th and 18th Streets and West Avenue between 2nd and 5th Streets.



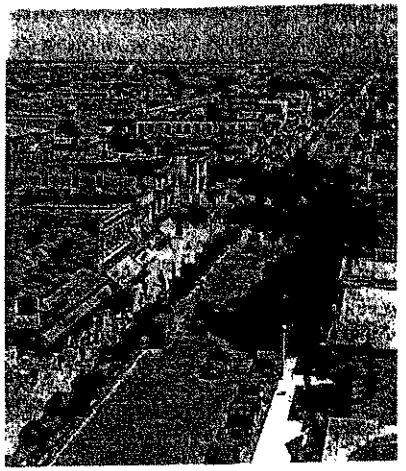


CENTRAL BUSINESS DISTRICT

Ocean City has a well-developed and healthy downtown area. The extent of the City's CB zoning exceeds what most people acknowledge as the "core downtown." Revisions are recommended to create a new CB-1 zone for the former Central Business district zone between 11th Street and 14th Street along Asbury Avenue and for the areas previously designated for Drive-in Business use along West Avenue between 14th Street and 10th Street.

The intention within the CB-1 is to provide for more diverse commercial opportunities and to permit residential development as well. The intent is to have all ground floor areas devoted to commercial uses including retail uses and service uses. This also includes professional office uses which may be permitted on upper stories as well. A total height limit of three habitable stories and 33 feet is recommended. No parking is required for commercial uses; however, residential parking at one space per unit is required. All other bulk standards of the CB zone would apply.

The Central Business District currently permits churches, private and quasi-public recreational, philanthropic and eleemosynary uses, public utilities, radio and TV stations, funeral homes and senior housing as conditional uses. It is recommended that quasi-public uses be permitted above the ground floor and that all other uses be deleted as conditional or permitted. References to SIC codes would also be eliminated in all zones.





ADDENDUM

The Planning Board reaffirms their commitment to an organized, professional, and comprehensive on going planning process related to the findings of the 2000 Reexamination Report. The specific areas for further study and recommendation immediately following the adoption of this Land Use Plan include but are not limited to the following:

- Review of Hotel-Motel Zones;
- Review of On and Off-Boardwalk Zones;
- Review of Marine-Village Harbor Zone;
- Review of City-wide circulation, traffic and parking issues;
- Review and consideration of further design standards for, and other issues related to, corner lots;
- Consideration of making the area bounded by Pelham Place, 7th Street, Wayne Avenue and Atlantic Avenue a discrete neighborhood with appropriate bulk standards;
- Consideration of allowing convention centers, places of assembly, meeting halls, exhibition space and food catering facilities in the Central Business Zone;
- Rear yard setback requirements in the Corinthian Neighborhood zones;
- Design standards for porches;
- A minimum lot size requirement for two family construction in the Corinthian Neighborhood zones and City-wide;
- Permitting construction of two and one-half (2 ½) stories over parking on various size lots.

BAY WEST NEIGHBORHOOD
MASTER PLAN AMENDMENT

The Bay West Neighborhood is a distinct residential area located generally between Bay Avenue and West Avenue, from 19th to 24th Streets. The 1988 zone plan designated seventy percent of this area for detached single-family housing. Although there are several duplexes along Simpson Avenue, this area is predominantly (82%) single-family homes. The smallest lots in the neighborhood are along West Avenue where lot depth is 100 feet. The remainder of the area has larger lots, generally 115 feet deep with lot sizes up to 8,000 square feet.

Many contemporary housing styles exist including ranchers, Cape Cods, split-levels, cottages and saltboxes. Characteristically, front yards are generous (20 feet or more), building coverage and building height are modest. Rear-yard parking is accessible via the network of public alleys. The *Shores at Wesley Manor*, a home for the aged, is a significant and compatible presence along Bay Avenue. Also, the former Pennsylvania-Reading Seashore Lines which traverse this area, is planned as an integral component of the City's bike path system.

Residents have identified compatible front building setback as the main problem with new housing construction in this neighborhood. As a means of addressing this concern and maintaining the integrity of the area, a zoning plan having the following attributes is recommended:

1. With the exception of front yard and rear yard setbacks as noted below, retain district boundaries, use, bulk and area requirements as noted in the existing zone plan for non-discrete residential zones.
2. Retain the *Shores at Wesley Manor* within the existing RMF zoning designation.
3. Retain 10-foot front yard setback for West Avenue and numbered streets, and 25-foot front yard setback for Simpson Avenue.
4. Establish new rear yard setback requirements to require a minimum of 25 feet or 25 percent of lot depth whichever is greater, for all lots 100 feet or more in depth.
5. Establish new front yard setback requirements in Schedule B as follows:

Bay Avenue (20th – 24th Street)	22 Feet
Haven Avenue (20th – 24th Street)	22 Feet

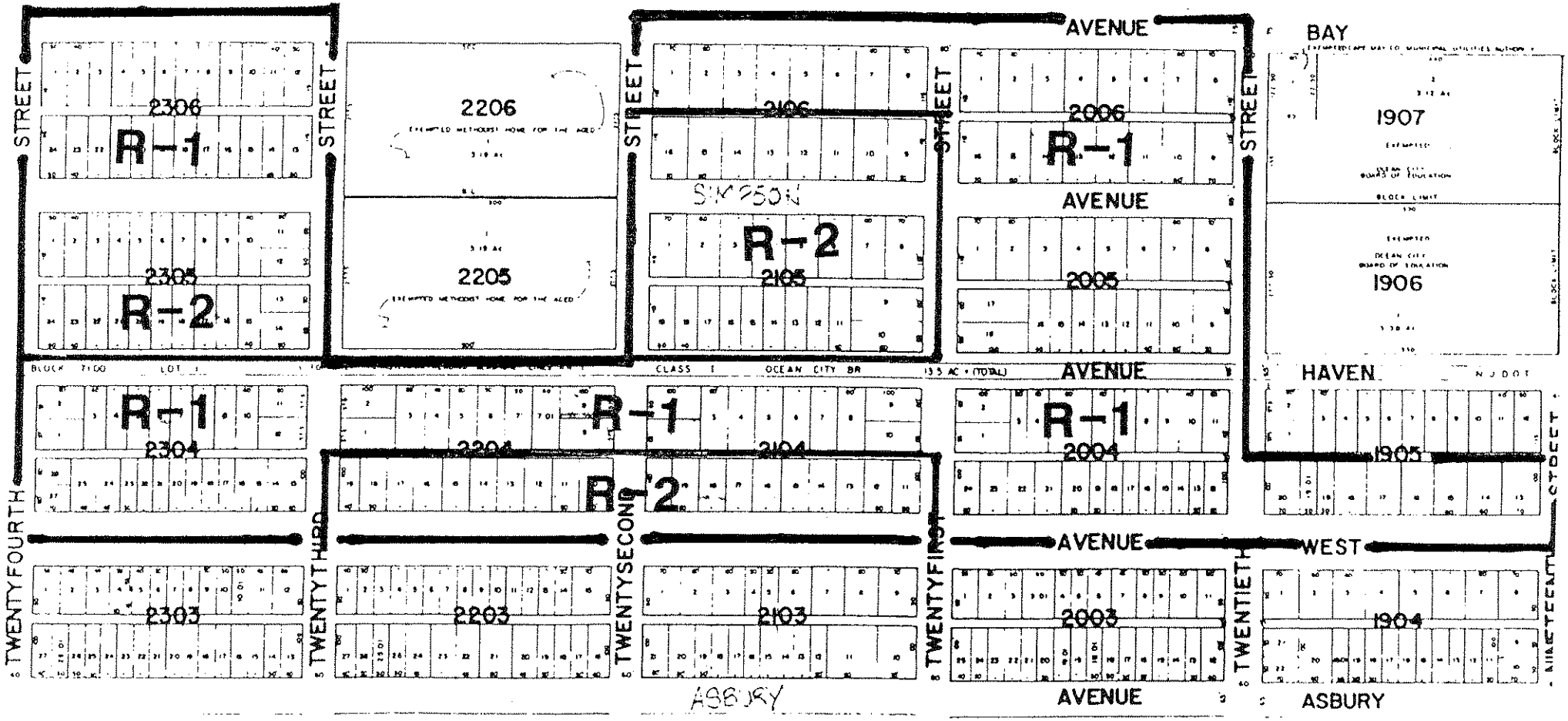
* * * *

Randall E. Scheule

This Master Plan amendment prepared by Randall E. Scheule, PP/AICP, December 11, 2002.



BAYWEST NEIGHBORHOOD





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Attorneys for the Ocean City Planning Board

RESOLUTION

1. Consistent with the provisions of N.J.S. 40:55D-28, the Ocean City Planning Board conducted a public hearing on the adoption of amendments to the Land Use Plan Element of the Master Plan relating to the Bay West Neighboord ["Amendments"] on December 11, 2002 ["Amendments to Land Use Plan Element Public Hearing"]; and

2. At the Amendments to Land Use Plan Element Public Hearing, the Ocean City Planning Board considered the Amendments and received a written report dated December 11, 2002 and presentation from Randall E. Scheule, PP/AICP, Director of Planning for the City of Ocean City in respect of the Amendments; and

3. There was no public comment at the Amendments to Land Use Plan Element Public Hearing; and

NOW, THEREFORE, BE IT RESOLVED by the Ocean City Planning Board on December 11, 2002 that the Amendments attached hereto as Exhibit "A" are incorporated by this reference as if specifically set forth herein at length and are **APPROVED AND ADOPTED** and. as applicable. revisions to the Ocean City Zoning and Land Development Ordinance as set forth in Exhibit "A" are **RECOMMENDED** and shall be **REFERRED** to the City Council for the City of Ocean City for legal action.

This Resolution was adopted on motion made by Ocean City Planning Board Member Lindsay and seconded by Ocean City Planning Board Member Bruno on



December 11, 2002. The vote on the motion was nine (9) in favor of and zero (0) against, with Ocean City Planning Board Members Lindsay, Knight, Bingham, Carnuccio, Hoffman, Coste, Taylor, Savastano, and Weber all voting in the affirmative.

OCEAN CITY PLANNING BOARD

EDWARD W. TAYLOR, CHAIRMAN

Dated: January 8, 2003

CERTIFICATION

I, Tammy D. Barner, Secretary to the Ocean City Planning Board, do hereby certify that the foregoing Resolution was duly adopted at the meeting of the Ocean City Planning Board held on the 8th day of January, 2003, said Resolution memorializing the action taken as more fully described therein at the meeting of the Ocean City Planning Board held on December 11, 2002.

TAMMY D. BARNER,
Secretary, Ocean City Planning Board



STENTON PLACE NEIGHBORHOOD
MASTER PLAN AMENDMENT

The Stenton Place Neighborhood is a single-family zone between the Gardens and Corinthian Neighborhoods, generally located between North Street and 1st Street from Atlantic Avenue to the beach. This area is predominantly older single-family homes on 65-foot deep lots. The south side of 1st Street's beach block is the only area where alleys exist and lots are 100 feet deep. Relatively modest cottage-style homes built in the 1920s are the prevailing housing style in the area closest to Atlantic Avenue. More substantial homes including Dutch Colonial designs exist closer to the beach.

The height of the existing homes generally increases from about 18 feet for the 1-½ story cottages nearest Atlantic Avenue, to 32 feet approaching the beach. Due to constraints associated with lot depth and architectural style, off-street parking is scarce. Topography in this area is generally in excess of 8 feet above mean sea level (MSL).

Excessive building height has been identified as the primary factor responsible for the erosion of characteristics that make this neighborhood unique. As a means of maintaining the integrity of the area as redevelopment occurs, a zoning plan with the following attributes is recommended:

1. Designate subzones for single-family housing based on lot area, lot width and building style. (See schedule below and attached exhibit)

2. Establish building setback, building height, building coverage and impervious coverage requirements compatible with existing development. Utilize differential front setbacks for porch and building from existing ordinance (Schedule B). Permit 2-½ total stories, without regard as to whether they are habitable. Prohibit construction of *habitable space* above front porches.
3. Require two (2) off-street parking spaces per dwelling unit. Reduce the necessity for parking under buildings by relaxing side yard buffer on lots with a width of fifty (50) feet or greater, and where two adjoining lots share a common curb cut.
4. Driveways should have a minimum width of nine (9) feet and a maximum width of twelve (12) feet. Curb cuts should be located so as to preserve the maximum number of on-street parking spaces.
5. Rear yard setbacks may be proportionally reduced to compensate for front building setbacks which are greater than ten (10) feet. A minimum rear yard of 7-½ feet should be maintained for all lots.
6. Exclude porches from the calculation of building coverage.

Area and Bulk Standards
Stenton Place Neighborhood Zones

Zone District	Lot Area (SF)	Lot Width (FT)	Lot Depth (FT)	Front Yard (FT)	Side Yard (FT)	Rear Yard (FT)	Building Height (FT)	Total Stories	Building Coverage (%)	Impervious Coverage (%)
30/1950	1950	30	65	Schedule B	Schedule C	10	28	2.5	40	65
40/2600	2600	40	65	Schedule B	Schedule C	10	28	2.5	40	65
44/4400	4400	44	100	Schedule B	Schedule C	25	32	2.5	35	55

This Master Plan amendment prepared by Randall E. Scheule, PP AICP, December 11, 2002.

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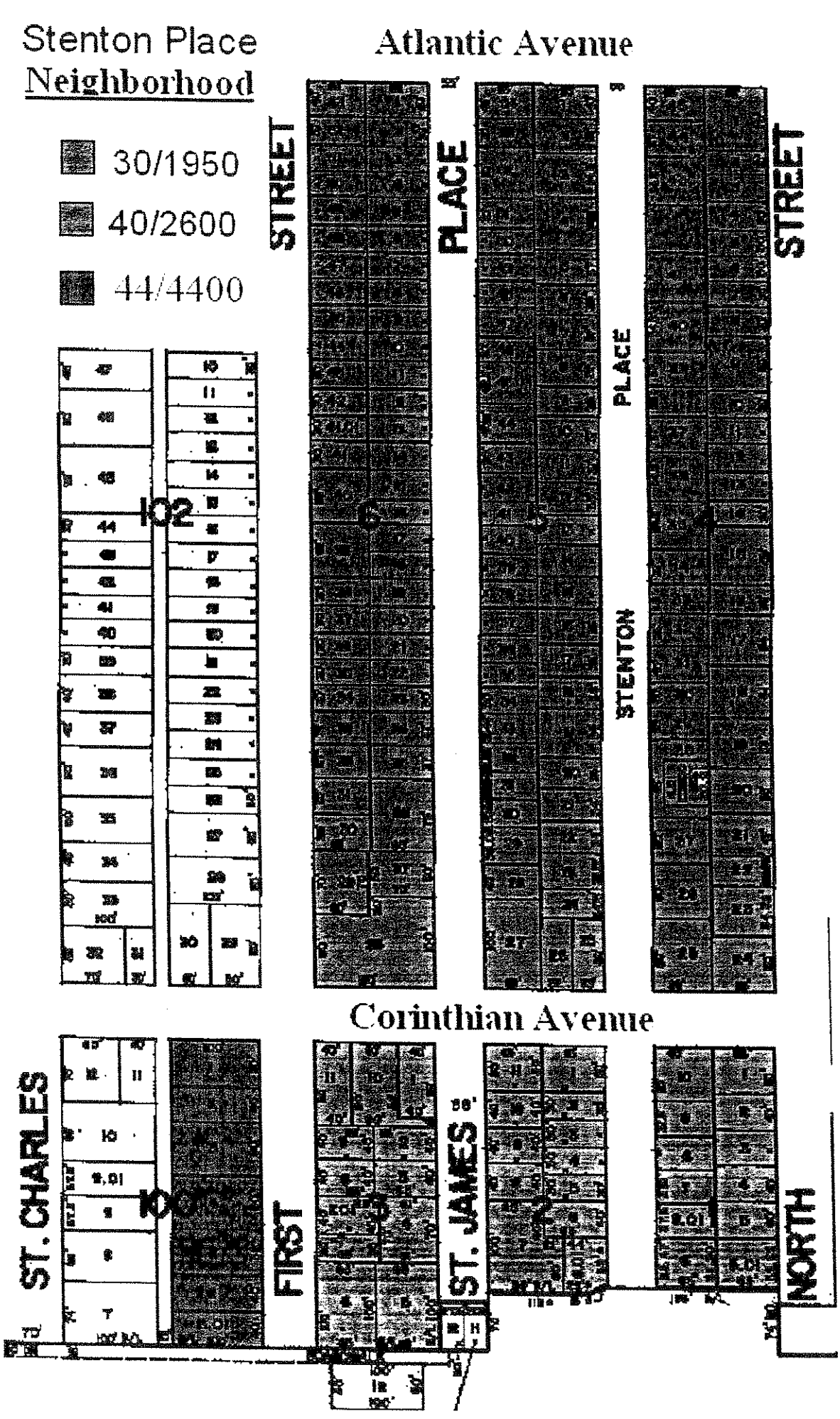
Stenton Place
Neighborhood
30/1950
40/2600
44/4400
Atlantic Avenue
STREET
PLACE
PLACE
STREET
STENTON
102
Corinthian Avenue
ST. CHARLES
FIRST
ST. JAMES
NORTH

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Attorneys for the Ocean City Planning Board

RESOLUTION

1. Consistent with the provisions of N.J.S. 40:55D-28, the Ocean City Planning Board conducted a public hearing on the adoption of amendments to the Land Use Plan Element of the Master Plan relating to the Stenton Place Neighborhood ["Amendments"] on December 11, 2002 ["Amendments to Land Use Plan Element Public Hearing"]; and

2. At the Amendments to Land Use Plan Element Public Hearing, the Ocean City Planning Board considered the Amendments and received a written report dated December 11, 2002 and presentation from Randall E. Scheule, PP/AICP, Director of Planning for the City of Ocean City in respect of the Amendments; and

3. There was no public comment at the Amendments to Land Use Plan Element Public Hearing; and

NOW, THEREFORE, BE IT RESOLVED by the Ocean City Planning Board on December 11, 2002 that the Amendments attached hereto as Exhibit "A" are incorporated by this reference as if specifically set forth herein at length and are **APPROVED AND ADOPTED** and, as applicable, revisions to the Ocean City Zoning and Land Development Ordinance as set forth in Exhibit "A" are **RECOMMENDED** and shall be **REFERRED** to the City Council for the City of Ocean City for legal action.

This Resolution was adopted on motion made by Ocean City Planning Board Member Bingham and seconded by Ocean City Planning Board Member Hoffman on



December 11, 2002. The vote on the motion was nine (9) in favor of and zero (0) against, with Ocean City Planning Board Members Lindsay, Knight, Bingham, Camuccio, Hoffman, Coste, Taylor, Savastano, and Weber all voting in the affirmative.

OCEAN CITY PLANNING BOARD

EDWARD W. TAYLOR, CHAIRMAN

Dated: January 8, 2003

CERTIFICATION

I, Tammy D. Barner, Secretary to the Ocean City Planning Board, do hereby certify that the foregoing Resolution was duly adopted at the meeting of the Ocean City Planning Board held on the 8th day of January, 2003, said Resolution memorializing the action taken as more fully described therein at the meeting of the Ocean City Planning Board held on December 11, 2002.

TAMMY D. BARNER,
Secretary, Ocean City Planning Board



Master Plan Amendment
MARINE PLACE NEIGHBORHOOD BUSINESS – 1 ZONE

The Marine Place Neighborhood Business – 1 Zone is a compact district located between Marine Place and 14th Street on Bay Avenue. This new zone, which is separated by an alley from adjacent residential uses to the west, consists of mixed uses including retail, professional office, pre-school, studio and residential. The predominant land use in the immediate area is residential.

The lot pattern in this zone is somewhat atypical for the area in that the 75-foot corner lot at 14th Street has been subdivided to create three lots with frontage on 14th Street. The corner lot at Marine Place retains its 75-foot frontage on Bay Avenue and 100-foot depth. The two interior lots each have 35 feet of frontage on Bay Avenue and 100 feet of depth.

The 1988 Master Plan designates this area as part of an R-1-30 residential zone. The 2001 Master Plan and subsequent ordinance revisions rezoned this area into the Bay View 35/2600 residential zone. These zones are designed to promote single-family residences and do not permit non-residential uses. All existing non-residential uses in this new zone are presently non-conforming and require variance approval to expand or enlarge their operations under the present zone plan.

In recognition of the historic commercial use of land in this area, the Planning Board has determined that these uses are appropriate and should be encouraged at this location. In order to promote development to meet this objective, it is recommended that the area consisting of Block 1310, Lots 20-25 be re-zoned to a Neighborhood Business – 1 (NB-1) Zone. This zoning designation was established in the 2001 Master Plan as follows:

> *The new NB-1 zone would be similar to the NB zone in the uses and standards for commercial activity; however, one- and two-family development and mixed commercial/residential uses would be permitted as additional permitted uses. Retention of existing viable commercial establishments is encouraged. On-site parking would be required for residential uses only. Front loaded garages under the buildings would not be permitted on lots with alley access. Residential standards would be the same as the R-30 zone.*

Establishing the subject area as an NB-1 zone satisfies several Master Plan objectives and will bring all existing uses into conformance with the Master Plan and Zoning Ordinance. This change will also encourage investment in these properties without the expense associated with obtaining variance approvals. Incentive zoning is recommended to provide opportunities for innovative architecture and design.

The schedule on the following page provides bulk and area standards for commercial and residential development in the Marine Place Neighborhood Business-1 Zone.



Schedule of District Regulations
Marine Place Neighborhood Business-1 Zone

Zone District	Lot Area (SF)		Lot Width (FT)		Lot Depth (FT)	Front Yard (FT)	Side Yard (FT)	Rear Yard (FT)	Building Height (FT)		Habitable Stories	Building Coverage (%)	Impervious Coverage (%)
	Interior	Corner	Interior	Corner					Flat Roof	Pitched Roof			
Marine Place NB-1	2600	3000	35	40	75	See Schedule B	See Schedule C	20% of Lot Depth	22	33	2	75	75
Marine Place NB-1 R-30	2600	3000	35	40	75	See Schedule B	See Schedule C	20% of Lot Depth	22	33	2	30 40*	60 60*

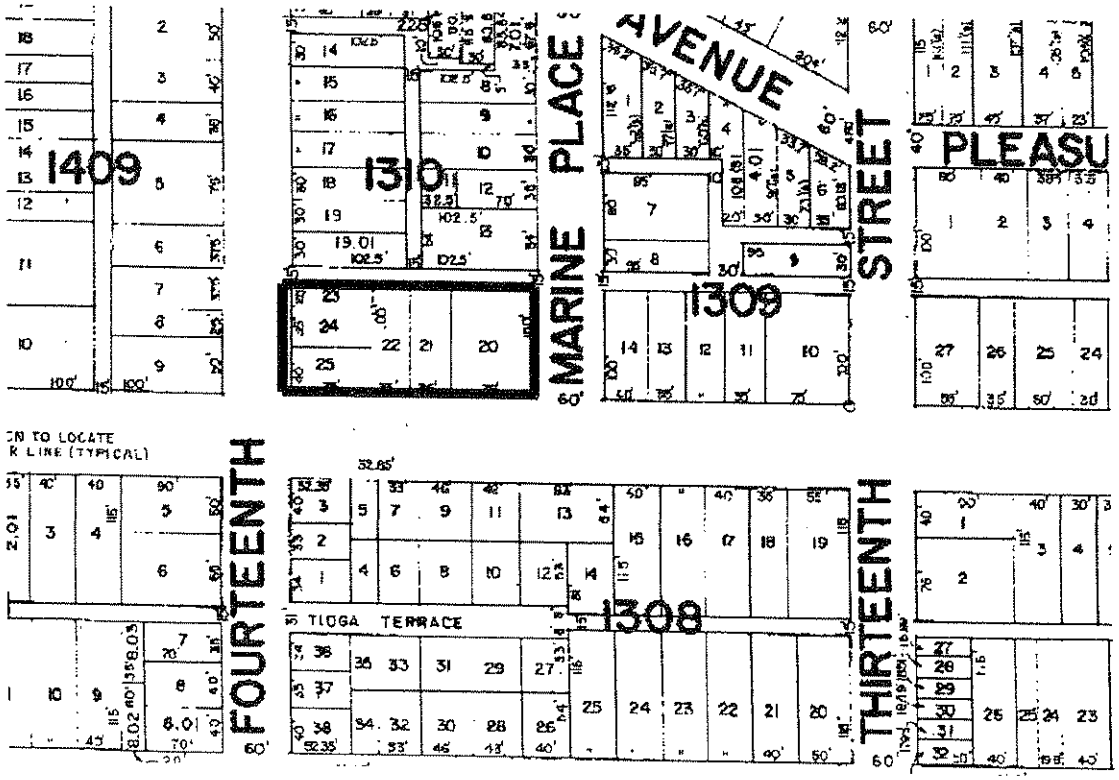
* Signifies maximum permitted coverages with *Incentive* design.

* * * * *

Randall E. Scheule

This Master Plan amendment prepared by Randall E. Scheule, PP AICP, December 11, 2002.

Marine Place
Neighborhood Business-1 Zone
Block 1310, Lot 20-25





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Attorneys for the Ocean City Planning Board

RESOLUTION

1. Consistent with the provisions of N.J.S. 40:55D-28, the Ocean City Planning Board conducted a public hearing on the adoption of amendments to the Land Use Plan Element of the Master Plan relating to the Marine Place Neighborhood Business-1 Zone ["Amendments"] on December 11, 2002 ["Amendments to Land Use Plan Element Public Hearing"]; and

2. At the Amendments to Land Use Plan Element Public Hearing, the Ocean City Planning Board considered the Amendments and received a written report dated December 11, 2002 and presentation from Randall E. Scheule, PP/AICP, Director of Planning for the City of Ocean City in respect of the Amendments; and

3. There was no public comment at the Amendments to Land Use Plan Element Public Hearing; and

NOW, THEREFORE, BE IT RESOLVED by the Ocean City Planning Board on December 11, 2002 that the Amendments attached hereto as Exhibit "A" are incorporated by this reference as if specifically set forth herein at length and are **APPROVED AND ADOPTED** and, as applicable, revisions to the Ocean City Zoning and Land Development Ordinance as set forth in Exhibit "A" are **RECOMMENDED** and shall be **REFERRED** to the City Council for the City of Ocean City for legal action.

This Resolution was adopted on motion made by Ocean City Planning Board Member Knight and seconded by Ocean City Planning Board Member Bruno on December 11, 2002. The vote on the motion was nine (9) in favor of and zero (0) against, with Ocean City Planning Board Members Lindsay, Knight, Bingham, Carnuccio, Hoffman, Coste, Taylor, Savastano, and Weber all voting in the affirmative.

OCEAN CITY PLANNING BOARD

EDWARD W. TAYLOR, CHAIRMAN

Dated: January 8, 2003

CERTIFICATION

I, Tammy D. Barner, Secretary to the Ocean City Planning Board, do hereby certify that the foregoing Resolution was duly adopted at the meeting of the Ocean City Planning Board held on the 8th day of January, 2003, said Resolution memorializing the action taken as more fully described therein at the meeting of the Ocean City Planning Board held on December 11, 2002.

TAMMY D. BARNER,
Secretary, Ocean City Planning Board



RIVIERA AND BAYOU NEIGHBORHOODS
MASTER PLAN AMENDMENT

The Riviera/Bayou Neighborhood was recognized in the Master Plan (Plan) amendments adopted by the Planning Board in December 2001. This Plan provides land use recommendations for the area west of Bay Avenue between 16th Street and Tennessee Avenue. The Riviera Neighborhood consists of a single-family zone including all lots fronting Bay Avenue, and those within the area from 18th Street to Tennessee Avenue. The Bayou Neighborhood includes the remaining lots within two sub-zones, which are differentiated from each other by lot width and lot size.

In response to concerns expressed by residents from the area, several modifications to the Riviera/Bayou recommendations adopted in 2001 are proposed. The new zoning plan for this area generally retains the vision of the 2001 Plan with the following modifications:

Riviera Neighborhood -

1. The Riviera Neighborhood includes two distinct sub zones, RN-50/5000 and RNL-50/5000. The RN-50/5000 contains all landlocked parcels; the RNL-50/5000 contains all waterfront lots. (See attached exhibit).



2. Bulk and area requirements are identical except that there is no distinction in lot width for corner lots in the RNL-50/5000 Zone. Lot widths in the RN-50/5000 Zone are 50 feet for interior lots, and 60 feet for corner lots. (See schedule)
3. Building height and mass is regulated by several controls including a 33-foot height limit, and a maximum of 2-½ total stories. A maximum elevation to roof eaves and an off-set for the third level half-story is also being considered.
4. A 3-step scale for building coverage is recommended. As lot size increases, the percentage of lot that can be covered by building is proportionally reduced. Lots up to 6000 SF (36%), 6001 to 8000 SF (33%), over 8000 SF (30%). As an incentive, an additional two (2) percent building coverage may be utilized for a front porch.
5. To encourage landscape plantings the use of a storm water recharge system to offset impervious coverage would not be permitted.
6. To encourage diversity in architectural design specific architectural features and projections would be permitted, as would a provision permitting building articulation into the side yard.
7. To preserve views, accessory structures such as above-ground swimming pools, detached garages and sheds, would not be permitted in the rear yards of waterfront lots.

Bayou Neighborhood -

1. The Bayou Neighborhood contains two distinct sub zones, B-25/2500 and B-30/3000. (See attached exhibit).
2. Recommended bulk and area requirements for these two sub zones are noted in the schedule contained herein.

3. Building height and mass is regulated by several controls including a 33-foot height limit, and a maximum of 2-½ total stories.
4. To preserve views, accessory structures such as above-ground swimming pools, detached garages and sheds, would not be permitted in the rear yards of waterfront lots.

Bayou R-1 Neighborhood Zones

Zone District	Minimum Lot Area (Square Feet)		Minimum Lot Width and Lot Frontage (Feet)		Minimum Yard Requirements (Feet)			Min. Lot Depth (Feet)	Maximum Building Height		Maximum Building Coverage (percent)	Maximum Impervious Coverage (percent)
	Interior	Corner	Interior	Corner	Front	Rear	Side		Pitched Roof	Total Stories		
BN 25/2500	2500	2500	25	25	Schedule B	20	Schedule C	100	33	2.5	40	65
BN 30/3000	3000	3000	30	30	Schedule B	20	Schedule C	100	33	2.5	40	65

Riviera R-1 Neighborhood Zones

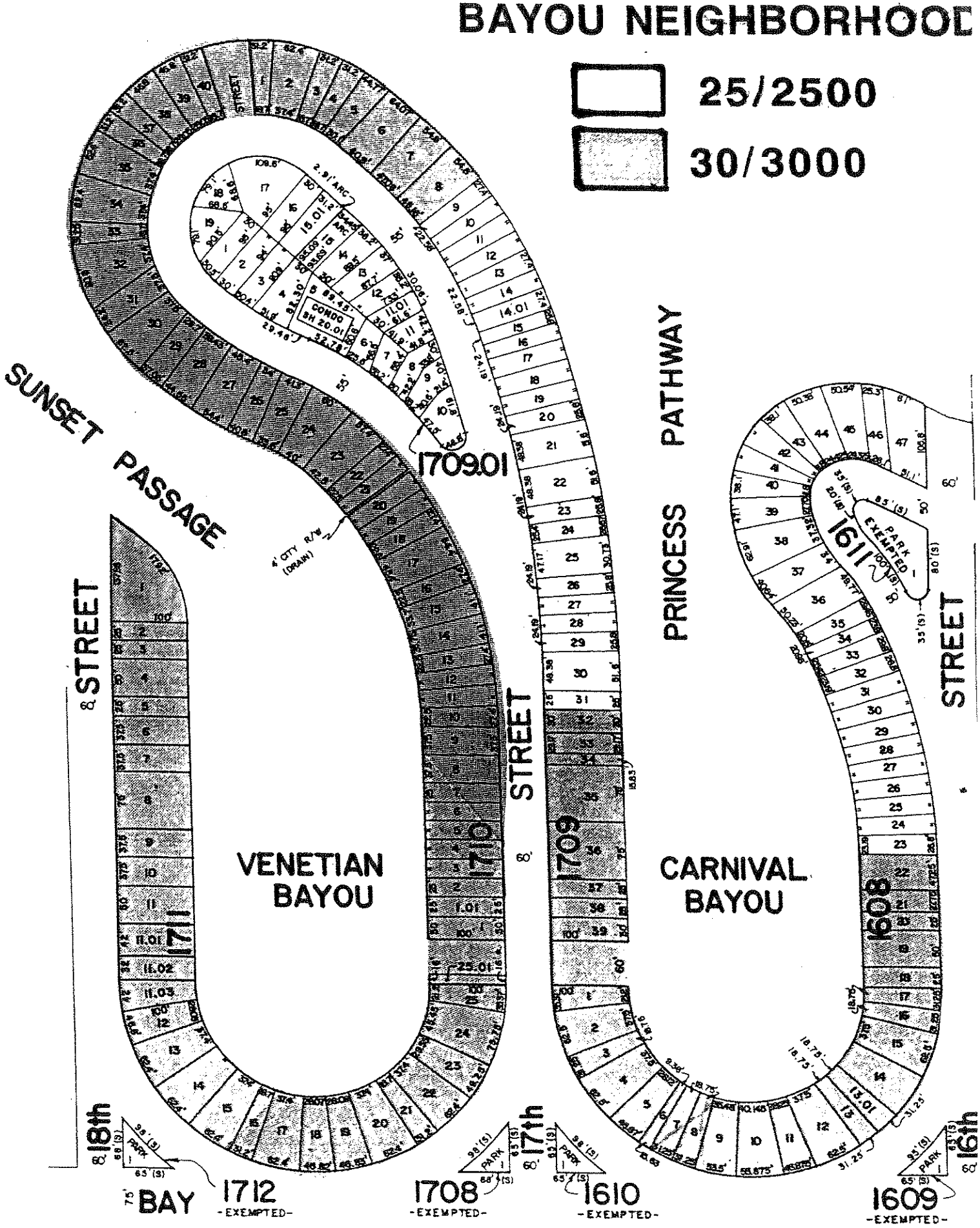
Zone District	Minimum Lot Area (Square Feet)		Minimum Lot Width and Lot Frontage (Feet)		Minimum Yard Requirements (Feet)			Min. Lot Depth (Feet)	Maximum Building Height		Maximum Building Coverage* (percent)	Maximum Impervious Coverage (percent)
	Interior	Corner	Interior	Corner	Front	Rear	Side		Pitched Roof	Total Stories		
RN 50/5000	5000	6000	50	60	Schedule B	20	Schedule C	100	33	2.5	30 – 36	60 –70
RN-L 50/5000	5000	5000	50	50	Schedule B	20	Schedule C	100	33	2.5	30 – 36	60 – 70

* Building Coverage may be increase by 2% to be used for a first-floor porch only.

Randall E. Scheule

This Master Plan amendment prepared by Randall E. Scheule, PP/AICP, December 13, 2002.

BAYOU NEIGHBORHOOD

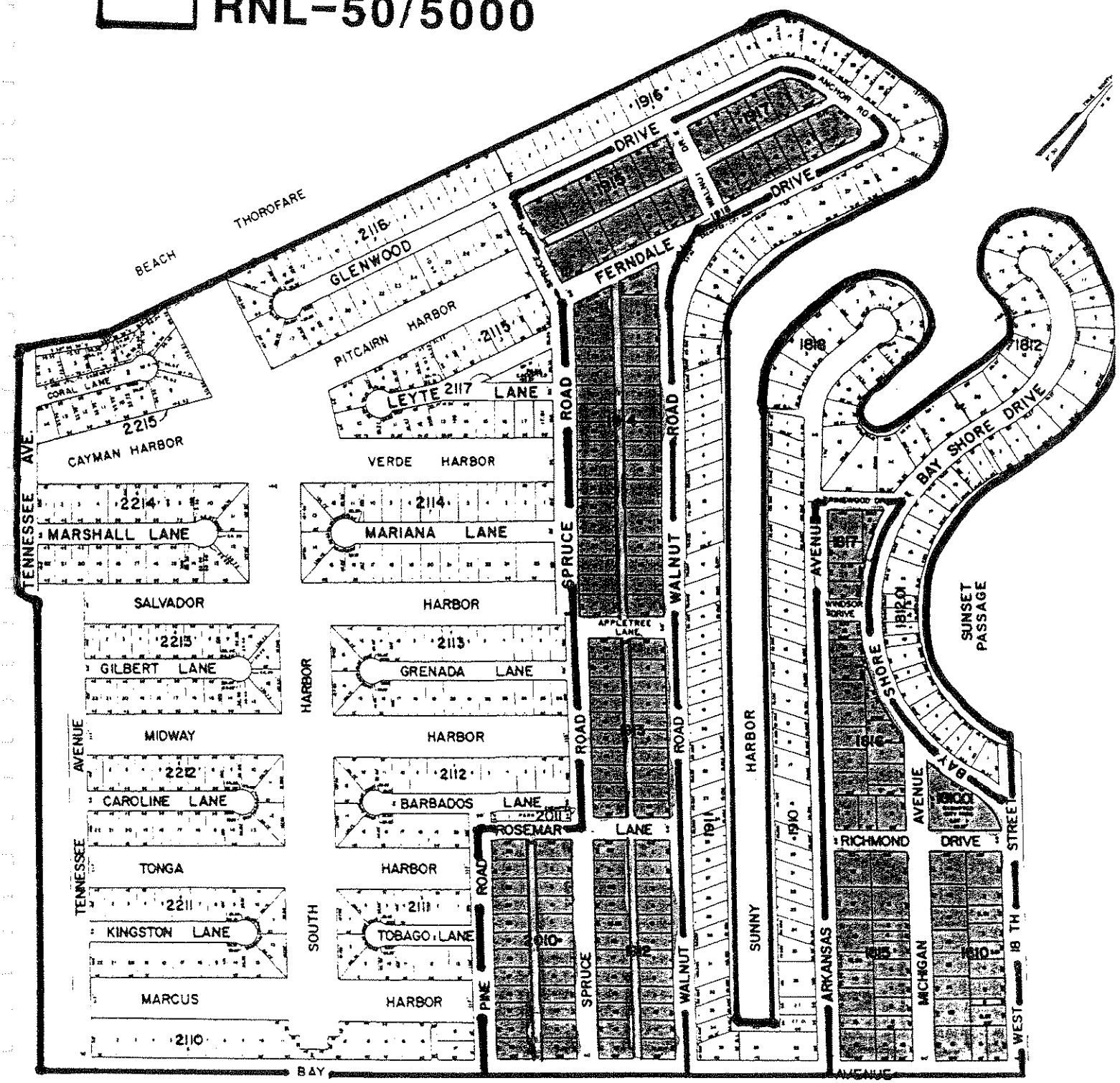


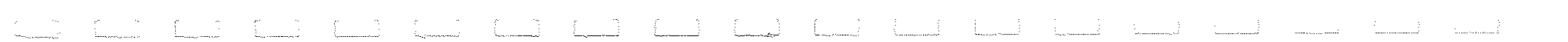


RIVIERA NEIGHBORHOOD

RN-50/5000

RNL-50/5000





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(609) 399-6900
Attorneys for the Ocean City Planning Board

RESOLUTION

1. Consistent with the provisions of N.J.S. 40:55D-28, the Ocean City Planning Board conducted a public hearing on the adoption of amendments to the Land Use Plan Element of the Master Plan relating to the Riviera and Bayou Neighborhoods ["Amendments"] on December 11, 2002 ["Amendments to Land Use Plan Element Public Hearing"]; and

2. At the Amendments to Land Use Plan Element Public Hearing, the Ocean City Planning Board considered the Amendments and received a written report dated December 11, 2002 and presentation from Randall E. Scheule, PP/AICP, Director of Planning for the City of Ocean City in respect of the Amendments; and

3. After discussion by the Ocean City Planning Board the Maximum Building Coverage percentages schedule in respect of the Riviera R-1 Neighborhood Zones was amended to 30-36 percent with incentives to provide an additional 2 percent to be utilized for a front porch; and

4. There was no public comment at the Amendments to Land Use Plan Element Public Hearing; and

NOW, THEREFORE, BE IT RESOLVED by the Ocean City Planning Board on December 11, 2002 that the Amendments attached hereto as Exhibit "A" are incorporated by this reference as if specifically set forth herein at length and are

APPROVED AND ADOPTED and, as applicable, revisions to the Ocean City Zoning and Land Development Ordinance as set forth in Exhibit "A" are **RECOMMENDED** and shall be **REFERRED** to the City Council for the City of Ocean City for legal action.

This Resolution was adopted on motion made by Ocean City Planning Board Member Knight and seconded by Ocean City Planning Board Member Lindsay on December 11, 2002. The vote on the motion was nine (9) in favor of and zero (0) against, with Ocean City Planning Board Members Lindsay, Knight, Bingham, Carnuccio, Hoffman, Coste, Taylor, Savastano, and Weber all voting in the affirmative.

OCEAN CITY PLANNING BOARD

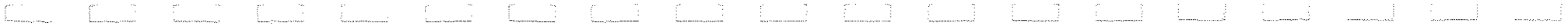
EDWARD W. TAYLOR, CHAIRMAN

Dated: January 8, 2003

CERTIFICATION

I, Tammy D. Barner, Secretary to the Ocean City Planning Board, do hereby certify that the foregoing Resolution was duly adopted at the meeting of the Ocean City Planning Board held on the 8th day of January, 2003, said Resolution memorializing the action taken as more fully described therein at the meeting of the Ocean City Planning Board held on December 11, 2002.

TAMMY D. BARNER,
Secretary, Ocean City Planning Board



OCEAN CITY CIRCULATION ELEMENT

Cape May County, New Jersey





March 2005

Orth - Rodgers & Associates, Inc.
TRANSPORTATION ENGINEERS and PLANNERS

810 Bear Tavern Road
Suite 307
West Trenton, New Jersey 08628

OCEAN CITY CIRCULATION ELEMENT
Cape May County, New Jersey

March 2005

Credits and Acknowledgments:

Mayor Henry S. Knight
Richard Deaney, Administrator
Georgia C. Arnold, Director of Community Development
Randy Scheule, PP/ AICP, City Planner
Ernie Lemmerman, Planning Board Member
Jack Thomas, Planning Board Member
Edward Taylor, Planning Board Member
William Lindsay, Planning Board Member
Dr. Fred Weber, Planning Board Member
John Loeper, Planning Board Member
Thomas Martinson, Planning Board Member
Dr. George Reeves, Planning Board
Scott Ping Planning Board (Alternate I)
Gary Jessel, Planning Board (Alternate II)
Gary Griffith, Esq., Planning Board Solicitor
Walker, Previti, Holmes & Associates, Planning Board Engineer
Michelle Taylor, Taylor Design Group, Planning Consultant
Tammy Barner-Williams, Planning Board Secretary

Prepared by:
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Daniel A. Kueper, PP, AICP License No. 5332

Table of Contents

Page No.

INTRODUCTION AND GOALS 1

VEHICULAR 2

STREET SYSTEM 2
VOLUMES 3
CRASHES 5
LOCATION 10

VEHICULAR RECOMMENDATIONS 13

ROUTE 52 BRIDGE 13
9TH STREET 14
WEST AVENUE 19
BOARDWALK BLOCKS 22
TRAFFIC CALMING 26
EVACUATION PLAN 26

TRANSIT 27

PARKING 28

BICYCLE 30

EXISTING BIKE PATH 30
PROPOSED BIKE PATHS 33
EXISTING BIKE LANES 33
COMPATIBLE WIDTH/POTENTIAL BIKE LANE 33
SHARED ROADWAY 35
REGIONAL BIKE ROUTE 35
SIGNING 35
BIKE PARKING 35

PEDESTRIAN 37

SUMMARY OF RECOMMENDATIONS 38



List of Figures

Page No.

Figure 1 – Average Daily Traffic Volumes 4
Figure 2 – Vehicular Crash Concentrations - 2002 6
Figure 3a – Bicycle and Pedestrian Crashes – 2001-2002 8
Figure 36 – Bicycle and Pedestrian Crashes – 2001-2002 9
Figure 4 – 9th Street between Bay Avenue and West Avenue, Raised Median ... 16
Figure 5 – 9th Street Downtown, 3-Lane Cross-section 18
Figure 6 – West Avenue, Proposed 3-Lane Cross-section 21
Figure 7 – Potential Connections and Turnarounds 23
Figure 8 – 9th Street Potential Turnaround 25
Figure 9a – Potential Bike Network 31
Figure 9b – Potential Bike Network 32

* * * * * * * * * * * * * * *

List of Tables

Page No.

Table 1: Vehicular Crashes - 2002 7
Table 2: Bicycle Crashes 2001-2002 10
Table 3: Pedestrian Crashes 2001-2002 12

INTRODUCTION AND GOALS

A circulation element is one of the recommended elements of a municipal master plan; as described in the Municipal Land Use Law (NJSA 40:55D-28), a circulation element shows the "location and types of all modes of transportation required for the efficient movement of people and goods into, about and through the municipality."

All circulation improvements recommended in this plan have been evaluated not only for their effect on vehicular traffic, but for their effect on pedestrian, bicycle and transit modes. Appropriate to Ocean City's status as one of the most important tourist destinations in the State of New Jersey, and a popular haven for recreating pedestrians and bicyclists, multi-modal transportation planning has received increasing emphasis in the City in recent years. Through implementation of the strategies presented in this plan, the City is poised to encourage multi-modal transportation to an even greater degree than exists at the current time.



Increasing the capacity of the vehicular roadway system, particularly on heavily trafficked streets such as 9th Street or 34th Street, remains a desirable goal when this can be achieved through such means as signalization improvements, as opposed to roadway expansion. However, traffic congestion is not a significant issue on the large majority of City streets. Since the City is largely built out, future traffic growth will likely continue to be incremental, as it has been in the recent past.

Given the above, following are the primary goals of the Ocean City Circulation Element:

- Provide a safe and efficient traffic flow on Ocean City roadways;
- Continue to evaluate opportunities for new public parking facilities, and make more efficient use of the City parking supply;
- Encourage increased bicycle activity, primarily through the designation of new on-road facilities;
- Encourage increased pedestrian activity, through improved pedestrian facilities and the use of traffic calming; and
- Increase use of transit services.

The Circulation Element provides information on both existing conditions and recommendations for improvements, using the categories below:

- Vehicular
- Transit
- Parking
- Bicycle
- Pedestrian

VEHICULAR

Street System

With the exception of several areas, Ocean City is built upon a grid system. Numbered streets, from 1st Street in the north to 59th Street in the south, provide east-west access across the city. Ninth Street is the major entrance into the City; it is the continuation of NJ Route 52, which spans Egg Harbor Bay from Somers Point. Route 52 is the sole state highway within city limits.

North-south access is provided by nine avenues (in the widest part of the island, in the north; the city narrows to only three avenues in the south). Key north-south arterials include Bay Avenue and West Avenue. Bay Avenue, a two-lane roadway, is designated as CR 656 from Battersea Road in the north, to Roosevelt Boulevard in the south. The CR 656 designation continues to the north of Bay Avenue, on Battersea Road and Wesley Road. West Avenue is a four-lane roadway south of 9th Street, and two lanes north of 9th Street. West Avenue is designated as a county route (CR 619) only from 34th Street to 55th Street. At 55th Street, the CR 619 designation continues south on 55th Street and Ocean Drive.

The primary east-west access is provided by 9th Street and 34th Street. Ninth Street, a four-lane roadway, runs from Bay Avenue to the Boardwalk, and is a continuation of State Route 52. 34th Street, a two lane-roadway, runs from Bay Avenue to the ocean, and is a continuation of Roosevelt Boulevard, CR 623, to the west.

In general, at unsignalized locations in Ocean City, east-west streets are controlled by stop signs, while the north-south avenues are free flowing. To abet cross-island traffic flow, a number of streets in the downtown area have been informally designated as cross-town streets, and are signalized at key intersections. These streets include 6th Street; 8th Street; 9th Street; 10th Street; 14th Street and 18th Street.

There are four entrance points into the City:

- the Longport Bridge, which leads into Gardens Parkway/ Wesley Road (also signed as CR 656);
- Route 52 bridge, which leads into 9th Street;
- Roosevelt Boulevard, or CR 623; and
- Ocean Drive, or CR 619.

The first two entrance points have recently been, or currently are, the subject of major improvements. The Longport Bridge is a new facility, having been replaced three years ago. The Route 52 causeway is scheduled to be replaced by a new facility, with construction starting in 2005 and continuing through 2008. Both the Longport bridge and the Route 52 causeway represent improvements in traffic flow onto and off the island. The drawbridge was eliminated on the Longport Bridge, thus eliminating long delays during the summer season. The same improvement is scheduled for the Route 52 causeway. The Longport Bridge provides bicycle-compatible shoulders. The Route 52 causeway will be especially pedestrian and bicycle friendly; it will be constructed with a 10 foot sidewalk eastbound, and two 10 foot shoulders.

Volumes

Average Daily Traffic (ADT) volumes for key roadways during the summer season are depicted in Figure 1. (These volumes were calculated based upon manual turning movement counts and automatic traffic recorder counts taken the summer of 2003, as well as from counts taken during the summers of 1999, 2000, and 2001 for other studies. The counts indicate that there is no pronounced trend in traffic volumes on Ocean City roadways in recent years.)

As indicated, volumes are highest on 9th Street east of the touchdown of the Route 52 bridge, with 35,000 ADT. Volumes on 9th Street progressively decline toward the Boardwalk, as motorists turn onto and from the avenues; volumes are reduced to 21,000 ADT west of 9th Street, and to 19,000 east of West Avenue.

Following 9th Street, the heaviest traffic volumes downtown are found on West Avenue, at 18,000 ADT immediately south of 9th Street. Daily volumes on West Avenue drop to 15,000 south of 14th Street, where they remain fairly constant until 35th Street. Daily traffic volumes on West Avenue spike at 22,000 immediately south of 35th Street, due largely to the infusion of southbound vehicles entering the City from Roosevelt Boulevard. Although ATRs were not installed on West Avenue south of 35th Street as part of this study, based on field observations, volumes on West Avenue decline toward the southern end of the island.

The second highest traffic volumes in Ocean City are on Roosevelt Boulevard before the transition to 34th Street, at 33,000 ADT. Similar to 9th Street, volumes on 34th Street drop toward the ocean, with an ADT of 20,000 east of Simpson Avenue.

East of West Avenue, the heaviest traffic volumes on north-south roadways are found on Ocean Avenue; volumes are especially heavy immediately south of 9th Street, as vehicles seeking access to attractions along the beach have their last chance to turn at this point.

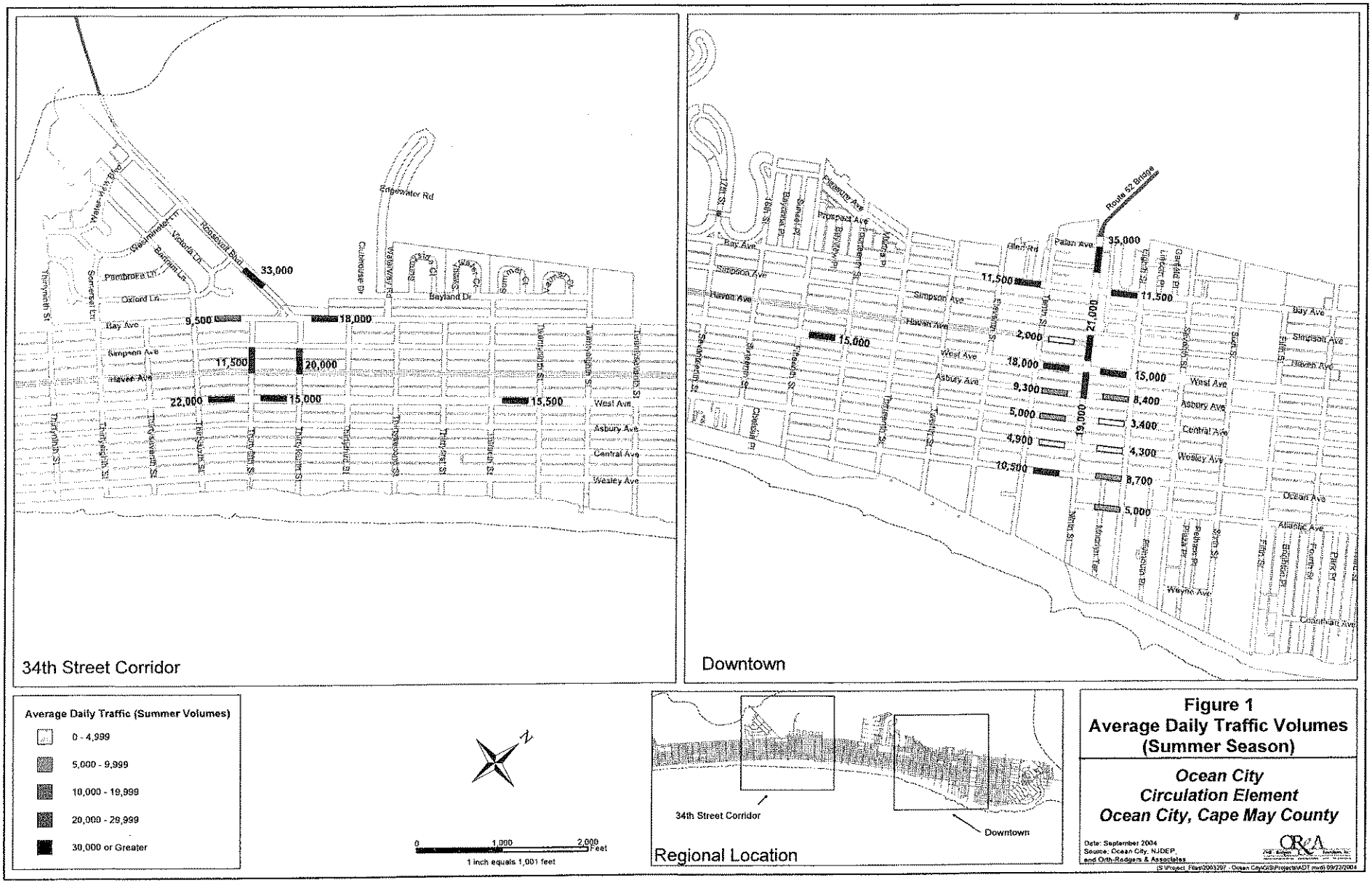

Figure 1
Average Daily Traffic Volumes
(Summer Season)

Ocean City
Circulation Element
Ocean City, Cape May County

Date: September 2004
Source: Ocean City, NJDEP, and Orth-Rodgers & Associates

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Crashes

There were a total of 618 crashes on Ocean City roadways in the calendar year 2002. Not surprisingly, given the much higher traffic volumes in the summer, 60% of these crashes occurred in June, July and August. Figure 2 and Table 1 indicate the location of vehicular crash concentrations in Ocean City for 2002 (it should be noted that the numbers in Figure 2 are map keys for Table 1, and do not indicate the number of crashes). Crash concentrations are prominent on 9th Street, 34th Street, 10th Street and West Avenue, due to the heavier volumes along these roadways. The intersection of West Avenue and 9th Street – home of the greatest number of conflicting traffic movements in the city – was also site of the highest number of crashes, with 13. The intersection of Bay Avenue and 34th Street was second highest with nine (9) crashes.

Four intersections had 8 crashes each; the intersections of West Avenue and 13th Street, and Central Avenue and 14th Street, are particularly interesting since they each had five right-angle crashes in 2002. Both could thus be considered for signalization, based upon signal warrants for crash history as outlined in the *MUTCD (Manual on Uniform Traffic Control Devices*). Right angle crashes can ameliorated by signals, through reducing the discretion that motorists normally employ at Stop-controlled intersections. The City requested NJDOT approval of a traffic signal at Central Avenue and 14th Street based upon the crash history there in January 2003, but has not yet received word on the status of this application.

The use of signalization on the cross-town streets in Ocean City is not completely consistent, which appears to contribute to safety problems. Of greatest concern, Central Avenue is not signalized at 18th Street, 14th Street, 10th Street, 8th Street, and 6th Street. At each of these locations, Central Avenue is controlled by a stop sign. Based upon the recorded crash history, the lack of traffic signals at these locations has contributed to vehicular crashes. Because motorists on north-south streets are acclimated to either having free flow conditions, or traffic signals, some motorists on Central Avenue may fail to account for the presence of stop signs, and do not come to a complete stop.



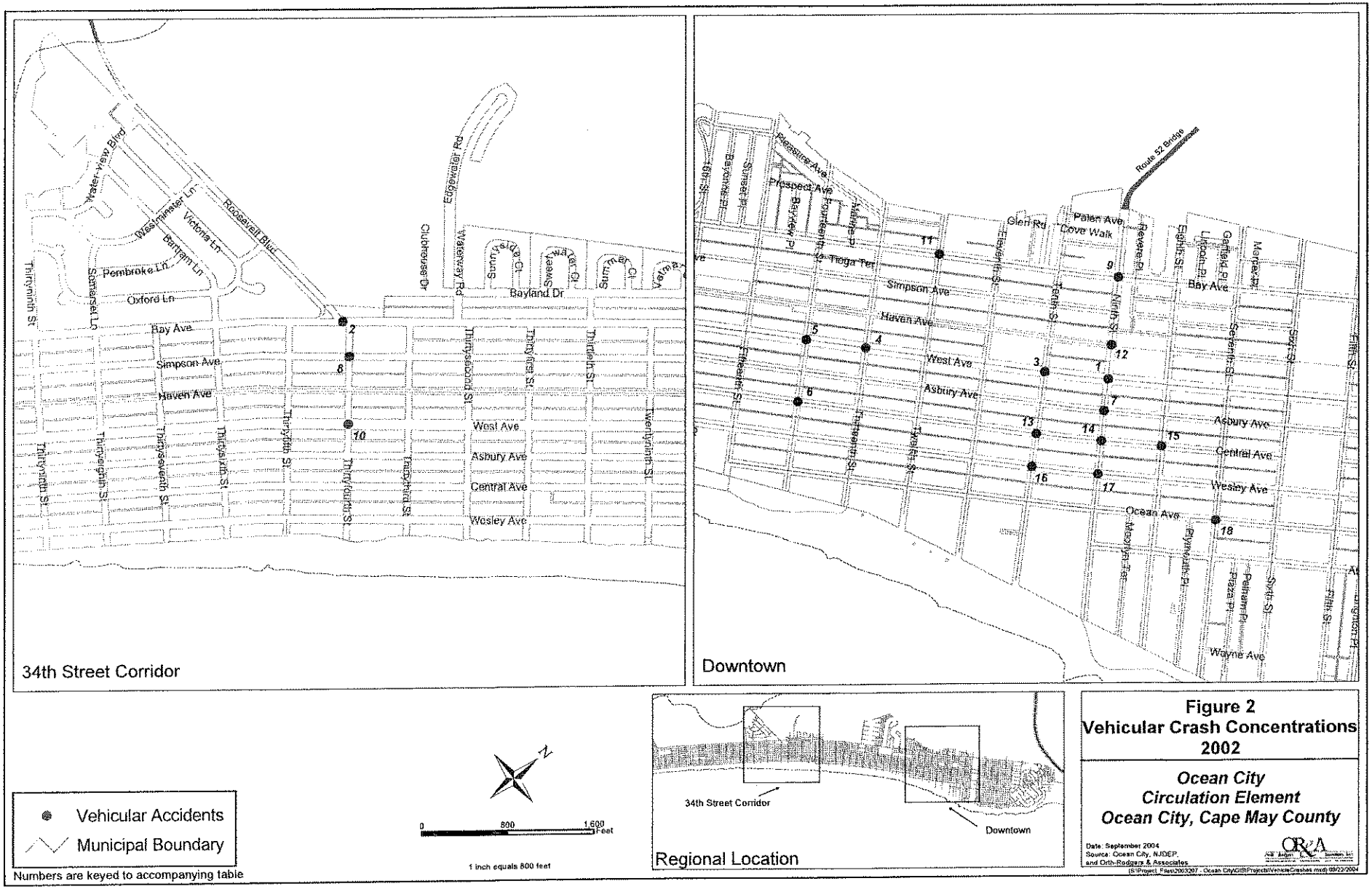

Figure 2
Vehicular Crash Concentrations
2002

Ocean City
Circulation Element
Ocean City, Cape May County

Date: September 2004
Source: Ocean City, NJDEP, and Orth-Rodgers & Associates

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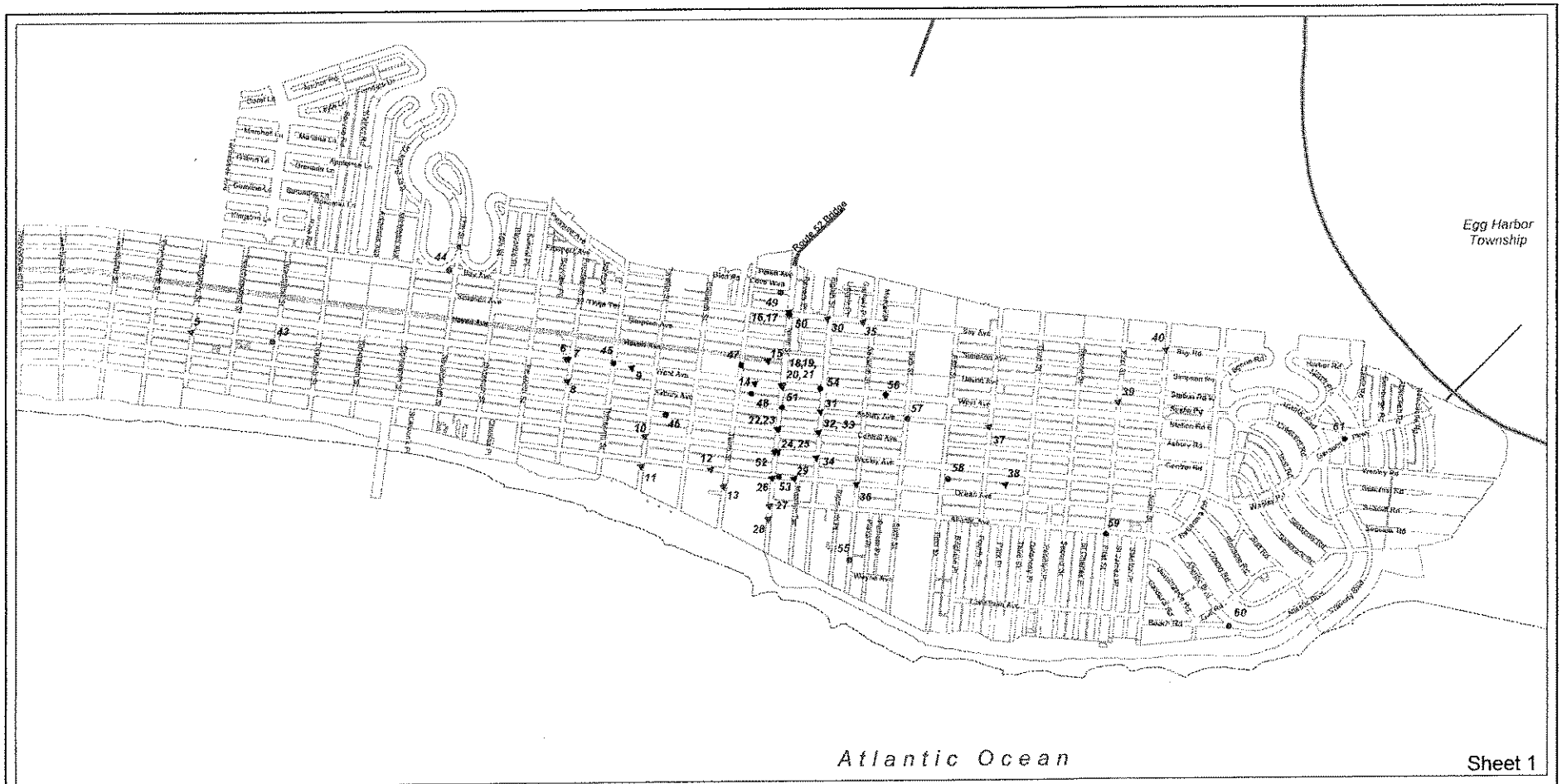
Table 1: Vehicular Crashes - 2002

Map Key	Location	Crashes	Prevalent Crash Type
1	West Ave. and 9th St.	13	3 vehicles turned into bicyclists
2	Bay Ave. and 34th St.	9	3 eastbound rear-end crashes for vehicles turning right
3	West Ave. and 10th St.	8	4 rear-end crashes on southbound approach
4	West Ave. and 13th St.	8	5 right-angle crashes
5	West Ave. and 14th St.	8	No prevalent type
6	Central Ave. and 14th St.	8	5 right-angle crashes
7	Asbury Ave. and 9th St.	6	3 right-angle crashes
8	Simpson Ave. and 34th St.	6	2 right-angle crashes
9	Bay Ave. and 9th St.	5	2 fixed object crashes
10	West Ave. and 34th St.	5	2 right-angle crashes
11	Bay Ave. and 12th St.	4	3 left-turn crashes
12	Haven Ave. and 9th St.	4	No prevalent crash type
13	Central Ave. and 10th St.	4	4 right-angle crashes
14	Central Ave. and 9th St.	4	4 left-turn crashes
15	Central Ave. and 8th St.	4	4 right-angle crashes
16	Wesley Ave. and 10th St.	4	No prevalent crash type
17	Wesley Ave. and 9th St.	4	3 sideswipe crashes
18	Ocean Ave. and 7th St.	4	4 right-angle crashes

Bicycle and pedestrian crashes for the years 2001 and 2002 are described in Figures 3a and 3b, and Tables 2 and 3. Three-quarters of the 40 bicycle crashes occurring in Ocean City in 2001 and 2002 were concentrated between 6th and 14th Streets, with 13 crashes on 9th Street alone. The large concentration of bicycle crashes in this area is not surprising given the heavy vehicular volumes and bicycle activity in this area. 9th Street is particularly hazardous for bicyclists, given the large volumes and especially the large number of turning movements. The highest crash location was at West Avenue and 9th Street, where four crashes took place. In two of the cases, bicyclists were riding the wrong way. The recommendations for bike lanes on 9th Street, discussed later in this Plan, are intended to help make motorists more aware of bicycle traffic, and to encourage bicyclists to ride on the correct side of the road.

Thirteen of the 21 pedestrian crashes occurred between 6th and 14th Streets, but there was no one location with two or more crashes. There was only one crash on Ocean Avenue and one crash on Atlantic Avenue, which is minimal given the very large number of pedestrian volumes across and along these two streets.



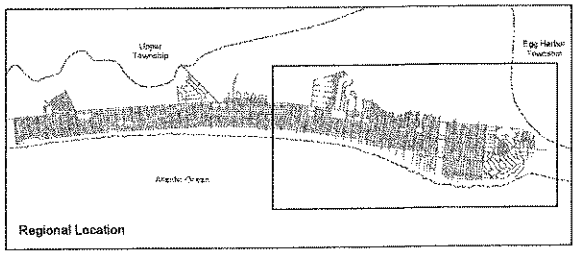
▲ Bicycle Crashes
● Pedestrian Crashes
County Boundary
Municipal Boundary

Numbers are keyed to accompanying table

N

0 1,300 2,600 Feet

1 inch equals 1,300 feet



Regional Location

Figure 3a
Bicycle and Pedestrian Crashes
2001-2002

Ocean City
Circulation Element
Ocean City, Cape May County

Date: September 2004
Source: Ocean City, NJDEP, and Orth-Rodgers & Associates

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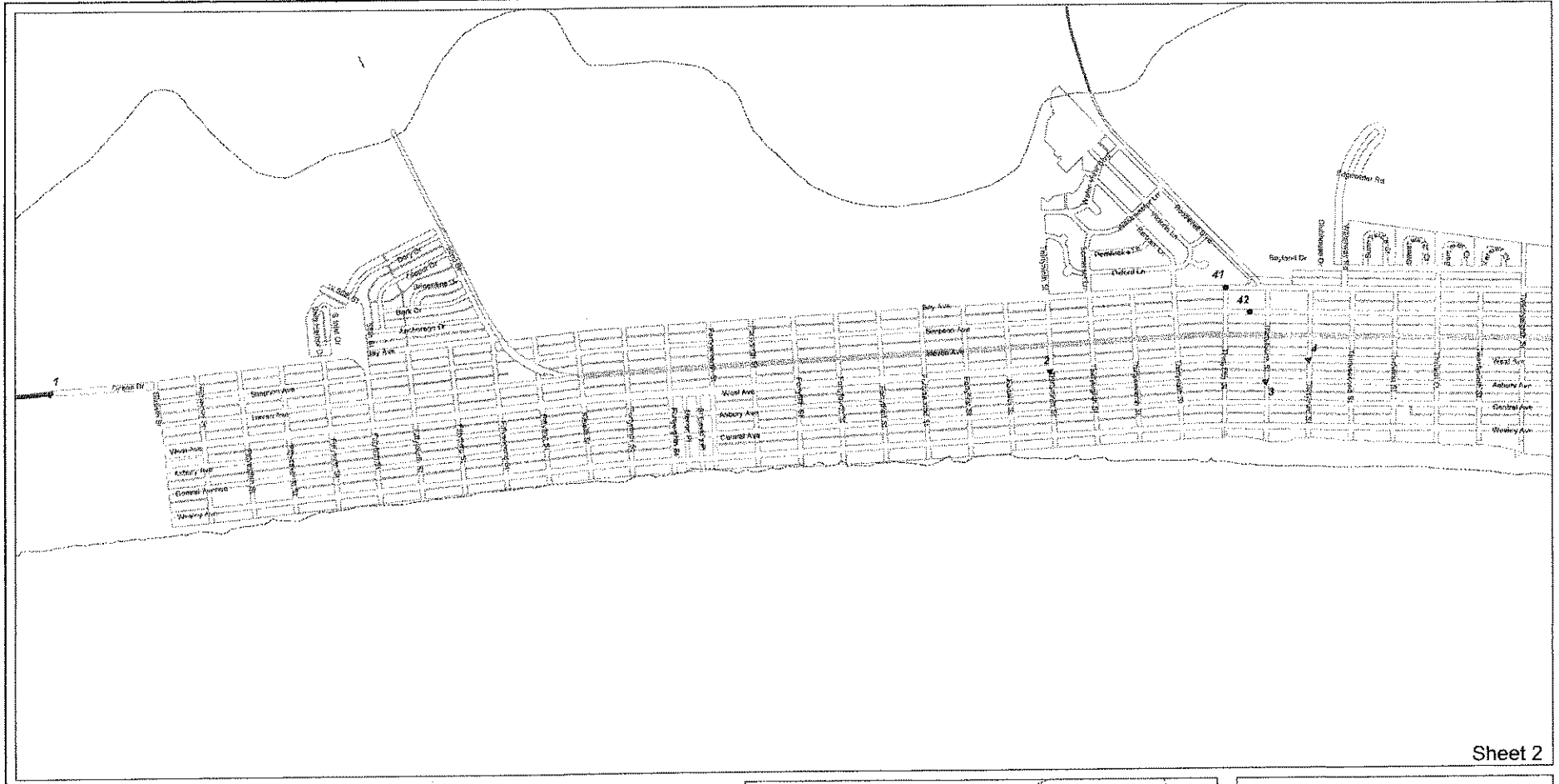


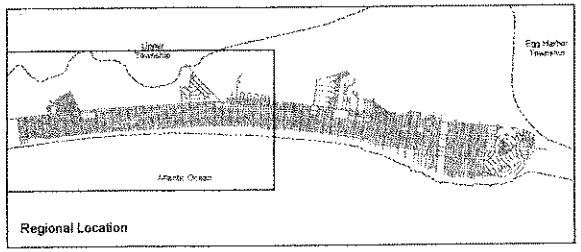
Bicycle Crashes
Pedestrian Crashes
County Boundary
Municipal Boundary

Numbers are keyed to accompanying table

N

0 1,300 2,600 Feet

1 inch equals 1,300 feet



Regional Location

Figure 3b
Bicycle and Pedestrian Crashes
2001-2002

Ocean City
Circulation Element
Ocean City, Cape May County

Date: September 2004
Source: Ocean City, NJDEP, and Orth-Rodgers & Associates

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Table 2: Bicycle Crashes 2001-2002

Map Key	Location	Description	Year
1	Ocean Drive, 75 feet north of Toll Booth	Bicycle traveling southbound struck stopped vehicle.	2002
2	39th Street, 20 feet east of West Avenue	Vehicle traveling eastbound on 39th Street struck bicyclist exiting alley; bicyclist was obstructed by parked vehicle and utility pole.	2001
3	34th Street and Asbury Avenue	Vehicle turning left struck bicyclist who entered intersection on crosswalk.	2001
4	West Avenue and 33rd Street	Vehicle traveling northbound on West Avenue struck bicyclist traveling westbound on 33rd Street.	2001
5	23rd Street and Asbury Avenue	Bicyclist traveling northbound on Asbury Avenue with flow of traffic struck vehicle on 23 Street. Vehicle failed to yield in intersection.	2001
6	West Avenue, 75 feet south of 14th Street	Moped driver was traveling south on West Avenue, lost control and fell off.	2001
7	West Avenue, 50 feet south of 14th Street	Motorist opened door and struck southbound bicyclist.	2002
8	Asbury Avenue and 14th Street	Bicyclist traveling east on 14th Street was struck by vehicle as he entered the intersection on red.	2001
9	1250 West Avenue	Vehicle driving into parking lot struck pedestrian on scooter as he was coming off the curb.	2001
10	12th Street and Wesley Avenue	Bicyclist on 12th failed to stop and struck vehicle.	2002
11	12th Street, 90 feet east of Ocean Avenue	Surrey entering 12th Street from Boardwalk struck vehicle.	2002
12	Ocean Avenue, 200 feet south of 10th Street	Vehicle headed westbound in entranceway of parking lot was leaving parking lot and struck by bicyclist heading southbound on sidewalk.	2001
13	10th Street, 200 feet east of Ocean Avenue	Bicyclist entering road from sidewalk was struck by vehicle.	2002
14	962 West Avenue	Skateboarder struck by vehicle.	2002
15	943 Haven Avenue	Vehicle traveling southbound in parking lot, ran over skateboard which pedestrian jumped off deliberately.	2001
16	14 West 9th Street	Vehicle struck bicyclist in parking lot.	2001
17	9th Street and Bay Avenue	Bicyclist traveling westbound on 9th Street was struck by vehicle as bicyclist attempted to make right turn on Bay Avenue.	2001
18	West Avenue and 9th Street	Vehicle turning left onto West Avenue struck bicyclist in crosswalk.	2002
19	9th Street and West Avenue	Vehicle turning left from West Avenue struck bicyclist on 9th Street.	2002
20	West Avenue and 9th Street	Bicyclist riding on wrong side was struck by vehicle turning left onto West Avenue from 9th Street.	2002
21	West Avenue and 9th Street	Bicyclist riding wrong way struck by vehicle turning left onto West Avenue.	2002
22	9th Street and Central Avenue	Eastbound vehicle turning left onto Central Avenue hit bicyclist.	2002
23	Central Avenue, 10 feet north of 9th Street	Bicyclist hit door of illegally parked vehicle at northeast corner of 9th and Central Avenue.	2001
24	Wesley Avenue and 9th Street	Vehicle traveling northbound attempting to make a right turn on red struck bicyclist riding wrong way on Wesley Avenue sidewalk.	2001
25	Wesley Avenue at 9th Street	Bicyclist riding eastbound on sidewalk couldn't stop before intersection and collided with vehicle.	2001
26	9th Street at Ocean Avenue	Bicyclist traveling west on 9th Street struck side of vehicle while attempting to change from the outside to inside lanes.	2001
27	800 Block 9th Street, North	Vehicle struck bicyclist in parking lot.	2001



	Parking Lot		
28	9th Street, 250 feet east of Atlantic Avenue	Vehicle exiting parking lot struck pedestrian walking bicycle on sidewalk.	2001
29	820 Ocean Avenue	Vehicle struck bicyclist in parking lot.	2002
30	Bay Avenue, 10 feet south of 8th Street	Vehicle southbound on Bay crowded and struck bicyclist on shoulder.	2002
31	8th Street and Asbury Avenue	Vehicle on 8th Street struck bicyclist entering intersection from sidewalk through red light.	2002
32	8th Street and Central Avenue	Bicyclist traveling eastbound on 8th Street, struck vehicle traveling southbound through the intersection	2002
33	Central Avenue and 8th Street	Vehicle northbound on Central Avenue failed to stop and hit bicyclist on 8th Street. Bicyclist did not have light at night.	2002
34	612 8th Street	Bicyclist entering an alley struck vehicle.	2002
35	700 Block of Bay Avenue, 65 feet north of Garfield	Bicyclist hit door of parked vehicle which was being opened by driver to exit.	2001
36	Ocean Avenue and 7th Street	Eastbound vehicle on 7th Street struck bicyclist on wrong side.	2002
37	Asbury Avenue and 4th Street	Bicyclist on 4th Street failed to stop and entered intersection from crosswalk. Bicyclist was struck by vehicle. Fatality.	2002
38	600 Block 3rd Street Alley and Wesley and Ocean	Bicyclist traveling on north sidewalk was struck by vehicle backing out of a driveway.	2001
39	200 Block of 1st Street, 175 feet west of west Avenue	Vehicle traveling westbound struck bicyclist which emerged from alley.	2001
40	Bay Avenue and North Street	Bicyclist westbound on North Street failed to stop and hit vehicle.	2002

Table 3: Pedestrian Crashes 2001-2002

Map Key	Location	Description	Year
41	Bay Avenue, 100 feet north of 35th Street	Vehicle turning left on 35th Street struck pedestrian in crosswalk.	2001
42	Simpson Avenue, 250 feet south of 34th Street	Parking vehicle struck pedestrian.	2002
43	Asbury Avenue, 50 feet south of 21st Street	Vehicle struck pedestrian running from between parked vehicles	2002
44	Bay Avenue, 100 feet south of 17th Street	Vehicle traveling northbound on Bay Avenue struck pedestrian conducting mid-block crossing.	2002
45	1300 West Avenue	Vehicle struck pedestrian while backing into parking space. Fatality.	2002
46	Central Avenue, 219 feet north of 12th Street	Vehicle traveling northbound on Central Avenue struck pedestrian walking westbound who emerged from two parked vehicles.	2001
47	200 Block of 10th Street, 90 feet west of West Avenue	Vehicle traveling east on 10th Street struck pedestrian making mid-block crossing.	2001
48	900 Block Alley Asbury and West, 200 feet north of 10th Street	Vehicle traveling south in alley struck pedestrian who ran out into alley.	2001
49	941 Pleasure Avenue	Pedestrian grabbed onto truck that was stopped in traffic. Truck started to move and pedestrian fell.	2001
50	2 W. 9th Street Lot	Pedestrian struck by vehicle in parking lot.	2001
51	Asbury Avenue at 9th Street	Vehicle turning left onto Asbury Avenue struck pedestrian in crosswalk.	2001
52	Wesley Avenue and 9th Street	Vehicle turning left onto Wesley Avenue struck pedestrian in crosswalk.	2002
53	Ocean Avenue, 100 feet north of 9th Street	Parking vehicle struck pedestrian.	2001
54	West Avenue at 8th Street	Vehicle turning left onto West Avenue struck pedestrian in crosswalk.	2001
55	800 block of 7th Street, 200 feet west of Wayne Avenue	Parking vehicle struck pedestrian.	2001
56	652 West Avenue	Parking vehicle struck pedestrian.	2002
57	Asbury Avenue at 6th Street	Vehicle attempting to turn left onto Asbury Avenue struck pedestrian in crosswalk.	2002
58	Alleyway Ocean/Wesley, 75 feet north of 5th Street	Vehicle hit pedestrian in hit and run accident.	2001
59	1st Street, 15 feet west of Atlantic Avenue	Vehicle westbound on 1st Street struck pedestrian who came from between two vehicles stopped in eastbound traffic.	2002
60	Beach Road at East Atlantic Blvd.	Vehicle backing into parking space struck pedestrian.	2001
61	Gardens Parkway and Dundee Road	Pedestrian (protester) intentionally walking in the path of dump trucks was struck.	2002

VEHICULAR RECOMMENDATIONS

Route 52 Bridge

One of the major transportation projects anticipated to affect Ocean City in the future is replacement of the existing Route 52 causeway with a new bridge; the bridge is expected to open in 2008. Since this is the main entry point into Ocean City, any impacts from a new bridge must be carefully addressed.

The elimination of the two drawbridges, in particular, will have the greatest effect on traffic conditions in Ocean City. They open with greatest frequency in the summer time, precisely when traffic volumes are heaviest. The length of the opening varies, but is often over five minutes in duration. The opening is experienced most directly at the signalized intersection of 9th Street and Bay Avenue, which is connected to the bridge. When the drawbridge is up, the northbound left turn on Bay Avenue is eliminated from the signal, and the time for this phase is given to through traffic on Bay Avenue. The drawbridge opening also has the effect of creating long queues for outbound traffic on 9th Street.

After the drawbridge is closed, there are heavy "spikes" of inbound and outbound traffic, which typically take several cycles to clear.

After the bridge replaces the causeway, the signal at 9th and Bay Street will operate on its "normal" traffic program at all times. The outbound traffic queues on 9th Street, which currently may reach all the way to Atlantic Avenue when the drawbridge is up, will be significantly reduced.

Residents have expressed several concerns about the new bridge. There is a concern that traffic volumes will increase with the opening of the bridge. The project team for the bridge does not anticipate that to happen, since the new bridge, like the existing bridge, will still be a four-lane facility, and there will thus be no increase in capacity.

There is also a concern that incoming traffic will head into the city at a faster pace, since the drawbridge will no longer be present to serve a monitoring function. The most direct means of addressing changes in traffic flow will be through changes to the signal at 9th Street and Bay Avenue. The project team has had discussions with Cape May County about revising the signal timing to make traffic flow at this intersection more efficient. If, under future conditions, traffic flow into the City on 9th Street is moving at too high a speed, the City can elect to take time away from the inbound movement. This would increase the delay experienced by inbound motorists, but reduce vehicular speeds.

A range of strategies to improve traffic flow on 9th Street can also be considered, consistent with the opening of the new bridge. One strategy would be to synchronize all the traffic signals along 9th Street, which would result in improved traffic flow along the entire length of the corridor. The best means for synchronizing signals would be to install wire between every signal (which would also require installing conduits and junction boxes for every signal). If hard-wired in this manner, all individual signal controllers along the corridor could be effectively managed through one "master

controller." Along with installation of a physically connected signal system, system detectors should be installed so that signal splits could be altered along the corridor to respond to unique traffic conditions. For example, if a sudden thunderstorm strikes, causing significant traffic flow out of the city, the signals along the corridor could react to this peak in outbound traffic. Besides efficiently managing traffic flow, an interconnected system would give the City Emergency Services the ability to over-ride the normal signal phasing and shift to an "emergency mode" signal phasing.

It should be acknowledged that such a system would also be somewhat expensive. A wireless master controller system may be feasible, but is less reliable. Further, given the relatively close proximity of the signals along 9th Street, it may not be appreciably less expensive.

As an alternative, the City could improve traffic flow by installing less expensive time-based coordinators at each signal. Installation of these coordinators would also allow the City to synchronize signals. However, they would not permit the signals to "talk to each other," and would thus not be sensitive to unique traffic conditions, as would be the case if signals were hard-wired.

A more extensive strategy would be to link the signals on 8th, 9th and 10th Streets together. Under this scenario, programs could be established to better process vehicles attempting to reach 9th Street, and then depart the City, in the event of a weather emergency. However, this improvement would be appreciably more expensive than linking the signals on 9th Street together.

Another option for improving incoming traffic flow would be to install a dedicated eastbound right-turn lane at 9th Street and Bay Avenue. This would further improve traffic flow through the intersection. It should be noted that installation of a right-turn lane would require cutting back the sidewalk on the south side to seven (7) feet in width, which is somewhat inconsistent with the 10-foot-wide pedestrian/ bike path being installed on the eastbound side of the new bridge. This strategy should thus be considered after other strategies for improving circulation through the downtown.

Finally, signing could be improved for inbound motorists. Signs are currently in place for eastbound motorists, but the wording is not of a sufficient size to be read by a large percentage of motorists. Signs with larger legends are thus recommended.

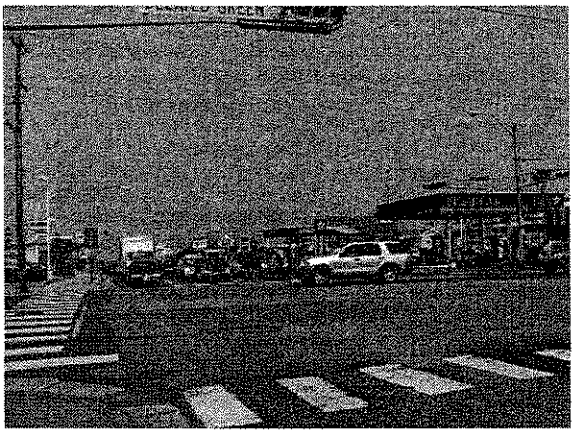
9th Street

In addition to the improvements to 9th Street to better tie into the planned Route 52 bridge, other improvements are needed along this key street.

9th Street has two distinct characters, east and west of West Avenue. West of West Avenue, a two-way left turn lane is present along much of this roadway section. The land uses are more auto dependent than east of West Avenue, with gas stations or retail/service uses with large parking lots being representative examples. East of West Avenue, 9th Street is four lanes with no left turn lane. Land uses have a more traditional business district character, with no or minimal setbacks. Pedestrian volumes are much heavier east of West Avenue.

There are a number of issues with existing conditions on 9th Street.

- Signal equipment is inadequate. Signals lack pedestrian indications, and the signal indications are not far enough over the approach lanes to provide adequate visibility for approaching motorists.
- Left turning movements along 9th Street at driveways are not controlled. This is particularly problematic at the driveway to McDonald's, where field views have identified westbound motorists turning across the three lanes of eastbound traffic at the West Avenue approach, thus disrupting both eastbound and westbound flow. Some crashes in recent years can be traced to the conflicting movements on this block.
- Particularly east of West Avenue, sidewalks are not of the desired width to accommodate the pedestrian volumes. They are immediately adjacent to roadway lanes, making for uncomfortable pedestrian conditions.
- There is inadequate space for bicyclists in the roadway.



Looking west on 9th Street from West Avenue.

It is thus proposed to reconfigure 9th Street west of West Avenue. Figure 4 depicts 9th Street between Bay Avenue and West Avenue. Landscaped medians are proposed for the roadway, with openings to permit left turning movements at intersections with side streets. However, left-turning movements into and out of mid-block driveways, including McDonald's, would not be permitted. The medians are proposed to be 16 feet in width. Since emergency access is a consideration, the median islands should be built with low, mountable curbs; the landscaping should either be a plant material of minimal height, or an attractive textured pavement. Built in this manner, emergency vehicles could drive over the median islands if necessary.

Coincident with this design for median islands, it is also proposed to restripe 9th Street to create 11-foot travel lanes, and 5 foot bicycle lanes. This will not require reducing the number of travel lanes on 9th Street, since the existing lanes are wider than necessary, ranging from 12 to 14 feet. The bike lanes will better accommodate bicycle travel than the current roadway, and provide greater separation for pedestrians from passing vehicles. There are two options for bike lanes at the approaches with major streets; they can be dropped, and lanes widened, to reinforce the fact that bicyclists can use all lanes at the approach (illustrated at the West Avenue approach) or they can be retained, such as shown at the Bay Avenue approach.



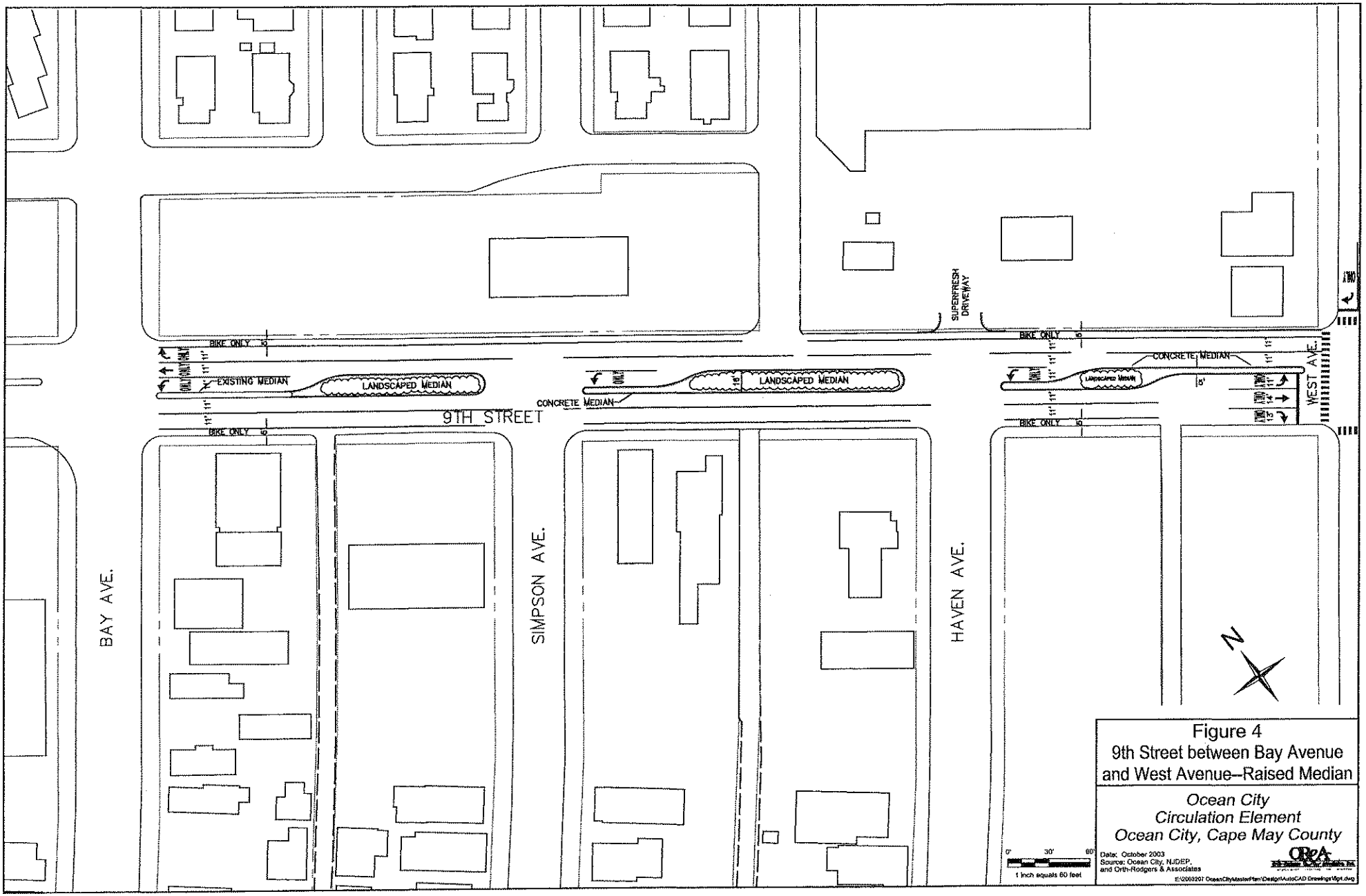


Figure 4
9th Street between Bay Avenue and West Avenue--Raised Median

Ocean City
Circulation Element
Ocean City, Cape May County

Date: October 2003
Source: Ocean City, NJDEP, and Orth-Rodgers & Associates

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It is also possible to reconfigure 9th Street east of West Avenue. The reconfiguration here involves changing 9th Street from the existing four-lane cross-section, with 10 foot lanes, to two through lanes and a left turn lane. Under the reconfiguration, the lanes would also be 10 feet in width. This reconfiguration would permit striping of 5 foot bike lanes. The presence of bike lanes would be even more useful on this section of 9th Street than west of West Avenue. Pedestrians frequently complain about bicyclists riding on the sidewalks, which, at 8 to 10 feet in width, are too narrow to accommodate both bicycle activity and the heavy pedestrian volumes. The bike lanes would also provide a desirable separation from vehicular traffic. The narrow width of the existing travel lanes – 10 feet – means that motorists must ride directly adjacent to the sidewalks, making conditions uncomfortable for pedestrians. Of course, bicyclists would greatly benefit from the presence of bike lanes. The concept for this reconfiguration is presented in Figure 5.

The reconfiguration would result in slightly increased delays for motorists along 9th Street. Much of this delay could be addressed by synchronizing signals along 9th Street. As discussed above, significant queues can form on 9th Street while the drawbridge is opened. The queues produced by the drawbridge openings may actually be more noticeable than the increase in delays, as the reconfiguration will have the effect of reducing the vehicular storage capacity on 9th Street east of West Avenue by half. Much of the problem with outbound queues will be addressed when the new bridge is opened. Therefore, to minimize any disruption from the recommended cross-section, the City could wait until after the bridge is constructed, and after taking steps to improve traffic flow through 9th Street signals.

Several other strategies would increase capacity and improve safety along 9th Street. These strategies were identified as part of the *9th Street Road Safety Audit* commissioned by the South Jersey Transportation Planning Organization, and prepared in June 2004. These include:

- Installation of "Do Not Block the Box" signs at intersections, to improve traffic flow in congested conditions;
- Encourage the use of alternate roads through signage;
- Supplement the overhead street lighting with pedestrian-scale lighting;
- Provide better progression for traffic signals on 8th and 10th Streets, so these roads will be a more reasonable alternative to 9th Street;
- Inventory and revise truck route signing;
- Provide advance lane use control signs on Asbury Avenue approaches to 9th Street; and
- Convert alleys along 9th Street to right-in, right-out only.

The Ocean City ordinance requires that land uses adjacent to alleys be required to use the alleys for all vehicular access. For land uses located between 9th Street and 8th Street, or between 9th Street and 10th Street, this requirement serves to increase the number of mid-block turning movements on 9th Street, as inbound vehicles would access uses via the alley, rather than from one of the avenues. Given the high number of vehicular conflicts on 9th Street already, this represents an undesirable condition. This ordinance should thus be modified to exclude land uses between 8th Street and 10th Street.

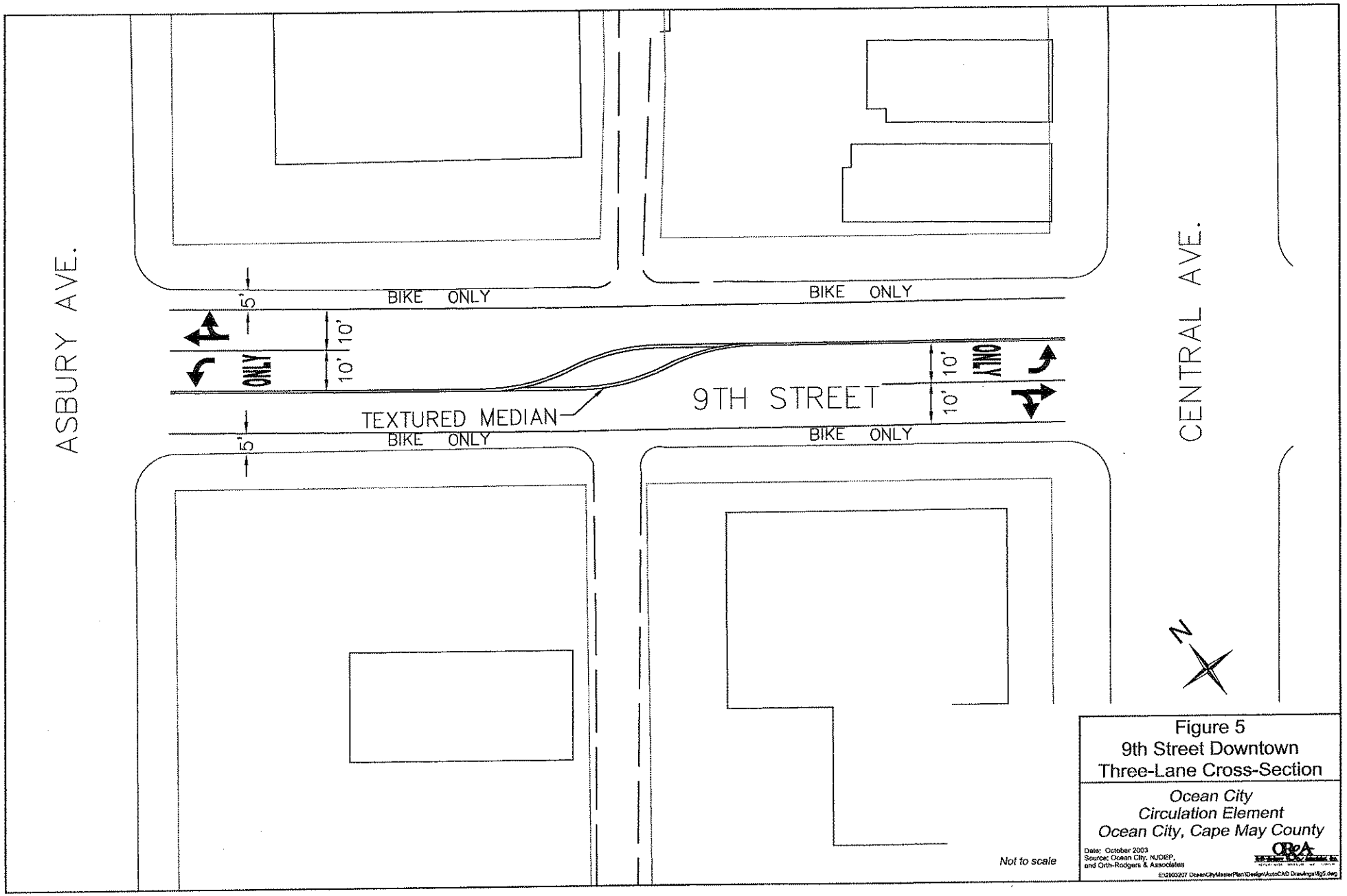

Figure 5
9th Street Downtown
Three-Lane Cross-Section

Ocean City
Circulation Element
Ocean City, Cape May County

Date: October 2003
Source: Ocean City, NJDEP, and Orth-Rodgers & Associates

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West Avenue

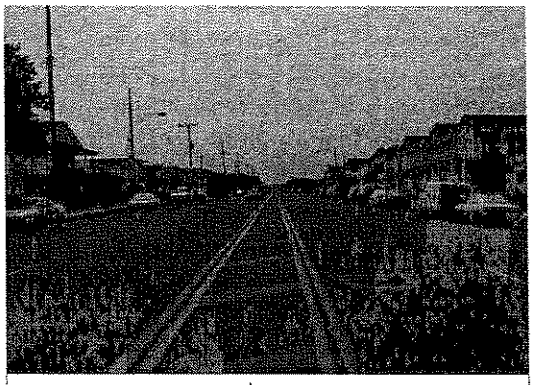
Early in the Circulation Plan process, residents in the vicinity of West Avenue expressed interest in traffic calming along that roadway. Speeding is a common occurrence along West Avenue. Speed studies were taken at four different points along West Avenue; they were conducted in the PM peak hour (between 4:45 PM and 5:45 PM) for a more conservative approach. Speeding would likely be heavier in some off-peak hours. Following are the results:

Location	Speed limit	85th percentile speed
West Avenue at 20th Street	30 mph	38 mph
West Avenue at 26th Street	30 mph	39 mph
West Avenue at 31st Street	30 mph	36 mph
West Avenue at 43rd Street	35 mph	41 mph

The 85th percentile is the speed below which 85% of motorists are driving, and is often used to set the speed limit on roadways. Thus, as indicated in the table, a sizable percentage of motorists currently exceed the speed limits on West Avenue. Analyzing vehicular speeds in a different way, 64 to 90% of motorists on West Avenue north of 34th exceed the speed limit, and 60% of motorists on West Avenue south of 34th exceed the speed limit.

The speeds are likely related to the roadway's cross-section: at four lanes, and 70 feet in width, this roadway is tied with 9th Street above West Avenue as the widest street in Ocean City. Motorists find it easy to speed along West Avenue.

Because of the wide cross-section, and speed of passing vehicles, pedestrians have expressed concern about crossing West Avenue. This issue became especially prominent several years ago, when Cape May County restriped West Avenue south of 34th Street, eliminating the painted median and creating bike lanes of slightly less than 6 feet in width. Although the painted median of about 6 feet is not as desirable as a physical island, pedestrians regarded it as providing a desirable refuge if they could not cross all four lanes at one time, and believed that the reconfiguration made it more difficult to cross.



West Avenue at 21st Street.

For the above reasons, it is proposed to reconfigure West Avenue between 15th Street and 55th Street as a three-lane cross-section, with two through lanes and a left-turn lane at the approach to intersections with side streets (Figure 6). A median of 18 feet in width would provide a refuge for pedestrians to stand during their crossing. The roadway cross-section would also provide a 6-foot bike lane and 8 foot parking lane. The cross-section would thus address the safety of crossing pedestrians and simultaneously provide an improved bike lane for bicyclists. Importantly, the cross-section would also serve to slow vehicles;



the speed of vehicles would be controlled by the speed of the first vehicle in a platoon, and motorists could not change lanes to speed. This cross-section would thus accomplish the goal of traffic calming.

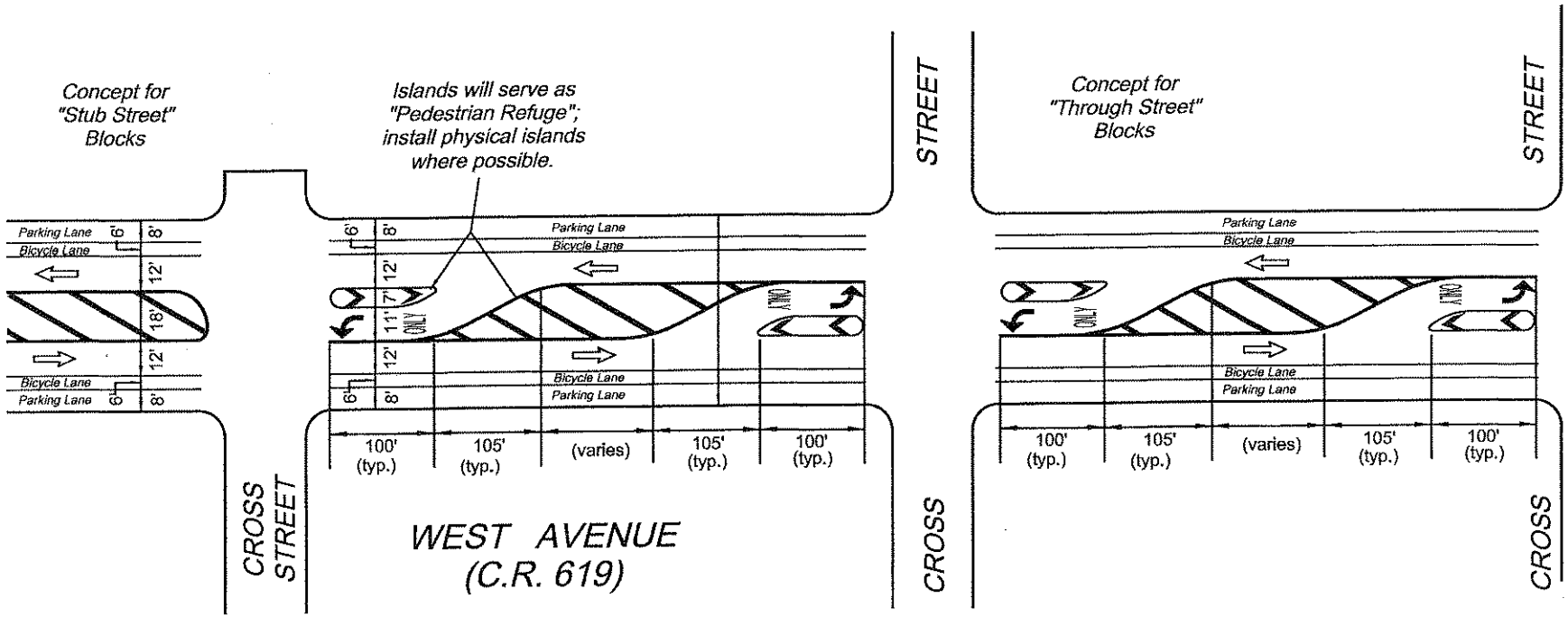
As indicated in Figure 1, volumes on West Avenue are relatively consistent between 15th Street and 34th Street at about 15,000 average daily traffic (ADT) volumes. A spike occurs at 34th Street, with reduced volumes south of this point. Typically, changing a roadway cross-section from four to three lanes has the potential for creating a problem with delays when the roadway's ADT is above 20,000. On a four-lane roadway in an urban area, the left lane is often occupied by left-turning vehicles, and so there can be a minor difference in capacity by changing to a three-lane cross-section. It should be emphasized that while the change in cross-section will likely reduce ambient traffic speeds, vehicles on West Avenue should experience only minimal increases in delay at any one intersection.

The delay for vehicles waiting to turn onto West Avenue from side streets will increase. At the busiest intersections, the level of service for vehicles waiting to turn onto West Avenue from side streets currently is 'f.' [1] Under one possible scenario, delay would increase by 7 seconds for eastbound motorists and 27 seconds for westbound motorists. It should be noted that if motorists experience excessive delay approaching West Avenue, they have the option of using a parallel north-south roadway to access a street which approaches West Avenue at a signal.

To evaluate the performance of a three-lane cross-section, Ocean City could first experiment with it for a smaller area. It is recommended that the City first re-stripe West Avenue from north of 18th Street to south of 24th Street. The City could then evaluate whether this results in significant delays; it should be left in place long enough to permit residents to become familiar with it, since any change in roadway pattern has the potential to confuse some residents initially. If the cross-section on this area does not result in major delays, or does not disturb traffic patterns, the City should then re-stripe West Avenue from 15th Street to 35th Street. Depending upon the success of this reconfiguration, the City could then move to install physical islands, which would be more aesthetic and provide a greater measure of safety to crossing pedestrians. The City could consider either an attractive textured material, or a very low-rise plant material, so emergency vehicles could cross if needed. Mountable curbs should be used.

The final step would be to coordinate with Cape May County on a possible reconfiguration of West Avenue from four lanes to three lanes south of 35th Street, since that is a county roadway.

[1] The "level of service" evaluates intersections based upon the typical delay to motorists. Grades indicate the typical amount of delay; a level of service 'f' indicates that motorists waiting to turn onto West Avenue are delayed over 50 seconds on average.



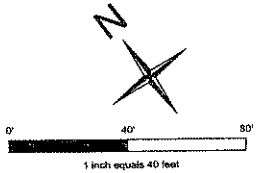


Figure 6
Proposed West Avenue
Three-Lane Cross-Section

Ocean City
Circulation Element
Ocean City, Cape May County

Date: October 2003
Source: Ocean City, NJDEP, and Orth-Rodgers & Associates

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Boardwalk Blocks

The blocks on east-west streets adjacent to the Boardwalk – referred to as the "Boardwalk blocks" in this Plan – present unique operational issues. Many motorists venture down these streets in search of a parking space, for a view of the Ocean, to make deliveries, or for other reasons, and must then turn around at the street's terminus. Because of the width of these roadways – 30 to 40 feet – motorists must engage in a variety of U-turns and K-turns to turn around. These unsightly, occasionally chaotic maneuvers, are a constant occurrence on the Boardwalk blocks. A number of the crashes in the year analyzed – 2002 – can be traced to the maneuvers on these blocks. For example, two vehicles engaging in U-turns at the top of 8th Street were involved in crashes. In 2002, there were three accidents alone at the end of Plymouth Place, with two occurring at the Plymouth Place condominiums. Two U-turning vehicles struck the building in roughly the same place.

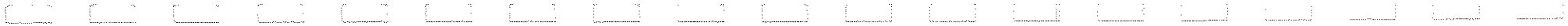
The maneuvers on Boardwalk blocks can be addressed in several ways. The City could opt to install signage at the top of the block, and inform motorists of the status of parking availability. However, this would require variable message signing for many blocks, and constant coordination involving the parking operators.

For the most enduring solution to the issues on these blocks, the City should install turn-around areas at the end of these blocks, or connect pairs of Boardwalk blocks through building new roadways. Under either of these improvements, undesirable U-turns and K-turns at the end of the blocks would significantly diminish. Potential improvements are depicted in Figure 7.

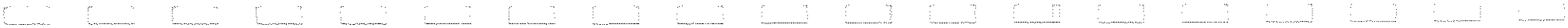


Maneuvering at the end of 9th Street.

One of the most feasible improvements would be the installation of a turn-around at the end of 9th Street, since the City owns the two parking lots on either side of 9th Street. A conceptual turn-around design is depicted in Figure 8. This would serve to organize the traffic flow on this block in a much more organized fashion, and would have the further benefit of relocating the entrance to the municipal parking lot north of 9th Street away from the corner of 9th Street and Atlantic Avenue, thus reducing conflicting movements adjacent to the intersection, and reducing the disruption presented by queued vehicles. This design would necessitate removing a number of parking spaces from this lot, but would permit on-street parking to be permitted on the westbound side, thus mitigating the parking loss. (Parking is currently not permitted on the westbound side, likely because eastbound vehicles regularly queue to enter the municipal parking lot on the south side of 9th Street. As motorists tire of waiting, or realize that no parking is available, they conduct turns in the middle of the block to head back west. This presence of cars parked on the westbound side would hamper this movement.)




Atlantic Ave
Ninth Street
Eighth Street
Plymouth Place
Moorlyn Terrace
PROPOSED ONE-WAY
Consider addition of on-street parking to 9th Street, 8th Street, Moorlyn Terrace and Plymouth Place if improvements are made
If connected near Boardwalk, make Plymouth Place one-way
Consider connection or turn-around if presented opportunity as part of long term development
If connected, make Moorlyn Terrace one-way
SHORT TERM
MEDIUM TERM
LONG TERM
PROPOSED ONE-WAY STREET
Figure 7
OCEAN CITY CIRCULATION ELEMENT
POTENTIAL CONNECTIONS AND TURN-AROUNDS
OCEAN CITY
CAPE MAY COUNTY, NEW JERSEY
Date: JUNE 2004
0'
100'
CRDA



One connection may be facilitated in the future if a private parking lot on the south side of 8th Street is purchased by Ocean City, as currently planned. If this goes through, the City could place a roadway between Moorlyn Terrace and 8th Street, roughly as shown in Figure 7. Under this scenario, Moorlyn Terrace could be made one-way eastbound; the new connector roadway made one-way northbound; and 8th Street would remain two-way. As a one-way street, there would be the option to permit parking on both sides of Moorlyn Terrace (it is currently permitted only on the north side), and thus increase parking supply on this 30-foot wide street. The two parking lanes would total 16 feet in width, leaving 14 feet for the one travel lane. Most important, vehicles would not need to turn around at the end of Moorlyn Terrace; they would use the new connector roadway to pass through to 8th Street. This would increase the safety of traffic operations in the area, as vehicles which previously returned up Moorlyn Terrace, and entered Atlantic Avenue at an unsignalized location, would now be able to access Atlantic Avenue at the signalized intersection of 8th Street and Atlantic Avenue.

Other connections are desirable, but not feasible in the short term. Ideally - especially given the crash history at the end of Plymouth Place, and the many vehicles that wander down this roadway in search of a parking place at Water World - a roadway would be installed to connect Plymouth Place to 8th Street or 7th Street. However, currently a roadway from Plymouth Place in either direction would have to pass through private properties. It is therefore recommended that the City remain open to the possibility of a connecting roadway between Plymouth Place and parallel streets in the event of future long term redevelopment in this area.

The area between 9th Street and Plymouth Place is the highest priority area for considering connections or turnarounds on Boardwalk blocks, because of the higher volumes on these streets and their greater length. Motorists driving down 7th Street can exit via Little Wayne Avenue; the latter roadway performs the function of a connecting street in the manner proposed. From 10th Street west, the Boardwalk blocks are reduced in length. Further, the distance between parallel streets is greater, making the installation of connecting roadways more difficult and expensive.

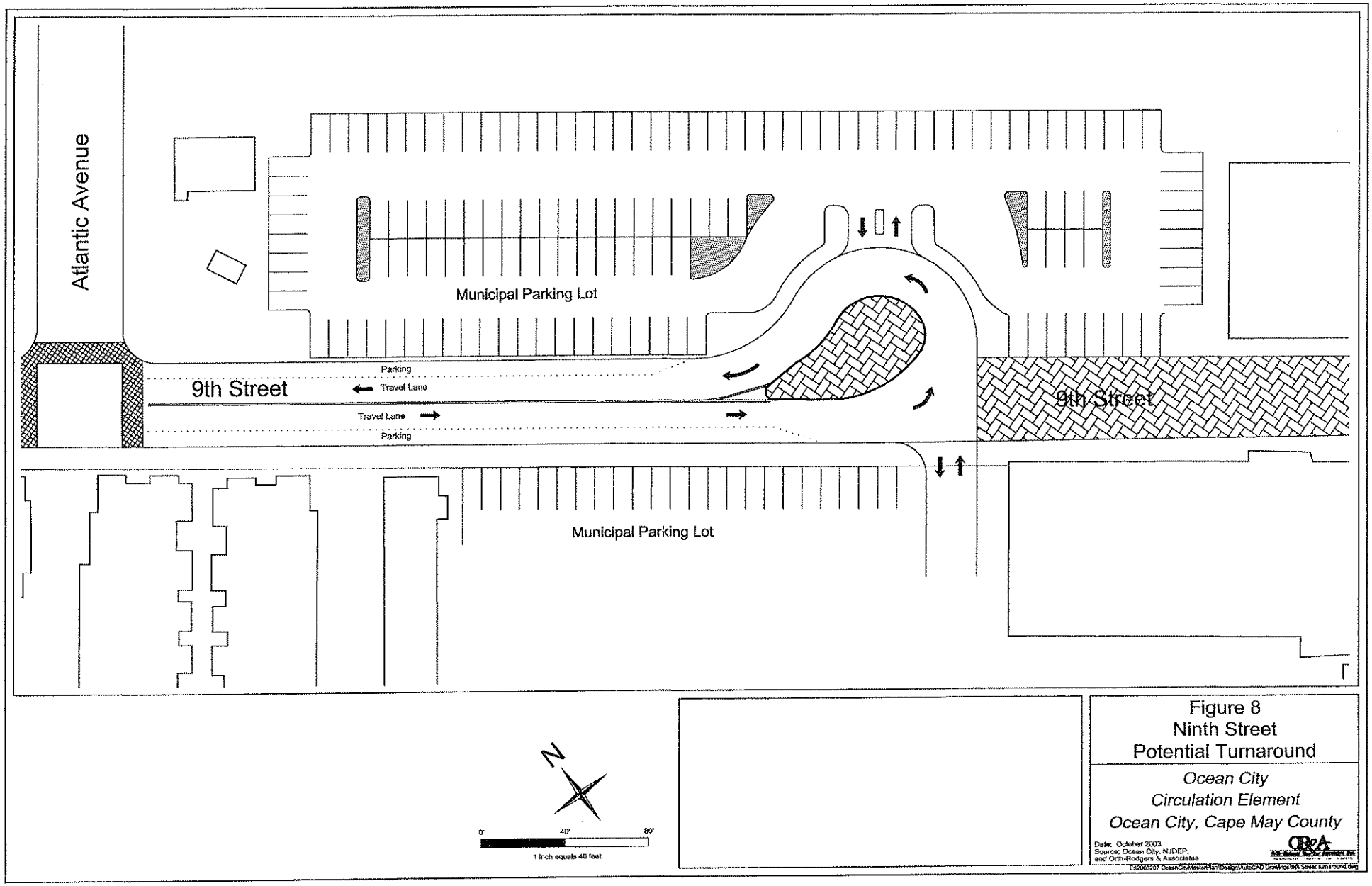


Figure 8
Ninth Street
Potential Turnaround

Ocean City
Circulation Element
Ocean City, Cape May County

Date: October 2003
Source: Ocean City, NJDEP, and Orth-Rodgers & Associates

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Traffic Calming

Residents on Simpson Avenue, Ocean Avenue, and Atlantic Avenue have expressed interest in traffic calming. Traffic calming involves using mainly physical measures to reduce vehicular speed or to reduce traffic volumes, in the effort to make streets more amenable to non-motorized users. These measures can involve either vertical deflection (speed humps) or horizontal deflection (traffic circles).

Options for traffic calming are greatest on Simpson Avenue, since it has relatively little volume, especially compared to other north-south roadways. Speed humps are perhaps the most common traffic calming measure nationwide, since they are both inexpensive and very effective in their intended purpose. They range from 12 to 22 feet long in profile, and are typically three inches high. Another potential measure would involve installing traffic circles in the middle of intersections. These could host landscaping, and are thus more aesthetic than speed humps. These two measures are the most effective measures that could be considered for Simpson Avenue. Speed humps typically reduce vehicles speeds by 8 mph, and traffic circles by 4 to 6 mph.

Options for traffic calming are more limited on Atlantic Avenue (especially close to 9th Avenue), and particularly on Ocean Avenue, given the higher traffic volumes there. Speed humps and traffic circles would be too intrusive for these environments. On these roadways, less intrusive measures such as curb extensions could be considered.

Evacuation Plan

Ocean City does not have a formal evacuation plan at the current time. However, the evacuation policy is that all persons north of 22nd Street should evacuate the City via West Avenue to 9th Street; all persons south of 22nd Street should use the Roosevelt Boulevard Bridge.

Evacuation is a concern in Ocean City given the low elevation of many of the streets, and their consequent predisposition to being flooded. Partly for this reason, the City would like to elevate the height of 9th Street by 18 to 20 inches. Several years ago, 55th Street was elevated to permit emergency access.

TRANSIT

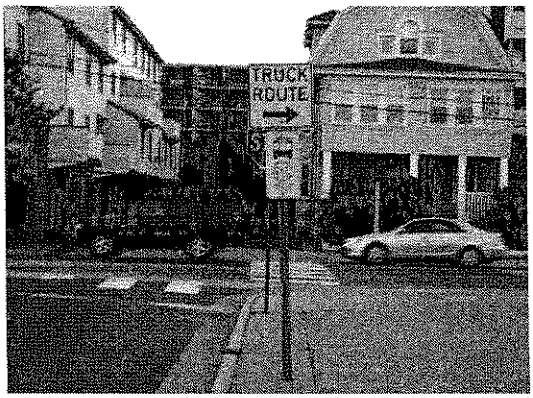
Ocean City is served by three NJ Transit routes, and by one private company, 5-Mile Beach Trolley. The three NJ Transit routes are:

- Route 316, which runs between Philadelphia and Cape May, and makes 3 to 4 stops per day;
- Route 507, which runs between Atlantic City and Ocean City. This has a much more regular headway, with frequencies of once per hour in off-peak, and as much as 3 times per hour during the morning peak hour; and,
- Route 551, which runs between Ocean City and Marmora. This makes only one stop in Ocean City on weekdays.

As can be seen from the above description, Route 507 has a much frequent headway than the other two routes. However, this bus only runs between 8th and 10th Street, making it more useful for regional commuters than in-city service.

The most extensive in-city service is offered by the 5-Mile Beach Trolley. This has a 60-day service during the summer peak season, from mid-June to Labor Day, and only runs from 5 to 12 PM, using Central Avenue, Wesley Avenue, Ocean Avenue and Atlantic Avenue between 59th Street and Battersea Road. It runs every 45 minutes. In the 2003 season it had 8,000 riders. Its fare is $2.

Because of the greatly reduced population during the off-peak months, it has been difficult to expand bus service. From 1990 to 1995, the City subsidized winter trolley service, with riders paying a fare of 50 cents. This service was eventually terminated.



Inconspicuous trolley stop sign on Atlantic Avenue.

The 5-Mile Beach Trolley company believes that increased frequency would have a greater effect in increasing ridership than a lower fare. Increased publicity would also be desirable. Particularly with a transient population found in Ocean City and in other shore towns, it requires a sustained effort, through many outlets, to educate visitors on the existence of trolley service. The City should upgrade the faded bus stop signs posted along the trolley route, and promote the service through website links and its normal promotional literature.

PARKING

Parking counts were conducted during the 2003 summer season, and they indicated that on-street parking spaces between Ocean Avenue and the Boardwalk, between 6th and 14th Streets, are often close to 100% occupied. Available spaces can often be found on Asbury Avenue and Central Avenue. The municipal lots by the Boardwalk are typically at capacity on evenings and many afternoons. The municipal lot behind City Hall is typically at capacity as well.

One of the few examples of lots close to the Boardwalk, and in the heart of the downtown, with ample vacancies is the 95-space municipal permit lot adjacent to the Flagship Condos between 9th Street and Moorlyn Avenue. Counts were conducted during Labor Day weekend of 2003, which indicated that there were typically 23 to 27 vehicles in the lot during the day, and 40 at night. All spaces in this lot are reserved for the summer season for $450, by such land uses as eating and lodging establishments, so the lot does generate significant revenue even when not fully occupied. However, the extent of the vacancies, in a prime location, suggests that the lot could be better utilized. There should be consideration of oversubscribing the spaces, or converting to a public lot.



Permit parking lot next to Flagship Condos.

Another lot that is not well used is the 100 space municipal lot, next to the Firehouse, at 5th Street and West Avenue. This is located slightly over 1/2 mile from the beach, and thus falls just outside the distance most people are willing to walk. However, with better promotion and awareness, some people might be willing to consider this lot since it is free. Another possibility is to incorporate the lot as a stop along the 5-Mile Beach Trolley route, or as a stop along another route in the future if more extensive service is developed.

The Transportation Center lot, with 96 spaces, is also free, and receives better usage than the 5th Street and West Avenue lot. It is much more visible to incoming motorists, since it is on 9th Street, and falls within 1/2 mile from the beach. It is currently used as a long-term parking lot by area businesses and other uses. A parking count revealed that of the 74 vehicles parked in the lot midday on Friday of Labor Day weekend 2003, 16 were there the night before. Initiating metering or a permit system for the lot at the current time is not critical, since there are regularly vacancies on adjoining streets; ultimately, if parking demand increases west of Asbury Avenue, such a system should be considered to result in more efficient use.

Businesses do not always have sufficient space on-site to provide the number of parking spaces required by the zoning ordinance. To ensure continued economic development, there should always be alternative options for downtown businesses to assist in meeting parking demand when this is the situation. A program tried by an increasing number of

municipalities, and by Ocean City in the past, is referred to as "payment in lieu of parking spaces (PILOPS)." Under such a program, businesses would be able to contribute funds on a per space basis for any spaces for which they were responsible, if they are not able to provide spaces on-site. The willingness of businesses to pay $450 per space per season for the permit parking lot north of 9th Street, and $900 per space per season for the municipal lot south of 9th Street, indicates it may be feasible for the City to initiate such a program. Nationwide, the value of a space in a PILOPS program varies from $4,000 to $23,000, with the higher prices found in California municipalities. Of note, Belmar Borough in Monmouth County - like Ocean City, a popular beach community - is investigating construction of a garage, for which it would charge $6,500 per space. The Borough is hoping to attract year-round use from the business district and marina.

As noted above, this program was tried in the City in the past. It was discontinued about eight years ago, after a number of businesses expressed concern about the costs. Perhaps a more significant problem is that the City did not have specific parking projects targeted to use the accumulated funds. In the intervening period, the City has become the largest parking lot operator in the downtown, and there is the potential for more ambitious projects, such as teaming up with private developers to build commercial or residential uses with structured parking on top of surface lots. Given the greater potential for advanced parking projects, a PILOPS program may be more feasible today.

It is also recommended that the City investigate the use of private lots, including the 1st Presbyterian and St. Peter's lots on Wesley Avenue. At the current time, there is concern about the legal logistics of renting spaces from churches for public use at certain times.



BICYCLE

Bicycling is a popular activity in Ocean City, particularly by summer visitors. However, much of the activity is focused on a relatively small number of streets, in the downtown area. In the morning, many bicyclists head to the Boardwalk, to ride in the "designated lane" for the Ocean views, until required to depart the Boardwalk at 11 AM. Bicycling activity is more diffuse in the City after this time, although visitors will typically not venture far beyond the neighborhood in which their lodgings are located.

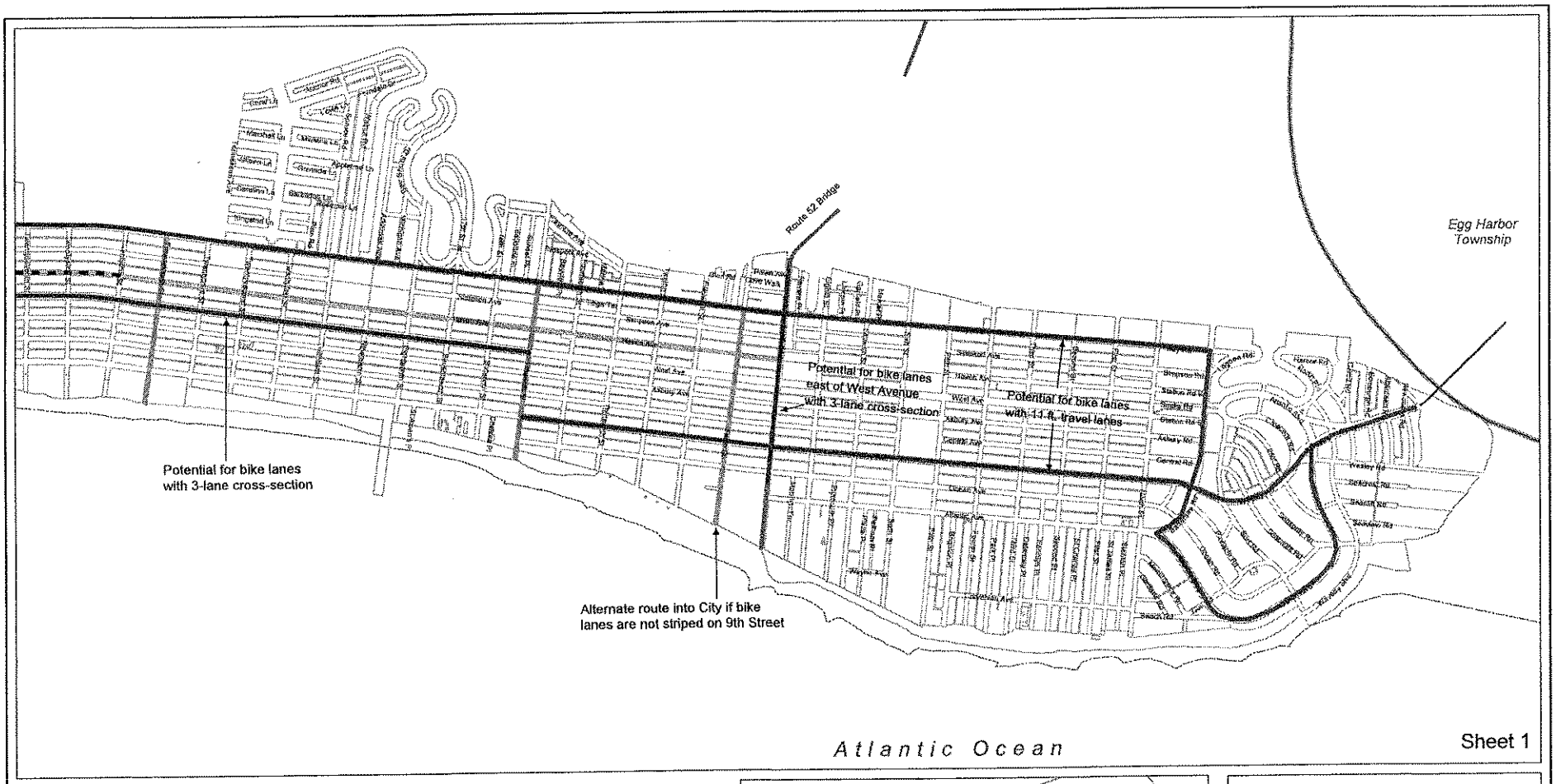
The goal of the bicycling program for this Circulation Element is to create a bicycle network, with appropriate signs and markings, that will serve to encourage visitors to explore a larger area of the City on bike, and that will also provide safer, more convenient facilities for visitors and residents alike. Figures 9a and 9b depict a recommended bicycle network for the City, with five types of facilities:

Existing Bike Path

The only roadway that falls into this designation is Haven Avenue from 29th to 35th Street. A side path is also adjacent to the Fields Middle School, along Haven Avenue between 18th and 20 Streets; and west of the Elementary School, in alignment with Haven Avenue, between 5th and 6th Streets. All of these bike paths can be characterized as "side paths," or a two-way path along an urban street.

Side paths can present problems in an urban environment. When motorists approach the intersection of any roadway, they are trained to look for vehicles approaching from the left on the near side, and approaching from their right on the far side. However, bicyclists traveling on a side path could approach the intersection from the right on the near side. Because motorists do not anticipate bicyclists to come at them from this angle, they may be taken by surprise. Also, because bicyclists are riding in the part of the right-of-way designated for the sidewalk, but moving at a much faster pace than pedestrians, motorists may not always have sufficient time to react. Conversely, bicyclists may not anticipate having to stop for a vehicle than emerges in an urban driveway. Traffic control is another important issue; bicyclists riding on a side path must observe whatever traffic controls apply to the motorists on the same approach.

Fortunately, the existing side paths in Ocean City avoid many of these problems. Barriers have been set up for three of the streets that cross the Haven Avenue side path, and motorists thus do not cross the bicyclists' path. At three other streets, bicyclists are controlled by Stop signs. The side paths adjacent to the two schools are contiguous only with those blocks, and bicyclists on these paths are thus not exposed to vehicular traffic.

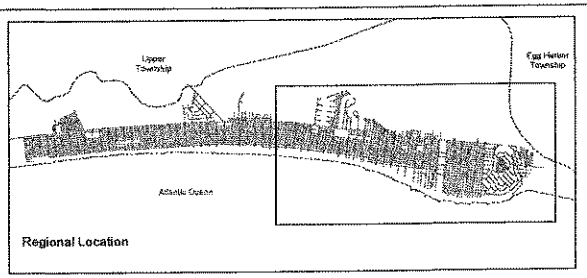


- Compatible Width/Potential Bike Lanes
- Existing Bike Lanes
- Existing Bike Path
- Proposed Bike Path
- Shared Roadway

N

0 1,300 2,600 Feet

1 inch equals 1,300 feet



Regional Location

Figure 9a
Potential Bike Network

Ocean City
Circulation Element
Ocean City, Cape May County

Date: September 2004
Source: Orth-Rodgers & Associates
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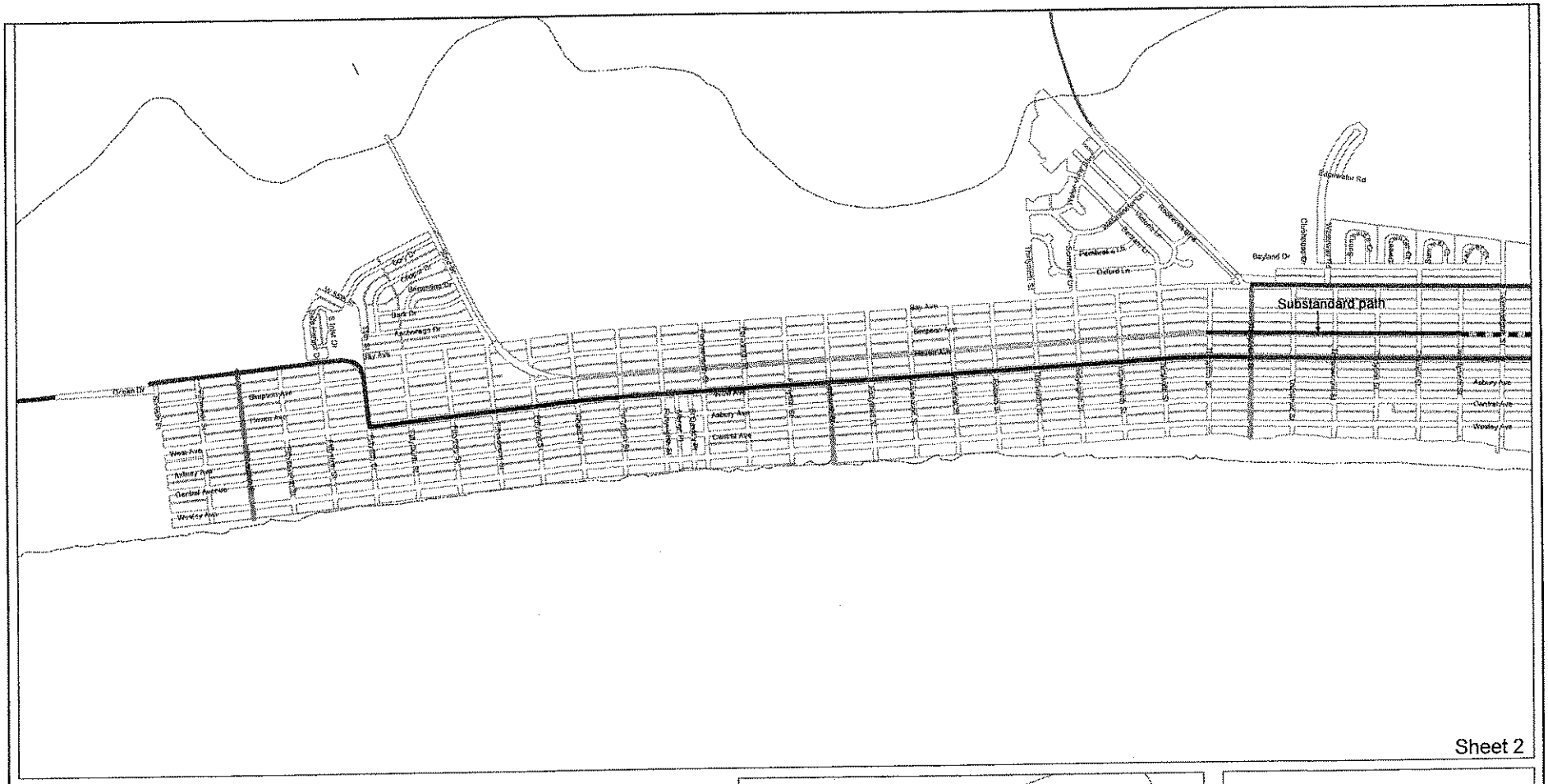
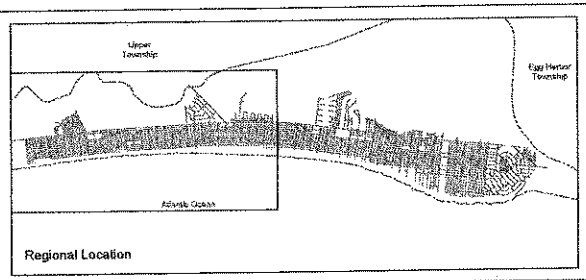


Compatible Width/Potential Bike Lanes
Existing Bike Lanes
Existing Bike Path
Proposed Bike Path
Shared Roadway

N

0 1,300 2,600 Feet

1 inch equals 1,300 feet



Regional Location

Figure 9b
Potential Bike Network

Ocean City
Circulation Element
Ocean City, Cape May County

Date: October 2004
Source: Orth-Rodgers & Associates

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The side path on Haven Avenue is not ideal from a design perspective. It passes underneath several trees, and tall bicyclists must be careful to avoid standing and striking the branches. The side path is not at street grade, and there are several pronounced elevation changes at intersections with side streets. At 8.5 feet in width, the side path does meet the minimal width for multi-use paths, although a minimum of 10 feet is typically desirable when both pedestrian and bicycle activity is anticipated. It is fine for its intended purpose – to accommodate both pedestrians and young children – but is not meant for more advanced bicyclists, and not likely to be used by them.

Proposed Bike Paths

The only facility in this category is a proposed bike path (side path) along Haven Avenue from 29th Street to 25th Street. Similar to the existing side path from 29th Street to 35th Street, a side path in this location will avoid the safety issues that sometimes befall side paths. It will be adjacent to the Wildlife Refuge, and vehicular traffic will thus not cross bicycle traffic. The scenery of the Refuge will serve to make the bike path here a desired amenity. The bike path here would ideally be designed with a more consistent elevation than the existing path to the south.

Existing Bike Lanes

The only existing bike lanes in Ocean City are on West Avenue, between 34th and 55th Streets. As noted earlier, the bike lanes were striped on this roadway several years ago, as part of a reconfiguration of this roadway by Cape May County. These bike lanes are slightly less than 6 feet in width, which is the NJDOT recommended minimum width for bike lanes on roadways of 30 to 40 mph, and over 10,000 average daily traffic volumes. However, the parking lane is striped at only 7'8" in width – as opposed to the 8 feet typically provided parking lanes – and there is thus more potential for opening car doors to extend into the parking lanes. As discussed earlier, it is recommended that the length of West Avenue from 15th Street to 55th Street be restriped with a three-lane cross-section, to provide both a pedestrian refuge and bike lanes of adequate width.

Compatible Width/Potential Bike Lane

This category of bicycle facility would represent the most far-reaching bicycle improvement in Ocean City, as it would include substantial portions of a number of the north-south roadways. Roadways of "compatible width" meet the standard established by NJDOT for roadways that, given existing traffic volumes, posted speeds, parking conditions and land uses, are deemed comfortable for the average bicyclist to travel. A bicycle compatible roadway does not necessarily have a bike lane, and may not be quite wide enough to accommodate one. Bike lanes are parts of the roadway that are specifically designated for bicycle use. (However, even if a roadway is not termed to be "bicycle compatible," it should not discourage bicyclists from riding on that roadway. Rather, this simply indicates that a roadway is not of an optimal width.) A significant opportunity is presented by the wide, two-lane roadways that predominate among the north-south avenues. Following is a description of each of these roadways and the potential opportunity. Two sub-categories are used; those roadways with potential to stripe bike lanes, and those roadways with insufficient width.

Bike Lane Potential

9th Street – this roadway has been extensively discussed earlier in the Circulation Element. Bike lanes could be created on 9th Street west of West Avenue through a

simple re-striping treatment; bike lanes could be created on 9th Street east of West Avenue only by changing the roadway cross-section from four to three lanes.

West Avenue – bike lanes could be striped on this roadway, from 15th to 34th Streets, if the three-lane cross-section recommended earlier in this Plan is implemented.

Bay Avenue – At 48 to 49 feet in width, Bay Avenue is currently compatible for bicyclist use. On sections with parking permitted, there is the opportunity to create bike lanes if the roadway is striped with 11-foot travel lanes. There would be two 8-foot parking lanes, and two 5-foot bike lanes. This road is a County facility, and Ocean City must thus work with the County to stripe a bike lane. To the south of the downtown, there are 12-foot shoulders with no parking, thus presenting ideal conditions for bicyclists. These shoulders could remain as currently striped, with the addition of bike symbol markings and bike signs being all that is necessary to comply with standards.

Wesley Avenue – At a width of 48 feet, this roadway could be striped with 11-foot travel lanes, 5-foot bike lanes, and 8 foot parking lanes. Because of its relatively low traffic volumes, and because it is the closest "compatible width" north-south roadway to the Ocean, Wesley Avenue has a potentially valuable role in encouraging bicyclists to travel from the downtown to the north end of town.

Insufficient width for bike lanes, or bike lanes not necessary:

Wesley Road east of Battersea/ Gardens Parkway – These two roadways are presented together, since they provide the link between Battersea Road and the Longport Bridge. At a width of 45 ft., and on-street parking permitted, Wesley Road between North Street and Seaspray is not quite wide enough for bike lanes. Shoulders are already existing along this segment, with 8 foot shoulders on Gardens Parkway between Cardiff Road and Crescent Road, and 6 foot shoulders north of Cardiff Road. The 6 foot shoulders north of Cardiff could be designated bike lanes. With the presence of frontage roads between Cardiff Road and the Longport Bridge, on-street parking could be prohibited on Gardens Parkway, if it is ever desired to create bike lanes.

Atlantic Boulevard – The width of Atlantic Boulevard ranges from 45 to 60 feet. The 60 foot wide section is not sufficiently long to justify striping bike lanes; minimal traffic volumes make the creation of bike lanes less critical in any case. It would be valuable to incorporate this roadway into the bike network, to introduce visitors to the quieter beaches here, far from the more populated beaches downtown.

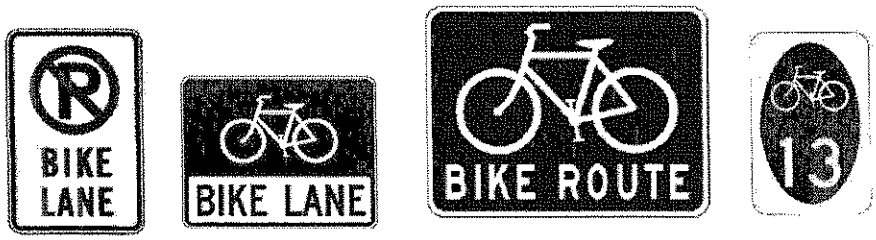
Ocean Drive – bike compatible shoulders are present on Ocean Drive heading south from Ocean City into Strathmere. Markings or signs would be highly desirable here to remind visitors with bicycles that they can visit other Cape May communities on bicycle.

Battersea Road – at 46 feet in width, with on-street parking, this roadway is not quite wide enough for bike lanes, but it is wide enough to comfortably accommodate bicyclists. As the last east-west cross-town route before bicyclists leave the island, a bike route here is desirable to encourage access to Wesley Road and thence to the Longport Bridge, or to the "ocean-front loop road" of Atlantic Boulevard.

Shared Roadway
These roadways are not wide enough to accommodate bike lanes, but typically have low enough volumes to be appropriate for shared use. Certain streets, such as 34th Street, have higher volumes, but are the most direct route to the beach for visitors entering the city via Roosevelt Boulevard. Shared roadways should be signed as bike routes; bike route signs can be accompanied with "Share the Road" signs to remind motorists to watch for non-motorized users. They provide connections to important destinations, most typically guarded beaches.

Regional Bike Route
Two bicycle-compatible routes into Ocean City from surrounding communities already exist: Ocean Drive into Strathmere Township, and the Longport Bridge (the latter has 5-foot shoulders) into Egg Harbor Township. Yet another bicycle-compatible route into Ocean City will be available in the future, when the new Route 52 causeway is constructed. Indeed, of the four roadways connecting Ocean City to adjacent communities, the only route not bicycle compatible will be Roosevelt Boulevard. As discussed in this section, a system of bike lanes/bike compatible roadways can be incorporated into a network spanning the length and width of Ocean City. This system will heighten Ocean City's attractiveness for visitors interested in "recreational tourism" or "eco-tourism." Bicyclists will appreciate the ability to traverse both the city, and to explore nearby communities, on roadways specifically designed or marked as bicycle facilities, and will view this as a desirable addition to the tourism options offered.

Signing
Regardless of the category that it falls into, any new on-road bicycle facility should be accompanied by signing and marking. Several examples of signs for both bike lanes and bike routes are below. In addition to these standard signs authorized in the *Manual of Uniform Traffic Control Devices*, the City could consider customizing a bike route signage system, using unique logos or with names of the bike route segment in question. Examples of bike route names for Ocean City are the Atlantic Loop Road, Northern Beaches, or Barrier Islands Loop Road.

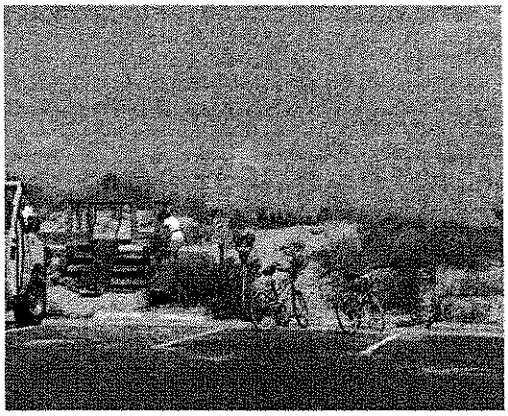


The City should create a bike network map, which could be distributed through various venues. They could be handed out at bike rental facilities, placed in other promotional material distributed by the City, placed on the City website, or mounted on bike route signs at various points in the City.

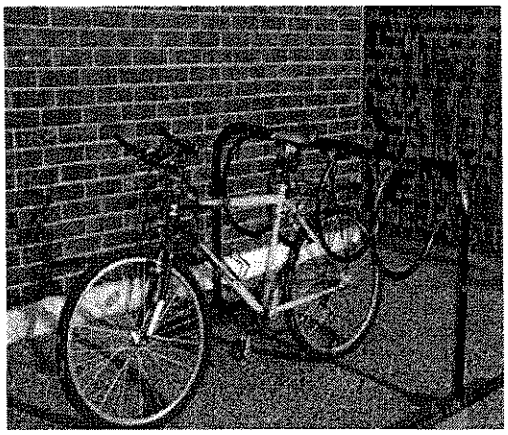
Bike Parking
The City should also install modern bicycle racks throughout the city. They should be installed at major community facilities – City Hall (currently has an old wooden rack,



which discourages use), schools, Music Pier, major stores (such as Acme), neighborhood commercial centers, and guarded beaches. Bike racks found throughout the city currently include the "comb", or a rack with evenly spaced steel bars into which bicycle tires are inserted. Bicyclists often avoid these racks, since they prefer to lock a bicycle by its main frame. It is common to see the old-style comb bike racks sitting unoccupied while bicycles nearby are propped up against, and locked, to a street sign post, parking meter, or street furniture. Examples of recommended bike racks include the "inverted U", to which two bikes can be locked – examples of these can be found at the Transportation Center, the Firehouse, or the beach pavilion at Central Avenue and 58th Street – or racks with large loops or triangles.



Bike racks are needed at this parking lot next to the Longport Bridge.



Example of desirable bike rack.

PEDESTRIAN

Major pedestrian improvements have been discussed in the context of other needed circulation improvements. Pedestrians would receive significant benefit from implementing the proposed 3-lane cross-section on 9th Street east of West Avenue, as they would be buffered from passing traffic by a 5-foot bike lanes. The presence of bike lanes would also encourage more bicyclists to ride in the street, rather than the sidewalk. West of West Avenue, the presence of physical islands will benefit pedestrians, through serving as a "pedestrian refuge." A major benefit of the proposed 3-lane cross-section on West Avenue would be the presence of a "pedestrian refuge," making it easier for pedestrians living on the west side of West Avenue to cross over to the beach.

Pedestrian volumes are heavy on blocks adjacent to the ocean, particularly in the downtown section, throughout the entire summer. Based on crash history, pedestrians and motorists normally exhibit safe behavior in the others' presence. If pedestrian improvements are desired, however, it would be possible to stripe "Continental" type crosswalks (high-visibility markings of 1 to 2 feet in width) at major crossings of the north-south avenues. These should be accompanied by "Yield to Pedestrians in Crosswalk" signs mounted on orange stanchions 100 to 150 feet in advance of the crossing. These have been installed at other locations in Ocean City.

Traffic signals throughout the City, especially the key 9th Street corridor, lack pedestrian "man/hand" indications. These should be installed at all signals throughout the City as part of a regular capital improvements program. There are many signalized intersections where pedestrians waiting for a green light are actually unable to see the signal display from the particular corner upon which they are standing.

SUMMARY OF RECOMMENDATIONS

The following table summarizes the major recommendations made as part of the Circulation Element, with an accompanying description of the recommendation (or benefit of the recommendation), and the priority and responsible party.

OCEAN CITY CIRCULATION ELEMENT
SUMMARY OF RECOMMENDATIONS

RECOMMENDATION	EXPLANATION	PRIORITY	RESPONSIBLE PARTY
Address effects of new Route 52 Bridge.			
Change signal phasing at 9th Street and Bay Avenue.	Improve traffic flow through the intersection.	Short	County
Re-evaluate phasing of traffic signal at 9th Street and Bay Avenue after Rt 52 Bridge is built; adjust if traffic patterns demonstrate significant change.	Improve traffic flow through the intersection, maximizing 9th Street throughput.	Long	County
Interconnect and synchronize traffic signals along 9th Street. Hard-wire signals together, and install master controller.	Improve traffic flow along 9th Street. Address peak traffic flows in emergency conditions and intermittent severe weather conditions.	Medium	City; seek funding from State, SJTPO
Consider installation of dedicated eastbound right-turn lane at intersection of 9th Street and Bay Avenue, to better direct incoming motorists off 9th Street.	Improve flow of incoming traffic by increasing capacity at this intersection.	Medium	City
Install improved guide signing for incoming motorists on 9th Street.	Direct motorists with destinations other than downtown to use Bay or West Avenue, to reduce congestion on 9th Street downtown.	Short	City
Improve vehicular, pedestrian and bicycle conditions along 9th Street.			
Upgrade traffic signal at 9th Street and West Avenue, and install new pedestrian indications.	Improve traffic signal function at this key intersection, by replacing outmoded signal equipment. Make motorists more aware of pedestrian crossing needs. Inform pedestrians of appropriate times to begin and terminate their crossings.	Medium	City
Install pedestrian indications for signals along 9th Street.	Make motorists more aware of pedestrian crossing needs. Inform pedestrians of appropriate times to begin and terminate their crossings.	Medium	City; seek funding from State
Reconfigure 9th Street west of West Avenue. Stripe 11 feet travel lanes, 5 feet bike lanes, and a 16 foot brick landscaped median (with mountable curbs and low shrubbery to permit emergency vehicles to cross).	Control left-turns along the corridor, particularly into McDonald's, and thus improve vehicular safety. Improve aesthetic appearance. Improve conditions for bicyclists.	Medium	City; seek funding from State, Federal
Restripe 9th Street east of West Avenue from four to three lanes. Create bike lane.	Improve conditions for bicyclists and pedestrians.	Long	City
RECOMMENDATION	**EXPLANATION**	**PRIORITY**	**RESPONSIBLE PARTY**

Address need for traffic calming on West Avenue.			
Reconfigure West Avenue between 15th Street and 55th Street from a four-lane to three-lane cross-section.	Reduce speeds on corridor, while maintaining efficient traffic flow for vehicles on West Avenue. The proposed reconfiguration would improve pedestrian crossings by creating refuge median island, as well as reducing the number of lanes for pedestrians to cross.	Implement in phases; see below.	Implement in phases; see below.
West Avenue, Phase One: on a trial basis, re-stripe West Avenue from north of 18th Street to south of 24th Street, from four lanes to three lanes.	Reduce speeds on corridor, while maintaining efficient traffic flow for vehicles on West Avenue. The proposed reconfiguration would improve pedestrian crossings by creating refuge median island, as well as reducing the number of lanes for pedestrians to cross.	Short	City
West Avenue, Phase Two: depending upon success of trial 3-lane reconfiguration of West Avenue, re-stripe section from 15th Street to 35th Street.	Reduce speeds on corridor, while maintaining efficient traffic flow for vehicles on West Avenue. The proposed reconfiguration would improve pedestrian crossings by creating refuge median island, as well as reducing the number of lanes for pedestrians to cross.	Medium	City
West Avenue, Phase Three: consider installation of textured pavements and/or modest shrubbery on median islands on West Avenue on key sections from 15th Street to 35th Street.	Improve aesthetic appearance of West Avenue.	Long	City
West Avenue, Phase Four: work with County to re-stripe West Avenue south of 35th Street from four lanes to three lanes.	Reduce speeds on corridor, while maintaining efficient traffic flow for vehicles on West Avenue. The proposed reconfiguration would improve pedestrian crossings by creating refuge median island, as well as reducing the number of lanes for pedestrians to cross.	Long	County
Address need for controlled traffic flow at end of boardwalk blocks.			
Consider turn-around at end of 9th Street.	Reduce conflicting movements, and large number of U-turns on 9th Street. Permit on-street parking on both sides of 9th Street.	Short	City
Consider connection between Moorlyn Terrace and 8th Street. If connected, make Moorlyn Terrace one-way eastbound.	Reduce conflicting movements, and large number of U-turns on Moorlyn Terrace. Permit on-street parking on both sides Moorlyn Terrace.	Medium	City
In event of future redevelopment, consider connection between Plymouth Place and 8th Street or 7th Street, or turn-around at end of Plymouth Place. If connected, make Plymouth Place one-way eastbound.	Reduce conflicting movements, and large number of u-turns on Plymouth Place. Permit on-street parking on both sides of Plymouth Place.	Long	City
RECOMMENDATION	**EXPLANATION**	**PRIORITY**	**RESPONSIBLE PARTY**
Address need for increased traffic safety at crash 'hot spots.'			
Consider intersection of Central Avenue and 14th Street for signalization.	This has been a long-documented safety problem, with high numbers of right-angle crashes.	Short	City, State
Consider intersection of West Avenue and 13th Street for signalization.	Based upon the most recent year analyzed, the number of right-angle crashes may make this a candidate for signalization.	Long	City, State

Introduction

This Municipal Stormwater Management Plan (MSWMP) documents the strategy for the City of Ocean City to address stormwater-related impacts. N.J.A.C. 7:14A-25 Municipal Stormwater Regulations require the creation of this plan. This plan contains all of the required elements described in N.J.A.C. 7:8 Stormwater Management Rules. The plan addresses groundwater recharge, stormwater quantity, and stormwater quality impacts by incorporating stormwater design and performance standards for new major development, defined as projects that disturb one or more acre of land. These standards are intended to minimize the adverse impact of stormwater runoff on water quality and water quantity and the loss of groundwater recharge that provides baseflow in receiving water bodies. The plan describes long-term operation and maintenance measures for existing and future stormwater facilities.

A "build-out" analysis is not included in this plan because Ocean City has less than one-square mile of vacant land or agricultural land. Additionally, in accordance with NJDEP's Stormwater Regulations at N.J.A.C. 7:8-4.2(c)10, since the City of Ocean City is not required to perform a build out analysis it is also not required to perform a review of its master plan and ordinances, and therefore, a list of the sections in Ocean City's land use and zoning ordinances is not included in the Stormwater Management Plan.
The final component of this plan is a mitigation strategy for when a variance or exemption of the design and performance standards is sought. As part of the mitigation section of the stormwater plan, stormwater management measures are identified to lessen the impact of existing development.

Goals

The goals of this MSWMP are to:

- reduce flood damage, including damage to life and property;
- minimize, to the extent practical, any increase in stormwater runoff from any new development;
- reduce soil erosion from any development or construction project;
- assure the adequacy of existing and proposed culverts and bridges, and other in-stream structures;
- maintain groundwater recharge;
- prevent, to the greatest extent feasible, an increase in nonpoint pollution;
- maintain the integrity of stream channels for their biological functions, as well as for drainage;
- minimize pollutants in stormwater runoff from new and existing development to restore, enhance, and maintain the chemical, physical, and biological integrity of the waters of the state, to protect public health, to safeguard fish and aquatic life and scenic and ecological values, and to enhance the domestic, municipal, recreational, industrial, and other uses of water; and
- protect public safety through the proper design and operation of stormwater basins.

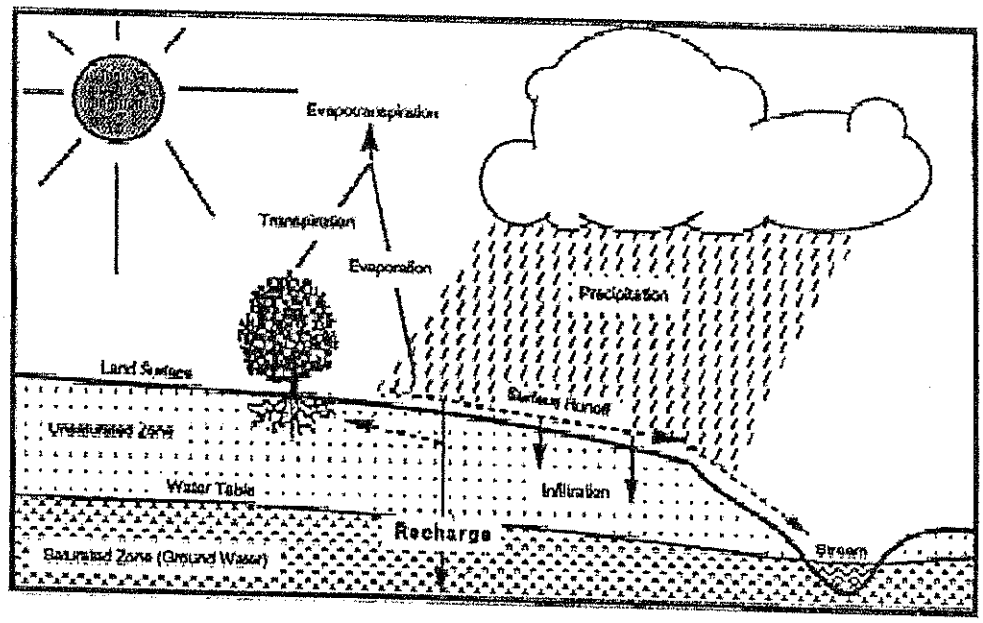
To achieve these goals, this plan outlines specific stormwater design and performance standards for new development. Additionally, the plan proposes stormwater management controls to address impacts from existing development. Preventative and corrective maintenance strategies are included in the plan to ensure long-term effectiveness of stormwater management facilities. The plan also outlines safety standards for stormwater infrastructure to be implemented to protect public safety.

Stormwater Discussion

Land development can dramatically alter the hydrologic cycle (See Figure C-1) of a site and, ultimately, an entire watershed. Prior to development, native vegetation can either directly intercept precipitation or draw that portion that has infiltrated into the ground and return it to the atmosphere through evapotranspiration. Development can remove this beneficial vegetation and replace it with lawn or impervious cover, reducing the site's evapotranspiration and infiltration rates. Clearing and grading a site can remove depressions that store rainfall. Construction activities may also compact the soil and diminish its infiltration ability, resulting in increased volumes and rates of stormwater runoff from the site. Impervious areas that are connected to each other through gutters, channels, and storm sewers can transport runoff more quickly than natural areas. This shortening of the transport or travel time quickens the rainfall-runoff response of the drainage area, causing flow in downstream waterways to peak faster and higher than natural conditions. These increases can create new and aggravate existing downstream flooding and erosion problems and increase the quantity of sediment in the channel. Filtration of runoff and removal of pollutants by surface and channel vegetation is eliminated by storm sewers that discharge runoff directly into a stream. Increases in impervious area can also decrease opportunities for infiltration, which in turn, reduces stream base flow and groundwater recharge. Reduced base flows and increased peak flows produce greater fluctuations between normal and storm flow rates, which can increase channel erosion. Reduced base flows can also negatively impact the hydrology of adjacent wetlands and the health of biological communities that depend on base flows. Finally, erosion and sedimentation can destroy habitat from which some species cannot adapt.



Figure C-1: Groundwater Recharge in the Hydrologic Cycle



Source: New Jersey Geological Survey Report GSR-32.

In addition to increases in runoff peaks, volumes, and loss of groundwater recharge, land development often results in the accumulation of pollutants on the land surface that runoff can mobilize and transport to streams. New impervious surfaces and cleared areas created by development can accumulate a variety of pollutants from the atmosphere, fertilizers, animal wastes, and leakage and wear from vehicles. Pollutants can include metals, suspended solids, hydrocarbons, pathogens, and nutrients. In addition to increased pollutant loading, land development can adversely affect water quality and stream biota in more subtle ways. For example, stormwater falling on impervious surfaces or stored in detention or retention basins can become heated and raise the temperature of the downstream waterway, adversely affecting cold water fish species such as trout. Development can remove trees along stream banks that normally provide shading, stabilization, and leaf litter that falls into streams and becomes food for the aquatic community.

Background

The City of Ocean City encompasses a 7 square mile area in Cape May County, New Jersey. Although Cape May County has had a 7.6% population growth from the 1990 census to the 2000 census, Ocean City has observed an opposite trend. In fact the population of the City has gradually decreased from 15,512 in 1990, to 15,378 in 2000. This population decrease, in conjunction with the already developed status of land in

Ocean City has resulted in relativity stable stormwater runoff volumes and pollutant loads to the waterways of the City. Figure C-2 illustrates the waterways located near Ocean City. Figure C-3 depicts the City boundary on the USGS quadrangle maps.

The New Jersey Department of Environmental Protection (NJDEP) has established an Ambient Biomonitoring Network (AMNET) to document the health of the state's waterways. There are over 800 AMNET sites throughout the state of New Jersey. These sites are sampled for benthic macroinvertebrates by NJDEP on a five-year cycle. Streams are classified as non-impaired, moderately impaired, or severely impaired based on the AMNET data. The data is used to generate a New Jersey Impairment Score (NJIS), which is based on a number of biometrics related to benthic macroinvertebrate community dynamics. There are no impaired fresh water waterbodies within the boundaries of Ocean City. However, the Department also conducts monitoring of coastal and estuarine environments. NJDEP Coastal Monitoring, Shellfish Monitoring program has indicated that both the Atlantic Ocean and Great Egg Harbor have been moderately impaired for Total Coliform and Dissolved Oxygen, respectively.

A TMDL is the amount of a pollutant that can be accepted by a waterbody without causing an exceedance of water quality standards or interfering with the ability to use a waterbody for one or more of its designated uses. The allowable load is allocated to the various sources of the pollutant, such as stormwater and wastewater discharges, which require an NJPDES permit to discharge, and nonpoint source, which includes stormwater runoff from agricultural areas and residential areas, along with a margin of safety. Provisions may also be made for future sources in the form of reserve capacity. An implementation plan is developed to identify how the various sources will be reduced to the designated allocations. Implementation strategies may include improved stormwater treatment plants, adoption of ordinances, reforestation of stream corridors, retrofitting stormwater systems, and other BMPs.

The New Jersey Integrated Water Quality Monitoring and Assessment Report (305(b) and 303(d)) (Integrated List) is required by the federal Clean Water Act to be prepared biennially and is a valuable source of water quality information. This combined report presents the extent to which New Jersey waters are attaining water quality standards, and identifies waters that are impaired. Sublist 5 of the Integrated List constitutes the list of waters impaired or threatened by pollutants, for which one or more TMDLs are needed.

A map of the groundwater recharge areas is shown in Figure C-4. Wellhead protection areas, also required as part of the MSWMP, are shown in Figure C-5.

Design and Performance Standards

The City of Ocean City will adopt the design and performance standards for stormwater management measures as presented in N.J.A.C. 7:8-5 to minimize the adverse impact of stormwater runoff on water quality and water quantity and loss of groundwater recharge in receiving water bodies. The design and performance standards in N.J.A.C. 7:8 Stormwater Management Rules are applicable to all major development. Major development is defined as any development that provides for ultimately disturbing one or

more acres of land or increasing impervious surface by one-quarter acre or more. The design and performance standards include the language for maintenance of stormwater management measures consistent with the stormwater management rules at N.J.A.C. 7:8-5.8 Maintenance Requirements, and language for safety standards consistent with N.J.A.C. 7:8-6 Safety Standards for Stormwater Management Basins. The stormwater control ordinance will be submitted to the county for review and approval within 24 months of the effective date of the Stormwater Management Rules.

Non-structural measures to be considered first shall include site design and preventive source controls. To confirm the effectiveness of such measures, applicants must verify that control of stormwater quantity impacts as detailed in the Stormwater Management rules have been achieved. The tests of assuring control of the quantity impacts as detailed in these rules will be incorporated into the City's Stormwater Ordinance

The general standards for structural measures are specified in the Stormwater Management rules and will be incorporated into the City of Ocean City's Ordinance. These measures shall be incorporated as needed to meet the soil erosion, infiltration and runoff quantity standards included in the City's Stormwater Ordinance. The design standards for the specific structural stormwater management measures are those included in the New Jersey Stormwater Best Management Practices Manual. Other designs or practices may be used if they are approved by the Soil Conservation District. The design and construction of such facilities must comply with the Soil Erosion and Sediment Control Standards as well as any other applicable state regulation including the Freshwater Wetland Protection Act rules, the Flood Hazard Control rules, the Surface Water Quality Standards and the Dam Safety rules. The requirement to be consistent with all other applicable rules will be included in the City's Stormwater Ordinance. Stormwater runoff quality controls for total suspended solids and nutrient load shall meet the design and performance standards as specified in the Stormwater Management rules. The minimum design and performance standards for infiltration and groundwater recharge specified in the Stormwater Management Rules will be incorporated into the City's Stormwater Ordinance and must be met for all applicable development. Consistent with the Stormwater Management Rules, the Ordinance allows for an exemption from this requirement where the applicant can demonstrate that it is not practicable to meet the standards but has taken all possible steps to meet all stormwater management measures.

During construction, City inspectors will observe the construction of the project to ensure that the stormwater management measures are constructed and function as designed. Adequate long term operation as well as preventative and corrective maintenance of the selected stormwater management measures will be ensured by requiring the design engineer to prepare a maintenance plan for its stormwater management facilities incorporated into the design of the major development. The maintenance plan shall have specific preventative maintenance tasks, schedules and cost estimates as well as the responsible party for corrective and preventative maintenance.

Where the City assumes maintenance responsibility, preventative maintenance shall be performed on a regular basis and will be appropriate for the particular structural

management measure being implemented. These maintenance measures shall be in accordance with N.J.A.C. 7:8-5 and may include: periodic inspections, vegetation management, sediment, debris and trash removal and mosquito control. Corrective maintenance shall be performed on an as needed basis for structure repairs or replacements, removal of outlet and pipe blockages, erosion restoration, snow and ice removal, etc. The person or persons responsible for maintenance shall keep a detailed log of all preventative and corrective maintenance for the structural management measures incorporated into the design of the development, including a record of all inspections and work orders.

Plan Consistency

The City of Ocean City is not within a Regional Stormwater Management Planning Area and no TMDLs have been developed for waters within the City; therefore this plan does not need to be consistent with any regional stormwater management plans (RSWMPs) nor any TMDLs. If any RSWMPs or TMDLs are developed in the future, this Municipal Stormwater Management Plan will be updated to be consistent.

The Municipal Stormwater Management Plan is consistent with the Residential Site Improvement Standards (RSIS) at N.J.A.C. 5:21. Ocean City will utilize the most current update of the RSIS in the stormwater management review of residential areas. This Municipal Stormwater Management Plan will be updated to be consistent with any future updates to the RSIS.

Ocean City's Stormwater Management Ordinance will require all new development and redevelopment plans to comply with New Jersey's Soil Erosion and Sediment Control Standards. During construction, inspectors will observe on-site soil erosion and sediment control measures and report any inconsistencies to the local Soil Conservation District.

Nonstructural Stormwater Management Strategies

In accordance with NJDEP's Stormwater Regulations at N.J.A.C. 7:8-4.2(c)10, since the City of Ocean City is not required to perform a build out analysis, it is also not required to perform a review of its master plan and ordinances, and therefore, a list of the sections in Ocean City's land use and zoning ordinances is not included in the Stormwater Management Plan.

Land Use/Build-Out Analysis

The City of Ocean City does not have a combined total of greater than one square mile of vacant or agricultural land; therefore, it is not required to complete a build-out analysis.



Mitigation Plans

This mitigation plan is provided for a proposed development that is granted a variance or exemption from the stormwater management design and performance standards.

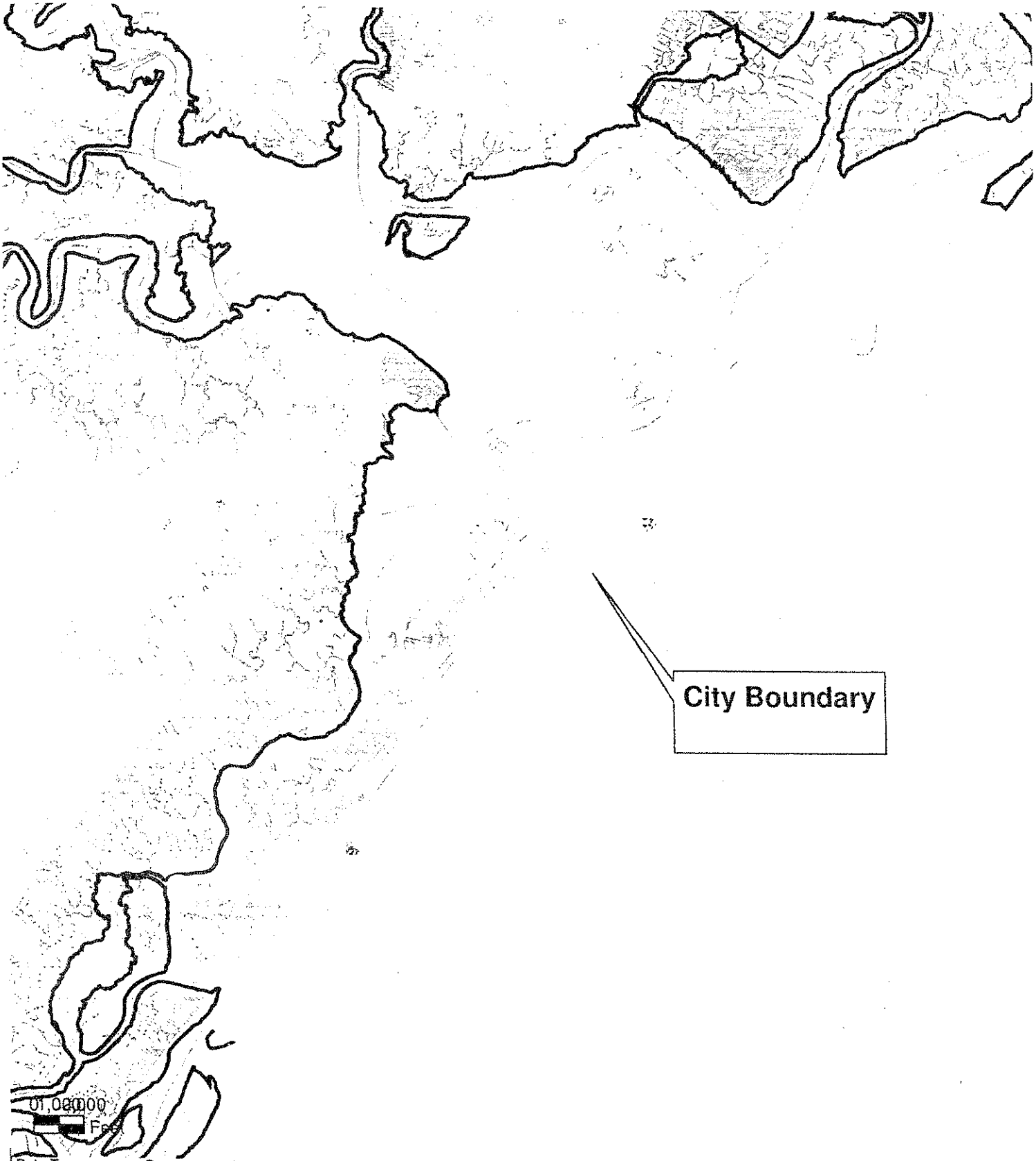
The applicant is required to propose a mitigation project that meets the requirement of item 1 below as the first option. If the applicant is unable to identify a suitable project that meets the requirements of item 1, as determined by the City of Ocean City, then the applicant must propose a project that meets the requirements of item 2 as the next alternative. If the applicant is unable to identify a suitable project that meets the requirements of item 2, as determined by the City of Ocean City, then the applicant must propose a project that meets the requirements of item 3 as the next alternative. All mitigation projects proposed by an applicant must be approved by Ocean City prior to implementation.

1. The mitigation project must be implemented in the same drainage area as the proposed development. The project must provide additional groundwater recharge benefits, or protection from stormwater runoff quality and quantity from previously developed property that does not currently meet the design and performance standards outlined in the Municipal Stormwater Management Plan. The developer must ensure the long-term maintenance of the project, including the maintenance requirements under Chapters 8 and 9 of the NJDEP Stormwater BMP Manual.

2. If a suitable site cannot be located in the same drainage area as the proposed development, the mitigation project may provide mitigation that is not equivalent to the impacts for which the variance or exemption is sought, but that addresses the same issue.

3. The City of Ocean City may allow a developer to provide funding or partial funding for an environmental enhancement project. The funding must be equal to or greater than the cost to implement the mitigation outlined above, including costs associated with purchasing the property or easement for mitigation, and the cost associated with the long-term maintenance requirements of the mitigation measure.





Data Type	Source	Relevant Time Period
USGS Quad	UGSG	Feb-Apr 2002
Municipal Boundary	NJDEP	1989
C1 Waters	NJDEP	2003

Figure C-2

City and its Waterways

Ocean City
Cape May County, New Jersey

N
W E
S

SCHOOL OF PLANNING ENGINEERING AND CONSTRUCTION

Symbol Legend

- Municipal Boundary

C1 Waters

- FW2-NT
- FW2-TM
- FW2-TMC1
- FW2-TP
- FW2-TPC1

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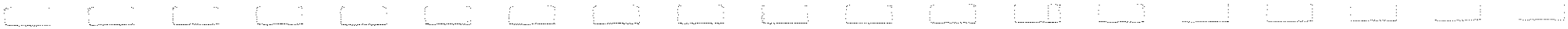

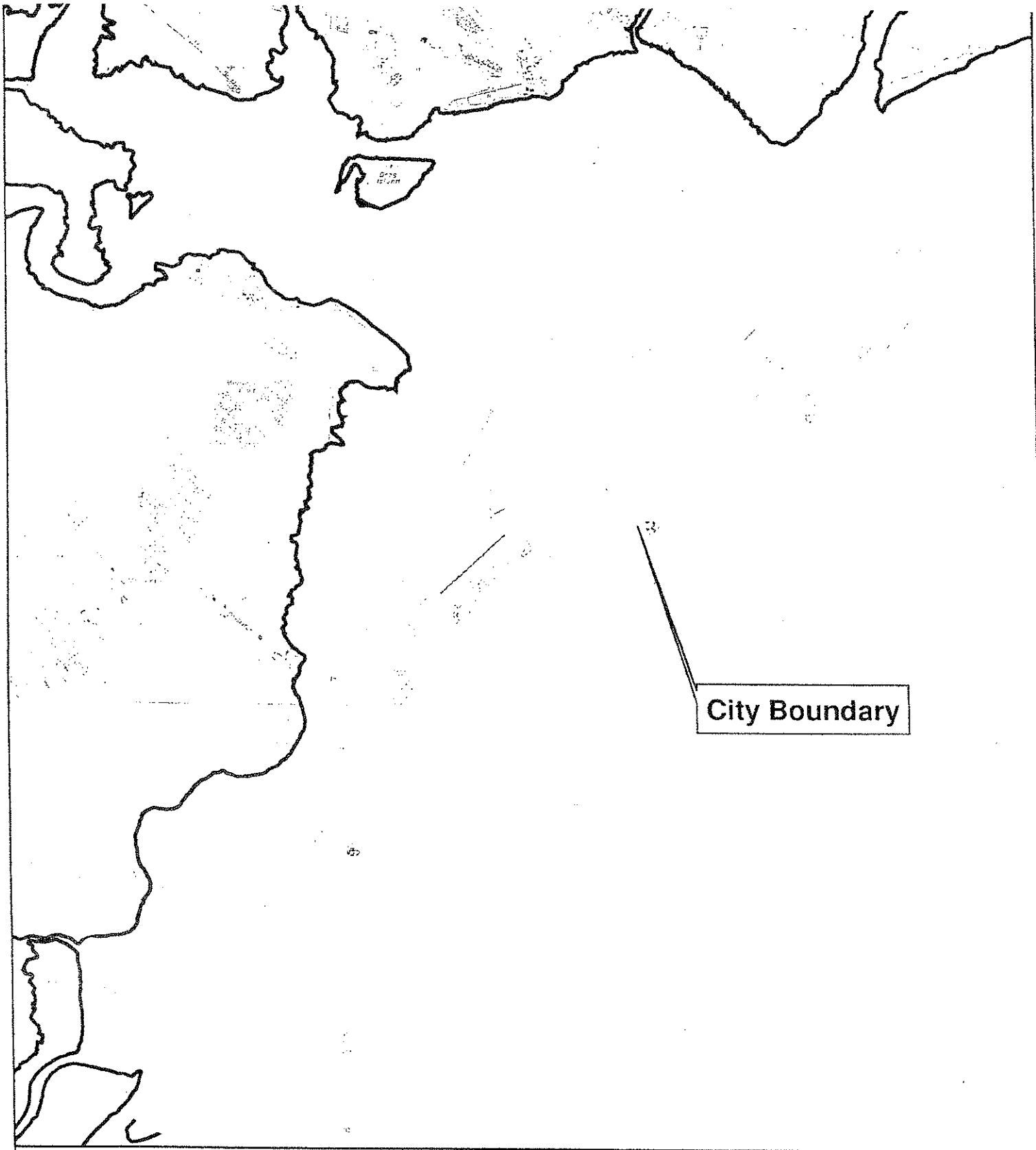

Data Type	Source	Relevant Time Period
USGS Quadrangles		Feb-Apr 2002
Municipal Boundary	NJDEP	1989

0 1,0002,000
Feet

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Figure C-3

City Boundary on USGS Quadrangles

Ocean City
Cape May County, New Jersey

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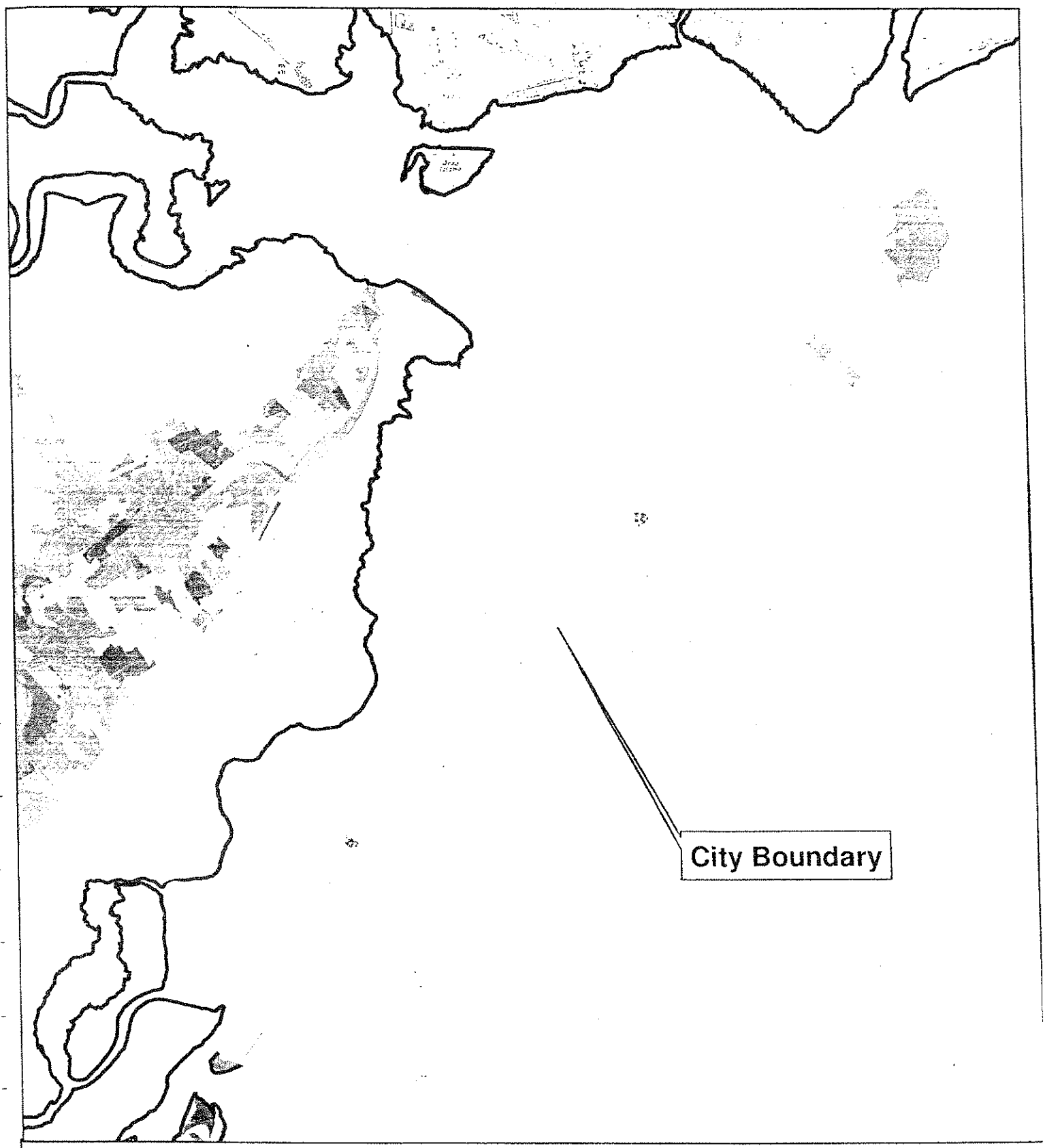

Data Type	Source	Relevant Time Period
USGS Quad	UGSG	Feb-Apr 2002
Municipal Boundary	NJDEP	1989
Groundwater Recharge Areas	NJDEP	Various

0 1,000 2,000
Feet

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Figure C-4

Groundwater Recharge Areas in the City

Ocean City
Cape May County, New Jersey

Symbol Legend
- Municipal Boundary

Ground Water Recharge Areas
- 0.00 in/yr
- 0.01 - 9.00 in/yr
- 9.01 - 12.00 in/yr
- 12.01 - 16.00 in/yr
- 16.01 - 22.74 in/yr

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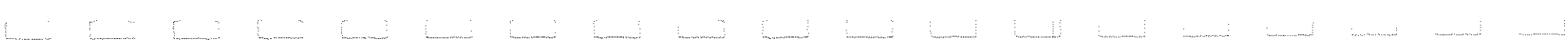

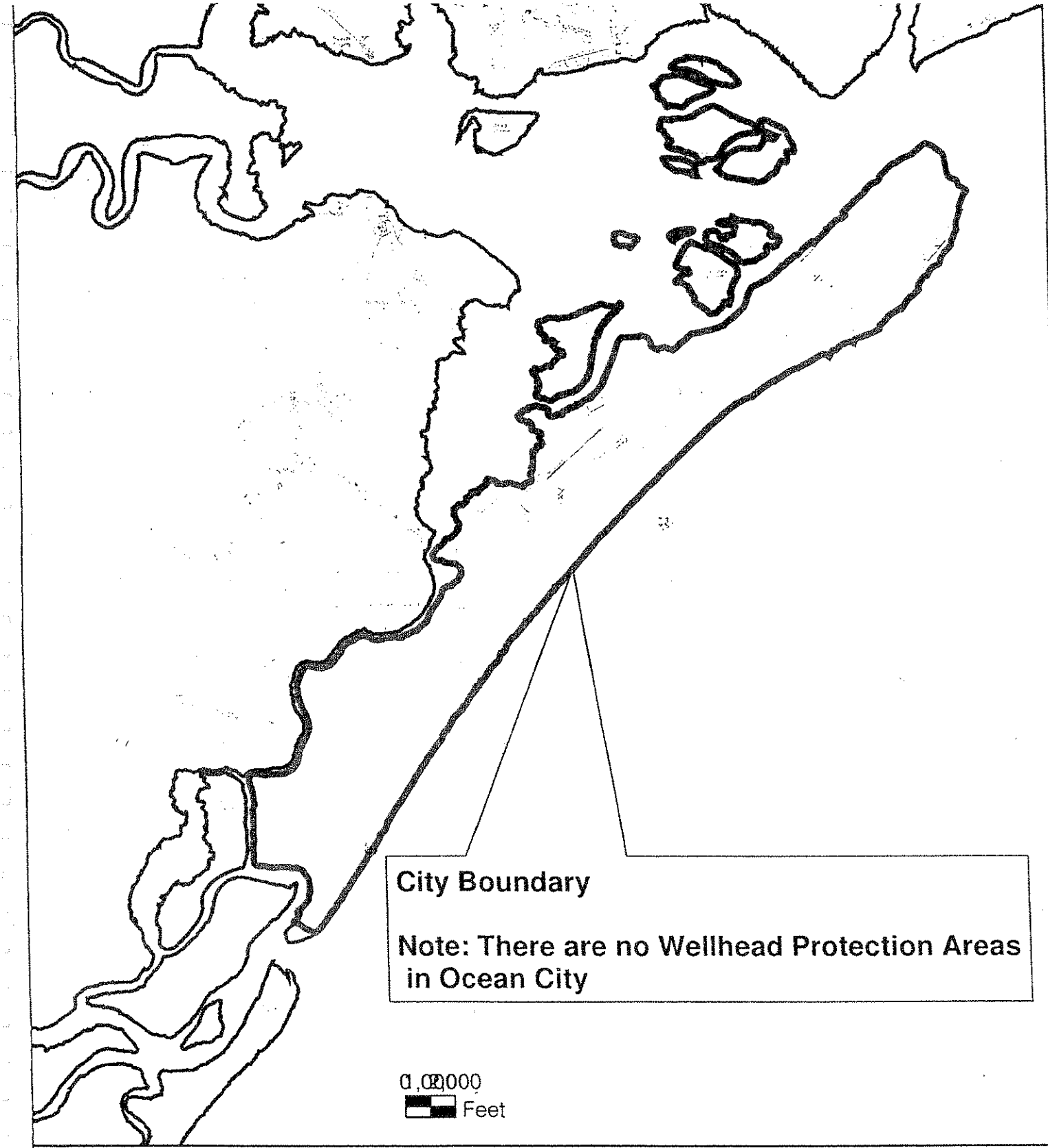

Data Type	Source	Relevant Time Period
USGS Quadrangles	USGS	Feb-Apr 2002
Municipal Boundary	NJDEP	1989
Wellhead Protection Areas	NJDEP	2004 (Updated)

Figure C-5

Wellhead Protection Areas in the City

Ocean City
Cape May County, New Jersey

Symbol Legend
Municipal Boundary
Wellhead Protection Areas
2 Year
5 Year
12 Year

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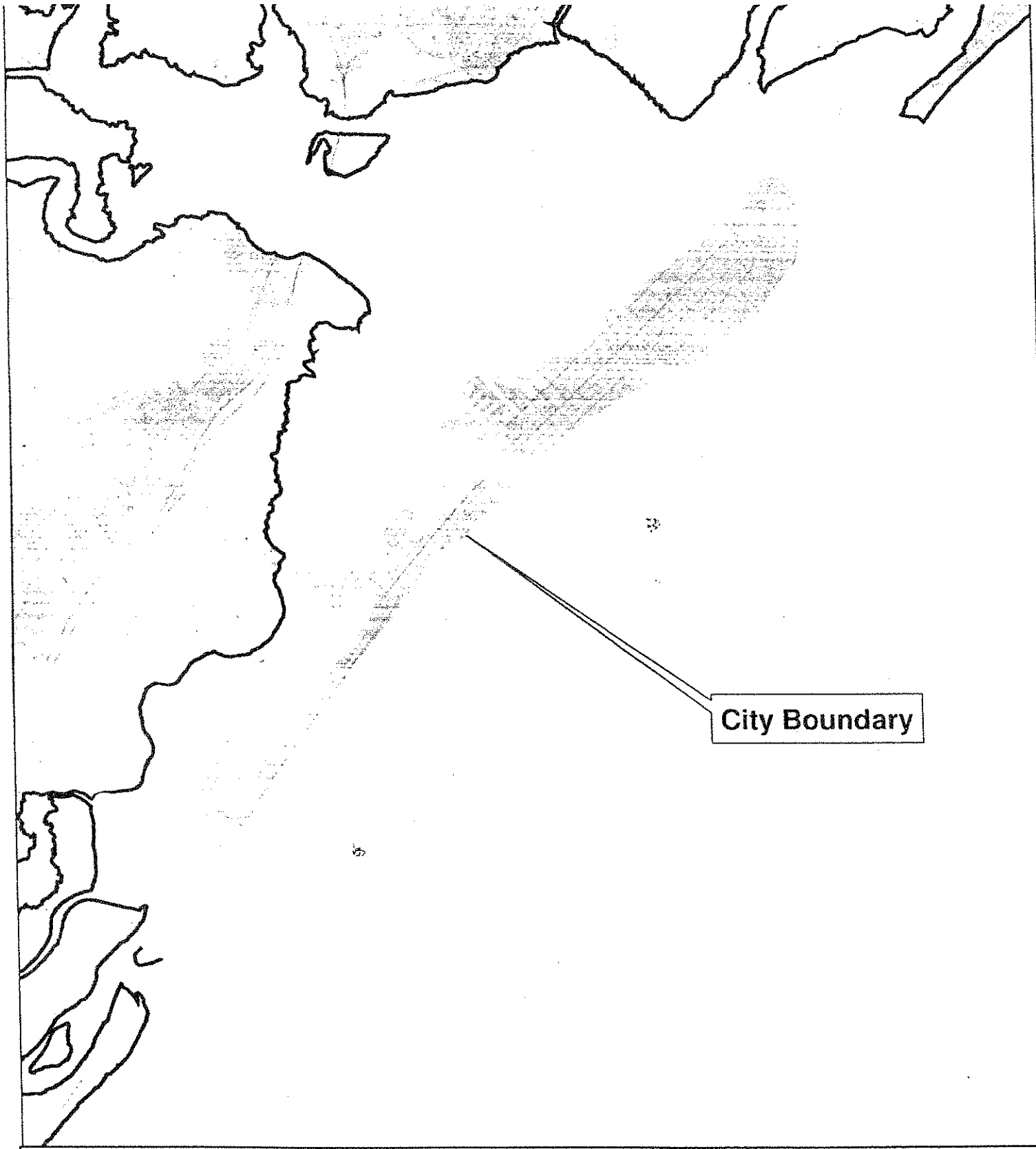

Data Type	Source	Relevant Time Period
USGS Quad	UGSG	Feb-Apr 2002
Municipal Boundary	NJDEP	1989
Land Use/ Land Cover	NJDEP	1995/1997

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Feet

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Figure C-6

City's Existing Land Use

Ocean City
Cape May County, New Jersey

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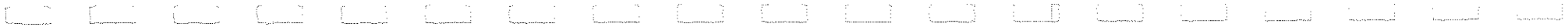
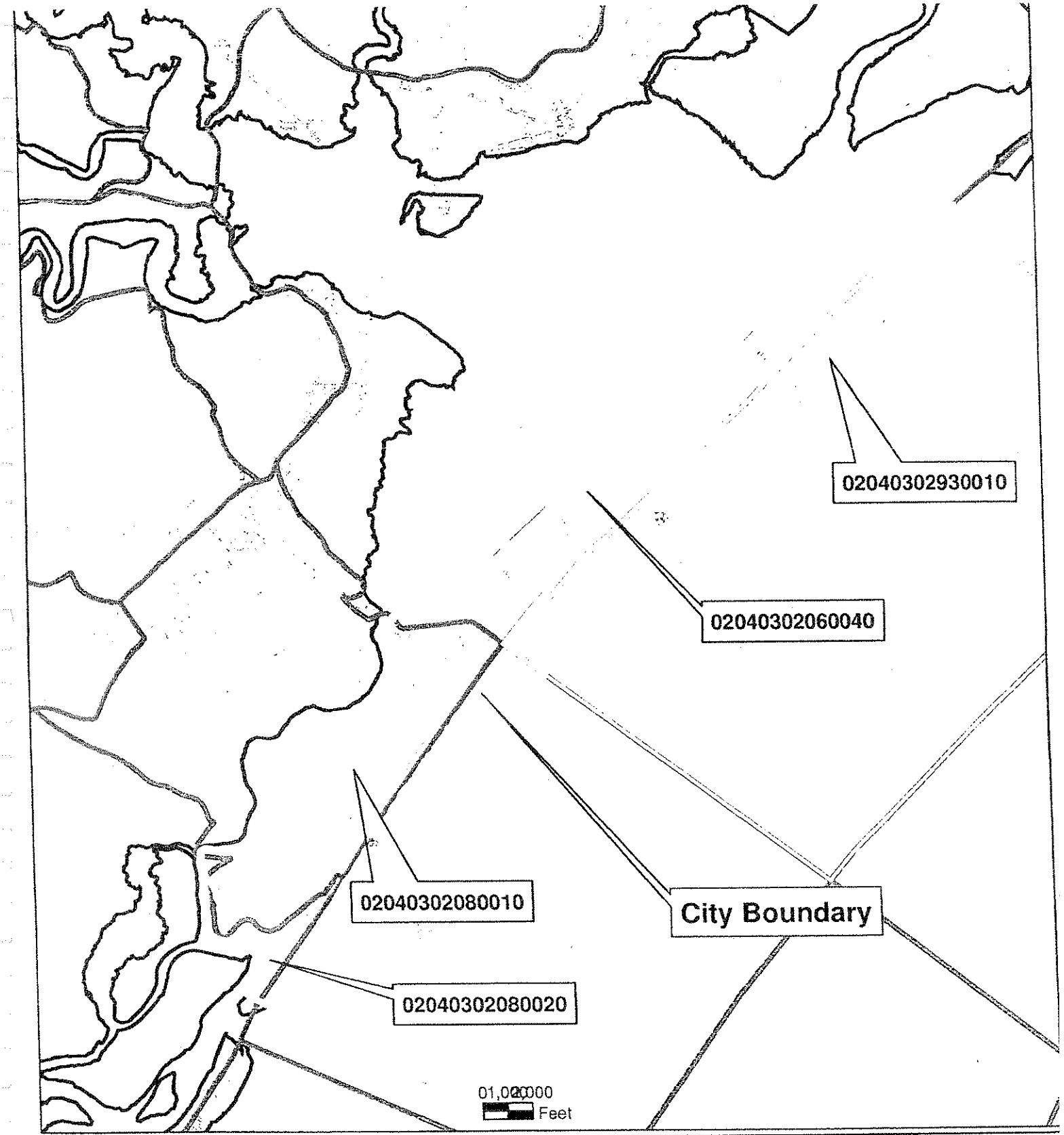
Symbol Legend

- Municipal Boundary

Land Use

- AGRICULTURE
- BARREN LAND
- FOREST
- URBAN
- WATER
- WETLANDS





Data Type	Source	Relevant Time Period
USGS Quad	UGSG	Feb-Apr 2002
Municipal Boundary	NJDEP	1989
HUC14	NJDEP	2000

Figure C-7

Hydrologic Units (HUC14) Within the City

Ocean City
Cape May County, New Jersey

Symbol Legend

- NJDEP Huc 14
- Municipal Boundary

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Data Type	Source	Relevant Time Period
USGS Quad	UGSG	Feb-Apr 2002
Municipal Boundary	NJDEP	1989
Wetlands	NJDEP	1986
Lakes	NJDEP	1986
Streams	NJDEP	1998

1,000 2,000
Feet

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Figure C-9

Wetlands and Water Land Uses within the City

Ocean City
Cape May County, New Jersey

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Symbol Legend
- Streams
- Lakes
- Wetlands
- Municipal Boundary

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HOUSING ELEMENT

AND

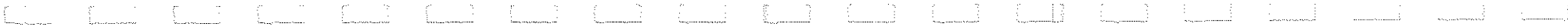
FAIR SHARE PLAN

OF

THE CITY OF OCEAN CITY,

CAPE MAY COUNTY

Adopted: October 4, 2006



HOUSING

ELEMENT



PLANNING BOARD

- Salvatore Perillo, Mayor
- George Savastano
- Roy Wagner, Council Member
- Dr. Fred Weber
- Thomas Martinson
- John Loeper

Dr. George Reeves
Patrick Gill
Gary Jessel
Alice Wolf (Alternate I)
Lloyd Hayes, III (Alternate II)

  - Solicitor: Gary Griffith, Esq.
  - City Planner: Randall E. Scheule, P.P., AICP
  - Planning Consultant: Taylor Design Group
  - Engineer: Walker, Previti, Holmes & Associates
  - Secretary: Tammy Barner Williams

- Salvatore Perillo, Mayor

CITY COUNCIL

- Michael Allegretto
- Scott Ping
- Keith Hartzell
- Jody Alessandrine
- Jack Thomas
- Gregory Johnson
- Roy Wagner

  - City Solicitor: Gerald Corcoran, Esq.
  - Administrator: James Rutala
  - Clerk: Cindy Griffith

It is certified that all copies of this document are in conformance with the one signed and sealed by Shirley M. Bishop, P.P., License # 2575

_____

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OCEAN CITY, CAPE MAY COUNTY
HOUSING ELEMENT

TABLE OF CONTENTS

		PAGE
PREFACE		1
I.	Inventory of Housing Stock	3
	A. Age	3
	B. Condition	3
	C. Purchase and Rental Value	4
	D. Occupancy Characteristics and Types	7
	E. Units Affordable to Low/Moderate Income Households	7
II.	Projection of Housing Stock	9
	A. Building Permits	9
	B. Approvals of Development Applications	9
	C. Probable Residential Development	9
	D. Future Construction of Low and Moderate Income Housing	9
III.	Demographic Characteristics	9
	A. Population	9
	B. Household Size/Type	10
	C. Income Level	12
	D. Age	13
	E. Marital Status	13
IV.	Existing and Probable Future Employment Characteristics	14
V.	Determination of Total Obligation from Prior Rounds	15
	A. Rehabilitation Share	15
	B. Re-Calculated Total Obligation from Prior Rounds	15
VI.	Projection of Municipal Growth Share	16
	A. Residential Growth Share Obligation	16
	B. Non-Residential Growth Share Obligation	21

VII. Analysis of Existing and Future Zoning to Accommodate Growth Projections ..31
A. Availability of Existing and Planned Infrastructure 31
B. Anticipated Demand for Types of Uses Permitted by Zoning Based on Present and Anticipated Future Demographic Characteristics 31
C. Anticipated Land Use Patterns 31
D. Economic Development Policies 32
E. Constraints on Development 32
State and federal regulations 32
Land ownership patterns 32
Incompatible land uses 32
Sites needing remediation 32
Environmental constraints 32
Existing or planned measures to address any constraints 32

OCEAN CITY, CAPE MAY COUNTY
HOUSING ELEMENT

LIST OF TABLES

Table		Page
1	Age of Housing Units	3
2	Persons Per Room	4
3	Plumbing Facilities	4
4	Kitchen Facilities	4
5	Owner-Occupied Housing Unit Values	5
6	Contract Rent Values	6
7	Tenure and Vacancy	7
8	2006 Low and Moderate Regional Incomes	8
9	Population	9
10	Population Characteristics	10
11	Household Profile 2000	11
12	Household Type and Relationship	12
13	Type of Housing Units by Structure	12
14	Household Income	13
15	Sex by Marital Status - Persons 15 Years and Over	14
16	Employment Status	14

OCEAN CITY
CAPE MAY COUNTY

HOUSING ELEMENT

PREFACE

The City of Ocean City is located in the northeastern section of Cape May County. The City borders three municipalities: Upper Township and the City of Somers Point to the south and west and the Borough of Longport to the north. Ocean City is one of the barrier islands along the Atlantic Ocean and contains 6.9 square miles. However, 60 percent of this area contains environmentally constrained wetlands, dunes, beach and waterways. The remainder of the City is almost completely developed. Ocean City is known as "America's Greatest Family Resort."

A municipality's Housing Element must be designed to achieve the goal of providing affordable housing to meet the total 1987-2014 affordable housing need comprised of estimated growth share, the remaining balance of Prior Round Obligation from Ocean City's 1987-1999 affordable housing obligation that has not been addressed (if any) and the rehabilitation share. The regulations of the Council on Affordable Housing (COAH), N.J.A.C. 5:94 et seq. delineate a municipality's strategy for addressing its present and prospective housing needs, and, as such, each municipality's Housing Element must contain the following:

1. An inventory of the municipality's housing stock by age, condition, purchase or rental value, occupancy characteristics and type, including the number of units affordable to low and moderate income households and substandard housing capable of being rehabilitated;

2. A projection of the municipality's housing stock, including the probable future construction of low and moderate income housing, for the six years subsequent to the adoption of the housing element, taking into account, but not necessarily limited to, construction permits issued, approvals for development and probable residential development of lands;

3. An analysis of the municipality's demographic characteristics, including, but not limited to, household size, income level and age;

4. An analysis of the existing and probable future employment characteristics of the municipality;

5. A determination of the municipality's present and prospective fair share for low and moderate income housing and its capacity to accommodate its present and prospective housing needs, including its fair share for low and moderate income housing;



6. A consideration of the lands that are most appropriate for construction of low and moderate income housing and of the existing structures most appropriate for conversion to, or rehabilitation for, low and moderate income housing, including a consideration of lands of developers who have expressed a commitment to provide low and moderate income housing;

7. A map of all sites designated by the municipality for the production of low and moderate income housing and a listing of each site that includes its owner, acreage, lot and block;

8. The location and capacities of existing and proposed water and sewer lines and facilities relevant to the designated sites;

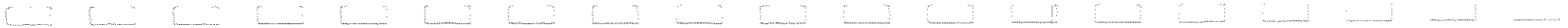
9. Copies of necessary applications for sewer service and water quality management plans submitted pursuant to Sections 201 and 208 of the Federal Clean Water Act, 33 U.S.C. §1251, et seq.;

10. A copy of the most recently adopted municipal master plan, and where required, the immediately preceding, adopted master plan;

11. For each designated site, a copy of the New Jersey Freshwater Wetlands map where available. When such maps are not available, municipalities shall provide appropriate copies of the National Wetlands Inventory maps provided by the U.S. Fish and Wildlife Service;

12. A copy of appropriate United States Geological Survey Topographic Quadrangles for designated sites; and

13. Any other documentation pertaining to the review of the municipal housing element as may be required by the Council.



I. INVENTORY OF HOUSING STOCK

A. Age

Half of Ocean City's housing stock was built between 1960 and 1990. Ocean City has a total housing stock of 20,298 units. The median year that a structure was built in Ocean City was 1972, according to the 2000 census.

TABLE 1
Age of Housing Units

Dates of Construction	Structures	Percent of Total
1939 or earlier	3,321	.16
1940 - 1949	1,382	.07
1950 - 1959	2,283	.11
1960 - 1969	2,650	.13
1970 - 1979	3,373	.17
1980 - 1989	3,641	.18
1990 - 1998	2,945	.15
1999 - March 2000	703	.03
TOTAL UNITS	20,298	1.00

Source: 2000 Census of Population and Housing

Units built before 1939 and contain 1.01 or more persons per room are highly correlated with substandard housing indicators. This is an index utilized by COAH in determining the rehabilitation share. In Ocean City, 3,321 units or 16 percent of the housing stock was built before 1939. This is generally an important indicator in calculating Ocean City's rehabilitation share and explains why Ocean City's rehabilitation share is 71 units.

B. Condition

Rehabilitation Share is the total deficient housing signaled by selected housing unit characteristics unique to each community. It is assumed that units so indicated will be prime candidates for rehabilitation. Characteristics indicating a need for rehabilitation are:

(1) *Persons per Room.* 1.01 or more persons per room in housing units built 1939 or before. These are old units that are overcrowded.

(2) *Plumbing Facilities.* Inadequate plumbing sufficient for rehabilitation is indicated by incomplete plumbing facilities, i.e., lack of hot and cold piped water, flush toilet or bathtub/shower.

(3) *Kitchen Facilities.* Inadequate kitchen facilities signaling rehabilitation are indicated by the non –presence of kitchen facilitates within the unit, or the non–presence of one of three components: a sink with piped water, a stove or a refrigerator.

The age of Ocean City's housing stock has been presented in Table 1. Tables 2 through 4 address the other surrogates of deficient housing.

TABLE 2
Persons Per Room

Persons Per Room	Occupied	Owner Occupied	Renter Occupied
1.01 to 1.50	75	8	67
1.51 to 2.00	10	0	10
2.01 or more	0	0	0
TOTAL	**85**	**8**	**77**

Source: 2000 Census of Population and Housing

TABLE 3
Plumbing Facilities

	Total Units
Complete plumbing facilities	20,253
Lacking complete plumbing facilities	45

Source: 2000 Census of Population and Housing

TABLE 4
Kitchen Facilities

	Total Units
Complete kitchen facilities	20,035
Lacking complete kitchen facilities	263

Source: 2000 Census of Population and Housing

Based on the above, COAH has determined that Ocean City has 71 housing units that are substandard and occupied by low and moderate income households.

C. Purchase and Rental Value

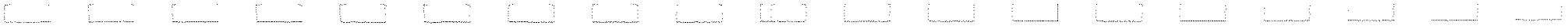
Approximately 55 percent of the owner-occupied housing units in Ocean City had values over $200,000. The median value was $215,200. This housing value is significantly higher than $167,900 for the state and $138,000 for Cape May County.

TABLE 5
Owner-Occupied Housing
Unit Values

	Units	Percent
Less than $34,999	9	0
$35,000 - $39,999	10	0
$40,000 - $49,999	0	0
$50,000 - $59,999	0	0
$60,000 - $69,999	55	.01
$70,000 - $99,999	322	.07
$100,000 - $124,999	332	.07
$125,000 - $149,999	407	.09
$150,000 - $174,999	501	.11
$175,000 - $199,999	455	.10
$200,000 - $249,999	735	.16
$250,000 - $299,999	454	.10
$300,000 - $399,999	578	.12
$400,000 - $499,999	364	.08
$500,000 - $749,999	236	.05
$750,000 - $999,999	127	.03
$1,000,000 or more	43	.01
TOTAL	**4,628**	**100**

Median Value

Source: 2000 Census of Population and Housing



Of the 2,581 rental units with cash rent in Ocean City, 1,715 or 66 percent had rents between $500 and $999 per month. The median contract rent was $632 per month.

TABLE 6
Contract Rent Values

With cash rent:	Units
$0 - $ 99	17
$100 - $149	17
$150 - $199	75
$200 - $249	97
$250 - $299	89
$300 - $349	54
$350 - $399	49
$400 - $449	145
$450 - $499	177
$500 - $549	212
$550 - $599	241
$600 - $649	181
$650 - $699	283
$700 - $749	294
$750 - $999	504
$1,000 - $1,249	81
$1,250 - $1,499	10
$1,500 - $1,999	18
$2,000 - or more	37
Total	2,581

No cash rent	$255
Median contract rent	$632

Source: 2000 U.S. Census of Population and Housing

D. Occupancy Characteristics and Types

Sixty-two percent of the occupied housing in Ocean City is owner occupied. However, 12,834 housing units or 63 percent are considered vacant. This is because Ocean City is a resort community and the census was taken during an off-season month.

TABLE 7
Tenure and Vacancy

	Housing Units
Total Occupied	7,464
Occupied:	
Owner Occupied	4,628
Renter Occupied	2,836
Vacant:	
For rent	991
For sale only	109
Rented or sold, not occupied	123
For seasonal, recreational, or occasional use	11,554
For migrant workers	0
Other vacant	57
TOTAL VACANT	12,834

Source: 2000 Census of Population and Housing

E. Units Affordable to Low and Moderate Income Households

Units are affordable to low and moderate income households if the maximum sales price or rent is set within a COAH specified formula. A moderate income household is a household whose gross family income is more than 50 percent of median income, but less than 80 percent of median income for households of the same size within the housing region. A low income household is a household whose gross family income is equal to or less than 50 percent of median gross household income for a household of the same size within the housing region for Ocean City. Ocean City is in Region 6, which encompasses Atlantic, Cape May, Cumberland and Salem counties.

Using current regional income limits adopted by COAH, a four person Cape May County median household income is estimated at $63,362. A moderate income four person household would earn a maximum of $50,690 (80 percent of regional median) and a four person low income household would earn a maximum of $31,681 (50 percent of regional median).

Income levels for one, two, three and four person households as of 2006 are given below:

TABLE 8
2006 Low and Moderate Regional Incomes

Income	1 person	2 persons	3 persons	4 persons
Median	$44,353	$50,690	$57,026	$63,362
Moderate	$35,483	$40,552	$45,621	$50,690
Low	$22,177	$25,345	$28,513	$31,687

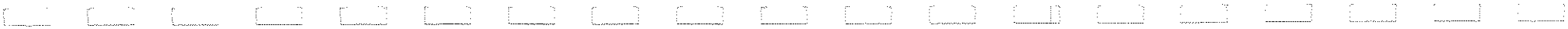
Source: COAH, 2006 Income Limits

Based on the qualifying formula in N.J.A.C. 5:80-26, the monthly cost of shelter which includes mortgage (principal and interest), taxes, insurance and homeowners or condominium association fees, may not exceed 28 percent of gross monthly household income based on a five percent down payment. In addition, moderate income sales units must be available for at least three different prices and low income sales units available for at least two different prices. The maximum sales prices must now be affordable to households earning no more than 70 percent of median income. The sales prices must average 55 percent of median income.

Under COAH regulations, rents including utilities may not exceed 30 percent of gross monthly income. The average rent must now be affordable to households earning 52 percent of median income. The maximum rents must be affordable to households earning no more than 60 percent of median income. In averaging 52 percent, one rent may be established for a low income unit and one rent for a moderate income unit for each bedroom distribution. The utility allowance must be consistent with the utility allowance approved by HUD and utilized in New Jersey. In rental inclusionary developments, 10 percent of the units must be affordable to households earning no more than 35 percent of median income.

Ocean City currently has the following low and moderate income housing:

Wesley By the Bay	60 age-restricted rental units
Pecks Beach Village	60 family rental units
Bay View Manor	61 age-restricted rental units
613 Simpson Avenue	1 family for sale
625 Simpson Avenue	1 family for sale



II. PROJECTION OF HOUSING STOCK

A. Building Permits

According to the New Jersey Department of Labor, Residential Building Permits Issued, (2000-April 2006), 2,432 new building permits were issued in Ocean City during this period.

B. Approvals of Development Applications

Projecting Municipal Growth Share Obligation addresses this section.

C. Probable Residential Development

Projecting Municipal Growth Share Obligation addresses this section.

D. Future Construction of Low and Moderate Income Housing

Ocean City will address the future construction of low and moderate income housing in the Fair Share Plan.

III. DEMOGRAPHIC CHARACTERISTICS

A. Population

The population in Ocean City decreased by one percent between 1990 and 2000. Table 9 illustrates the figures.

TABLE 9
Population

Year	Population
1990	15,512
2000	15,378

Sources: 1990 and 2000 Census of Population and Housing

TABLE 10
Population Characteristics

SELECTED POPULATION CHARACTERISTICS

Forty percent of Ocean City's residents are 55 years of age or older. This is a significant percentage. Approximately 31.8 percent of the Cape May County population is 55 or over, while only 22 percent of New Jersey residents are 55 or older.

	Number	
TOTAL POPULATION	15,378	
SEX		
Male	7,114	
Female	8,264	
AGE		
	Male	**Female**
Under 5 years	321	195
5 to 17 years	970	994
18 to 20 years	166	145
21 to 24 years	297	309
25 to 44 years	1,752	1,851
45 to 54 years	1,087	1,190
55 to 59 years	515	648
60 to 64 years	418	534
65 to 74 years	914	1,091
75 to 84 years	569	820
85 years and over	105	487

Source: 2000 *Census of Population and Housing*

B. Household Size and Type

A household profile of Ocean City shows that there were 7,612 households with a total household population of 15,378 in 2000. The average number of persons per household was 2.02.



TABLE 11
Household Profile 2000

	Total Number
Households	7,612
Population of households	15,378
Persons per household	2.02

Source: 2000 *Census of Population and Housing*

TABLE 12
Household Type and Relationship

In family households:	11,033
householder:	4,022
Male	3,016
Female	1,006
Spouse	3,288
child:	2,917
Natural born/adopt	2,755
step	162
grandchild	136
other relatives	200
non-relatives	229
In non-family households:	4,055
householders living alone	3,008
householders not living alone	449
Non-relatives	598
In group quarters:	290
Institutionalized population	156
Non-institutionalized population	134

Source: *2000 Census of Population and Housing*

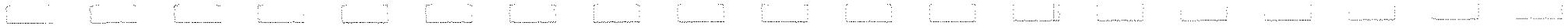


TABLE 13
Type of Housing Units by Structure

	Units in Structure
1, detached	6,453
1, attached	2,208
2	7,426
3 or 4	1,655
5 to 9	784
10 to 19	513
20 to 49	632
50 or more	618
Mobile home	9
Other	0
TOTAL	20,298

Source: 2000 Census of Population and Housing

C. Income Level

Approximately, half of the households in Ocean City earn $44,999 and below according to the 2000 census and half earn $45,000 and above. Ocean City has a median household income of $45,000 which is slightly higher than Cape May County that is $41,591, but significantly lower than the state's median household income of $55,146.

TABLE 14
Household Income

Household Income	Number	Percent
$0 –9,999	497	.07
$10,000-$14,999	407	.05
$15,000-$19,999	458	.06
$20,000-$24,999	624	.08
$25,000-$29,999	436	.06
$30,000-$34,999	436	.06
$35,000-$39,999	405	.05
$40,000-$44,999	554	.07
$45,000-$49,999	435	.06
$50,000-$59,999	534	.07
$60,000-$99,999	1,412	.19
$100,000-$149,999	706	.09
$150,000-$199,999	221	.03
$200,000 or more	354	.05
TOTAL	7,479	.99*

Median Household Income $44,158

Source: 2000 Census of Population and Housing

**Does not add up due to rounding.*

D. Age

The age of Ocean City's population has been discussed under Section III, Demographic Characteristics, A. Population.

E. Marital Status

In 2000, there were more women than men over the age of 15 years in Ocean City. There were almost the same number of females that never married as men. There were significantly more widows than widowers (1,174) and more divorced females than males.



TABLE 15
Sex by Marital Status - Persons 15 Years and over

Marital Status	Total	Male	Female
Total	13,391	6,031	7,360
Never Married	3,003	1,483	1,520
Now Married	7,265	3,675	3,590
Widowed	1,504	165	1,339
Divorced	1,619	708	911

Source: 2000 Census of Population and Housing

IV. EXISTING AND PROBABLE FUTURE EMPLOYMENT CHARACTERISTICS

Of the 7,504 Ocean City residents employed in the civilian labor force, 30 percent are in agriculture, construction, manufacturing, wholesale trade, retail trade and transportation fields and 24 percent are in educational, health and social services.

TABLE 16
Occupation
Employed Persons 16 Years and Over

	Male	**Female**	**Total**
Finance, insurance, real estate	269	310	579
Agriculture, construction, manufacturing, wholesale trade, retail trade, transportation	1,444	819	2,263
Information	63	90	153
Arts, entertainment, recreation, accommodation and food services	714	684	1,398
Professional, scientific and technical services	383	241	624
Educational, health and social services	526	1,280	1,806
Public administration	278	113	391
Other services	115	175	290
Total	3,792	3,712	7,504

Source: 2000 U.S. Census of Population and Housing



As to future employment activity within Ocean City, that is addressed in the Projecting Growth Share section.

According to the New Jersey State Data Center, Ocean City had a covered employment number of 5,629 in 2003.

V. DETERMINATION OF TOTAL OBLIGATION FROM PRIOR ROUNDS

A. Rehabilitation Share

Ocean City has a 71 unit rehabilitation share.

B. Recalculate Total Obligation From Prior Rounds

Ocean City's total obligation from prior rounds is now 430.

VI. PROJECTION OF MUNICIPAL GROWTH SHARE OBLIGATION

A. RESIDENTIAL GROWTH SHARE OBLIGATION

STEP 1: The projections in Table R-1 were provided by the Metropolitan Planning Organization (MPO) and will be utilized until the Plan Projections for 2015 in the final State Development and Redevelopment Plan are released. The MPO growth projections show population projections in five-year intervals from 2000 through 2025. These projections show total population, not just the population projected to reside in market rate units. To determine how many affordable units will be provided to address residential growth, the increase in population was determined by subtracting the population in the year 2005 from the population in the year 2015. This provided a 10-year population increase that closely parallels the 2004 to 2014 period on which the growth share is based. This result was then divided by the average household size for Ocean City as determined by the 2000 Census. This resulted in a total number of 446 new households, which is also the number of new housing units that are projected as shown in Table R-1 below. This is the figure that will be compared to the total net residential growth as projected by Ocean City in Steps 5 and 6.

TABLE R-1
MPO Residential Growth Projection

2015 MPO Population	-	2005 MPO Population	=	Population Change	÷	2000 Household Size	=	Household Growth
16,729	-	**15,828**	=	**901**	÷	**2.02**	=	**446**

STEP 2: Next, there is a review of the historic data for the last 10 years that were collected on certificates of occupancy and demolitions issued. Table R-2 provides the 10-year historic certificate of occupancy (CO) and demolition permit data that were collected. This assists in projecting likely future growth and also provides for actual growth since January 1, 2004. COs issued minus demolitions that have taken place since January 1, 2004 comprise the first component of the growth share calculation.

Actual figures are used for growth in 2004 and 2005 and projections are used for growth from 2006 to 2014.

Any COs issued in 2004 and 2005 for affordable housing units that are part of a second round COAH certified plan are noted here and also noted as to whether they are part of an inclusionary development. However, of the COs issued in 2004 and 2005, none contained affordable housing.

TABLE R-2

10-year Historic Trend of Certificates of Occupancy and Demolition Permits

	'95	*'96*	*'97*	*'98*	*'99*	*'00*	*'01*	*'02*	*'03*	*'04*	*'05*	***Total***
COs Issued	N/A	215	423	341	364	411	411	424	377	423	449*	3,838
Demolitions	N/A	180	240	286	268	327	356	314	368	421	461	3,221
Net	N/A	35	183	55	96	84	55	110	9	2	-12	617

STEP 3: This section includes projections from the housing element of future residential construction based on a site-specific analysis of development applications, both approved and anticipated. Developments that are expected to be constructed before 2014 were utilized to project residential growth. Yield calculations gave consideration to wetlands, steep slopes, access to utilities, etc. Also included in this projection were all anticipated development, including affordable housing developments from the second round certified affordable housing plan that have not yet been constructed as well as future housing projects that will be approved and will have COs issued by 2014. Table R-3 lists those developments and provides an estimate of the number of units that could be constructed and the year COs would be issued.

Table R-3 represents other development that is anticipated to occur based in part upon the historic rate of development. This category also reflects single-family and duplex building permits, which contribute to growth share but would not be captured in the other components of the growth projection. By looking at CO and demolition permit historic trends, it is noted that the COs substantially outpaced the demolitions until 2003. However, beginning in 2003, there was a significant narrowing of the gap between new COs and demolitions. This trend is anticipated to continue because of the downturn in the real estate market and the demolition of duplexes and the rebuilding of only one home. Also taken into consideration is the anticipated zoning change in the CB district that will significantly reduce the number of new residential units as the result of what is known as a knock-down.

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* *There was a double counting of a time share/hotel that recorded 24 residential COs and also 224,742 square feet of R-1 for the same structure. The 24 residential COs were subtracted from the 2005 residential COs. This double counting is explained via e-mails with John Lago of DCA Codes and Standards in Exhibit A.*



TABLE R-3

Anticipated Developments & Number of Residential Units
by the Year that COs are Anticipated to be Issued

		'06	*'07*	*'08*	*'09*	*'10*	*'11*	*'12*	*'13*	***Total***
Approved Development Applications		282	177	165	249	263	252	261	245	1,894
Pending Development Applications										
Anticipated Development Applications										
Other Projected Development (Single-Family and Duplex and Apartments)		100	90	87	81	62	59	48	77	604
Total		382	267	252	330	325	311	309	322	2,498

STEP 4: Anticipated demolitions are subtracted from the total COs projected, as shown in Table R-4:

TABLE R-4

Projected Miscellaneous COs and Demolition Permits

		'06	*'07*	*'08*	*'09*	*'10*	*'11*	*'12*	*'13*	*Total*
Total COs Issued (from Table R-3)		382	267	252	330	325	311	309	322	2,498
Demolitions		371	254	240	281	295	278	267	272	2,258
Net		11	13	12	49	30	33	42	50	**240**

STEP 5: The <u>actual</u> net residential growth from 2004 and 2005 (Table R-2) is added to the <u>projected</u> net residential growth from 2006 to 2014 (Table R-4) to arrive at the <u>total</u> 10-year total residential growth as shown in Table R-5:

TABLE R-5

Total Net Residential Growth (Sum of Actual and Projected Growth)

	Actual→ '04	'05	*Projected →* '06	'07	'08	'09	'10	'11	'12	'13	*Total*
Total COs Issued (from Table R-3)	423	449	382	267	252	330	325	311	309	322	3,370
Demolitions	421	461	371	254	240	281	295	278	267	272	3,140
Net	2	-12	11	13	12	49	30	33	42	50	**230**

STEP 6: *The net residential growth from Step 5 is compared to the MPO housing unit growth as projected in Step 1. The net residential growth of 230 is less than the MPO household growth projection of 446. This is the result of the downturn in the real estate market and the demolition of duplexes and multi-family units and the rebuilding of less residential units. In addition, there is a proposed zoning change in the CB district that will significantly reduce the number of new residential units as the result of knock-downs.*

Historically, in Ocean City, single family homes were demolished and replaced with duplexes and existing, old duplexes were demolished and replaced with duplexes and triplexes. Now, triplexes and quadruplexes are being demolished and replaced with duplexes.

However, the boom years have ended in Ocean City as is evidenced in the residential historic trends. From January through September 2006, there was a significant decline in the number of permits for new construction. This has not changed over the last three months. The MPO projections were based on an inflated time period. Once the economic indicators started to fall, the feasibility of knocking down, rebuilding and flipping the structures ceased to exist. See newspaper article in Exhibit A. Finally, the Cape May County Planning Board acknowledged that the residential projections that were utilized by the South Jersey Transportation Organization were inflated.

STEP 7: From the total net residential growth, affordable housing units are subtracted that were included in the second round certified plan that have received or are projected to receive COs after January 1, 2004. In addition to affordable units, market-rate residential units in an inclusionary development that were part of a second round certified plan were also subtracted.

Ocean City had an RDP of eight units for its certified second round plan. The eight units were to be addressed through a municipally-sponsored infill project in the 600 block of Simpson Avenue consisting of municipal infill and accessory apartments. To date, two homes have been completed with six remaining. However, Ocean City is now proposing to address its six remaining RDP units with four age-restricted rental units and one handicapped rental unit as part of a larger, all-affordable rental development. These five units are included in Table R-6.

TABLE R-8

Affordable Housing Unit Growth Projections

	'04	*'05*	*'06*	*'07*	*'08*	*'09*	*'10*	*'11*	*'12*	*'13*	*Total*
Table R-7 Total	2	-12	11	13	12	49	25	33	42	50	225
Divided by 8.5	.23	-1.41	1.29	1.52	1.41	5.77	2.94	3.88	4.94	5.88	26.45

Therefore, the total affordable housing obligation generated by residential development is 26 new construction units over the 10-year certification period.

B. NON-RESIDENTIAL GROWTH SHARE OBLIGATION

STEP 1: The projections in Table NR-1 were provided by the MPO and will be utilized until the Plan Projections for 2015 in the final State Development and Redevelopment Plan are released. The MPO growth projections show employment projections in five-year intervals from 2000 through 2025. To determine how many affordable units will be provided to address non-residential growth, the increase in employment is determined by subtracting the number of jobs in the year 2005 from the number of jobs in the year 2015. This provides a 10-year employment increase that closely parallels the 2004 to 2014 period on which growth share is based. This figure is then compared for consistency to the employment growth projected for Ocean City in Step 6.

TABLE NR-1

MPO Non-Residential Growth Projection

2015 MPO Employment	-	2005 MPO Employment	=	Employment Change
5,727	-	**5,706**	=	**21**

STEP 2: The historic data for the last 10 years that were collected on COs and demolitions issued were reviewed. Table NR-2 provides the 10-year historic CO and demolition permit data that were collected. This assisted in projecting likely future growth and also provided actual growth since January 1, 2004. COs issued minus demolitions that have taken place since January 1, 2004 comprise the first component of the growth share calculation.

Actual figures are used for growth in 2004 and 2005 and projections are used for growth from 2006 to 2014.



TABLE NR-2

10-year Historic Trend of Certificates of Occupancy
and Demolition Permits by Square Feet

	'95 Sq Ft	*'96* Sq Ft	*'97* Sq Ft	*'98* Sq Ft	*'99* Sq Ft	*'00* Sq Ft	*'01* Sq Ft	*'02* Sq Ft	*'03* Sq Ft	*'04* Sq Ft	*'05* Sq Ft
COs Issued E - Education	N/A									232,770	0
COs Issued S – Warehouse			1							0	0
COs Issued B – Office		533	2,521	278	1	1	11,505	0	88,573	31,824	11,271
COs Issued M – Retail		1	1		258	2	8,480	15,327	18,138	58,717	32,599
COs Issued A2, 3 – Assembly				1			3,459		4,271	100	12,540
COs Issued R1 - Hotel-Motel					1					0	224,742
Demolitions B - Office			2	6	1	1	1	7	1	7,181	33,382*
Demolitions S- Warehouse										0	2,522
Demolitions R1 – Motel			1	1	1				13,671	0	3,441
Demolitions M - Retail		1	1	1	1	2	1	8,942**	8,296***	14,621	14,930
Demolitions A2 & A3 - Assembly				1	2	1	3	1,662		10,220	5,913
Demolitions E - Education										37,331	6,353
Demolitions H - Hazardous									1	0	0
Demolitions I - Institutional										0	31,068
Demolitions F - Manufacturing				1	2	1	3		2	0	0

STEP 3: The actual growth that has occurred was then converted into the square footage to jobs using Appendix E. These conversions were made for each of the relevant use groups.

**There was a total of 11 office buildings demolished in 2005.*

***There was a total of four retail buildings demolished in 2002.*

****There was a total of six retail buildings demolished in 2003.*

TABLE NR-3

"B" USE GROUP: Actual Developments

by Year that COs Were Issued (three jobs per 1,000 square feet)

	'04	***Total Sq. Ft.***	***Jobs***	*'05*	***Total Sq. Ft.***	***Jobs***
TOTAL NEW DEVELOPMENT						
		31,824	95.47		11,271	33.81
TOTAL DEMOLITIONS						
		7,181	21.54		33,382	100.13

TABLE NR-4

"A2, A3" USE GROUPS: Actual Developments

by Year that COs Were Issued (three jobs per 1,000 square feet)

	'04	***Total Sq. Ft.***	***Jobs***	*'05*	***Total Sq. Ft.***	***Jobs***
TOTAL NEW DEVELOPMENT						
		100	.30		12,540	37.62
TOTAL DEMOLITIONS						
		10,220	30.66		5,913	17.73

TABLE NR-4A

"E" USE GROUP: Actual Developments

by Year that COs Were Issued (one job per 1,000 square feet)

	'04	***Total Sq. Ft.***	***Jobs***	*'05*	***Total Sq. Ft.***	***Jobs***
TOTAL NEW DEVELOPMENT						
		232,770*	0		0	
TOTAL DEMOLITIONS						
		37,331	37.33		6,353	6.35

TABLE NR-4B

"M" USE GROUP: Actual Developments

by Year that COs Were Issued (one job per 1,000 square feet)

	'04	***Total Sq. Ft.***	***Jobs***	*'05*	***Total Sq. Ft.***	***Jobs***
TOTAL NEW DEVELOPMENT						
		58,717	58.72		32,599	32.60
TOTAL DEMOLITIONS						
		14,621	14.62		14,930	14.93

**Ocean City built a new high school that received its CO in 2004. The old high school was overcrowded and utilized trailers. The old high school was operational while the new high school was being built. The new high school did NOT generate any new jobs as is evidenced in a letter from the Board of Education in Exhibit B. As a result, Ocean City is requesting that*

COAH attribute no new jobs to this educational facility as it was a replacement and does not meet the test of generating new jobs.

TABLE NR-4C

"R1" USE GROUP: Actual Developments

by Year that COs Were Issued (0.8 jobs per 1,000 square feet)

	'04	***Total Sq. Ft.***	***Jobs***	*'05*	***Total Sq. Ft.***	***Jobs***
TOTAL NEW DEVELOPMENT						
					224,742	179.79
TOTAL DEMOLITIONS						
		0			3,441	2.75

TABLE NR-4D

"S" USE GROUP: Actual Developments

by Year that COs Were Issued (0.2 jobs per 1,000 square feet)

	'04	***Total Sq. Ft.***	***Jobs***	*'05*	***Total Sq. Ft.***	***Jobs***
TOTAL NEW DEVELOPMENT						
		0			0	
TOTAL DEMOLITIONS						
		0			2,522	.50

TABLE NR-4E

"I" USE GROUP: Actual Developments

by Year that COs Were Issued (two jobs per 1,000 square feet)

	'04	***Total Sq. Ft.***	***Jobs***	*'05*	***Total Sq. Ft.***	***Jobs***
TOTAL NEW DEVELOPMENT						
TOTAL DEMOLITIONS						
		0			31,068	62.14

STEP 4: Projections from the housing element of future non-residential construction based on a site-specific analysis of development applications, both approved and anticipated are included. Developments that are expected to be constructed before 2014 are used to project non-residential growth. Yield calculations gave consideration to wetlands, steep slopes, access to utilities, etc. Included in this projection were all anticipated development, including future developments that will be approved and will have COs issued by 2014. Table NR-5 lists those developments and provides an estimate of the square footage anticipated and the year COs would be issued. Table NR-5 includes a row for Other Projected Development, which represents other development that is anticipated to occur based in part upon the historic rate of development.

By looking at historic trends, Ocean City had a moderate amount of non-residential growth from 1996 through 2002. However, beginning in 2003 there was an increased market demand for commercial uses, particularly for retail uses. There are substantial development applications for retail uses, but these applications do not generate additional non-residential square footage. Rather, they are the result of demolitions, primarily office demolitions, and the office demolitions decrease the number of jobs gained by new retail users. This trend is expected to continue.

As there are no vacant, non-residential developable tracts in Ocean City, the applications for non-residential uses include demolition of the existing use and replacing it with a similar square footage but less use. However, these commercial uses in the past have added new apartments over the commercial use that contributed to the increased historic residential growth. On Tables NR-5 through NR-7 this increasing demand is reflected by identifying the square footage that has been approved but not COd and parcels of land that are likely to develop through the third round until 2013 when there will be few remaining non-residential developable tracts in Ocean City. Ocean City believes that the commercial demolition activity will outpace the non-residential CO activity from now through 2014.

These projections were made for each of the relevant use groups.

Any adjustment to the non-residential growth projections by demolitions, that resulted in job loss calculation was based upon the most recent use group of the building prior to its demolition.

Once tabulated, the appropriate use group factor listed in Appendix E to the projected net gross square footage of new non-residential development is applied to determine the projected job growth. Appendix E was the standard used to determine jobs per square feet.



TABLE NR-5

"B" USE GROUP: Developments and Anticipated Developments
by the Year that COs are Anticipated to be Issued (three jobs per 1,000 square feet)

		'06	*'07*	*'08*	*'09*	*'10*	*'11*	*'12*	*'13*	***Total Sq. Ft.***	***Jobs***
Approved Development Applications											
		800								800	2.40
			1,109							1,109	3.32
				2,500						2,500	7.5
					900					900	2.7
Pending Development Applications						1,674				1,674	5.02
Anticipated Development Applications											
Other Projected Development											
TOTAL NEW DEVELOPMENT		800	1,109	2,500	900	1,674				**6,983**	**20.94**
TOTAL DEMOLITIONS		14,805*	25,000	18,000	17,000	20,000				**94,805**	**284.41**

**This comprises three office buildings.*

The trend is to demolish existing office space and to rebuild with a new retail use.



TABLE NR-6

"M" USE GROUP: Developments and Anticipated Developments
by the Year that COs are Anticipated to be Issued (one job per 1,000 square feet)

		'06	'07	'08	'09	'10	'11	'12	'13	***Total Sq. Ft.***	***Jobs***
Approved Development Applications											
		21,785								21,785	21.78
			28,812							28,812	28.81
				21,951	21,950	22,413	20,000	11,451	10,000	107,765	107.76
Anticipated Development											
Demolitions											
Other Projected Development											
TOTAL NEW DEVELOPMENT		21,785	28,812	21,951	21,950	22,413	20,000	11,451	10,000	158,362	158.36
TOTAL DEMOLITIONS		6,587	900	1.00	900	1,000	1,200	1,200	1,300	13,187	13.18



TABLE NR-7

"A2 – A4" USE GROUP: Developments and Anticipated Developments
by the Year that COs are Anticipated to be Issued (three jobs per 1,000 square feet)

		'06	*'07*	*'08*	*'09*	*'10*	*'11*	*'12*	*'13*	***Total Sq. Ft.***	***Jobs***
Approved Development Applications				2,558						2,558	7.67
Pending Development Applications											
Anticipated Development Applications											
TOTAL NEW DEVELOPMENT				2,558						2,558	7.67
TOTAL DEMOLITIONS		3,156	2,558							5,714	17.14

STEP 5: Tables NR-5 through 7 were merged once the number of jobs created (new construction) or lost (demolitions) by use group was determined. Jobs lost (as evidenced by demolitions) were subtracted from jobs created (new construction) to arrive at net projected employment growth.

VII. ANALYSIS OF EXISTING AND FUTURE ZONING TO ACCOMMODATE GROWTH PROJECTIONS

A. Availability of Existing and Planned Infrastructure

Water service is supplied by the Cape May County Municipal Utilities Authority. The resort character of Ocean City is the major contributing factor to the significant seasonal increase in summer water demand. The actual number of gallons used during the summer months is significantly larger than the winter demand and the summer season demand is the major concern for adequate future water supplies. However, the water service is sufficient for present and future redevelopment.

The Cape May County Municipal Utilities Authority maintains the Ocean City Sewerage Treatment Plant. Based on current growth rates and existing per unit flows, the plant has sufficient capacity for present and future redevelopment.

B. Anticipated Demand for Types of Uses Permitted by Zoning Based on Present and Anticipated Future Demographic Characteristics:

Over 40 percent of the City's land is undeveloped and includes wetlands, bays, inlets and beach. The remaining developable area is entirely developed.

Ocean City anticipated the demand for types of uses permitted by zoning based on its present and future demographic characteristics. The City anticipated the growth of the student population and built a new high school.

Ocean City has carefully reviewed anticipated demand by approving residential and non-residential developments according to market demand and sound planning principles.

C. Anticipated Land Use Patterns

Ocean City adopted a Land Use Plan Element in December 2001. The plan presents proposed land uses based on both type and intensity of use and establishes a pattern of future development and redevelopment for the City.

Ocean City proposes to preserve existing single-family neighborhoods and create and increase single-family housing in the City while at the same time maintaining the City as a family-oriented resort community.

The majority of the City is residential with two-family housing.

Ocean City's Central Business District includes a healthy core and a less vibrant peripheral central business district.

PREFACE

A municipality's affordable housing obligation is cumulative, and includes affordable housing need for the period 1987 to 2014. The affordable housing obligation consists of three components:

- Rehabilitation Share (2000)
- Prior Round Obligation (1987-1999)
- Growth Share (1999-2014)

Under growth share, municipalities determine their 1999 to 2014 new construction or "growth share" obligation, by applying the following ratios:

- For every eight market-rate residential units constructed from January 1, 2004 to January 1, 2014, a one-unit affordable housing obligation is generated.
- For every 25 jobs resulting from new or expanded non-residential construction within the municipality from January 1, 2004 to January 1, 2014, based on the conversion factors found in Appendix E of the third round rules, a one-unit affordable housing obligation is generated.

These two components are then added together to arrive at the total growth share obligation.

A municipality's Rehabilitation Share is a measure of old, crowded, deficient housing that is occupied by low- and moderate-income households. These rehabilitation numbers are based on 2000 census data. Rehabilitation Share numbers from each prior round are replaced with the latest round number because the numbers are updated with each decennial census.

A municipality may receive credit for rehabilitation of low- and moderate-income deficient housing units completed after April 1, 2000 provided the units were rehabilitated up to the applicable code standard, the average capital cost spent on rehabilitating a unit was at least $8,000 and the units have the appropriate controls on affordability to ensure the unit remains affordable during the required period of time.

Rehabilitation credits cannot exceed the Rehabilitation Share and, generally speaking, can only be credited against the rehabilitation component, not the new construction component.

The prior round obligation is the municipal new construction obligation from 1987 to 1999. Obligations from the first and second rounds have been recalculated to include the most recent data from the 2000 census. All municipalities participating in the COAH process must use these updated figures. COAH continues to offer credits, reductions, and adjustments that may be applied against the Prior Round Obligation (1987-1999) for affordable housing activity undertaken from 1980 to 1999.

reviews the files. However, at this time, it is not possible to calculate the exact number of rehabilitated units that qualify for COAH. The previous NPP Coordinator is no longer in that position and the records need to be reviewed to see the major systems that were repaired. In addition, the NPP only requires a ~~five-year~~five-year lien. As a result, the owners of the rehabilitated units will have to be contacted to see if they still reside there so that the ~~six-year~~six-year lien requirement is met.

It appears that there ~~was~~were a total of 30 NPP homes rehabilitated between 2001 and 2006. Exhibit B. However, only those homes that were rehabilitated prior to December 20, 2004 are eligible to receive COAH credit. That is because a 10-year lien is required for units rehabilitated after December 20, 2004. When the new NPP Coordinator is retained by Ocean City and ~~program criteria is~~program criteria are developed, Ocean City will require a 10-year lien for COAH credit.

In addition to the NPP funds, Ocean City also utilized NPP Home funds for rehabilitation. Similarly, those files must also be researched for additional eligible credits.

In order to determine a Rehabilitation Share for a pre-credited need number, Ocean City is claiming credit for 29 units of rehabilitation that will be documented once the new NPP Coordinator reviews the files.

III. PRIOR ROUND OBLIGATION

COAH has determined that Ocean City's Prior Round Obligation is 430 units.

With an estimated Rehabilitation Share of 42 units, Ocean City has a pre-credited need of 472 units.

Ocean City had a second round new construction obligation of 411 units.

Ocean City requested prior cycle credits for an age-restricted development known as Wesley by the Bay. This U.S. Housing and Urban Development (HUD) Section 202 project contains 60 one-bedroom ~~low-income~~low-income units. COAH granted the city prior cycle credits.

After subtracting the prior cycle credits, Ocean City's second round calculated need became 351 units. However, Ocean City had a vacant land adjustment for 343 units that resulted in an eight unit RDP. It is understood that COAH will honor this vacant land adjustment. As a result, Ocean City's prior round obligation is reduced to an eight unit RDP and the unmet need becomes 362 units.

A. Rental Obligation and Rental Bonuses

The rental component is calculated as follows:

.25 (RDP)

.25 (8)



~~income~~moderate-income households and will remain affordable for a minimum of 30 years. However, no additional new housing has been realized.

As a result, Ocean City is proposing to provide an age-restricted rental complex that will fully address the eight units from the prior round obligation. Ocean City is considering purchasing an existing structure that can be reconstructed into affordable housing and/or purchasing available land in order to construct age-restricted affordable rentals and at least one handicapped unit. At the moment, Ocean City is exploring both options. Ocean City proposes to credit the constructed or reconstructed seven units of which one will be handicapped and six will be age-restricted to the prior round obligation. The one handicapped unit will receive one rental bonus credit and together will total eight units and address the rental obligation. The two affordable homes on Simpson Avenue are being moved and will now address a portion of the growth share obligation.

Ocean City is contemplating utilizing the new Municipal Land Acquisition (MLA) program within DCA for land and/or structure acquisition and the Federal Low Income Tax Credit Program and Balanced Housing Program as other subsidies. Exhibit C.

Ocean City has sufficient water and sewer for this development.

2. Unmet Need
Ocean City now has an unmet need of 362 units.

Ocean City adopted an Accessory Apartment Ordinance No. 99-13 on September 21, 1999. The city provides any owner occupant of a residence in the R-2 and RMF zones a minimum of $10,000 for the construction of an accessory unit. Exhibit D. The unit created must be rented year-round to an income eligible household and must remain affordable for a minimum of 10 years via a deed restriction. COAH approved the accessory apartment program as addressing unmet need as well as the adoption of a development fee ordinance.

COAH approved Ocean City's development fee ordinance for residential and non-residential development on March 10, 1998. Ocean City adopted the development fee ordinance on July 15, 1998. Exhibit E. Ocean City proposes to utilize development fees for age-restricted rental housing and the accessory apartment program that addresses unmet need. Ocean City will allocate $100,000 for 10 accessory apartments in its spending plan.

IV. GROWTH SHARE OBLIGATION

The Fair Share Plan includes the projects, strategies and funding sources, if applicable, to address an affordable housing obligation and any municipal ordinance in draft form that a municipality is required to adopt as a requirement of certification. The Fair Share Plan is based upon the municipal fair share obligation developed in the housing element. The planning board adopts the Fair Share Plan and it is endorsed by the governing body prior to the petition for substantive certification. The proposed implementing ordinances may be adopted prior to substantive certification but in any event must be adopted no later than 45 days after COAH grants substantive certification.



- Draft Fair Share Ordinance necessary for the implementation of the programs and projects identified as providing affordable housing. The governing body is required to formally adopt the final version of this ordinance within 45 days after receiving substantive certification. Provisions of such an ordinance may include a Growth Share or other zoning requirement, an accessory apartment conditional use, phasing requirements, affordability controls or payment in lieu stipulations. A municipality must also provide an affirmative marketing plan, which is referenced in the fair share ordinance.

A. Obligation

Ocean City has projected its Growth Share obligation to be 26 units, which is explained in Exhibit A of the Housing Element.

With a 26-unit Growth Share obligation, Ocean City has a seven-unit rental obligation and may receive credit for 13 units of age-restricted housing, provided there is no regional contribution agreement (RCA). With a maximum RCA of 13 units, Ocean City may only receive credit for seven age-restricted units.

B. Implementation

1. Regional Contribution Agreement.

Ocean City intends to transfer one-half of its growth share obligation to another willing municipality within Region 5. Ocean City intends to transfer up to 13 units ~~to~~ ~~Ocean~~ Ocean City is proposing to transfer a range of units from seven up to 13 units. Seven units will be transferred within 60 days of Ocean City's receiving substantive certification at a cost of $35,000 per unit and the balance at a later date to be determined. ~~within _____ years after substantive certification.~~ The balance of the units will reflect the RCA cost in place at that time.

2. Simpson Avenue Homes

In its second round certified plan Ocean City proposed the 600 block of Simpson Avenue as an area for redevelopment that would yield eight low and ~~moderate income~~moderate-income homes. At that time, Ocean City owned two lots in the area and was negotiating with other owners for additional land. However, only the two city-owned lots were built with ~~moderate income~~moderate-income housing. One home contained two bedrooms and the other, three bedrooms. These two homes will now address a portion of Ocean City's growth share obligation.

3. New Age-Restricted, Handicapped, and Family Rental Units

Ocean City is proposing to construct or reconstruct at least 13 units of low and moderate income housing with age-restricted, handicapped and family rental units that will address

V. DRAFT FAIR SHARE ORDINANCE

A. Proportion of Low and Moderate Income Units By Sale, Rental And By Number of Bedrooms

Except for inclusionary developments constructed pursuant to low income tax credit regulations:

1. At least half of the "for sale" affordable units within each inclusionary development shall be affordable to low income households.

2. At least half of the "rental" affordable units within each inclusionary development shall be affordable to low income households.

3. At least one third of the affordable units in each bedroom distribution within each inclusionary development shall be affordable to low income households.

1. Bedroom Distribution of Affordable Units

1. Inclusionary developments which are not restricted to age-restricted households shall be structured in conjunction with realistic market demands so that:

    a. The combined number of efficiency and one-bedroom units shall be no greater than 20 percent of the total number of affordable units.
    b. At least 30 percent of all affordable units shall be two bedroom units.
    c. At least 20 percent of all affordable units shall be three bedroom units.

2. Inclusionary developments that are restricted to age-restricted households shall at a minimum have a total number of bedrooms equal to the number of age-~~restricted affordable~~restricted affordable units within the inclusionary development.

B. Establishment of Rents and Prices of Units As Related to Household Size And Number of Units.

1. In conjunction with realistic market information, the following shall be used to determine the maximum rents and sales prices of the affordable units:

    a. Efficiency units shall be affordable to a one (1~~) person~~)-person household.
    b. A ~~one-bedroom~~one-bedroom unit shall be affordable to a one and a half person household.
    c. A ~~two-bedroom~~two-bedroom unit shall be affordable to a ~~three person~~three-person household.
    d. A ~~three-bedroom~~three-bedroom unit shall be affordable to a four and one-half person household.



average of 55 percent for restricted ownership units. Moderate income ownership units must be available for at least three different prices for each bedroom type

and ~~low-income~~low-income ownership units must be available for at least two different prices for each bedroom type.

2. Low and ~~moderate-income~~moderate-income units shall utilize the same heating source as market units within the inclusionary development.

F. Affordable Housing Units: Condominium Or Homeowner Association Fees

1. If an affordable housing unit is part of a condominium association or homeowner's association, the Master Deed shall reflect that the assessed affordable homeowner's fee be established at one hundred percent (100%) of the market rate fee. This percentage assessment shall be recorded in the Master Deed.

2. The Master Deed shall contain the same fee for the market rate units as the low and moderate-income units. Developments that are 100 percent affordable shall have condominium or homeowner association fees that are self-supporting and sustaining.

G. Reservation of Units

1. Low-income housing units shall be reserved for households with a gross household income equal to or less than 50 percent of the median income approved by COAH.

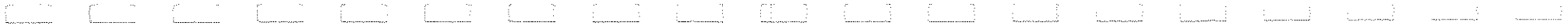
2. Moderate income housing units shall be reserved for households with a gross household income in excess of 50 percent but less than 80 percent of the median income approved by COAH.

H. Reoccupancy Certificate

1. Upon resale of an affordable unit, a certificate of reoccupancy shall be required in accordance with N.J.A.C. 5:80-26.10.

I. Phasing Of Construction

1. Final site plan approval shall be contingent upon the development meeting the following phasing schedule for low and moderate income units within each inclusionary development, whether developed in one stage or in two or more stages.



1. The regulations determining 1) whether installed capital improvements will authorize an increase in the maximum sales price and 2) which items of property may be included in the sales price as per N.J.A.C. 5:80-26.9.

2. For a rental development, the advertising and administration is paid by the owner/developer on an on-going basis. If the project is for-sale, the initial costs are the responsibility of the developer. Owners of affordable units shall pay an administrative fee when an affordable unit is sold.

L. Time Period For Controls

1. Newly constructed low and moderate-income rental units shall remain affordable to low and moderate income households for a period of at least 30 years. The period of affordability controls for rental units may extend beyond the 30 year period at the discretion of the municipality as per N.J.A.C. 5:80-26 et seq.

2. Newly constructed low and moderate income for sale units shall remain affordable to low and moderate income households for a period of at least 30 years.

3. Rehabilitated owner-occupied single family housing units that are improved to code standard shall be subject to affordability controls for 10 years.

4. Rehabilitated renter-occupied housing units that are improved to code standard shall be subject to affordability controls of at least 10 years.

5. Housing units created through conversion of a non-residential structure shall be considered a new housing unit and shall be subject to affordability controls for new housing units as designated in items 1 and 2 above.

6. Affordability controls on accessory apartments shall be for a period of at least 30 years.

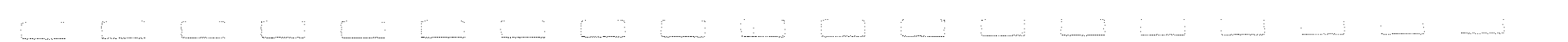
7. Affordability controls for units in alternative living arrangements shall be for a period of 30 years.

8. Affordability controls on buydown units shall be for a period of at least 30 years.



- The business hours when interested households may obtain an application for housing units and
- Application fees, if any.

- One advertisement will be broadcast on the following regional radio and/or cable television station(s):
  - 101.5
- *Additionally, all newspaper articles, announcements and requests for applications for low and moderate income housing will appear in the following:*
  - *Housing Resource Center, www.njhousing.gov*
  - *Ocean City Sentinel Ledger*
- *Applications will be mailed to prospective applicants upon request.*
- *The following is the location of applications, brochure(s), sign(s), and/or poster(s) used as part of the affirmative marketing program:*
  - *The county administration building and/or the county library for each county within the housing region.*
  - *Offices on Aging for Atlantic, Cape May, Salem and Cumberland Counties*
  - *City Hall and the Ocean City Public Library.*
  - *The developer's office.*
  - *Atlantic City Casinos*
  - *Ocean City Housing Authority*
  - *Ocean City Community Center*
- *The following is a list of community contact persons and/or organizations in Atlantic, Cape May, Cumberland and Salem counties that will aid in the affirmative marketing program with particular emphasis on contacts that will reach out to groups that are least likely to apply for housing within the region.*
  - *Family and Community Development*
  - *Atlantic Human Resources, Inc.*
  - *Hispanic Alliance of Atlantic County*
- The following is a description of the random selection method that will be used to select occupants of the low and ~~moderate income~~moderate-income housing units.



VII. SPENDING PLAN

INTRODUCTION

The City of Ocean City in Cape May County has a development fee ordinance that was approved by the Council on Affordable Housing (COAH) on March 10, 1998. This spending plan is prepared in accordance with N.J.A.C. 5:94-6.2(c) and 6.5 and includes the following:

1. Projection of revenues anticipated from imposing fees on development, based on actual proposed and approved developments and historic rate of development activity.
2. A description of the administrative mechanism that the municipality will use to collect and distribute revenues.
3. A description of the anticipated use of all development fees, payments in lieu of constructing affordable units on site, funds from the sale of units with extinguished controls, pursuant to N.J.A.C. 5:94-6.12, repayment of loans for rehabilitation or affordability assistance, and voluntary contributions.
4. A schedule for the creation and/or rehabilitation of housing units.
5. If the municipality is including a municipally sponsored or 100 percent affordable program, a new construction alternative living arrangement or an affordable housing partnership program, a pro-forma statement of the anticipated costs and revenue associated with the development.
6. The manner in which the municipally will address any expected or unexpected shortfall if the anticipated revenues from development fees are not sufficient to implement the plan.

As of August 30, 2006, Ocean City has collected $1,590,915.50 in its affordable housing trust fund. All development fees collected and interest generated by the fees are deposited in a separate interest-bearing account in Commerce Bank for the purposes of affordable housing.

1. PROJECTION OF REVENUES FOR CERTIFICATION PERIOD

To calculate a projection of revenue anticipated between October 2006 and the expiration of substantive certification, Ocean City considered the following:

(a) Residential and nonresidential ~~projects which have had development fees~~projects, which have had development fees, imposed upon them at the time of preliminary or final development approvals are anticipated to provide $100,000 in development fees at issuance of building permits and/or certificates of occupancy during the period of substantive certification.

(b) All projects currently before the planning and zoning boards for development approvals that may apply for building permits and certificates of occupancy are anticipated to provide $450,000 in development fees during the period of substantive certification.

Rehabilitation program: *$00.00. The NPP grant provides funding for the rehabilitation activity. Ocean City does not intend to utilize development fees for rehabilitation at this time.*

New Construction Program: *$4,639,732.40. Ocean City is proposing to construct at least 18 rental units that are affordable to low and ~~moderate-income~~moderate-income households. In addition, Ocean City will reserve funds for its accessory apartment program.*

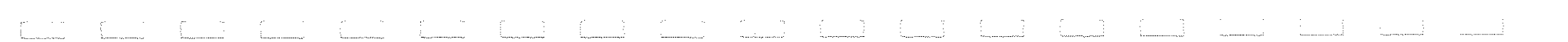
RCA: *Ocean City is proposing a range of RCAs from at least seven up to 13 units. For purposes of this spending plan calculation, Ocean City is allocating $515,000 for the RCA. With seven RCAs at $35,000 per unit, the remaining six units could cost $45,000 per unit. Ocean City is proposing to transfer seven to 13 units.*

(b) *Ocean City will dedicate $00.00 from the affordable housing trust fund to render units more affordable.*

(c) *Ocean City will dedicate 20 percent or $1,031,183.10 from the affordable housing trust fund to be used for administrative purposes as follows:*

Salaries and benefits for municipal employees or consultant fees necessary to develop or implement municipal housing programs such as housing elements and/or affirmative marketing programs. Administrative funds will be used to income qualify households and monitor implementation. Development fees will be used to defray the costs of staff or consultants that are preparing or implementing a fair share plan.

SPENDING PLAN CALCULATION SUMMARY	
Existing Balance	*$1,590,915.50*
Pending fees due upon issuance of building permit and/or CO	+ *$100,000*
Projects awaiting approval	+ *$450,000*
Projection based on historic development activity	+ *$3,330,000*
Payments in lieu of construction	+ *$00.00*
Projected Interest	+ *$200,000*
Other	+ *$00.00*
TOTAL PROJECTED REVENUE	= *$5,670,915.50*
Funds used for Rehabilitation, RCA or New Construction (not including administration of such programs)	- *$4,639,732.40*
TOTAL SUBJECT TO AFFORDABILITY ASSISTANCE REQUIREMENT	= *$00.00*
Affordability Assistance (minimum of 30% of above total)	- *$00.00*
Affordability Assistance to Very Low Income Households (minimum of 1/3 of above allotment)	*$00.00*
Administration (maximum of 20% of total projected revenue minus RCA contribution)	- *$1,031,183.10*



The municipality will dedicate $4,639,732.40 towards an accessory apartment and ~~municipally-sponsored~~municipally sponsored rental program~~,~~$, $515,000 for an RCA and $1,031,183.10 to cover administrative costs. Any shortfall of funds will be offset by bonding.

EXHIBIT A

ORIGINAL

GRANT/LOAN AGREEMENT

BETWEEN THE

STATE OF NEW JERSEY
DEPARTMENT OF COMMUNITY AFFAIRS

AND

Ocean City

GRANT/LOAN AGREEMENT NUMBER: 2007-02351-0039-00

PROGRAM NAME: Neighborhood Preservation 2007

A grant/loan contractual agreement with the New Jersey Department of Community Affairs is composed of two major parts: the General Terms and Conditions for Administering a Grant/Loan and the individual Grant/Loan Agreement document which includes the cover page, the signature page, the Agreement Data Sheet and the following sections:

A. Specific Terms and Conditions;

B. Agreement Budget;

C. Work Plan; and

By signature on this Grant/Loan Agreement, the above-named Recipient agrees to the specific provisions stated in the four sections of this Grant/Loan Agreement. In addition, the Recipient agrees to comply with all provisions of the State of New Jersey, Department of Community Affairs, General Terms and Conditions for Administering a Grant/Loan - Issue Date: February 1998. The General Terms and Conditions for Administering a Grant/Loan are incorporated in this Grant/Loan Agreement by reference. The Recipient hereby acknowledges receipt of the General Terms and Conditions for Administering a Grant/Loan document or understands that a copy of the General Terms and Conditions for Administering a Grant/Loan may be obtained upon request to the Division funding this grant and/or loan.

GRANT/LOAN AGREEMENT NUMBER: 2007-02351-0039-00

AGREEMENT DATA SHEET

(X) GRANT ( ) LOAN

PROJECT INFORMATION

FUNDING PROGRAM NAME: Neighborhood Preservation 2007
PROJECT TITLE: Ocean City Neighborhood Preservation Program
SERVICE AREA(S):

RECIPIENT INFORMATION

AGENCY NAME: Ocean City
ADDRESS: 861 Asbury Avenue
Ocean City, New Jersey 08226

CHIEF FINANCIAL OFFICER: Mr. John Hansen
VENDOR ID # V-216000952-99
TELEPHONE NUMBER: (609) 399-6111
CHARITIES REGISTRATION #: EX0000000
(Nonprofit Agencies Only)

STATE INFORMATION

DEPARTMENT: NEW JERSEY DEPARTMENT OF COMMUNITY AFFAIRS
DIVISION: Division of Community Resources
ADDRESS: 101 South Broad Street
PO Box 811 - 5th Floor
Trenton, NJ 08625-0811

CONTACT PERSON: Terence Schrider
TELEPHONE NUMBER: (609) 633-6283

FUNDING AMOUNT AND SOURCE OF FUNDS

	ACCOUNT NUMBER	AMOUNT	CFDA #
1	2007-100-022-8020-092-1-6150	$125,000.00	
2			
3			
4			
SUBTOTAL		$125,000.00	
OTHER FUNDS		$0.00	
TOTAL		$125,000.00	

GRANT/LOAN AWARD PERIOD

GRANT/LOAN AWARD PERIOD: September 01, 2006 THROUGH: February 29, 2008
LENGTH OF AWARD PERIOD: 1 Year, 6 Months
LIQUIDATION OF OBLIGATIONS MUST BE MADE BY: May 29, 2008

PURPOSE OF GRANT/LOAN

This award will provide funding for planning and implementation of the Ocean City Neighborhood Preservation Program.



Payment Type

Payments shall be made as indicated below:

(X) Reimbursement payments based on the actual rate of disbursement shall be made
- ( ) Monthly
- (X) Quarterly
- ( ) Other:

( ) Fixed payments of $ shall be made.
( ) A Lump Sum payment upon execution of the agreement.
( ) A Lump Sum payment at the end of the award period.
( ) Other:

Final Payment Withheld

( ) Final payment of $0.00 shall be withheld pending receipt of final reports.
(X) No Final payment shall be withheld.
( ) Other:

3. BUDGET VARIANCE FLEXIBILITY

Variance of expenditures from budgeted amounts is permitted without a formal amendment to the Grant/Loan Agreement within the following limitations:

- There is no permitted budget flexibility variance between major budget cost categories.
- Within major budget cost categories, there is a maximum allowable budget line item flexibility of 10%. No individual line item expenditures may exceed the amount budgeted for that line item by an amount in excess of 10% of the budgeted amount.
- Under no circumstances may total expenditures exceed the total grant/loan award amount.

Expenditures that exceed these limitations must be authorized via a budget revision approved by the Department. Expenditures incurred that exceed the permitted budget variance flexibility prior to Departmental approval of a revised budget are at risk for being disallowed by the Department.

4. PROJECT INCOME

Project income, if any, shall be:

( ) Added to project funds to further eligible program objectives; or
( ) Deducted from Recipient's payment request for allowable costs; or
( ) Used for the cost-sharing or matching requirement; or
( ) Returned to the Department.
(X) Not Applicable.



New Jersey Department of Community Affairs
APPLICATION FOR GRANT FUNDS
CERTIFICATION REGARDING LOBBYING

The undersigned certifies, to the best of his or her knowledge that:

a. No grant funds awarded from State and/or Federal appropriations have been paid or will be paid, by or on behalf of the grantee, to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with the making of any grant, the making of any loan, the entering into of any cooperative agreement, and the extension, continuation, renewal, amendment, or modification of any grant, loan, or cooperative agreement.

b. If any funds other than State and/or Federal appropriated funds have been paid or will be paid to any person for influencing or attempting to influence an officer or employee of any agency, a Member of Congress, an officer or employee of Congress, or an employee of a Member of Congress in connection with this, grant, loan, or cooperative agreement, the grantee shall complete and submit the Standard Form-LLL, "Disclosure Form to Report Lobbying," in accordance with its instructions. This form can be found at the following website address: http://www.hhs.gov/oagam/oam/opportunities/rfp0202/sf111.pdf.

c. The grantee shall require that the language of this compliance requirement (certification) be included in the award documents for all subawards at all tiers (including subcontracts, subgrants, and contracts under grants, loans, and cooperative agreements) and that all subrecipients shall certify and disclose accordingly.

This requirement (certification) is a material representation of fact upon which reliance was placed when this transaction was made or entered into. Submission of this certification is a prerequisite for making or entering into this transaction imposed by Section 1352, Title 31, U.S. Code. Any person who fails to file the required certification shall be subject to a civil penalty of not less than $10,000 and not more than $100,000 for each such failure.

NAME OF AGENCY	
City of Ocean City, Nj	
NAME AND TITLE OF OFFICIAL SIGNING FOR AGENCY	
Henry Knight, Mayor	
SIGNATURE OF ABOVE OFFICIAL	DATE SIGNED
	7/14/05

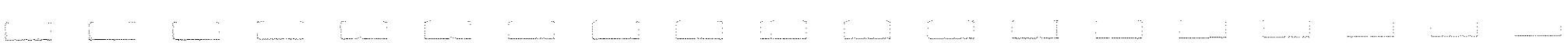
FS-40h
DEC 04

Budget Detail

NPP: Neighborhood Preservation Program

Ocean City

Budget Category	Grant Funds Requested from State	Funds from Other Sources	Program Income	Total Funds Needed
Other Cost Categories				
Program Expense and Related Cost				
Phase I Planning	$25,000.00			$25,000.00
Phase II Program	$100,000.00			$100,000.00
Minor Category Sub-Total	$125,000.00	$0.00	$0.00	$125,000.00
Major Category Sub-Total	$125,000.00	$0.00	$0.00	$125,000.00
Total	$125,000.00	$0.00	$0.00	$125,000.00



6. The Grantee agrees that all consultant and other services paid for in whole or in part with funds provided by this agreement are subject to the Department's prior review and written approval.

7. The Grantee agrees that all activities related to the interviewing of candidates for the NP Coordinator position, the selection process, maintenance and support in performing authorized duties and personnel actions are subject to the review and written approval by the Department.

8. The Grantee agrees to comply with all provisions of the Neighborhood Preservation Program Guidelines, and any subsequent revision thereof, and will provide required matching in-kind and cash support throughout the term of this agreement.

EXHIBIT B

- Funds leveraged for year 5 - $10,733,287

The Ocean City Neighborhood Preservation Program got off to a rocky start. Once credibility was established, an outside housing inspector was brought on board, and the Neighborhood Committee formed, the concept of pride in the neighborhood was to become the norm.

Ocean City went though a few inspectors, until the right one was found. Initially, it was difficult to find contractors who were willing to do rehab work. By reaching out to other NPP personnel within DCA and other cities, an acceptable list of contractors were established.

The success of the "Out to Lunch" series brought recognition to the program. Participation by banks and other organizations within the City, Main Street, BAND, to name a few, brought more people to the table with more ideas.

The Neighborhood Organization has become the Community Foundation of Ocean City. Members from all churches within the target area as well as organizations and churches outside of the target area get together quarterly to exchange ideas for a better community.

If another NPP Program were offered to the City of Ocean City, it would be hard pressed to refuse this. The success of Ocean City's NPP has been felt throughout the city.

EXHIBIT D

AN ORDINANCE AMENDING AND SUPPLEMENTING
VOLUME II OF THE REVISED
GENERAL ORDINANCES OF THE CITY OF OCEAN CITY
"DEVELOPMENT AND LAND USE REGULATIONS OF THE CITY OF OCEAN CITY"

BE IT ORDAINED by the Mayor and Council of the City of Ocean City, Cape May County, New Jersey, as follows:

SECTION 1.

Chapter XXV "Zoning and Land Development" of Volume II of the Revised General Ordinances of the City of Ocean City is amended as follows:

A. Section 25-107 "Definitions" is amended by adding the following definitions:

1. Accessory Apartment for Low and Moderate Income Housing.
Accessory apartment for low and moderated income housing shall mean a portion of an existing single family detached or two family dwelling- or and existing accessory building which has been converted to an additional dwelling unit to be used for year round occupancy, and which shall be deed restricted for occupancy by qualified low and moderate income households for a period of ten (10) years as part of Ocean City's Affordable Housing Program as set forth in its Fair Share Plane.

2. Low Income Household.
Low income household means a household with a gross household income equal to 50% or less of the median gross household income for households of the same size within the County of Cape May as determined by the Council on Affordable Housing and set forth in N.J.A.C. 5:93 et seq., or subsequent rules and regulations.

3. Moderate Income Household.
Moderate income household means a household with a gross household income of more than 50% but less than 80% of the median gross household income for households of the same size within the County of Cape May as determined by the Council of Affordable Housing and set forth in N.J.A.C.5:93-et seq., or subsequent rules and regulations.

B. Section 25-211 "Accessory Apartments"

C. Section 25-211.1 "Purpose". It is the purpose of this program to help meet Ocean City's Fair Share Housing Obligation through the voluntary conversion of existing single family or two family dwellings, or accessory buildings to accommodate accessory apartments for year round occupancy within the City of Ocean City.

D. Section 25-211.2 "Eligibility". Only owners who occupy single family detached or two family dwellings, as their primary residence, in which an accessory apartment will be located or owners who occupy the principal structure on a lot on which an accessory unit will be located shall be eligible to participate in the accessory apartment program. Eligibility is further determined and condition on the following criteria:

1. The owner must agree to rent the accessory apartment unit only to low or moderate income households. Proof of the of the tenants income qualifications will be required by Ocean City who shall administer the program.
2. The owner of the accessory apartment shall agree to comply with all rules and regulations of the City relative to the subsidized accessory apartment program.

E. Section 25-211.3 "Zoned Districts". Accessory apartments shall only be permitted in the R-2 and RMF Zone Districts exclusive of any lots located on the bayfront or oceanfront.

F. Section 25-211.4 "Area and Unit Requirements". The gross floor area of the accessory apartment shall be no less than 450 square feet and not more than 950 square feet. It shall contain one kitchen with sanitary facilities including a sink, refrigerator and cooking facilities. It shall have one full bathroom with a sink, toilet and tub or shower. The accessory apartment unit and any existing unit shall each have separate door with direct access to the outside and the development shall not result in the placement of an additional door on the front facade of the principal structure.

G. Section 25-211.5 "Parking" Accessory apartments created by new construction shall conform to the parking requirements of the zone district (R-2 or RMF) in which the lot is located. Accessory apartments created though renovation or rehabilitation of existing structures shall be required to create one additional off-street parking space. All parking spaces shall comply with the parking



H. **Section 25-211.6 "Building Code Compliance"** Any accessory apartment created under this program shall comply with all building codes of the State of New Jersey as enforced by the Construction Code Official of the City of Ocean City. Owners of buildings in which accessory apartments are located are encouraged to rehabilitate the structure, at the time of the creation of the accessory apartment, so that the entire structure is compliant with all building codes of the State of New Jersey. As an inducement to encourage this compliance, an owner who elects to insure that the entire building is compliant with all building codes of the State of New Jersey shall be eligible for a loan, in addition to the grant for the creation for the accessory apartment. The amount of the loan shall be equal to the cost to rehabilitate the structure to bring it in compliance with all building codes of the State of New Jersey.

I. **Section 25-211.7 "Zoning Compliance"**. Accessory apartments may only be created on lots and structures which are conforming in all respects to use, building height, habitable stories, lot area, lot width, front yard , side yard, rear yard, maximum building coverage, parking, landscaping and other applicable design and improvement standards, and maximum impervious surface coverage of the zone district in which the lot is located.

J. **Section 25-211.8 "Maximum Number of Accessory Apartments"**. The maximum number of accessory apartments permitted under this section shall be the number that the City of Ocean City is permitted to apply to its Fair Share obligation of low and moderate income dwelling units in accordance with applicable provisions of he Council on Affordable Housing and the Fair Share Plan adopted by the City of Ocean City.

There shall not be more than one accessory apartment on any lot.

K. **Section 25-211.9 "Deed Restrictions"**. At the time of development a new deed shall be recorded in the Cape May County Clerk's Office containing a restriction that the accessory apartment may only be rented to low or moderate income households. Said restriction shall remain in place for a period of ten (10) years from the date of initial occupancy.

In the event the owner of any property on which a deed restriction has been recorded fails or refuses to comply with the conditions of this Ordinance or any rules and regulations adopted in accordance therewith, the City of Ocean City shall be entitled to pursue any and all remedies at law or equity. Additionally, the owner shall be required to pay to the City of Ocean City, as a penalty, an amount of 125% of any monies received by the City as a grant or loan.

L. **Section 25-211.10 "Grants and Funding Source"**. A minimum of $10,000 per unit shall be made available for each accessory apartment created under the provisions of this Ordinance, provided there is compliance with the rules and regulations hereof, or such other rules and regulations adopted by the City of Ocean City to administer the program.

Ocean City shall raise funds for this program through the implementation of a Development Fee Ordinance which shall be adopted simultaneously herewith. Grants and/or loans to implement this program shall only occur if there is sufficient money raised by Ocean City through the implementation of the Development Fee Ordinance.

M. **Section 25-211.11 "Plan Administration"**. The City of Ocean City shall appoint an individual to administer the accessory apartment program. Applications shall be filed with the Administrator and shall include the following:

1. A sketch of the floor plan(s) showing the location, size and relationship of both the accessory apartment and the primary dwelling within the building.

2. Sketch elevation showing modification of any exterior building facade to which changes are proposed along with photographs of the elevations of the subject building.

3. A site plan development prepared by a licensed engineer and/or land surveyor showing the location of the existing dwelling and other existing buildings; all property lines; any proposed addition along the minimum building setback lines, the location, size and extent of all underground utilities and the length, width and function of all rights-of-way and easements potentially affecting the addition; parking spaces if required; any natural or manmade conditions which may affect construction. All plans and elevations shall be clear and concise and drawn to a scale of not less than one inch (1") equals four feet (4') for the floor plans and elevations, and one inch (1") equals twenty feet (20') for the site development plan.

Section 2.

repealed to the extent of such inconsistency.

Section 3.

If any portion of this Ordinance is declared to be invalid by a Court of competent jurisdiction, it shall not affect the remaining portions of the Ordinance which shall remain in full force and effect.

Section 4.

This Ordinance shall take effect in the time and manner prescribed by law.

Henry S. Knight, Mayor

Larry Carnuccio, Council President

The above Ordinance was passed by the Council of Ocean City, New Jersey, at a meeting of said Council held on the 15th day of JULY, 1999, and was taken up for a second reading and final passage at a meeting of said Council held on the 21ST day of SEPTEMBER, 1999 in Council Chambers, City Hall, Ocean City, New Jersey, at 7:30 in the evening.

Angela H. Pileggi, City Clerk

EXHIBIT E

ORDINANCE NO.99-14

AN ORDINANCE ESTABLISHING RULES, REGULATIONS AND STANDARDS GOVERNING THE ZONING OF LAND WITHIN THE CITY OF OCEAN CITY, COUNTY OF CAPE MAY, PURSUANT TO THE AUTHORITY SET FORTH IN CHAPTER 55 OF TITLE 40 OF THE REVISED STATUTES AND AMENDMENTS AND SUPPLEMENTS THERETO, SETTING FORTH A DEVELOPMENT FEE TO BE APPLIED BY THE PLANNING BOARD, ZONING BOARD AND THE GOVERNING BODY IN THE DEVELOPMENT OF LAND

BE IT ORDAINED by the Mayor and Council of the City of Ocean City, County of Cape May and State of New Jersey, as follows:

ARTICLE I
SHORT TITLE

This Ordinance shall be known and may be cited as:
DEVELOPMENT FEE ORDINANCE CITY OF OCEAN CITY.

ARTICLE II
DEFINITIONS

The following definitions will be added to or amended to the current development ordinances:

"COAH" means the New Jersey Council of Affordable Housing.

"DEVELOPER" means an individual, person, partnership, association, company or corporation that is improving real property by the construction of two family, or multiple family dwelling units.

"DEVELOPMENT FEES" means money paid by an individual person, partnership, association, company or corporation for the improvement to real property as permitted in COAH's rules, and set forth herein.

"EQUALIZED ASSESSED VALUE" means the value of property determined by the municipal tax assessor through a process designed to ensure that all property in the municipality is assessed at the same assessment ratio or ratios required by law. Final equalized assessed value will be determined at project completion by the municipal tax assessor.

"JUDGEMENT OF REPOSE" means a judgement issued by the Superior Court approving a municipality's plan to satisfy its fair share obligation.

"SUBSTANTIVE CERTIFICATION" means a determination by COAH approving a municipality's housing element and fair share plan in accordance with the provisions of the Act and rules and criteria as set forth herein. a grant of substantive certification shall be valid for a period of six years in accordance with the terms and conditions contained therein.

ARTICLE III
PURPOSE

In **Holmdel Builders's Association v. Holmdel Borough,** 121 N.J.550 (1990), the New Jersey Supreme Court determined that mandatory development fees are authorized by the Fair Housing Act of 1985. N.J.S.A. 52:27D-301 et seq. and the state constitution subject to the Council on Affordable Housing's developing rules, The purpose of this ordinance is to establish standards for the collection maintenance and expenditure of development fees pursuant to COAH's rules. Fees collected pursuant to this ordinance shall be used for the sole purpose of providing low and moderate income housing. This ordinance shall be interpreted within the framework of COAH's rules on development fees.

ARTICLE IV
RESIDENTIAL DEVELOPMENT FEES

a. Developers constructing two family (duplex) or multiple family dwelling units, except as otherwise set forth, shall pay to the City of Ocean City a development fee of one-half of one percent (1/2%) of the added value to the property as a result of the construction as determined by the Tax Assessor when placing an added assessment on the real property.

ARTICLE V
ELIGIBLE EXACTION, INELIGIBLE EXACTION AND EXEMPTIONS

a. Developers of low and moderate income units shall be exempt from paying development fees.

b. Developers of single family detached dwellings shall be exempt from paying development fees. For purposes of this section, a single unit in a residential multifamily structure or building shall not be considered a single family detached dwelling unit.

c. Developers that have received preliminary or final approval prior to the effective date of this ordinance shall be exempt from paying a development fee unless the developer seeks a substantial change in the approval.

d. Developers that expand an existing structure shall not pay a development fee unless the expansion of the

existing structure creates an additional dwelling unit.

ARTICLE VI
COLLECTION OF FEES

a. Developers shall pay the development fee to the City of Ocean City at the issuance of the certificate of occupancy.

ARTICLE VII
HOUSING TRUST FUND

a. There is hereby created an interest bearing housing trust fund for the purpose of receiving development fees from resident and nonresidential developers. All development fees paid by developers pursuant to this ordinance shall be deposited in this fund. No money shall be expended from the housing trust fund unless the expenditure conforms to spending plan approved by COAH.

ARTICLE VIII
USE OF FUNDS

a. Money deposited in a housing trust fund may be used for any activity approved by COAH for addressing the City of Ocean City's low and moderate income housing obligation. Such activities may include, but are not necessarily limited to: housing rehabilitation, buy-down/write-down of previously owned units, new construction, regional contribution agreements, the purchase of land for low and moderate income housing, purchase of low and moderate income units for rental purposes, extension and/or improvements of roads and infrastructure to low and moderate income housing sites, assistance designed to render units for affordable to low and moderate income households and administrative costs necessary to implement the City of Ocean City's housing element. The expenditure of all money shall conform to a spending plan approved by COAH.

b. At least thirty percent (30%) of the revenues collected shall be devoted to render unites more affordable. Examples of such activities include, but are not limited to: down payment assistance, buy-down/write-down assistance, low interest loans an rental assistance.

c. No more than twenty percent (20%) of the revenues shall be expended on administrative costs necessary to develop, revise or implement the housing element. Examples of eligible administrative activities include: personnel, consultant services, space costs, consumable supplies and rental or purchase of equipment.

d. Development fee revenues shall not be expended to reimburse the City of Ocean City for housing activities that preceded substantive certification.

ARTICLE IX
EXPIRATION OF ORDINANCE

This Ordinance shall expire if:

a. COAH dismisses or denies the City of Ocean City's petition for substantive certification;

b. COAH revokes substantive certification or its certification of this ordinance.

c. Substantive certification/judgement of repose expires prior to Ocean City's filing an adopted housing element with COAH petitioning for substantive certification or receiving COAH's approval of this ordinance.

ARTICLE X
SEVERABILITY

If any portion of this Ordinance is declared to be invalid by a Court of competent jurisdiction, it shall not affect the remaining portions of the Ordinance which shall remain in full force and effect.

ARTICLE XI
REPEALER

All ordinances or portions thereof inconsistent with this Ordinance are repealed to the extent of such inconsistency.

ARTICLE XII
EFFECTIVE DATE

This Ordinance shall take effect in the time and manner prescribed by law.

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Henry S. Knight, Mayor

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Lawrence Carnuccio, Council President

The above Ordinance was passed by the Council of Ocean City, New Jersey, at a meeting of said Council held on the **15th** day of **JULY, 1999,** and was taken up for a second reading and final passage at a meeting of said Council held on the **21ST** day of **SEPTEMBER, 1999** in Council Chambers, City Hall, Ocean City, New Jersey, at 7:30 in the evening.

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Angela H. Pileggi, City Clerk