3.0 LAND USE & CIRCULATION
3.0 Land Use and Circulation

3.1 Land Use Element

The Land Use Element presented here promotes a balanced and functional mix of land uses consistent with the State Development and Redevelopment Plan (SDRP), the Principles of Smart Growth, and the community values interpreted from community charrettes and public meetings. The Technical Memoranda (September 2007) provided a discussion of existing land use patterns, constraints, and opportunities; identified existing facilities; their condition and reuse potential; and identified specific resources worthy of preservation or enhancement, such as natural resources including wetlands. The layout of land uses builds on our previous analysis and is based on land use issues identified in the analysis process, as well as constraints and opportunities.

The Land Use groups that are illustrated on figure (page 3-5) are organized by: Low Density Residential; Medium Density Residential; Mixed/Multi-Use; Commercial, Lodging; Office/R&D; Institutional; and Open Space. The organization of these planned uses was determined by a multitude of factors including data obtained through public outreach, stakeholder interviews, existing conditions research, applicable policies, market demand and feasibility, and consideration for the surrounding use patterns. The Land Use map provides a general overview of planned uses; however, the Plan as a whole illustrates more in-depth detail on planned uses and designations. Although some detail regarding planned uses is provided in the following discussions, this Land Use Element is intended to provide a more general overview of the Plan’s flexibility. Additional detail such as specific uses and development intensities is provided in the Plan and Key Area Plans discussion presented in Chapter 4.

The land use patterns laid out in the Plan are intended to guide future growth and development of the Reuse Area. As such, land use areas, extents, and intensities are identified but remain flexible. The Land Use Plan anticipates a phased redevelopment over the next 20 years to 2028. Thus two Plans are presented: a 10-year Plan and a 20-year Plan. Applicable policy conformance and recommendations are discussed separately, in Chapter 9: Zoning and Land Use Implications.
3.2 Existing Land Uses

For ease of discussion purposes, land use summaries are organized by Reuse Area, based on the municipal boundaries.

Tinton Falls Reuse Area

The Tinton Falls Reuse Area covers the properties extending from the western-most border of Fort Monmouth to Hope Road. The Reuse Plan for this node envisions a Mixed-Use, High-tech Business Center with a multi-use town center containing store-front retail with the potential for mixed-income housing or professional offices above, institutional uses such as a library, and professional office space. The main corridor of the area extends from the existing Tinton Falls Municipal Complex. Additional civic uses are focused on education and development and include reuse of the existing child development center, teen center, and community center and pool. Open space amenities define the areas and are interspersed throughout in the form of a civic green, small neighborhood parks, connecting trails, and a central park with active recreation linked to the Fort-wide Blue-Greenbelt.

Residential

The Residential component of the Land Use Plan takes advantage of the valuable historic housing units already existing on the base and plans for the reuse of the 22 unit Hemphill Housing units located along Hope Road. The entire northeast corner of the Tinton Falls Reuse Area along Tinton Avenue is planned for mixed income residential use, with a mixture of low and medium density housing. These units are envisioned to become a part of a larger residential area, containing low and medium density units in the form of garden apartments, townhouses, and detached residences. This area was historically a residential zone at Fort Monmouth; however, all of the units have already been removed with the exception of the Hemphill housing along Hope Road.

Moving northwest of this area, a series of large lot detached housing units are planned along the south side of Tinton Avenue, within Tinton Falls. Given the scenic nature of Tinton Avenue, a 30-foot landscape buffer is recommended between the roadway and proposed development. The area of housing units between these two residential sections is the presence of small community parks interspersed throughout. At the center of the residential neighborhood is a central park with a community center and active recreation amenities. As identified later in this Plan, trails and pathways also encircle the area, promoting an active lifestyle and alternative transportation modes. Additionally, residential areas are co-located with employment centers and services as appropriate to encourage a sustainable live-work-play environment.

Institutional/Civic Use

Several municipal facilities are dispersed throughout the Tinton Falls Reuse Area. These functions include the previously mentioned child and teen development facilities (converted to a community recreation center), as well as the library located in proximity to the Municipal Complex and mixed-use Town Center. The fire training facility located in the southeastern corner of the Tinton Falls Reuse Area also a proposed Institutional Use. The existing fire station would also be reused.

An area of civic uses, classified as Institutional on the Land Use Plan, is situated to the south of the residential zone near the existing Hope Road gate. The area identified for these civic uses includes the existing community center, child development center, and pool and teen center. This use is appropriately positioned in an easily accessible location, as entrance to the area would be more readily accessible once the dead-end roadway and security gates removed in 2011 (or earlier depending on phasing).

The existing fire and police training center is planned for reuse by the local academies. PMERPAs Emergency Services Advisory Committee has determined that the reuse of these facilities is appropriate to provide equipment and technology not currently available to them. The training facilities would allow not only the Tinton Falls emergency services branch to train here but would be shared amongst the other municipalities in the area, the County, and the State.

Mixed/Multi-Use

A mixed-use retail center is planned for the northwest corner of the Tinton Falls Reuse Area. This area is intended to become a Neighborhood Retail Center that includes neighborhood convenience, food and beverage, and specialty retail totaling (80,000 square feet) and a 27,000 square foot municipal library. Consideration of 2 to 3 story residential development and/or professional office space above ground floor retail warrants additional consideration as the Plan develops. This area containing some civic uses is appropriately located adjacent to and east of the existing Tinton Falls Municipal Complex.

Office/High Tech Research and Development

A mixed-use business campus is proposed for the central portion of the Tinton Falls Reuse Area. The business campus is centered around the reuse of the Myer Center, currently an expansive 670,000 square foot building. The majority of the business center development would occur within the first ten (10) year development phase and would include Fabrication Shops, Administrative Offices, a Data Recovery Center (Myer Center), Testing Labs, and Research and Development Testing and Evaluation facilities. The second phase of development adds additional Class A Office/Research and Development facilities. A total of approximately 839,000 square feet of commercial, R&D space is proposed in Tinton Falls.

Open Space/Recreation

Expansive, interconnected open spaces create a parks framework for the Tinton Falls Reuse Area. Much of the open space areas are characterized by natural resources such as wetlands and forests. The open space system is intended to establish wetland buffers and provide continuous interconnected habitat corridors. Additional areas, primarily located along the wetlands corridor, north of the railroad tracks, are planned for reforestation.

In addition, small community parks are interspersed and Blue-Greenbelt trails meander throughout the development. A continuous linear perimeter park is proposed to provide a multi-purpose trail around the Reuse Area. There are approximately 99 total acres of open space within the Tinton Falls Reuse Area. A 12 acre community park containing a community Field House and ballfields is planned in the area buffering the residential area from the office complex.

A 2.5 acre neighborhood green is proposed at the center of the retail center. The green would serve as a passive recreation area and may host events in a bandshell or support a flexible program of markets, festivals, and art exhibits.

Because of the importance of and emphasis placed on the need for preservation and improvement of Open Space areas, a Recreation Plan, which identifies active and passive recreational areas as well as trail and pathway connections has been developed and follows the Land Use Plans.
Eatontown (Charles Wood) Reuse Area

The Eatontown (Charles Wood) Reuse Area is divided into two development areas, the western section composed of approximately 235 acres in the existing Charles Wood Area, and the eastern section composed of 219 acres in the Main Post Area. The Suneagles Golf Course encompasses the majority of the western development area, with the existing Howard Commons housing area covering the remaining portion. The Suneagles Golf Course is envisioned to remain as a golf course in perpetuity with a potential conference center and resort-style lodging. Although the existing units in the Howard Commons area are not deemed appropriate for reuse, this area is a suitable area for mixed-income housing.

Residential (Medium Density)

Although the former Howard Commons area currently contains housing units, the research and analysis conducted as part of this planning effort determined that reuse of these units is not feasible for a variety of reasons. However, it was determined that this area is ideal for mixed-income housing that would help meet the New Jersey Council on Affordable Housing (COAH) requirements. Based on these requirements, a minimum of 20% of the housing units are to be set aside for affordable apartments. A total of 275 apartments and townhouses are proposed for this residential development component on Pinebrook Road. In addition, 302 new apartments are proposed adjacent to the Route 35 Lifestyle Center. A total of 577 residential units are planned for the Eatontown Redevelopment Area. Additional detail on this Key Area is provided in Chapter 4: Key Area Site Plans. It is anticipated that the Pinebrook residential development would occur in Phase 1 of the development process, with Route 35 residences developed in Phase 2.

Lodging

The second housing component, in the format of lodging, planned in the Eatontown (Charles Wood) Reuse Area is located in the central portion of the Suneagles Golf Course (proposed to remain a golf course accessible to veterans and the public). These units include townhouse/townhouse style units (existing Megill housing) as part of an upscale conference hotel. Eighteen of the Megill units are intended to serve corporate, longer stay clientele that are making use of the conference center or visiting the area for business purposes. A number of existing units would require removal to provide ample space for a 150-room hotel development.

Institutional/Civic Use

The Institutional use of this area includes the reuse of Gibbs Hall and its outlying facilities. Gibbs Hall would house the golf clubhouse, lockers, pro-shop, restaurant and grill, administrative offices, and potentially be reused as a venue for catering of special events. The area would continue to provide restaurant service; however, the major change would be opening the Suneagles Golf Course to the public.

Commercial

A small commercial development in the form of a 12,530 square foot convenience retail facility is planned at the intersection of Hope and Pinebrook Road. This convenience retail is situated for easy access by the nearby mixed-income residential community in the former Howard Commons apartments location.

Open Space/Recreation

A large portion of the Eatontown (Charles Wood) Reuse Area is characterized by Open Space and Recreation. The existing Suneagles Golf Course would be opened up to the public; however, it would likely be privately-owned and run in conjunction with the hotel and conference center. As discussed later in this Plan, an easement requiring the continued protection of the area and continuation of the golf course use is recommended. Several linear community parks intersect the residential areas. Although public, they are intended to serve the new residential units with passive recreational space, promoting an active lifestyle and an opportunity to appreciate the natural environment. Additionally, trails extend along the rail line right-of-way, providing greenway connections between the development nodes within the Tinton Falls Reuse Area. A total of 314 acres of public open space is proposed in Eatontown, including the golf course.

Eatontown (Main Post) Reuse Area

The Eatontown (Main Post) Reuse Area contains a variety of development nodes, including a Lifestyle/Town Center with an Incubator office node to the north and Consultant Row to the south, a Municipal Complex, and a Recreation/Civic Use area. A special feature of note in this area is the presence and reuse of geothermal well fields. The proposed Town Center is centered around the well fields, which would be reused for their current purpose as well as reused as an open green space free of built structures, providing both active and passive recreational opportunities.

Commercial

Approximately 345,000 square feet of commercial incubator business and consultant’s row space is planned on the former Main Post portion of the base. The multi-facility commercial development fronting Route 35 is situated to transform this area into a new Eatontown Lifestyle Center and gateway to the Fort Monmouth Reuse Area. A Lifestyle Town Center along this main corridor would be served by a jitney bus transfer stop, providing access to all points throughout the Fort Monmouth Reuse Area. The 150,000 square foot Lifestyle Town Center may be developed within the first phase of development, and is anticipated to act as an initial economic stimulant for other components of the Plan to come later in the phasing process.

Additional commercial uses located further to the northeast include a theater and bowling center. The existing auditorium (Building 1215) would be reused as a community theater. The new bowling center would also take advantage of the existing facility; however, renovations and improvements would likely be required to meet current market expectations.

Residential

Medium density apartments are planned for the area immediately east of the Lifestyle Town Center. These residential units would afford the benefit of being centered around a large open space area, where the geothermal well fields exist. The 302 units are projected to be developed in the second phase of the Plan, after the economic vitality of the area has had an opportunity to mature and historic housing has been absorbed by the marketplace.

Office

The Office space planned in the central portion of the Eatontown (Main Post) Reuse Area is intended to be used for Incubator and Professional Services space and also as a component for high-tech communications companies. Incubator space provides superior flexibility and connectivity for new businesses in a shared facility. As such, this incubator space is provided with the intent of inviting new innovative, start-up, businesses that do not need large facilities such as that provided at the Myers Center.

Institutional/Civic Use

There is one Institutional use area identified within the Eatontown (Main Post) Reuse Area. This includes the 52,000 square foot Mallette Hall and the amphitheater for use as a new Municipal Complex. The Eatontown Borough government offices have proposed to relocate to this space and thereby reestablish themselves in a new location amidst expansive green space and mixed-uses.

Open Space/Recreation

Open space areas, with both existing forested areas and areas identified for reforestation, outline the perimeter of the Eatontown (Main Post) Reuse Area. The eastern portion of the Eatontown (Main Post) Reuse Area is covered by an expanse of open space, with recreational ballfields in the center. Four
ballfields are identified in the Recreation Plan. A total of 125 acres of Blue-Greenbelt parks space are planned for the Eatontown (Main Post) Reuse Area. As previously identified, an expanse of green space on top of the geothermal well fields would be preserved in the center of the Lifestyle Center. Open space areas that are not proposed for active recreational purposes would be reforested as appropriate. Reforestation would allow for the connection of potential wildlife habitat, reinforcing the goal for creating an ecologically productive area.

Oceanport Reuse Area

The three major nodes proposed within the Oceanport Reuse Area include a High Tech/Green Industry Cluster, Education/Medical Campus, and Oceanport Neighborhood Center. In addition, a boutique hotel and spa and historic housing area provide two additional character areas. Expansive green space is provided in the center of the Oceanport Reuse Area, where the Parade Ground is to be preserved.

Residential

There are three residential zones planned for the Oceanport Reuse Area. Located to the northeast of Oceanport Avenue are approximately 400 for rent and for sale apartments, just outside of the floodplain and Coastal Area Facility Review Act (CAFRA) required buffers. This medium density residential neighborhood located between Parker’s Creek and Oceanport Creek would add vitality to the traditional multi-use main street proposed along Oceanport Avenue. This residential component of the Plan is not expected to be developed until the second phase of the Plan.

A mixed-use area is planned immediately to the west of this residential area, on the west side of which is a medium-density residential district. This district is centered on the valuable historic housing that currently exists at Fort Moomouth. The remainder of the historic housing that flanks the Parade Ground includes single-family housing units at a lower density, also designated to continue as a low density residential area lining the Parade Ground.

Finally, the southern portion of the Oceanport Reuse Area, along Main Street, includes a neighborhood of apartments, townhouses and small lot detached residences. A Residential zone in this area provides an appropriate transition with the existing housing outside of the Fort’s gates along Main Street. This Residential area would benefit from the education and medical campus planned for the area. A total of 740 Residential units are planned for the Oceanport Reuse Area.

Mixed-Use/Multi-Use

The stretch of the Oceanport Avenue corridor that extends through the Reuse Area is identified for mixed-use development that could provide services and amenities to the residential developments on either side and the greater community. As shown in the Plan, the Oceanport Neighborhood Center is located amidst the residential development and overlooking the Parade Grounds to the southwest.

Institutional/Civic Use

Several institutional use zones are dispersed throughout the Oceanport Reuse Area. Institutional uses may include a school (educational), institutional, and administrative uses. Three of the buildings located around Barkers Circle, some currently being used as office space, are also identified as Institutional (administrative) space. As noted on the Plan, the Barkers Circle area is designated as a potential Oceanport Municipal Complex and apartments.

The existing museum and library are preserved, with the library continuing to serve in its current function. In addition to its continued use as a museum, many reuse opportunities present themselves. The existing museum is the original base theater and has the potential to be transformed back into a theater and venue for local theatrical arts or alternatively reused as an art gallery where local artists could exhibit their works.

As a result of the BRAC early land transfer process, the Federal Emergency Management Agency (FEMA) would be taking over Russel Hall, currently serving as the Garrison headquarters. This area is represented on the Land Use map and Plan in blue with the facility itself as well as approximately 8 acres of the Parade Ground being transferred to FEMA. The westernmost area of the Parade Ground is also designated for Institutional use, with the existing chapel and associated facilities expected to remain. Additional Institutional areas and facilities planned include a medical/educational complex, and several smaller buildings such as Armstrong and Squire Halls, providing potential educational reuse opportunities.

Commercial

There are three areas/facilities identified for Commercial use in the Oceanport Reuse Area. These include existing facilities whose use would remain, the bowling alley, fitness center, and commissary (grocery store). Oceanport Avenue would also be redeveloped as a traditional Main Street with multiple uses including conveniences and specialty retail, food and beverage amenities, and professional offices, with residential units above.

Lodging

The 20 year Land Use Plan identifies an area along Parker’s Creek for development of Lodging, a portion of which would provide medium-density housing in the short term (10-year Phase 1). This waterfront area has the potential to provide a serene setting for a boutique spa and hotel, consistent with the Lodging designation.

Office

The majority of the Office uses are located in the western portion of the Oceanport Reuse Area. A large 437,119 square foot high-technology office/R&D complex is designated to reuse some of the existing facilities as well as the development of new ones. The highly specialized equipment, including an anachooic chamber, makes the McAfee Center highly attractive for reuse by high-tech companies. Modern “flex” research and development office space would target Nano-Technology and Bio-Technology companies and emerging green industries.

Open Space/Recreation

Much of the Open Space areas designated within the Oceanport Reuse Area includes already forested area along the perimeter of the site and along the waterfront. A notable Open Space area is the Parade Ground, which would be required to remain free of built structures as a result of its historic status. Approximately 229 acres of open space and greenbelt parks are distributed throughout the Oceanport Reuse Area.

A special recreational opportunity is provided along the shores of the Oceanport Creek, a marina with a potential dining option. The existing marina is to be improved and expanded to provide greater public access to the water. A café/restaurant and pedestrian inviting esplanade are also proposed as part of the improvements. Additional detail on these improvements is provided in Chapter 4. Similarly a public esplanade is proposed adjacent to the Hotel Spa on Parker’s Creek.
3.0 / Land Use and Circulation Plans

FORT MONMOUTH CONCEPT DIAGRAM: LAND USE PLAN IN 2028 (20 YEAR PLAN)

Legend:
- Low Density Residential
- Medium Density Residential
- Mixed / Multi Use
- Commercial
- Lodging
- Office / R&D
- Institutional
- Open Space

FORT MONMOUTH REUSE AND REDEVELOPMENT PLAN FINAL PLAN / 3-5
Fort Monmouth Reuse and Redevelopment Plan
Final Plan

3.0 Land Use and Circulation Plans

Concept Plan in 2028 (20-Year Plan)

Mixed-use technology
Office / R&D
Business Campus

Boutique Hotel & Spa
Historic Housing Reuse

Green Industry, Technology & Communications Campus

Tinton Falls Mixed-use Town Center & Mixed-income Housing

Eatontown Lifestyle Mixed-use Center / Technology Incubator Campus & Municipal Complex

Education - Medical Campus Mixed-income Housing Commissary Reuse

Continuous Greenway Park System

Oceanport Neighborhood Center

Eatontown
Tinton Falls
Oceanport

Boutique Hotel & Spa
Historic Housing Reuse
3.0  /  Land Use and Circulation Plans

Fort Monmouth Reuse and Redevelopment Plan
Final Plan

Concept Plan in 2018 (10-Year Plan)

- Tinton Falls
  Mixed-use Town Center & Mixed-income Housing

- Myer Center Reuse, Mixed-use Technology Office / R&D

- McAfee Center & Squier Hall Reuse
  Green Industry Technology Cluster

- CECOM Reuse Incubator & Municipal Complex

- Eatontown Lifestyle Town Center

- Conference Hotel & Golf Course

- Oceanport Municipal Center
  Marina, Retail, Mixed-income Housing

- Historic Housing Reuse

- Education-Medical Campus
  Mixed-income Housing

- Commissary Reuse

- Concession Uses

- Mixed-income Housing

- Oceanport Avenue, Route 35

- Tinton Avenue, Broad Street, Main Street

- Parker's Creek, Oceanport Creek

- Pine Brook Road

- Hope Road

- Concession Uses
3.0 / LAND USE AND CIRCULATION PLANS

Artistic Rendering of Eatontown Redevelopment Area

Artist: Thomas W. Schaller
Artistic Rendering of Oceanport Redevelopment Area

Artist: Thomas W. Schaller
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3.0 / LAND USE AND CIRCULATION PLANS

Reuse & Redevelopment Program
### Non-Residential Building Reuse Index

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### Residential Building Reuse Index

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### Note

- Some tables are truncated for readability.
- Buildings are categorized based on use and land use, with specific designations for offices, residential, and storefronts.
- The tables include columns for total square footage and number of buildings.

### Additional Information

- The document contains detailed records of building reuse and conversion plans.
- It includes a summary of footages for non-residential buildings, excluding garages and outbuildings.
- Specific locations and numbers are listed for each building.

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**FORT MONMOUTH REUSE AND REDEVELOPMENT PLAN**

**FINAL PLAN**

3-13
3.3 Existing Buildings & Facilities Review

As part of the planning process, the condition of buildings and facilities throughout Fort Monmouth was reviewed through data collection and on-site surveys. The facility survey involved a review of available existing data and a field survey of representative buildings located throughout Fort Monmouth, selected based on the following criteria:

- Permanency – Nothing originally built as a temporary structure was surveyed.
- Reuse Potential – Buildings assumed to have potential for reuse based on their existing use and condition were identified for survey.
- Size – Except for housing, only buildings over 10,000 sq. ft. were surveyed.
- Historical Significance – All eligible structures, or representative examples, were surveyed.
- Known interest in re-use – All structures for which there is a Notice of Interest (“NOI”) were surveyed.

Refer to Section 7.0 Historic Preservation Guidelines for additional information regarding reuse of existing buildings.

Based upon the review of existing conditions approximately 2,000,000 square feet of non-residential buildings and 800,000 square feet residential buildings are proposed for reuse. A summary matrix of residential and non-residential buildings is provided on page 3-10. The selection of facilities for reuse is subject to change pending completion of FMERPA’s NOI review and decision-making process.

3.4 Circulation Plan

As development of the Reuse Area progresses and anticipated growth in the surrounding communities occurs, the need for a clear and reliable transportation plan would become increasingly important. In order to accommodate and manage this growth, significant improvements would be required. The first step in this process is the identification of both improvements to the existing roadway infrastructure and the management of transportation via improved linkages to transit facilities, thereby minimizing the demand placed on the road network.

This Circulation Element provides a framework for the transportation network improvements and is supplemented by a full report titled “Future Traffic Conditions and Analysis.” This report provides a detailed analysis of roadway capacities and service levels as well as suggests improvements to the infrastructure to make the system both financially feasible and operationally acceptable.

The Circulation Element identifies a circulation network for the movement within the entire Reuse Area. The circulation system includes the internal network of roadways, bus/ jitney stops and routes, trails, and sidewalks as well as the external network of freeways, arterials, transit stops and routes, and bicycle and pedestrian routes. The Circulation Element and Land Use Element are interconnected in that the Land Use Plan could not function without proper circulation and handling capacity.

Site Access

The Fort is currently a secure installation; therefore, direct access into the site is only available through three designated gates, with the remaining interior roadways terminated at dead ends at the perimeter of the site. Enhanced mobility is a critical factor in the redevelopment and reuse of Fort Monmouth. The opening of the Reuse Area to public traffic, following Fort Monmouth’s closure in 2011, would provide an opportunity to greatly enhance east-west and north-south mobility throughout the communities. Under existing conditions, non-military vehicles must circumnavigate the secure site along State Routes 35 and 36, Hope Road, Tinton Avenue, Broad Street, Main Street, Oceanport Avenue, and Sycamore Avenue. During the A.M. and P.M. peak hours, key intersections throughout the area experience poor level of service resulting in travel delays. The reopening of the security gates to allow private vehicle travel throughout the Reuse Area provides an opportunity to enhance local and regional mobility.

Transportation Analysis

In order to enhance area mobility, support redevelopment and reuse of the site, and improve access to recreational facilities and open space, the Plan for on-Fort mobility must address the goals identified to the right.

Transportation Circulation Improvement Goals:

1. Open all security gates and remove all barricades to permit free access to the entire Reuse Area.
2. Open and extend adjacent neighborhood roadways into the Fort to provide mobility options to area residents.
3. Upgrade existing on-Fort roadways to meet State, County and or municipal regulations and standards as may be applicable, while maintaining the character of roadways within the Historic districts.
4. Supplement existing on-Fort roads with new east west and north-south connections through the Fort.
5. Provide for the inclusion of a jitney bus service loop linking all areas of the Fort to the Little Silver train station and to local bus service on Route 35.
6. Provide enhanced bus and jitney connectivity through the provision of safe and efficient intermodal stations and stops.
7. Provide alternative mobility strategies including multi-purpose trails, bikeways and an extensive pedestrian sidewalk system.
8. Improve off-Fort mobility through the improvement of key interchanges, intersections and roadways leading to Fort Monmouth.
1. Open all security gates and remove all barricades to permit free access to the entire Reuse Area.

Today, primary access to the Main Post occurs at three gates. The main gate at Route 35 and Tinton Avenue in Eatontown, and two main gates located on Oceanport Avenue in Oceanport. A secondary gate (Nicolodems Gate) located on Broad Street in Eatontown provides limited access to military personnel only. Tertiary gates located along Main Street in Oceanport are closed to all traffic. The Charles Wood Area is accessed at primary gates located on Tinton Avenue and Hope Road. This Reuse Plan proposes all gates be opened to public traffic and interior roadways be extended outward into the communities following the closure of Fort Monmouth in 2011.

2. Open and extend neighborhood streets.

Vehicular mobility through the Oceanport and Eatontown Reuse Areas can be further enhanced through the extension of streets currently abutting and terminating at the perimeter of the Reuse Area. Specifically, the opening of roadways would occur along Broad Street in Eatontown and Main Street in Oceanport. Further traffic and engineering assessment of streets recommended to be extended would be required in the next stage of planning to confirm feasibility and assess neighborhood impacts.

Existing closed gates on Main Street should be reopened and aligned with neighborhood streets. Stephenson Avenue adjacent to the Patterson Army Health Clinic may be aligned with Whitetail Court. The Razor Avenue gate should be realigned with Wolf Hill Avenue thereby providing enhanced north-south access to Eatontown Boulevard and Route 36. Additional new roads extending Monmouth Park, Place and Center Street warrant further study in the next phases of planning.

Similarly, access to the Tinton Falls and western Eatontown Reuse Areas may be enhanced through the addition of a limited number of new intersections along Hope Road and Tinton Avenue. The two existing gates on Hope Road (Laboratory Road and Corregidor Road) should be opened to afford access adjacent to the Youth Center and the Child Development Center, respectively. An additional entrance from Hope Road warrants evaluation at Hemp Hill Road. Assessments of traffic signal progression along Hope Road would be part of future site planning efforts.

Additional access points from Tinton Avenue must consider the roadway’s scenic designation, the location of Monmouth Regional High School, and residential uses. Consideration of realigning Norman J. Field Way and Municipal Drive (Pearl Harbor Way) should be considered to address traffic flow and safety. The Bataan Avenue gate and the potential for the extension of Guam Lane to Tinton Avenue should be evaluated in the next phase of work.

3. Upgrade existing on-Fort roadways to meet state, county, and/or municipal regulations and standards.

The following Street Typology Diagram and Street Cross Sections illustrate the proposed system of existing and new roadways that would form the Reuse Area’s street network to enhance vehicular mobility. Existing roads would require upgrading to New Jersey Department of Transportation (NJ DOT) standards for lane width, shoulders, curbs, drainage, and other criteria. All new roads would be constructed to the standards of the governing agencies and R.S.I.S.

The following summarize some of the recommended roadway improvements. As previously stated, the rationale for the recommended improvements is based on planning experience as well as the “Future Traffic Considerations and Analysis” report.

Avenue of Memories – extends from the existing main gate at Tinton Avenue and Route 35, through the Historic District to Oceanport Avenue. Enhancement of this corridor is the most important interior improvement that can be made to enhance east-west vehicular mobility. Avenue of Memories would be a four-lane undivided roadway extending to Wilson Avenue at the Historic District.

Avenue of Memory/Saltzman Avenue and Sherril Avenue – would form a one-way pair through the Historic District to preserve the historic width of streets and the mature alleys of trees lining them. Avenue of Memories and Saltzman Avenue would provide two lanes of travel eastbound, while Sherril Avenue would provide two lanes of travel westbound.

Razor Drive/North Drive – are proposed to be realigned to provide north-south access between Route 35 in Eatontown and Main Street in Oceanport. The proposed alignment is anticipated to primarily be a two-lane configuration with center turning lanes provided at development clusters in the vicinity of the commissary, Green Industry Cluster, and Lifestyle Town Center. The intersection of Route 35 and North Avenue is anticipated to provide right-in/right-out movements only to expedite traffic flows.

Main Post Historic District’s Existing Streets – are to be maintained in their current configuration and alignment unless safety issues are identified in further studies. To the greatest extent practical, the existing roadway network should be retained and upgraded to meet the circulation needs of the planned redevelopment, thereby taking advantage of existing roadway and utility infrastructure. Given the clustering approach to the redevelopment strategy, a number of roads would be abandoned and demolished. Most notable among these is the removal of Alexander Avenue, Nicolodems Avenue, and Malterer Avenue in the area of the existing motor pool. Their removal would facilitate the creation of a large public park and recreation area, provide for the day lighting of the tributary to Oceanport Creek, and facilitate the establishment of wetland buffers to protect the water and habitat resources of the creek.

Additional improvements in the immediate vicinity of the Reuse Area, as identified in the full Transportation Report, include:

Route 36 and Hope Road – potential modifications include the separation of nearly all turning movements with the creation of new jughandles ramps on the east side of the intersection on State-owned lands, and the addition of a new off-ramp from the northbound Garden State Parkway (GSP).

Hope Road and Tinton Avenue – potential modifications include the reconfiguration of all intersection approaches to match the northbound Hope Road approach to Tinton Avenue, configured with two through lanes and one left-turn lane.

Route 35 and Tinton Avenue – in order to continue to serve as the main entrance to the area, as the gateway to the Reuse Area, additional roadway capacity is required. Potential modifications include three through lanes and exclusive left- and right-turn lanes on northbound Route 35; a double left-turn lane into the site, one through lane, and one shared through/right-turn lane on southbound Route 35. Existing, potential modifications include a double left-turn, one through lane, and one right-turn lane into the site; and two through lanes and one left-turn lane on the eastbound Tinton Avenue approach.

Fort Monmouth Street Typologies and Sections

The Street Typology Map and Street Cross-Sections document the planning team’s
recommendations for roadway improvements. The street sections are based in part on the character of existing internal streets and governing agency standards. The planning process included ground truthing of the site’s roadways via measuring existing streets and photographically documenting existing conditions. Consideration of maintaining historic character, building to street relationships, and preserving significant street trees was given during the preparation of recommended street sections.

The physical location of streets and street types is illustrated in the Street Typology Map. Corresponding street sections identify the proposed right-of-way, pavement width, street use, parking, sidewalks, tree planting, bio-swale integration and other elements of the streets. All utilities should be placed underground or in rear alleys. Any proposed roadway improvements must maintain the integrity of the Fort Monmouth street typologies and corresponding sections.

**Pedestrian Network**

In addition to vehicular traffic, the proposed street network accommodates and promotes pedestrian circulation with extensive sidewalk coverage throughout the entire Reuse Area. The existing street system has a fragmented and incomplete network of sidewalks that would be addressed in the Final Plan. As redevelopment and infill takes place throughout the Reuse Area, existing sidewalk upgrades would be undertaken.

The Pedestrian Network Diagram illustrates the proposed integrated sidewalk system that links all components of the Reuse Plan. All street sections are recommended to be developed with sidewalks on both sides of the street to promote pedestrian mobility and contribute to community place-making. Minimum widths of sidewalks are recommended at 5 feet in Residential and Office/R&D clusters. Main Street or retail sidewalks are recommended at a minimum 15-foot width, with 20 feet preferred, to permit outdoor dining and display.

**Multi-Purpose/Bicycle Routes**

The provision of a comprehensive network of multi-purpose trails and bikeways throughout the Reuse Area is essential to creating a vibrant live-work environment. The Recreation Plan illustrates the conceptual alignment of the trail and pedestrian systems. The multi-purpose trail system is intended to link all development clusters to the Blue-Greenway system of open spaces and to other centers of activity. Multi-purpose trails are recommended to be planned throughout the Blue-Greenway and provide two-way circulation throughout. Multi-purpose trails shall be a minimum of 10 feet wide, and striped and marked in accordance with prevailing standards.

A combination of bicycle routes, lanes within roadbeds (striping and marking), and paths separated from vehicular traffic designed to NJ DOT’s Bicycle Compatible Roadways and Bikeways Planning and Design Guidelines (April, 1996), New Jersey Bicycle Manual and Bicycle Planning and American Association of State Highway and Transportation Officials (AASHTO) standards is encouraged. To the greatest extent feasible, on-road bicycle dedicated Class 1 or 2 lanes and dedicated paths are to be employed to minimize vehicular conflicts. Bikeways are to have logical connections to surrounding neighborhoods, schools, and existing and proposed Monmouth County bikeways.

All multi-purpose and bicycle trails shall provide convenient and safe connection to public transportation systems (bus and jitney) to promote intermodal trips. Trailheads, intermodal transit stops, open spaces, and neighborhood clusters are to provide bicycle facilities including secure bicycle parking, trail maps, drinking fountains, and publicly accessible restrooms.

**TRANSIT SERVICE**

Transit service is a critical component of the Transportation Element as it reduces congestion on roadways, reduces the need for a costly and inefficient expansion of infrastructure, and contributes to the sustainability concept encouraged. Transit service options explored as part of this planning effort focused on rail, bus, and jitney services.

A jitney service is proposed for internal circulation, access to the external roadway network, connection to local bus service on Route 35 and regional rail service at the Little Silver Train Station. The jitney service proposed encircles the entire Reuse Area, accessing all three municipalities. The route has drop-off locations, with two key spots that provide connections to bus service, providing access to a larger regional transit network.

Extensive dialogue has taken place between FMERPA, the consulting team, and New Jersey Transit and State representatives with regard to the potential for the provision of rail stations to access the region’s core urban areas. At this time no rail station improvements are planned for Fort Monmouth. Provision for their addition has been made through the reservation of land on or adjacent to the post along the New Jersey coast line in Oceanport and in the southwest corner of Tinton Falls.
Street Typology Sections
Street Typology Sections

ST2 - 50  RESIDENTIAL STREET DOUBLE LOADED

ST1 - 50  MINOR COLLECTOR ROAD

AV - 70  ARTERIAL ROAD / MAIN AVENUE
Street Typology Sections

**ST3 - 50** ONE WAY STREET (WILSON AVE. / E. AVE OF MEMORIES)

**ST-50** PARK SOUTH STREET / VILLAGE GREEN

**MS - 70** BOULEVARD RETAIL / RESIDENTIAL
FORT MONMOUTH CONCEPT DIAGRAM: PEDESTRIAN NETWORK PLAN
FORT MONMOUTH CONCEPT DIAGRAM: RECREATION PLAN IN 2028 (20-YEAR PLAN)