


KEYPORT

COMPREHENSIVE MASTER PLAN / BOROUGH OF KEYPORT, MONMOUTH COUNTY / NEW JERSEY / 1965

PLANNING CONSULTANTS: CANDEUB, FLEISSIG & ASSOCIATES 

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The preparation of this report was financially aided through a Federal grant from the Urban Renewal Administration of the Housing and Home Finance Agency, under the Urban Planning Assistance Program authorized by Section 701 of the Housing Act of 1954, as amended.

The remainder has been financed by local funds and by an appropriation of the State of New Jersey as part of the Cooperative Governmental Planning Program.

BOROUGH OF KEYPORT
COMPREHENSIVE MASTER PLAN

MONMOUTH COUNTY, NEW JERSEY

1965

Planning Consultants: Candeub, Fleissig and Associates

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INTRODUCTION

In the spring of 1963, the Keyport Planning Board, and its planning consultants, undertook the development of a comprehensive master plan for the borough. This report represents the culmination of more than 18 months of study and planning.

The comprehensive master plan is a long-range development plan for Keyport. The plan is general in nature and is intended to guide the development of the borough over the next twenty years. The plans and recommendations have been developed with the view of conserving and enhancing Keyport's many resources.

There are three major components of Keyport's Comprehensive Master Plan. These are:

- 1) Background for planning.
- 2) Elements of the comprehensive plan.
- 3) Methods and means of carrying out the plan.

Background for Planning

The basic tools in guiding the future development of the borough are developed through an analysis of existing conditions and estimates of future population growth and economic potential. Thus, the first phase of Keyport's Master Plan analyzes existing land use, population trends, regional factors, housing conditions and economic forces in the borough and the surrounding region.

Elements of the Comprehensive Plan

Future plans for Keyport's growth and development are established in four plan sections:

- 1) The land use plan.
- 2) The downtown plan.
- 3) The community facilities plan.
- 4) The traffic plan.

The Land Use Plan indicates the amount and location of land in Keyport for residential, commercial, industrial and public development in the twenty-year planning period. The land use plan is designed to serve as a basis for zoning controls in the borough.

The Community Facilities Plan analyzes the condition and adequacy of existing schools, parks, public buildings and utilities to meet present and future needs and recommends a program for their improvement and expansion where necessary.

The Traffic Plan evaluates existing street conditions and traffic flows in the borough and recommends a plan to improve traffic circulation.

Keyport's Downtown Plan is a special study of land use, traffic and parking, physical development and economic factors as they relate to the downtown's function in the community. Recommendations are made to protect and improve the vital functions which the downtown plays in Keyport.

Method and Means of Carrying Out the Plan

The third stage of the Master Plan consists of methods directed towards carrying out the plan proposals. An illustrative capital improvements program listing the improvements which the borough might undertake in the next twenty-year period is developed with criteria for a priority schedule in accordance with the need for public improvements. Recommendations are also made with regard to needed changes in the zoning ordinance and a new subdivision ordinance has been recommended so as to effectuate the proposals made in the Master Plan.

SIGNIFICANCE OF THE MASTER PLAN

The value of Keyport's Master Plan will depend upon the degree to which it is used. If it serves as a guide for local decisions concerning land use, community facilities, public expenditures, zoning and other programs, it will prove of great value. As a guide, the Master Plan should be considered as a part of the borough's continuing planning program, subject to periodic review and change as new needs arise.

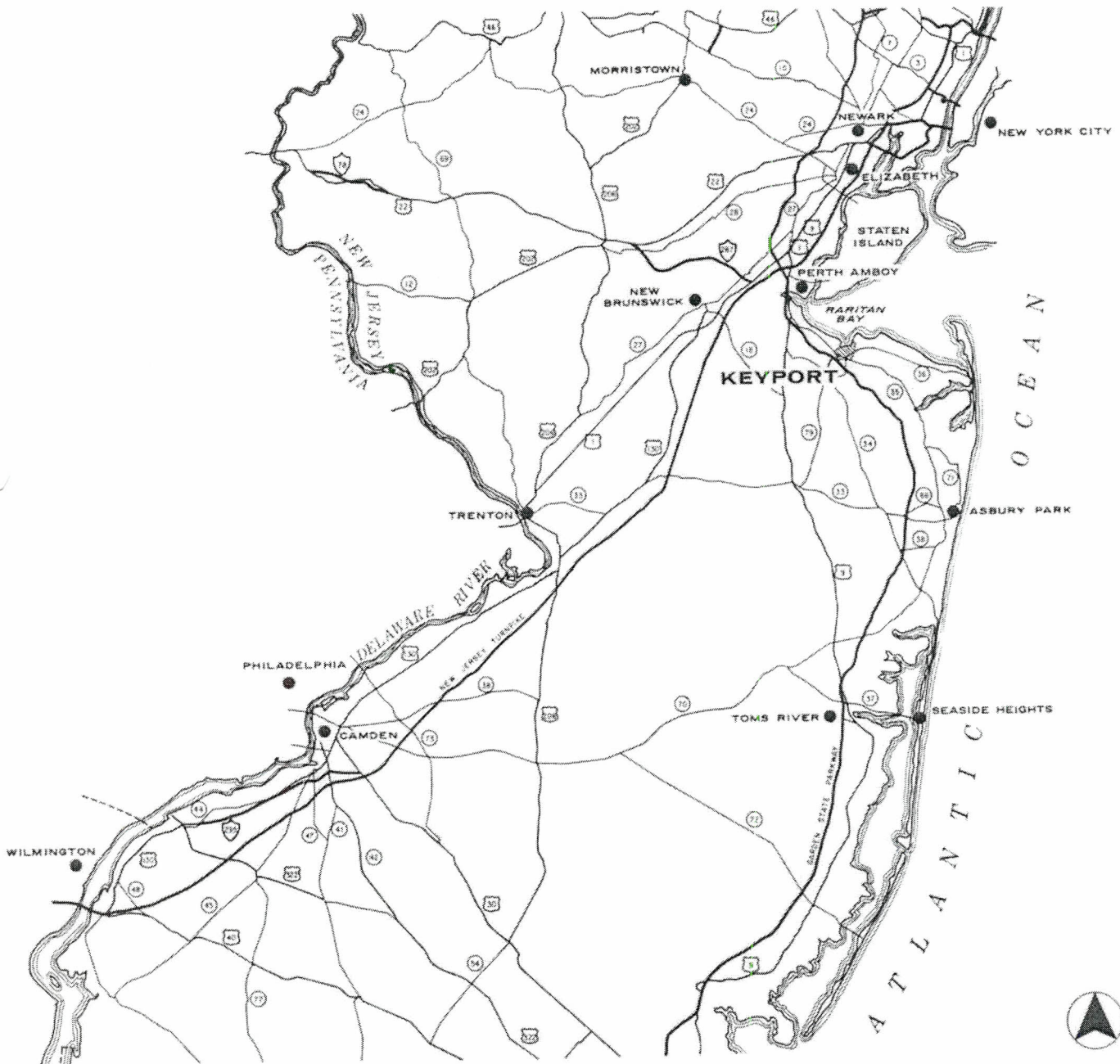
KEYPORT'S REGIONAL LOCATION

The Borough of Keyport is located in the northern portion of Monmouth County on Raritan Bay. Three major highways, State Routes 35 and 36 and the Garden State Parkway intersect at the southerly portion of the borough, and link Keyport to the remainder of the region. Well located and highly accessible to the region, Keyport's development has and will continue to be influenced by its geographic position in an expanding region. NC

Regional forces, even in the borough's early years of formation, played an important part in the borough's development. Because of its location on Raritan Bay, Keyport became one of the region's leading ports. As a result of the port activity, commerce quickly developed in the present downtown area. Today despite the decline and eventual abandonment of port activities, Keyport remains a strong commercial hub in Monmouth County. (F) NC

Keyport's future growth and development will continue to be affected by regional forces. Well situated in an area of considerable recent growth and closely tied to the larger metropolitan region by three major highways, Keyport's future development will reflect the changes and shifts which are taking place in the region. NC

REGIONAL LOCATION



PHYSICAL CHARACTERISTICS OF LAND IN KEYPORT

Most of the land in Keyport is relatively level and flat. Elevations range from mean sea level to approximately 50 feet above sea level in the southerly portions of the borough. Because of the level terrain throughout most of Keyport, the slope of the land does not present particularly difficult limitations for development prospects.

NC

Land with limited development potential as a result of poor drainage and soil stability is principally located in three areas. The first area is along the Chingarora Creek on the borough's eastern boundary. The second area is along the Luppatatong Creek and the third area is located along Matawan Creek on the borough's western boundary. Because of the poor drainage and soil bearing characteristics, these areas are not considered readily suitable for development. They account for about 140 acres or 16 per cent of the borough's total land area.

NC

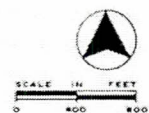
NATURAL FEATURES

LAND ELEVATION CONTOUR INTERVAL 20 FEET
MARSH LAND



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN GENERAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 201 OF THE HOUSING ACT OF 1954, AS AMENDED.

THE REMAINDER HAS BEEN FINANCED BY LOCAL FUNDS AND BY AN APPROPRIATION OF THE STATE OF NEW JERSEY AS PART OF THE CO-ORDINATE GOVERNMENTAL PLANNING PROGRAM.



BOROUGH OF KEYPORT
MONMOUTH COUNTY, NEW JERSEY

CONSULTANTS: CAROLEY, FLEISSIG, ARLEY, & ASSOCIATES 1964

A GROWING POPULATION

Located on the northern coastal shore of Monmouth County, Keyport's population growth has been influenced by its geographic location and accessibility to the region. Expanding population in recent years has been moving into Monmouth County at an increasing rate, due in part, to an abundance of vacant land in the interior portions of Monmouth and nearby Middlesex Counties and the construction of the Garden State Parkway and New Jersey Turnpike. As a result, thousands of new families have moved into Monmouth County in recent years. During the last decade, Monmouth County increased in population by almost 110,000 persons, a 48.4 per cent growth rates.] update

In this same period, from 1950 to 1960, Keyport and eight neighboring communities almost doubled in population, increasing at a rate almost twice that of the county. Population increases ranged from 9.4 per cent in Keyport to 455.0 per cent in Raritan Township. The largest absolute increase in population took place in Middletown Township where more than 23,000 persons were added to the 1950 population. Although these nine communities occupy only 22 per cent of the county's land area, their combined population increase amounted to 44 per cent of Monmouth County. update

TABLE 1

Population Change In Keyport, Surrounding Communities,
Monmouth County and New Jersey
1950 - 1960

| Governmental Unit | Population | | Change (1950 - 1960) | |
|----------------------|------------|-----------|-------------------------|----------|
| | 1950 | 1960 | Number | Per Cent |
| KEYPORT BOROUGH | 5,888 | 6,440 | 552 | 9.4 |
| Homdel Township | 1,380 | 2,959 | 1,579 | 114.4 |
| Keansburg Borough | 5,559 | 6,854 | 1,295 | 23.3 |
| Marlboro Township | 6,359 | 8,038 | 1,679 | 26.4 |
| Matawan Borough | 3,739 | 5,097 | 1,358 | 36.3 |
| Matawan Township | 3,888 | 7,359 | 3,471 | 89.3 |
| Middletown Township | 16,203 | 39,675 | 23,472 | 144.9 |
| Raritan Township | 2,763 | 15,334 | 12,571 | 455.0 |
| Union Beach Borough | 3,636 | 5,862 | 2,226 | 61.2 |
| Total Area | 49,415 | 97,618 | 48,203 | 97.5 |
| Monmouth County | 225,327 | 334,401 | 109,074 | 48.4 |
| New Jersey State | 4,835,329 | 6,067,412 | 1,232,083 | 25.5 |

Source: U.S. Census of Population, 1950, 1960.

Keyport's Population Growth Has Steadily Increased

Keyport's population has steadily increased from 3,554 persons in 1910 to 6,440 persons in 1960. Population increased during this period fluctuated according to the economic and social conditions of the time. During the early part of the century, as a result of migration from farms as well as from abroad, Keyport's population increased rapidly. With the economic decline during the depression and World War II period in the 1940's, population growth increased at a more moderate pace. At the close of World War II and the resurgence of the economy, population growth again reached the levels of the pre-depression days in Keyport. These trends are indicated in Table 2.

TABLE 2

Population Growth
Borough of Keyport, New Jersey
1910 - 1960

| <u>Year</u> | <u>Population</u> | <u>Change Over Preceeding Decade</u> | |
|-----------------|-------------------|--------------------------------------|-----------------|
| | | <u>Number</u> | <u>Per Cent</u> |
| 1910 | 3,554 | --- | ---- |
| 1920 | 4,415 | 861 | 24.2 |
| 1930 | 4,940 | 525 | 11.9 |
| 1940 | 5,147 | 207 | 4.2 |
| 1950 | 5,888 | 741 | 14.4 |
| 1960 | 6,440 | 552 | 9.4 |
| 1960 | | | |

Source: U.S. Census of Population

Population Increases Due to High Birth Rates and Migration

A comparison of the difference between resident births and deaths with the decennial population increase indicates that there has been a net migration of persons moving out of the borough. During this period Keyport had a net outmigration of 277 persons. This means that if there were no population movement into or out of Keyport, the overall population increase would have been 829 persons. However, since there was a greater movement outward, the net increase in population was somewhat less than the natural increase. This has been partially due to the limited housing supply in the borough. As a result of recent apartment construction, it is anticipated that this trend has been reversed.

TABLE 3

Population Migration and Natural Increase
Borough of Keyport, New Jersey
1950 - 1960

| | |
|-------------------------------|-------|
| Population in 1960 | 6,440 |
| Population in 1950 | 5,888 |
| Decennial population increase | 552 |
| Natural increase* | 829 |
| (births) 1,608 | |
| (deaths) 779 | |
| Net migration | -277 |

* Excess of births over deaths.

Source: U.S. Census of Population
New Jersey State Department of Health

Keyport's Population is Slightly Older Than Monmouth County and New Jersey

Keyport's population in 1960 was slightly older than the general average for Monmouth County and New Jersey as a whole. In general, elementary and pre-school age children (0-14 years) accounted for 25.4 per cent of the borough's population in 1960 as compared to 30.9 per cent for Monmouth County and 28.8 per cent in New Jersey.

The child-centered family age groups (25 to 44 years of age) were also proportionately smaller than comparable groups in the county or the state. In 1960, persons between these ages in Keyport, accounted for 26.1 per cent of the population compared to 27.3 per cent for Monmouth County and 28.4 per cent for New Jersey.

The adult-centered family group (from 45 to 64 years of age) contain slightly more persons as a per cent of the population than do the county and state. This is also true of persons over 65 years of age. Approximately 23 per cent of Keyport's population were between the ages of 45 and 64 and more than 12 per cent were over 65 years

of age. In Monmouth County, 20.1 per cent of the population was in the adult-centered family group and slightly more than 10 per cent were over 65. New Jersey as a whole had 21.8 and 9.2 per cent of its population in these respective age groups.

TABLE 4
Age and Sex Distribution
Keyport Borough, Monmouth County, and New Jersey
1960

| Grouping | Keyport Borough | | | | Per Cent Total Distribution | |
|-------------|-----------------|--------|-------|----------------------|--------------------------------|---------------|
| | Number | | | Per Cent of Total | Monmouth County | New Jersey |
| | Male | Female | Total | | | |
| Less than 5 | 293 | 293 | 586 | 9.1 | 11.7 | 10.6 |
| 5-14 | 540 | 513 | 1,053 | 16.3 | 19.2 | 18.2 |
| 15-24 | 408 | 434 | 842 | 13.1 | 11.5 | 11.8 |
| 25-34 | 407 | 392 | 799 | 12.4 | 13.1 | 13.2 |
| 35-44 | 419 | 462 | 881 | 13.7 | 14.2 | 15.2 |
| 45-54 | 419 | 426 | 845 | 13.1 | 11.2 | 12.5 |
| 55-64 | 312 | 324 | 636 | 9.9 | 8.9 | 9.3 |
| 65 & over | 322 | 476 | 798 | 12.4 | 10.2 | 9.2 |
| Total | 3,120 | 3,320 | 6,440 | 100.0 | 100.0 | 100.0 |

Source: U.S. Census of Population, 1960

Future Population Estimates are Made

During the next twenty years, the New York Metropolitan Region, of which Monmouth County is a part is projected to increase in population by approximately 37 per cent. During this period, population in the innermost counties, such as Essex and Hudson Counties will continue to grow at a moderate pace or actually decline somewhat. The greatest anticipated growth will take place in the intermediate ring of which Monmouth County is a part. Estimates of future population in 1985 range from 736,000 persons by the New Jersey State Department of Conservation and Economic Development to 1,185,000 persons by the Regional Plan Association.

Keyport's future population will be interrelated with these expanding population pressures from the larger region. The decreasing availability of vacant land coupled with excellent transportation access and the availability of employment opportunities in the immediate area will further enhance the housing market in Keyport. By 1985, it is estimated that approximately 9,500 to 10,000 persons will reside in Keyport.

uh
news

LAND USE IN KEYPORT

The Borough of Keyport occupies 896 acres of land and water, approximately 1.4 square miles. Today, almost 75 per cent of Keyport's land area is developed. NL

The development patterns which have taken place in Keyport in the past are to a large part still present today. Downtown Keyport, an important commercial center in Monmouth County still bears witness that Keyport was once a key port of Monmouth County. Narrow streets and high densities of development are still to be seen in most portions of Keyport's older sections. Today, Keyport serves several important functions. (P)

Most of Keyport's Land Area is Devoted to Residential Uses

Land developed with residential uses in Keyport occupied almost one out of every three acres in the borough. Of this total, approximately 80 per cent is devoted to single-family use. The remaining residential development is made up of two-to-four-family units and several multi-family apartment structures. Most of the residential areas in the borough contain a variety of housing types with overall housing densities increasing with proximity to the downtown area. The recent development of garden apartments in the borough is an important index of the decreasing availability of land for residential use in Keyport.

Four Types of Commerce Have Developed In Keyport

Commercial areas occupy about 39 acres or 4.4 per cent of Keyport's land area. Commercial facilities vary in size, and function and are located primarily in four areas:

- Along Front, Main, and Broad Streets, serving as a commercial hub for Keyport and the surrounding region's community shopping needs. 11(P)
- Along Routes 35 and 36, serving the highway travelling public.
- In selected locations of the borough serving the local neighborhood needs. (P)

TABLE 5

Existing Land Use
Borough of Keyport, New Jersey,
1963

| <u>Land Use Category</u> | <u>Acres</u> | <u>Per Cent of Gross Area</u> | <u>Per Cent of Developed Area</u> |
|--------------------------|--------------|-------------------------------|-------------------------------------|
| Residential | 290 | 32.3 | 44.8 |
| Single family | 231 | (25.8) | (35.7) |
| 2-4 dwelling units | 29 | (3.2) | (4.5) |
| 5 or more dwelling units | 30 | (3.3) | (4.6) |
| Commercial | 39 | 4.4 | 6.0 |
| Industrial | 44 | 4.9 | 6.8 |
| Recreation-Commercial | 8 | 0.9 | 1.3 |
| Public | 34 | 3.8 | 5.2 |
| Semipublic | 34 | 3.8 | 5.2 |
| Railroad | 17 | 1.9 | 2.6 |
| Streets | 181 | 20.2 | 27.9 |
| Agriculture | <u>1</u> | <u>0.1</u> | <u>0.2</u> |
| Total Developed Area | 648 | 72.3 | 100.0 |
| | | | <u>Per Cent of Undeveloped Area</u> |
| Water Areas | 20 | 2.2 | 8.1 |
| Vacant | <u>228</u> | <u>25.5</u> | <u>91.9</u> |
| Total Undeveloped Area | 248 | 27.7 | 100.0 |
| Gross Area | 896 | 100.0 | |

Source: Survey by Candeub, Fleissig and Associates,
June, 1963

-- Along Matawan Creek and Raritan Bay serving the regional recreational needs.

Industrial Development is Scattered Throughout Keyport
Industrial and ~~railroad uses~~ occupy almost seven per cent of Keyport's land area and is generally scattered throughout the borough. The two largest industrial complexes are located in the areas of Frances and Walnut Streets. Other industrial development has tended to follow the Jersey Central Railroad right-of-way. An industrial survey of Monmouth County by the Monmouth County Planning Board for 1961 - 1962 indicated a total of 33 firms in the borough.

Vacant Land is at a Premium in Keyport
More than one-quarter of Keyport's land area, approximately 228 acres, is presently undeveloped. Vacant land is primarily concentrated in three areas - along the Matawan River, Luppatatong and Chingarora Creeks. These three areas are largely marsh and account for almost 140 acres of land. Approximately 88 acres, or 10 per cent of the borough's land area, may therefore be considered readily suitable for development. Because of the limited supply of buildable land in the borough, the development of vacant land in Keyport will play an increasingly important role in the character and intensity of development in Keyport.

Public and Semipublic Uses Occupy A Relatively Large Area in Keyport
Public land uses, such as schools, parks, municipal buildings and municipal parking areas, and semipublic uses such as churches, cemeteries, and institutions occupy 68 acres or 7.6 per cent of the land area. Public and semipublic uses are distributed throughout the borough with a large concentration in and around the downtown area.

Slightly more than 20 per cent of Keyport's land area is devoted to street and highway rights-of-way. The total length of Keyport's street system is approximately 28 miles.

NEIGHBORHOOD BOUNDARIES



THE REPRESENTATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN REDEVELOPMENT ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 301 OF THE HOUSING ACT OF 1954, AS AMENDED.

THE BOUNDARIES WERE FINANCED BY LOCAL FUNDS AND BY AN APPROPRIATION OF THE STATE OF NEW JERSEY AS PART OF THE CO-OPERATIVE AND INTEGRATED PLANNING PROGRAM.

HOUSING IN KEYPORT'S NEIGHBORHOODS

The future value and attractiveness of Keyport as a place in which to live and work will in part be dependent upon the quality and character of Keyport's neighborhoods. Although Keyport contains several attractive neighborhoods and many fine homes, Keyport is none the less confronted with a number of problems including an aging housing stock, a lack of sufficient recreational facilities and many narrow, congested streets. The purpose of these studies is to aid in identifying problems which may affect future growth and development in Keyport.

Housing in Keyport is Varied

Keyport's housing stock is varied-ranging from many attractive one-and two-family homes to several new garden apartment developments. Almost 60 per cent of Keyport's housing units are owner-occupied. However, since almost all of Keyport is developed, future residential development will probably be at a greater density than has taken place in the past, which may increase the relative proportion of rental accommodations in the borough. (F)

Older Homes are Characteristic of Most of Keyport's Housing

The rapid growth of Keyport in the early part of the twentieth century has resulted in a large number of older houses. More than 60 per cent of the borough's present housing stock were constructed prior to 1920. Because of inadequate construction and overcrowded conditions which prevailed at that time, some of these housing units have fallen into a state of disrepair. The U.S. Census of Housing in 1960 indicated that almost 1 out of every 5 housing units were in a state of deterioration, and 1 out of every 12 units were in a state of dilapidation.

Keyport's Neighborhoods are Defined for Planning Purposes

In order to aid in identifying problems which may affect the future development patterns in Keyport, a neighborhood analysis is utilized. This method of dividing Keyport into unified areas provides a convenient tool for analyzing land use and environmental factors as they



ONE OF MANY FINE HOMES IN KEYPORT

affect residential areas. A total of three neighborhood areas have been delineated for these purposes. These districts have been defined by existing street patterns, natural features, land use functions, housing types, and environmental conditions.

Neighborhood A is located in the western portion of Keyport and is generally bounded by Raritan Bay, the Luppataatong Creek, and the Keyport-Matawan boundary line. Keyport's smallest neighborhood, occupies about 220 acres, and is divided into six pie-shaped areas by three major thoroughfares-Broadway, Maple Place, and Route 35. NV

Residential development is principally in the form of the one-family home, with more than 85 per cent of the area's 385 housing units in single-family use. Larger older homes providing two-to-four family accommodations in a structure are scattered throughout the area. The Washington Street School serves the younger school age population of the area. However, recreational facilities in the area are limited. (P)

Most of the housing in the area was constructed several decades ago and has been, for the most part, well maintained and cared for. Tree-lined streets and deep setbacks, particularly along sections of Broadway have added to the quality of the area.

Blighting influences in the area include run down property and heavy traffic flows along Route 35 and some adjoining streets, proximity to incompatible uses, and inadequate street widths. Several local streets also need some minor improvements. In addition to creating some traffic problems in the district, Route 35 has also bisected the borough into two distinct segments. A small southerly portion is separated by Route 35 from the remainder of the community, thereby creating greater difficulties in supplying community services to the area. NV

In order to further promote and protect the quality of this residential area, some street improvements such as curbs and sidewalks should be provided as well as some

street tree and shrubbery plantings. Furthermore, to retain the low density residential character and prevent the conversions of many older homes into multiple family use, consideration should be given to rezoning certain portions of the area for less intensive development. A suitable housing code should be developed to control the conversion of many of the older homes in the area to a more intensive use.

NL
Neighborhood B is located in the central and north-eastern portions of Keyport and is generally bounded by Raritan Bay, the Luppatatong Creek, the Central Railroad and Maple Place and Union Beach Borough.

NL
The neighborhood is the oldest and most densely developed of Keyport's neighborhoods. The area occupies approximately 305 acres and is served by several major streets including First, Atlantic, Front, Broad and Main Streets. In general, the street system in the area lacks continuity; some streets are fairly narrow and heavily travelled.

NL
Keyport's downtown area is located within the confines of this neighborhood and has strongly influenced the development patterns in the surrounding area. Residential densities at the periphery of the downtown are more intense than any other portion of the borough with the exception of the several new garden apartments in Keyport. A significant number of municipal, educational, and religious functions are also located in an near the downtown area.

NL
Within the neighborhood, industrial development is found in isolated areas generally following the Jersey Central right-of-way. The Walnut Street industrial complex in the northeastern corner of the borough is one of the largest concentrations in the borough. (Aero Marine)

(P)
Two elementary schools, the West Keyport School on Second Street and the Central Elementary School on Broad Street serve the neighborhood as well as the entire borough. Recreational facilities are located at both schools as well as at three municipal parks on Raritan Bay.

There are some housing units in the area that are in need of maintenance and improvement. These areas are principally restricted to sections in the vicinity of the downtown area and to some sections along First and Second Streets.

* * * Some of the problems in Neighborhood B include narrow street widths, relatively high traffic volumes, mixed and incompatible land uses, conversions to multiple-family use, high lot coverage and ~~inadequate setbacks~~. NC

* * * An adequately designed and enforced housing code will upgrade the living environment of the area. The borough has taken some positive steps by condemning buildings which are dilapidated and beyond economic repair. NC
* * However, the need still exists to further improve the physical, social, and economic environment. Municipal improvements are needed as well as private initiative and enterprise.

Neighborhood C is located in the south central and southeastern portion of Keyport and is generally bounded by Maple Place and the Jersey Central Railroad, the Luppataong Creek, and Raritan Township.

Neighborhood C contains the largest area and is the most recently developed of Keyport's three neighborhood areas. In general, the street patterns are more regular, and blocks and streets are wider than in Keyport's other two neighborhoods. Major streets include Maple Place, Beers, Main, Broad and Atlantic Streets and Routes 35 and 36.

Neighborhood C is principally residential in character. Industrial activity is located in the western portion of the district around the Armstrong Cork Company's plant. Several smaller plants are located close to the Jersey Central Railroad right-of-way. Commercial activity is basically limited to development along Routes 35 and 36.

Keyport's Grammar School and High School, both located on Broad Street, serve the areas residents as well as

those of the borough. Recreational facilities provided at Atco Field, both schools and the High School playfield on Jackson Street serve the neighborhood.

NV The character of development in the area is principally of low density one-family homes. Nevertheless, garden apartment development in the easterly portion of the neighborhood accounts for more than one-third of the neighborhood's housing units. Housing conditions throughout most of Neighborhood C are sound.

NV Some of the problems affecting the area include several narrow streets, incompatible land uses, and heavy traffic flows on Routes 35 and 36. Industrial activity in certain areas have affected adjoining residential development. In addition, some residential streets bordering industrial areas are crowded with cars used by industrial employees.

*** Appropriate housing improvement in Neighborhood C should principally be through conservation treatment -- that is through normal maintenance procedures on the part of the individual, and effective code enforcement and improvement of municipal facilities on the part of the borough. Redevelopment treatment is recommended for some of the housing. In order to protect the low density residential character of the area consideration should be given to rezoning certain portions of the area for low density residential use. Additional community facilities, such as park and recreational facilities should also be provided.

How Will Keyport's Present and Future Housing be Protected?

Experience has shown that private action supported by the concept that sound housing conditions are an expression of community self-interest is the best insurance for today's and tomorrow's housing investment. The progressive actions taken by the community fathers have gone far in protecting and maintaining housing conditions in the borough.

However, there are conditions where private, and even the public action to date, have not been completely adequate to upgrade housing quality nor to remove the blighting influences which foster such conditions. In order to provide a stimulus to revitalize and improve these areas, both private and more extensive public action will be needed. This public responsibility should consist of one or more forms of urban renewal treatment. Urban renewal programs essentially consist of three separate but related programs - conservation, rehabilitation, and redevelopment.

~~XX~~ Conservation action consists largely of enforcing codes and ordinances in areas of sound housing conditions. Normal municipal activities such as street improvements, maintenance of street trees and development of recreation facilities are important in maintaining neighborhood values. Conservation programs are carried on without federal aid and are recommended for most parts of Neighborhoods A and C. NL

Rehabilitation action is used in areas where buildings with some deterioration can be restored by repairs and through neighborhood improvements. Federal financial assistance is available for rehabilitation areas. Once an area is officially designated as an "urban renewal area", residential property owners become eligible for special FHA mortgage insurance for home repairs. In addition, the government will provide up to three-fourths the cost of needed public improvements. These can include "spot clearance" of isolated structures with major deficiencies and construction of needed community facilities.

The rehabilitation program could be effectively utilized in the northern and southern portions of Neighborhood A and in eastern sectors of Neighborhood B.

Redevelopment action is used in areas where structures are too dilapidated to be repaired. Under this program, property in a blighted area is acquired through negotiation or condemnation; families are relocated; structures are demolished; various improvements made and land is resold to private developers or used in part or whole for public and semipublic purposes for new construction.

As in the case of rehabilitation areas, redevelopment areas officially designated as urban renewal areas are eligible for special mortgage insurance programs, as well as Federal financial assistance up to 3/4 of the net project cost of the program. The redevelopment program would be applicable to portions of Van Doren and Fulton Street areas in Neighborhood C and portions of eastern, central, and downtown areas of Neighborhood B.

Urban Renewal Programs Are Locally Initiated

Urban renewal is a locally initiated program. This requires the establishment of a local authority who is responsible for planning and developing the program with the approval of the governing body of the community. Under the provision of the Housing Act of 1949, as amended, the Federal Government provides financial assistance to local agencies for the preparation of the necessary project plans and execution.

Federal financial assistance to local communities such as Keyport are provided on the basis of three-fourths the net project cost. The net project cost is defined as the sum of the net land acquisition cost plus the net demolition cost less the resale price of the redevelopment. Family relocation costs are fully paid for by the Federal Government. Thus for every dollar spent on renewal in Keyport, the Federal Government would provide three dollars in matching funds.

DOWNTOWN KEYPORT TODAY

(f)
For many years Keyport has maintained an important role as a regional shopping center. Rapid land development and the subsequent population increases in recent years has seen the expansion and development of several highway shopping centers nearby. While Keyport still retains a strong position in its market area, some areas of downtown Keyport have been affected by the new highway shopping development. During the next 20 years the population in the Keyport retail trade area will continue to increase. If Keyport is to retain its regional shopping leadership, steps must be taken to strengthen the downtown so that it can meet the competition of surrounding areas.

As used in this report, the central business district, or downtown, is defined by Raritan Bay on the north, by Church Street on the east, by Third and Barnes Streets on the south and by the extension of Kearney Street to Raritan Bay on the west.

Keyport Serves A Large Retail Trading Area

(f)
The stores and shops of Keyport serve a market area which extends well beyond the borough's municipal boundary lines. To determine the extent of Keyport's trading area, it is necessary to give attention to the nature and location of other competing facilities in the area. One method of determining this competitive position is through the use of the market size indicator. This indicator is determined by dividing the per capita retail sales for the community by the per capita retail sales of the county. The result yields a rough determination of the proportion of population served by various shopping areas.

Keyport's market size indicator of 209 in 1958, the latest year of complete available data, shows that Keyport serves an area more than twice the borough's total population. The only other regional shopping center exceeding this proportion was Red Bank with a market area three and one-third times as large as its

population base. No doubt, some of these patterns have changed since the last Census was taken. However, it is anticipated that, at present, Keyport continues to play an important and leading role in the northern Monmouth County area. (F)

TABLE 6

Market Size Indicator - Selected Communities
And Keyport Borough,
1958

| Community | 1958 | 1958 | Ratio of Municipal Per Capita | |
|--------------------|-------------------------|-------------------------|---|-----|
| | Retail Sales (\$000) | Estimated Population | Expenditures To County Per Capita Expenditures (Market Size Indicator) | |
| KEYPORT | \$ 16,942 | 6,330 | ?? | 207 |
| Atlantic Highlands | 5,145 | 3,910 | | 102 |
| Eatontown | 8,560 | 8,880 | | 75 |
| Highlands | 2,850 | 3,420 | | 64 |
| Keansburg | 11,521 | 6,590 | | 135 |
| Matawan | 6,080 | 4,846 | | 97 |
| Middletown | 15,720 | 34,980 | | 35 |
| Red Bank | 54,572 | 12,530 | | 337 |
| Union Beach | 1,250 | 5,420 | | 179 |
| West Long Branch | 3,932 | 4,820 | | 63 |
| Monmouth County | 403,671 | 312,500 | | 100 |

Source: U.S. Census of Business

Population Estimates: Candeub, Fleissig and Associates.

Retail Sales Have Increased In Recent Years

During recent years, Keyport has maintained a constantly increasing rate of growth in retail sales. During the period from 1948 to 1958, Keyport's increasing sales raised the borough from seventh to fifth position in the county, surpassed only by Asbury Park, Red Bank, Long Branch, and Freehold. In 1961, Sales Management, in

their publication "Survey of Buying Power", estimated that Keyport's volume of retail trade increased by \$1.4 million since 1961. Nevertheless, the borough's relative position to that of the remainder of the county declined somewhat. Total retail sales in Keyport increased from \$8.676 million in 1948 to \$16.942 million in 1958, an increase of about 95 per cent. In 1961, Sales Management estimated that total retail sales for that year were \$18.379 million dollars for Keyport. (H)

Business Uses Predominate in Downtown Keyport

Retail and Service Businesses and supporting facilities such as off-street parking are the predominant land use in downtown Keyport accounting for almost 40 per cent of the total downtown area. Many public and semipublic activities are conveniently located in the downtown area including the borough hall, three fire stations, six houses of worship, the Veterans of Foreign Wars, the American Legion, as well as a small park and the borough's sewage treatment plant. (NL)

Most of the residential development in downtown Keyport are located at the periphery of the commercial sector. Mixed uses, that is, residential and commercial uses in the same structure, are located throughout the business area particularly along Front Street. (NC)

Vacant land is presently at a premium in the downtown area. Several small lots are scattered throughout the area. (NC)

Keyport's Present Development Is A Reflection of its Past Heritage

Downtown Keyport is relatively old. Reflecting many of the building characteristics of a bygone era, the downtown today is influenced by a number of limiting conditions. These include many older buildings occupying all or nearly all of their total site area with little or no room for on-site parking facilities; a street system which is generally inadequate because of its generally narrow and circuitous alignment; and some buildings which are structurally deteriorating or functionally obsolete. While many of these conditions have altered the development patterns in the area, they have also necessitated that certain specific programs be initiated as exemplified by the creation of municipal parking lots which cannot be provided on an individual basis. (NL)



DOWNTOWN KEYPORT - LOOKING EAST ON FRONT STREET

TABLE 7

Predominant Land Use
In Downtown Keyport,
1963

| <u>Land Use</u> | <u>Area (in Acres)</u> | <u>Per Cent Distribution</u> |
|--|----------------------------|----------------------------------|
| <u>Business and Related Activities</u> | 11.0 | 39.5 |
| Retail* | (5.9) | (21.2) |
| Service | (2.0) | (7.2) |
| Public off-street parking | (0.9) | (3.2) |
| Mixed-land use** | (2.2) | (7.9) |
| Residential | 7.5 | 27.0 |
| Public | 3.7 | 13.3 |
| Semipublic | 2.3 | 8.3 |
| Vacant*** | 2.3 | 8.3 |
| Industrial | <u>1.0</u> | <u>3.6</u> |
| Total | 27.8 | 100.0 |

* - includes 0.6 acre with vacant stores on first floor only.

** - mixed land uses include two or more structures on one parcel developed with different ground floor uses. Of the 2.2 acres more than 80 per cent, or 1.8 acres were divided between residential and commercial ground floor uses on the same lot.

*** - includes 0.2 acre occupied by completely vacant structures.

Source: Field Survey, Candeub, Fleissig and Associates - August, 1963.

Additional Parking Space is Needed

Approximately half of the parking space in downtown Keyport is provided at the curb. Of the 480 available parking spaces within the downtown area, 260 spaces are on-street facilities. The remaining 220 parking spaces are provided in municipal and private off-street parking facilities.

The largest and most extensively utilized parking facilities in the borough are provided in the municipal parking lots. The Broad-Main Street parking lot, located on the south side of Front Street contains 88 off-street parking spaces. Eight spaces are also available at the borough hall, although these facilities are usually restricted for official use.

MC Two additional municipal parking lots, located in close proximity to the downtown area provide some additional parking facilities which serve Downtown Keyport. One parking lot is located on the north side of Front Street adjacent to Ye Ole Cottage Inn with a total capacity of 196 vehicles. The lot is attractively landscaped and suitably improved with a hard macadam surface. Individual stalls are delineated, island channels separate parking bays, and the entire lot is well lit at night. However, the lot is somewhat distant from the downtown area and its utilization is rather limited. The lot primarily serves boating and restaurant uses nearby. For the purpose of this study, this parking lot is not considered as a service function of the downtown area.

WC A second lot is located on Main Street, just south of Third Street and contains a storage area for approximately 45 vehicles. Closely oriented to shopping and institutional uses in and near Main Street, this parking lot is considered to serve the downtown area.

(F) A total of six private off-street parking areas provide a total of 124 parking spaces, the largest of which includes 30 spaces behind Sears Roebuck on Front Street and 50 spaces in two adjacent vacant lots on Broad and First Streets.

Based upon future estimates of commercial floor space expansion by 1985 and the continued reliance on the automobile for transportation indicate a need for approximately 200 additional off-street parking spaces. In order to promote the most efficient location for these facilities, consideration should be given to providing a location in areas presently underserved by these facilities today.

TABLE 8

Parking Space Distribution
In Downtown Keyport,
1963

| <u>Type Of Parking Facility</u> | <u>Estimated Number Of Parking Spaces</u> |
|---|---|
| On-street Parking | 260 |
| <u>Off-Street Parking</u> | |
| Private Parking | 124 |
| Public Parking | 96 |
| <u>Other Off-Street Parking Outside Downtown Area</u> | |
| Private Parking | 29* |
| Public Parking | <u>241**</u> |
| Total | 525 |

Note: * Not included in total.

** Only 45 spaces included in total.

Source: Field Survey; Candeub, Fleissig and Associates,
December, 1963.

Downtown Keyport Should Be Strengthened

Downtown Keyport occupies a favorable position relative to the remainder of Monmouth County. Retail sales continue to increase and indeed, commercial development in Keyport serves a population base more than twice the number of persons residing in the borough. The continued growth and development of the borough and the surrounding region coupled with rising incomes in the area indicate that additional space for retail and service functions will be demanded. (f)

81 However, portions of downtown Keyport are characterized by mixed and incompatible land uses, narrow streets, and some buildings ~~show signs of structural obsolescence and deterioration.~~ Moreover, additional off-street parking space will be needed. While the borough has taken definite steps in recent years to improve this critical need, additional parking will still be required to allow downtown Keyport to remain in a competitive position with the remainder of the region.

82 Despite some of the physical shortcomings which have been inherited from the past, downtown Keyport has several notable advantages in its favor. As an older established center, many persons ~~continue to patronize merchants and professional men to whom confidence has been expressed~~ through years of experience. Keyport's importance as a commercial center is strengthened by the presence of many specialized functions -- its three banks, the Jersey Central Power and Light Company, and as the home of the ~~Keyport Weekly newspaper.~~ The presently underutilized waterfront represents still another important asset of the downtown area. Finally, the borough has been fortunate in the foresight and active participation of the community fathers and public citizens in beginning to provide some of the needs of the area as exemplified by the development of municipal parking lots in the borough.

TRANSPORTATION AND TRAFFIC IN KEYPORT

REGIONAL TRANSPORTATION MEDIA

Historically, Keyport's geographic location played an important role in the borough's early development. Because of its location on Raritan Bay, Keyport became an important port and break-of-bulk transfer point for the agricultural areas of Monmouth County and the larger region. Today, Keyport no longer functions in this capacity. However, because of the junctions of Routes 35 and 36 and the Garden State Parkway, Keyport has become an important highway exchange hub. NC

Regional Highway Facilities Tie Keyport to the Larger Metropolitan Area

Three regional highway facilities join Keyport to the larger metropolitan region, of which it is a part. State Highway 35 which passes through the borough links Monmouth County with Middlesex and Union Counties. State Highway 36 which also passes through Keyport provides primary access to the north shore communities of Monmouth County and will eventually extend to the Eatontown area and the Garden State Parkway. The Garden State Parkway which passes just west of Keyport, is one of New Jersey's major north-south expressways, extending the full length of the state. NC

Keyport, therefore has excellent access to the northern and southern portions of the region. However, highway accessibility to the western portions of the areas are not as favorable and presently consist of a series of county highway facilities. NC

Commuter Rail Service is Presently Limited in Keyport
Within Keyport, commuter railroad service is available on the seashore branch of the Jersey Central Railroad. Connecting train service on the seashore branch to Matawan is provided where passengers must change to trains of the New York and Long Branch Railroad. (F)

An origin and destination survey of workers employed outside of the county using rail facilities, prepared by the Monmouth County Planning Board in 1959, indicated that

(f) worker commutation along this route is relatively minor. Of the seven passenger stops along the line, a total of 690 commuter workers were served, almost half of which originated in Keansburg. The Keyport stop served only twenty commuters daily. The entire seashore branch serves about 8.6 per cent of the total number of commuter-workers employed outside of the county who travel by rail.

(u) Commuter Bus Service is Available in Keyport

The Monmouth County Planning Board, in their Transportation Report for the Monmouth Coastal Region stated: "Local bus service is provided by... a number of bus companies in the Keyport region. The ~~Marathon Bus~~ line provides service between Keansburg and Perth Amboy and intermediate points at 30 minute intervals. The New York Keansburg - Long Branch Bus line provides local service between Keansburg and points south to Long Branch. The Rollo Transit Corporation serves an area from Freehold to Matawan and from Matawan to Red Bank via Keyport and Keansburg. Frequency of service on most lines is at 30 minute intervals." While external worker bus commutation for the Bayshore area to areas outside of Monmouth County has increased two-to three-fold in recent years, bus commutation as a total of all commutation is relatively small-estimated at less than 10 per cent.

(x) Airports and Landing Fields in the Keyport Area Have a Limited Effect on the Borough

Within a 10 mile radius of Keyport, there are a total of three operating airport facilities. Of the three, Preston's Field in Marlboro Township is designated as a landing field by the New Jersey State Bureau of Aeronautics. The remaining two, the Red Bank Airport in New Shrewsbury Township and Colt's Neck Airport, are both classified as private commercial class 1 airports. In general these facilities have had only a limited effect on Keyport.

LOCAL TRANSPORTATION SYSTEM

The local transportation system in Keyport is primarily concerned with the borough's existing street system as a structure which facilitates movement within Keyport and surrounding communities.

Keyport's Existing Street System is Basically Rectangular in Form

NV
Keyport's street system has developed in a rectangular or gridiron pattern, except where it has been modified by natural terrain and man-made improvements such as the railroad right-of-way and state highway facilities. Most of the borough's major roads extend in a north-south direction between Raritan Bay and routes 35 and 36. Because of the several north-south marshland areas, there are relatively few east-west connecting streets in the borough. Aside from major travel movements along the state highways, Keyport's geographic position and street pattern has tended to exclude through traffic from the borough.

Keyport's Streets Are Classified

NV
Every street in Keyport serves the essential function of providing access to individual properties. Some streets also act as major collectors for local traffic moving to and from shopping, work and school areas, and some as major through-carriers for vehicles which have no origin or destination in Keyport. It logically follows that the street which must perform the most functions will generally require wider pavement and right-of-way widths and fewer obstacles to free traffic flow such as circuitous alignments, step grades, inadequate sight distances, and dangerous intersections.

NV
Based upon the existing traffic conditions in Keyport, the borough's street system has been divided into four classifications. Standards as to right-of-way and pavement width are proposed for each classification. It should be noted that these standards are presented as guides and not as hard and fast rules. Variations in the character of abutting development and the volumes and types of traffic may require deviation from the recommended standards.

Expressways

Function

An expressway is designed entirely to the task of moving heavy traffic volumes and has only very limited land access (or land service) functions. It is usually characterized by some degree of access control in the form of median strips and grade separators.

MC

Standards

Right-of-way width -- 100 feet or more
Pavement width -- 12 feet per lane
10 feet for each
shoulder

Highways

N.J. Route 35, N.J. Route 36, Garden
State Parkway Access Road.

Major Arterial Streets

NC

Function

Major arterial streets serve the principal movements of traffic within and through Keyport. They generally connect the important retail, industrial and institutional traffic generators in and close to the borough. Most of the bus and truck routes as well as commuting, work and shopping traffic are concentrated on these streets. Since major arterial streets are intended mainly for traffic movement, parking and loading activities are normally subordinated and should be restricted whenever it is necessary to improve traffic flows.

Standards

Two-Way Streets

One-Way Streets

Parking on Both Sides

Parking on One Side

Parking Prohibited

Right-of-way
Width (Ft.)

66-80

54-60

50

45

Pavement
Width (Ft.)

42-48

36-44

30-34

25

SV

Streets

Front Street, ~~First Street~~, Maple Place, (from "six-corners" to Matawan Township), Main Street, Broad Street, and Broadway (from West Front Street to "six-corners").

Collector Streets

Function

Collector streets serve to connect different areas of the borough. Usually they do not carry through traffic or heavy traffic

volumes as experienced on major arterial streets. Collector streets are often short routes which provide service from a number of local streets and connect to major arterial streets.

| <u>Standards</u> | <u>Right-of-Way Width (Ft.)</u> | <u>Pavement Width (Ft.)</u> |
|-----------------------|-------------------------------------|---------------------------------|
| Two-Way Streets | 60-66 | 36-44 |
| One-Way Streets | | |
| Parking on Both Sides | 54 | 34 |
| Parking on One Side | 50 | 28 |
| Parking prohibited | 42 | 22 |

NC

Streets Clark Street, Atlantic Street (from Main Street to First Street), Beers Street (from Front Street to Route 35), Green Grove Avenue, Maple Place (from Broadway to Fulton Street), and Broadway (south of "six-corners"), and Walnut Street.

Local Streets

Function Local streets basically provide access to individual properties. These streets should be so designed to discourage through traffic wherever possible.

NC

| <u>Standards</u> | <u>Right-of-Way Width (Ft.)</u> | <u>Pavement Width (Ft.)</u> |
|-----------------------|-------------------------------------|---------------------------------|
| Two-Way Streets | 50 | 30 |
| One-Way Streets | | |
| Parking on Both Sides | 50 | 30 |
| Parking on One Side | 45 | 25 |
| Parking Prohibited | 40 | 22 |

Streets All streets not designated as expressways, major arterial or collector streets.

Heavy Traffic Volumes in Keyport are Primarily Restricted to State Highways 35 and 36

The most significant traffic flows in Keyport are generally confined to State Highway Routes 35 and 36.

These facilities provide Keyport with its major inter-community connections with the surrounding region. Due to the borough's geographic location and unique topography, most of the traffic flows in Keyport itself are moderate. Traffic counts taken by the New Jersey State Highway Department and the Monmouth County Planning Board are presented in Table G in the Appendix.

Right-of-Way and Pavements Widths on Most of Keyport's Streets are Generally Inadequate

NC
The right-of-way width is a measure of the potential traffic carrying capacity of a street and a limiting factor on pavement widening. The right-of-way is measured from property line to property line and includes sidewalks and planting strips in addition to pavement widths. A right-of-way of 50 feet is generally considered to be the minimum desirable width when new streets are being constructed. Greater widths are necessary for streets which carry through traffic.

NC
In designing streets it is generally accepted that there should be an allowance of 8 to 10 feet for a parking lane and from 10 to 12 feet for a traffic lane depending upon the volume and speed of traffic. Thus, pavement widths will vary according to the functions that the street must play and the right-of-way width of the street. The portion of the right-of-way which is not paved is divided proportionately on each side of the roadway for sidewalks and planting strips.

✓
NC
Normally, the minimum recommended pavement width for a residential street is 28 feet. This width permits two ten-foot moving lanes, one in each direction, and one eight-foot lane for parking, deliveries and emergency stops. In addition to improved traffic safety and movement this width would insure adequate space for fire apparatus, snow plows, and police cars to protect the public health and safety of the residents of abutting properties. This minimum pavement width is usually established for local streets which primarily provide access to individual properties.

Because of the additional functions which major and collector streets perform, they generally require wider pavement widths. For major streets, the minimum

recommended pavement width is 44 to 48 feet and for collector streets 36 to 44 feet. With the exception of Maple Place, Broadway, and several local streets, all of the borough's major and collector street pavement widths are narrower than these recommended standards.

TABLE 9
Right-of-Way And Pavement Widths
Of Major Arterial And Collector Streets
Borough of Keyport, New Jersey

| <u>Street</u> | <u>Right-of-way) Width (in Feet)</u> | <u>Pavement Width (in Feet)</u> |
|-------------------------------|--|-------------------------------------|
| <u>Major Arterial Streets</u> | | |
| Front Street | 50 | 32-36 |
| First Street | 40-45 | 28 |
| Broad Street | 50 | 32 |
| Main Street | 50 | 33 |
| Broadway | 50-66 | 24-44 |
| Maple Place | 66-75 | 40-45 |
| <u>Collector Streets</u> | | |
| Atlantic Street | 50 | 32 |
| Clark Street | 40 | 25 |
| Green Grove Avenue | 35-40 | 22-26 |
| Beers Street | 40-50 | 28 |
| Walnut Street | 40 | 25 |

Source: Keyport Borough Tax Maps; Field Survey,
Candeub, Fleissig and Associates.

Major Arterial and Collectors Streets Should be Continuous

Streets designed as major arterial and collector streets which serve an entire neighborhood or the entire community should be continuous. This requirement is designed to restrict traffic from filtering through other local streets not designed for heavier traffic volumes.

Narrow Through Traffic Streets Are Keyport's Primary Traffic Problem

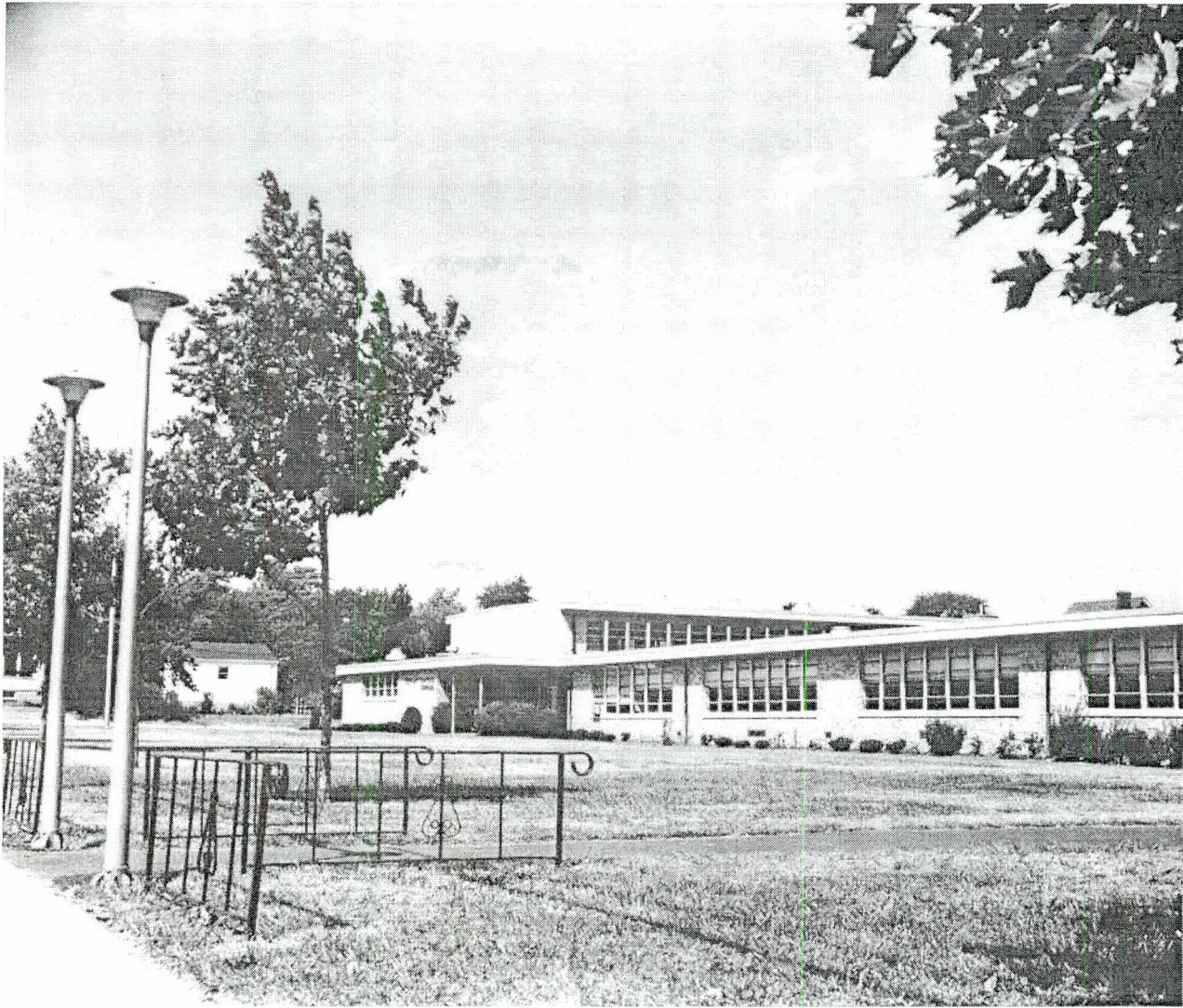
NL
As a result of the continued growth of Keyport and the increasing reliance upon the automobile as a means of conveyance, moderate increases on some of Keyport's major streets may be anticipated. However, the effect of these increases will not, of itself, require additional changes in the street system.

PL
The primary deficiency in Keyport's street system is its limited pavement and right-of-way widths. These narrow street conditions are particularly acute on through-traffic streets, where space for on-street parking, turning movements, and provisions for municipal services, such as street cleaning, refuse disposal and snow removal are restricted and compete with space for moving traffic. In addition, the design and organization of streets in several portions of the borough does not always permit the maximum utilization of land resources, such as along the waterfront in the downtown area.

KEYPORT'S COMMUNITY FACILITIES

W Keyport's community facilities consist of those services and functions which are necessary to provide for the health, safety, education, and welfare of the citizens of Keyport. These services are essential ingredients in determining the character and quality of Keyport in the future. More and more, private industry and business look to the community to provide those services which the private sector cannot supply, such as water and sewer facilities and police and fire protection. New residents desiring to move into the community consider the adequacy of the school system, the availability of public library facilities and whether recreational facilities are nearby.

W The establishment of a sound program of maintaining and improving Keyport's community resources is therefore of vital concern to the entire community. These facilities consist of four interrelated functions: public schools, parks and recreation, municipal buildings and services, and utilities. The following sections will review the adequacy of each of these functions. Recommendations for future improvements, where necessary will be made in the plan portion of this report.



KEYPORT'S CENTRAL ELEMENTARY SCHOOL

EDUCATING KEYPORT'S YOUTH

Although the responsibility for public school facilities in the Borough of Keyport is legally vested with the Board of Education, certain elements of the school system directly affect the long-range physical and financial planning of the borough. The adequacy of the school plant with respect to the location of school buildings, pupil distribution, and the relationship to neighboring land uses are considerations which are closely related to the planning program. Expansion of the school system must be coordinated with other community improvements and with existing and anticipated financial resources. Furthermore, a progressive public school program and a modern school plant play an important role in the development of tomorrow's citizens, and are important in attracting new residents and businesses to the borough.

Keyport's School System Provides Educational Facilities For Grades Kindergarten Through Twelve

Keyport's school system consists of four primary grade schools and a high school. The four primary grade schools include the West Keyport School on Washington Street, the East Keyport School on Second Street, the Central Elementary School and the Grammar School on Broad Street. The Keyport High School, which operates as a receiving district for Union Beach, is also located on Broad Street. A summary of data collected relating to each of these schools is presented in the Appendix in Table K.

Enrollments Increase in the Past Fourteen Years

Elementary school enrollments have continued to increase at a rapid rate in recent years. During the 14 year period from 1950 to 1963, elementary grade enrollments have increased from 662 pupils to 961 pupils, a 47 per cent increase. While the borough's overall population increase between 1950 and 1960 was only 9.4 per cent, elementary grade enrollments increased 45 per cent during the same period.

Enrollments in Keyport's high school also continue to increase at a rapid rate. In the early 1950's, increasing enrollments from sending districts to the Keyport High School swelled to the point necessitating double sessions. Today, only Keyport and Union Beach occupy the High School. Their present combined enrollment for 1963-1964 was 801 pupils, an increase of 404 pupils in the last 14 years. Data on enrollments in the elementary schools and high school is presented in the Appendix of this report.

Most of Keyport's Public School are in Sound Physical Condition

The age and physical condition of a school structure is important in determining the facility's utility to accommodate present and future pupil enrollments. A survey of Keyport's schools revealed that several buildings are inadequate. These facilities include the Keyport Grammar School, whose original construction is generally sound, the interior design of the building is not adaptable to contemporary needs, nor is it as functionally economical to maintain as in past years.

To a lesser degree, the East and West Keyport Schools are also deficient by contemporary standards. Due to the limited number of classrooms in each building (4 and 2 classrooms respectively), these facilities are less economical to operate than a combined facility. This is principally true because certain common facilities such as heating, lighting, maintenance, and administration must be provided separately. However, both schools, although constructed more than 50 years ago, are generally in sound structural condition.

Both the Keyport High School, constructed in 1927 with subsequent additions in 1937 and 1952, and the Central Elementary School, constructed in 1958, are in sound physical condition and have many years of useable life remaining.

The Capacity of Keyport's Public Schools is Determined
The capacity of Keyport's elementary schools and Keyport's high school has been determined by applying New Jersey Department of Education standards of classroom size.

While a class of 25 pupils is considered desirable (excluding preprimary grades), 30 pupils per classroom is considered the tolerable number of pupils for effective teaching at the elementary level, and to a lesser extent at the secondary level. The desirable classroom size for preprimary grades is 20 pupils and the maximum number of pupils per classroom is 25.

The total capacity of any school structure, however, is not only dependent on the number of pupils per classroom, but is also related to the size of each classroom and the scheduling pattern utilized in the school program. The capacity of a building, therefore, should not be thought of as being a fixed quantity, but rather as having some flexibility within a limited range.

TABLE 10

Practical Capacity of Public Schools
Borough of Keyport, New Jersey,
1964

| <u>School</u> | <u>Number of Standard Classrooms</u> | <u>Estimated Practical Capacity</u> | <u>Present Enrollment June, 1964</u> |
|------------------------------|--|---|--|
| East Keyport School | 4 | 100 | 107 |
| West Keyport School | 2 | 50 | 46 |
| Central Elementary School | 10 | 270 | 324 |
| Keyport Grammar School | 17 | 425 | 484 |
| Keyport High School* | <u>28</u> | <u>700</u> | <u>801</u> |
| Total | 61 | 1,545 | 1,762 |

*Note: High school capacity determined by New England School Development Council standards for maximum secondary school classroom sizes and an efficiency coefficient of 90 per cent.

Source: New Jersey State Department of Education
New England School Development Council

It will be noted that 30 pupils per classroom is considered the maximum tolerable level for effective teaching. However, it is rarely possible for every classroom to house 30 pupils since the pupil distribution fluctuates from class to class. Therefore, in order to determine the practical capacity of Keyport's elementary grade schools, an average of 27.5 pupils per classroom for grades 1-8 and 22.5 pupils per classroom for pre-primary grades have been used. It is estimated that under these conditions, the practical capacity for Keyport's elementary schools and the high school is approximately 1,545 pupils.

At present, the total enrollment exceeds the practical capacity by more than 200 pupils. Almost half of this excess occurs in the Keyport High School, where present enrollments exceed practical capacity by 15 per cent. All of the elementary schools are operating either near or exceeding their respective capacities. Existing enrollments exceed practical capacity at the Central Elementary School by 20 per cent and almost 12 per cent at the Keyport Grammar School.

Future Enrollments Will Increase

Estimates of future school enrollments are affected by a number of variables including birth rates, land development policies, family size and the number of children attending nonpublic educational facilities. In order to arrive at future classroom needs, an estimate of anticipated enrollments was made using two separate approaches. A middle or median value was determined from these two estimates. Projected high school enrollments for the next twenty years were based upon the assumption that the present number of students from Union Beach and Keyport will remain fairly constant and that the present rate of Keyport high school students to eighth grade enrollments will remain fairly constant.

By 1985, it is estimated that elementary grade enrollments will increase by approximately 22.5 per cent and high school enrollments by approximately 20.5 per cent. High school classrooms needed will expand from 9 in 1965 to 16 in 1985. Elementary classroom needs will increase from 20 in 1965 to 30 in 1985 (including the Keyport Grammar School which is obsolete and should be replaced).

Even excluding the need for a replacement for the Grammar School, the elementary classroom needs will increase from 3 classrooms in 1965 to 13 classrooms in 1985. These projections are presented in Table 11.

Future School Construction will be Necessary

The future development of educational facilities in Keyport will be faced with two basic considerations. These are an increasing enrollment in the public schools which are presently overcrowded and the need to replace facilities which are obsolete by contemporary standards. Since educational facilities are of utmost importance to a community, it is essential that necessary steps to expand educational facilities be stated as soon as possible.

TABLE 11

Estimated Future Enrollments, and Classroom Needs,
Borough of Keyport, New Jersey,
1965-1985

| School Year Begin- ning | Median Estimated Enrollment | | Present Number of Standard Class- rooms | | Class- rooms Needed | | Class- room Deficit | | Total Class- room Deficit |
|----------------------------------|-----------------------------------|-------|--|-------|---------------------------|--------|---------------------------|--------|------------------------------------|
| | | | H.S.* | E.S.* | H.S.* | E.S.** | H.S.** | E.S.** | |
| | H.S. | E.S. | | | | | | | |
| 1965 | 850 | 1,000 | 28 | 16 | 37 | 36 | 79 | 20 | 29 |
| 1970 | 900 | 1,100 | 28 | 16 | 39 | 41 | 11 | 25 | 36 |
| 1975 | 950 | 1,150 | 28 | 16 | 41 | 43 | 13 | 27 | 40 |
| 1980 | 1,000 | 1,200 | 28 | 16 | 43 | 45 | 15 | 29 | 44 |
| 1985 | 1,025 | 1,225 | 28 | 16 | 44 | 46 | 16 | 30 | 46 |

* Does not include specialized rooms which are not utilized for the entire period of the day.

** Includes Grammar School which is obsolete and should be replaced. Does not include East and West Keyport Schools.

Estimates: Candeub, Fleissig and Associates



FIRST STREET PARK OVERLOOKING RARITAN BAY

RECREATION FACILITIES IN KEYPORT

Recreation has become a vital element in our daily living. The future is expected to bring increased leisure time to most families and consequently an increase in demand for recreation facilities. Every community, therefore, should provide adequate facilities to meet the recreation needs and demands of its citizens. A good recreation plan will mean better health, relaxation and community spirit for adults and children alike; it will provide attractive areas and facilities which will encourage families to live in the borough and to take pride in it; and it will generally benefit the local tax base by increasing the value of residential properties on the periphery of well planned facilities.

Recreation must be measured in several ways. These yardsticks include the various demands for recreation made by different age and social groups, the locational requirements with regard to the users of these facilities, and the total amount of space which should be reserved for a given population.

Four Types of Recreational Facilities Are Defined

The demand for recreation space in any community varies according to the age and social needs of the community. Because of the variety of these needs, several types of recreation facilities should be available. These facilities are normally divided into four categories, each of which is designed to meet one or more age and social group needs. These are as follows:

Local Playgrounds - The neighborhood playground is generally a 3-7 acre area used for active recreation for children ranging from 5-15 years of age. It is normally located within a maximum of 1/4-1/2 mile of its users, assuming access is convenient and safe, and is generally developed in conjunction with an elementary school. Group sports are sometimes provided for activities such as softball, basketball and tennis.

Local Parks - The purpose of local parks is to provide open space and passive recreation areas within easy walking distance of homes in the surrounding neighborhood. Sites of 2 to 7 acres are recommended for these purposes. Neighborhood parks can be utilized as a break in the community landscape and as a natural setting for floral and water displays and are frequently combined with neighborhood playgrounds, particularly where close parental supervision of children's activities is required. Attractive landscape treatment is an essential requirement, particularly with regard to surrounding uses. The service radius for neighborhood parks is usually 3/8 to 1/2 mile.

Community Playfield - The community playfield is designed to serve a group of neighborhoods in regard to organized sports and special communitywide activities. The site should consist of 10-20 acres with extensively developed facilities and should be easily accessible to the borough's residents. The service radius of a playfield ranges from 1 to 1-1/2 miles. It is generally desirable to locate a playfield as part of a high school athletic field.

Large Parks - A large community park should provide at least three acres of recreational space per 1,000 persons, within 30 to 60 minutes travel distance of its users. Frequently, they are located to take advantage of unusual natural or scenic features. These parks should provide facilities for active and passive recreation, particularly natural areas for picknicking, hiking and walking. A variety of specialized activities such as bathing areas, swimming pools, skating ponds, golf courses and pleasure boat docks can also be developed within these areas depending upon the size and natural features of the site. The large community park is often designed to accommodate some or all of the family's recreational needs, and as such, often contains playground and playfield activities as well as specialized functions.

Recreational Facilities in Keyport Are Limited

At present, the Borough of Keyport has eight public recreation facilities with a combined total acreage of

19.7 acres. These facilities are listed in Table 12 according to the predominant function which each area performs. A more detailed description of each facility follows:

Playground Facilities Provided Principally At Keyport's School Sites

The Central Elementary School contains the largest playground site in Keyport. Approximately 60 per cent of the school site area is devoted to recreation uses which includes a softball field, handball field, as well as a variety of playground apparatus and several blacktop areas. The facility presently serves the preprimary through third grades. The high school parking lot located on the site occupies approximately one-half acre. This area could be utilized for additional recreation needs if the 75 car parking lot is relocated.

The Keyport Grammar School's recreation facilities are restricted by the limited size of the school site. It is estimated that 80 per cent of the school's 1.4 acre site is presently utilized for recreational purposes, which include some playground apparatus, basketball courts, and two blacktopped areas for general recreational use. As indicated in the school plan, it has been recommended that the school site be abandoned.

The West Keyport School playground facilities are limited to an area of approximately 0.1 acre and includes a jungle-gym, several seesaws and one sliding pond.

The East Keyport School is also limited in recreational facilities. Approximately 0.1 acre is devoted to such purposes and includes similar apparatus as provided at the West Keyport School.

Neighborhood Parks in Keyport Are Located Along the Waterfront

The Waterfront Park at Cedar and Pine Streets is Keyport's largest recreational resource apart from those facilities which are maintained by the Keyport High School. The

site occupies approximately 3.3 acres of land. The park contains a baseball field, several basketball courts and a number of benches overlooking the bay.

Veterans Park is a 1.4 acre park, located along the waterfront on Myrtle and Prospect Streets, contains some playground apparatus including a sliding pond, two seesaws, four swings and a turnaround. However, the park primarily serves as a passive recreation area. Some benches line the waterfront. The site also contains an area commemorating Keyport's war veterans. The site is principally open and additional tree cover and landscaping would improve the utility and physical attractiveness of the area.

The Waterfront Park at Broad and First Street is a small one-acre park which contains a number of benches and is attractively landscaped. The proposed extension of First Street will require a portion of the park area for the new alignment.

Community Parks and Playfields Are Limited in Keyport

The Keyport High School Playfield Area located east of Jackson Street, is the largest and most extensive of Keyport's recreational facilities. The 10 acre site contains baseball, softball and football fields and a 1/4 mile running track as well as bleacher facilities. The site is located one block from the high school. Room for expansion is limited to a small parcel of 0.8 acre which is presently landlocked. In addition, a small area of approximately 0.4 acre located opposite the high school on the north side of Jackson Street is utilized as a combined tennis court and basketball area.

Additional Recreation Space Is Needed

Keyport's present recreational facilities are generally limited to municipal facilities located along the waterfront and recreation facilities provided at the borough's public schools. While past action on the part of the borough fathers in preserving a portion of the waterfront for recreation use must be lauded, there is still a need for additional parks and open space.

TABLE 12

Existing Public Recreation Facilities
Borough of Keyport, New Jersey,
1964

| <u>Recreation Facility</u> | <u>Area (in acres)</u> |
|--------------------------------------|------------------------|
| <u>Playgrounds</u> | |
| Central Elementary School | 2.6 |
| Keyport Grammar School | 1.2 |
| West Keyport School | 0.1 |
| East Keyport School | <u>0.1</u> |
| Subtotal | 4.0 |
| <u>Neighborhood Parks</u> | |
| Cedar and Pine Streets | 3.3 |
| Myrtle and Prospect Streets | 1.4 |
| Broad and First Streets | <u>1.0</u> |
| Subtotal | 5.7 |
| <u>Community Playfield and Parks</u> | |
| Keyport High School | <u>10.0</u> |
| | 10.0 |
| Total | 19.7 |

Source: Candeub, Fleissig and Associates
Field Survey
Borough of Keyport Tax Maps

In many suburban communities this has been relatively easy to accomplish since vacant land is still relatively available. Because Keyport is almost totally developed, land for recreational use will of necessity have to be more limited. Nevertheless, Keyport has two significant resources upon which it can still capitalize. These are Raritan Bay and the Chingarora Creek marshland area. Both facilities have limited development potential and can be used to great advantage in improving the borough's recreational resources. Recommendations for the future development of these and other facilities are discussed in the recreation plan.

JERSEY
POWER & LIGHT

KEYPORT
BOROUGH HALL

COUNCIL CHAMBER
MUNICIPAL COURT
DEPT. OF HEALTH
BOROUGH CLERK
2nd FLOOR SIDE ENTRANCE →

POLICE DEPT.
1st FLOOR SIDE ENTRANCE →

WELFARE DIRECTOR
BASEMENT SIDE ENTRANCE →

KEYPORT'S MUNICIPAL BUILDINGS

The various borough administrative functions and services are performed in a number of public buildings which include the Borough Hall, seven fire stations, the first aid squad building, the public library and the municipal garage. NL

Keyport's Borough Hall is Well Located in Downtown Keyport

Keyport's Borough Hall, located on Main Street, is the former Jersey Central Power and Light Company building. It occupies an advantageous location in the downtown area. The two-story masonry building houses facilities for: NL

1. The Mayor and Council,
2. The Borough Clerk,
3. The Tax Collector and Assessor,
4. The Police Department and Municipal Courtroom,
5. The Building Inspector,
6. The Planning Board and Board of Adjustment, and
7. The Departments of Health, Welfare, and Civil Defense.

The original design and construction of the building is good and it is still in generally sound condition. However, the building is not large enough to supply all of the borough's administrative needs. Storage space is generally inadequate and room for expansion is lacking, which has necessitated the use of the basement area for the Departments of Civil Defense and Welfare. Furthermore, additional expansion for other needs, such as a Municipal Engineer's office if desired, could not be readily provided under existing conditions. NL

Keyport's Municipal Library is Located in the Old Raritan Guard Building

The Keyport public library is located at the corner of Broad and Third Street. The facility is housed in a one-story brick building which was originally constructed as a public library in 1913. The library is well-located to the downtown area and is relatively accessible to all portions of the borough. NL

Library facilities are available on the first floor as well as in the basement which contains the children's section. The library contains about 3,000 square feet

U of total floor space. Circulation for 1963 included 6,414 adult volumes and 7,125 juvenile volumes or a total circulation 13,539 volumes. It is estimated that there are approximately 15,000 volumes housed in the library. The library site is limited in size, containing almost 11,000 square feet of ground area. Expansion, if needed, can be provided to a limited extent on the northerly and easterly portions of the site.

Keyport's Fire Department and First Aid Squad Are Operated Under a Volunteer System

U Keyport's volunteer fire fighting facilities consist of seven fire stations which are located throughout the borough. The location, age, number of bays, and information relating to off-street parking facilities are presented in the Appendix in Table M. The Keyport First Aid Squad building is presently located on Broad Street near Third Street and consists of a two-story one-bay structure housing the borough's emergency equipment.

The present location of Keyport's seven fire stations provide more than adequate coverage within the borough according to the standards promulgated by the Fire Insurance Rating Organization.

With the exception of the Hook and Ladder Company on Broad Street, the remaining fire houses are in fair to excellent structural condition. Most fire stations provide recreation facilities and contain kitchen facilities for the use of the company members. These facilities are owned by the volunteer units and the borough pays these units certain rental charges for heating and phone expenses.

U The Hook and Ladder Company building is owned by the borough and is the oldest of the borough's fire stations and was formerly utilized as the Borough Hall. A recent investigation by the borough as to its future utilization resulted in an appropriation to rehabilitate the building. The structure presently houses the compressor for the fire alarm system which is directed from the police station and 25 fire boxes.

Keyport Borough Garage is well Located Within the Sewage Treatment Plant Complex

A The Keyport Borough Garage is located in a one-story masonry building within the sewage treatment plant area. The six-bay municipal garage houses the Department of Public Works rolling and maintenance equipment. Because of limited storage space, several pieces of equipment must be stored outside the borough garage building. Furthermore, a lack of sufficient space has also required that material storage be kept outdoors or within the enclosed drying bed area of the treatment plant when this facility is not in operation.



KEYPORT WATER DEPARTMENT

KEYPORT'S UTILITIES

Keyport's municipal utilities consist of the water supply and distribution system, the sanitary sewage system, and the storm water sewer system. Keyport is unique in that all elements of each utility are owned and operated by the borough.

WATER SUPPLY, TREATMENT, AND DISTRIBUTION

The borough's water supply is obtained from four artesian wells located on the water plant grounds and one well, Number 5, is located on the grounds of Veterans Memorial Park adjacent to the water plant. The drilling date and yield in gallons per minute of these wells are as follows:

- Well #1, drilled in 1927, produces 350 g.p.m.
- Well #2, drilled in 1927, produces 150 g.p.m.
- Well #3, drilled in 1917, produces 75 g.p.m.
- Well #4, drilled in 1938, produces 400 g.p.m.
- Well #5, drilled in 1955, produces 1,200 g.p.m.

Treatment presently consists of aeration, sedimentation, and filtration. Due to the increased demand for water, the plant is now being renovated in accordance with plans recommended by water consultants.

The new system will consist of forced draft aeration and a degasifier installation to correct some deficiencies. As a result of a high degree of iron in the water and the limited settling time in the detention basin, this system will help remove both the iron content and undesirable gases from the water. The filters are being rebuilt using contemporary methods to further purify the water.

A small amount of lime will be added after filtration to neutralize the slightly acidic water and control corrosion in water piping. No fluoridation of the water is contemplated.

Distribution System is Relatively Old

The water distribution system primarily consists of cast iron and some asbestos-cement pipe. The water department has indicated that most of the piping is relatively old, having been laid before the turn of the century. Due to the relative age of these facilities and the higher than average iron content in the water, some of the water pipes in the distribution system have become encrusted which has tended to reduce water pressure and carrying capacity.

The distribution system has been developed in the normal looped pattern which is recommended by water supply experts for the best fire protection. There are, however, several locations where lines dead-end. This tends to reduce the effectiveness of a loop-type system.

The major line in the distribution system is a 12-inch diameter manpipe which extends from the borough's treatment plant to the standpipe located at the corner of Elizabeth and Church Streets. The standpipe or distributing reservoir serves several functions. Its primary function is to equalize the hourly or daily supply and demand so that there will always be a sufficient quantity and water pressure throughout the borough. The reservoir also permits the water pumps to run at a uniform rate and to permit repairs when they are necessary.

The remainder of the distribution system consists of smaller sized pipes, some of which are as small as four inches in diameter and connected to fire hydrants. The National Board of Fire Underwriters generally recommends a minimum of six inch diameter pipe for fire-fighting purposes. While a four-inch diameter pipe will adequately supply a low and medium density domestic use, fire fighting is handicapped by these smaller pipes.

FUTURE WATER NEEDS

Keyport's continued growth and development in the future will require greater quantities of water than at present. Water consumption on a per capita basis, presently averaging more than 150 gallons per capita per day, will likely increase in the future with the increased use of water-consuming mechanisms such as air conditioners for commercial, industrial and domestic purposes and other items such as dishwashers and washing machines, swimming pools, etc.

SEWERAGE AND SEWAGE TREATMENT

The disposal and treatment of sanitary sewage in Keyport is provided by the Borough of Keyport. The system is composed of a series of branch and main sewers which carry the effluent to the borough's sewage treatment plant located at the foot of Broad Street near Raritan Bay.

Not All Developed Portions of Keyport are Presently Served By Sanitary Sewers

A survey is presently being made of those areas which are not served by sanitary sewers. Most of the sewers in the borough are composed of six-and eight-inch diameter pipes which lead to larger main sewers of ten, twelve and fifteen inches in diameter. These larger sewers conduct the sewage to the borough's treatment plant. Most of these pipes are estimated by the borough's sanitary engineer to be approximately 50 to 60 years old, although no accurate data is available.

Keyport's Sewage Treatment Plant Provides Primary Treatment

Keyport's treatment plant provides primary sewage treatment. A primary process is one in which the influent sewage is untreated. The effluent is chlorinated before being released into Raritan Bay.

The treatment plant consists of three pumps, with capacities of 600, 900 and 2,800 gallons per minute, a clarifier and a digester, three enclosed sludge drying beds, and a vacuum filter. The dried sludge is carried away by truck for commercial use.

At present, the sewage treatment plant influent varies from approximately 600,000 gallons daily during the summer months to approximately 1,000,000 gallons daily during the winter months. Under present and anticipated future conditions, it is estimated that the sewage treatment plant will be adequate to serve Keyport's needs. However, it may be anticipated that within the planning period, secondary treatment including trickling filters and primarily clarification may be necessary to further improve the present treatment process.

STORM WATER SEWERS

Some Flooding Conditions Result from Inadequate Storm Water Sewers

Almost all of the developed portions of Keyport are served by storm sewers. However, due to the relative age of these facilities, very little data is available concerning the capacity of the lines and the system in general.

Frequent flooding has occurred in the low areas along East Front Street and First and Second Streets. This condition principally occurs during high tides when waters from the Raritan Bay back up into the storm sewer system. A similar condition arises on Beers Street adjacent to the Luppatatong Creek during periods of high tide.

OTHER UTILITIES

Gas, electric and telephone service are adequately provided throughout the borough. The Jersey Central Power and Light Company provides electric service, the New Jersey National Gas Company provides gas service and the New Jersey Bell Telephone Company provides telephone service. Refuse disposal is performed by a private company twice weekly. It is estimated that these services will be extended as future growth and development in the borough demand these services.

EMERGING DEVELOPMENT CONSIDERATIONS

NC
Keyport today, is almost totally developed. Nevertheless, population growth and a favorable geographic position in the region will play an important role on the future development of the borough. The Master Plan should therefore provide a guide to direct these forces so as to preserve and enhance the character of development in the community.

An examination of existing development patterns and trends in Keyport and the surrounding region has indicated a number of forces and conditions which will affect Keyport's future development.

DOWNTOWN KEYPORT

(u)
Downtown Keyport serves the borough as a central area for shopping, government and office functions and is a place of employment for many of the borough's residents. In addition, the downtown also supplies the borough with a substantial source of tax revenue and acts as a focal point for many communitywide activities.

Today, the downtown area has several deficiencies which inhibit its full development. Off-street parking facilities are presently inadequate. The present street system is too narrow to carry traffic flows and often becomes congested. High land coverage and functionally obsolete structures still occupy key locations in the area. Because of the importance of the downtown to Keyport, a special plan for the downtown area has been developed.

PROTECTING KEYPORT'S HOUSING

Although most areas in Keyport are relatively free of any concentration of marginal housing, several areas in the borough show signs of structural deterioration and obsolescence. Structural deterioration is oftentimes found in areas with narrow and heavily travelled streets, inadequate front and side yards, and incompatible and mixed land uses. Recommendations have been made that the borough consider urban renewal as a possible means for improving these areas.

COMMERCIAL AND INDUSTRIAL DEVELOPMENT

NL The past development in the borough has resulted in a number of small commercial and industrial areas scattered throughout predominantly residential areas in the borough. Therefore, there is a need to develop a plan for a functional integration of these facilities into the overall structure of Keyport.

DEVELOPMENT OF VACANT LAND

NL Regional pressures will continue to play an important role in Keyport. Since vacant land is at a premium in the borough, the future character of the borough will be strongly influenced by the type, quality and rate of development of such land.

WATERFRONT DEVELOPMENT

NL Keyport's water frontage on Raritan Bay is one of the borough's principal natural assets. Although much of the land bordering the water is privately owned, the preservation of the waterfront for the use of the entire borough should be one of the key objectives of the Master Plan. Future street plans should be developed so as to make the waterfront more accessible than at the present time.

THOROUGHFARE NEEDS

NL Major streets carry traffic flows within and through Keyport. They generally connect the important traffic generators such as retail, industrial and institutional areas in and close to the borough. In order to improve the traffic flow, major streets in the borough should be continuous. Alternative routes should be available to relieve congested thoroughfares and to improve emergency vehicle movements.

In Keyport, the street pattern, in some cases, is fragmented-making travel from one part of the borough to another difficult. Several streets are narrow and congested and the block patterns which they have created are shallow and small. A traffic plan was prepared showing recommendations for the improvement of traffic flows in the borough.

COMMUNITY FACILITIES

Community facilities including parks, playgrounds and recreation areas, schools, municipal buildings, and utilities are important public services within the community. A plan for Keyport's community facilities has been prepared and designed to maintain and improve these facilities.

EFFECTIVE CODES AND ORDINANCES ARE NEEDED




One of the key elements in carrying out the Master Plan proposals is ~~through the use of effective codes and ordinances.~~ As a part of the Master Plan, a proposed subdivision ordinance and revisions to the borough's zoning ordinance have been recommended.

PRESERVATION OF THE BOROUGH'S TAX BASE




Community stability is closely tied to sound fiscal planning. In order to protect and conserve the borough's tax structure, a program for capital improvements should be developed to establish priorities for needed improvements.

LAND USE PLAN



RESIDENTIAL

-  HIGH DENSITY
-  MEDIUM DENSITY
-  LOW DENSITY


COMMERCIAL

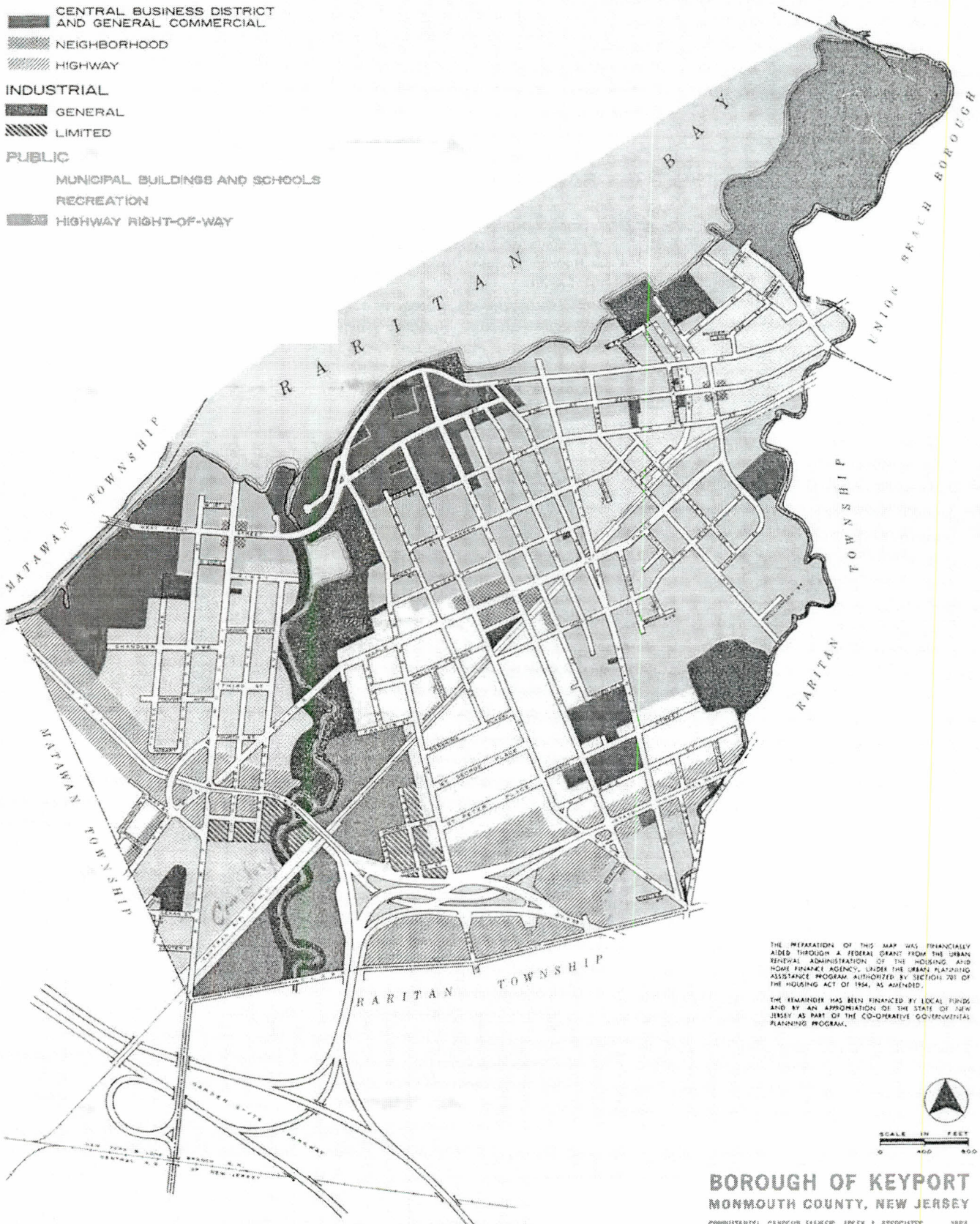
-  CENTRAL BUSINESS DISTRICT AND GENERAL COMMERCIAL
-  NEIGHBORHOOD
-  HIGHWAY

INDUSTRIAL

-  GENERAL
-  LIMITED

PUBLIC

-  MUNICIPAL BUILDINGS AND SCHOOLS
-  RECREATION
-  HIGHWAY RIGHT-OF-WAY



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

THE REMAINDER HAS BEEN FINANCED BY LOCAL FUNDS AND BY AN APPROPRIATION OF THE STATE OF NEW JERSEY AS PART OF THE CO-OPERATIVE GOVERNMENTAL PLANNING PROGRAM.



SCALE IN FEET
0 400 800

BOROUGH OF KEYPORT
MONMOUTH COUNTY, NEW JERSEY

CONSULTANTS: CAMERON, FLEISHMAN, ADLEY, & ASSOCIATES 1984

KEYPORT'S LAND USE PLAN

Keyport's land use plan designates those areas of the borough which are most suitable and appropriate for residential, commercial, and industrial uses. The plan is concerned with the entire development of the borough and indicates in a general way how Keyport's land area might be developed during the next twenty year period. Keyport's land use plan is designed to realize the following goals and objectives:

- to preserve, improve and enhance existing and proposed residential neighborhoods by providing adequate open space and needed community facilities and maintain the existing colonial atmosphere and building design.
- to develop a balance housing supply in Keyport designed to accommodate the needs of various population groups.
- to create a compact, well organized, and functional commercial core to serve the shopping and service needs of the community and its surrounding area.
- to restrict and eliminate incompatible and adverse land uses.
- to preserve and enhance the unique community identity of Keyport and to maintain and improve the appearance of the borough.
- to establish and develop new and well located commercial and industrial areas within the borough which will provide additional employment opportunities for Keyport's residents and also strengthen the tax base of the borough.
- to provide a guide for public and private investment for those areas which are in need of improvement.

NL

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NL

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ATTRACTIVE SINGLE-FAMILY HOME

Three Residential Densities Are Proposed

The residential land use plan designates those areas of Keyport where residential uses are proposed and recommends development densities for these areas. Residential densities are usually expressed in terms of dwelling units per acre.

NL

The residential land use plan recommends three residential densities in Keyport - a low, medium and high intensity of residential development. The location and intensity of these uses have been guided by a number of conditions including the following factors:

NL

- the size of existing lots and blocks, as well as the intensity of existing development.
- the limited availability of vacant land in the borough suitable for residential development.
- the relative age and physical condition of existing structures.
- the character and nature of surrounding land uses.
- the availability of community services and transportation media.

NL

NL

NL

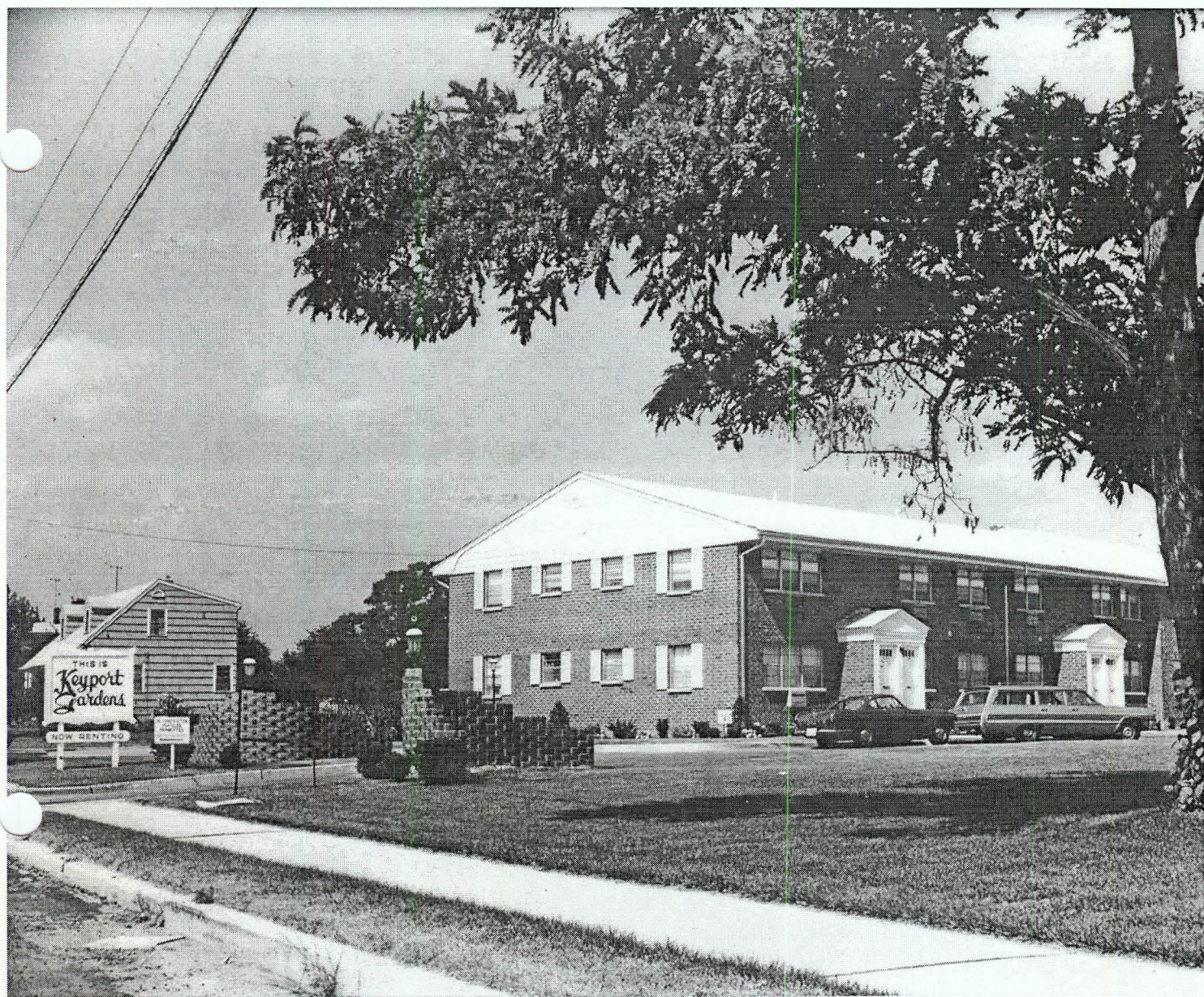
NL

NL

Low Density Residential Uses are proposed for the central portion of Keyport. Most of this area has already been developed at a low density, averaging 5 to 6 dwelling units per acre. The area contains many attractive single-family residences, is well maintained and well located to school facilities. In order to protect and maintain the present character of the area, it is recommended that future development should be continued at a low density of not more than 8 dwelling units per acre.

NL

It is recommended that the low density area should include an area from Beers Street and Maple Place on the north to St. Peters Place on the south. It is also recommended that Jackson and Monroe Streets from Broad Street to the easterly boundary of the borough also be included within this low density area.



A small area, west of Washington Street and south of Route 35, in the southwesterly portion of the borough is also recommended for low density residential development. OK

Medium Density Residential Development is recommended for the western, northeastern and central parts of the borough.

The northwestern sector is generally located west of the Luppatatong Creek and is bounded on the west by marshland areas, on the north by Second Street and on the south by Matawan Township. Presently characterized with many single-family residences at densities ranging from 6 to 9 dwelling units an acre, the plan calls for residential densities up to 12 dwelling units an acre. This increased density is recommended primarily because of the relative age of the housing in the area and need for some economic incentive of continued maintenance of property in the area.

The central and northeastern areas of Keyport recommended for medium density residential development generally extends from Beers Street, north of Maple Place to Keyport's eastern boundary line, generally following the railroad right-of-way. However, this area does not include the recommended Central Business District area or the proposed high density residential areas along East First and Second Streets.

Existing density patterns vary from 5 to almost 14 dwelling units per acre. Housing types range from single-family homes to small garden apartments. Some conversions from one to multiple-family use are scattered throughout the area. In order to provide some stability to the area, it is recommended that future housing should be restricted to medium density levels.

High Density Residential Development is recommended for three areas with suggested maximum densities of 12 to 30 dwelling units per acre. These areas include the Main,

200
200
400.00

Broad and Atlantic Street area south of Route 36, the West First Street - Broadway area, and the East First Street area.

These higher densities have been recommended because of the existing state of development in the area as well as to provide an economic basis for improvement of existing development. At the periphery of the downtown area, densities of up to 60 dwelling units per acre are recommended to supplement commercial activities in the area. These higher densities, particularly in areas of transition, such as commercial activity and low density residential development serve effectively as a buffer or transition use.

Consolidation of Industrial Areas Are Proposed

At the present time, industrial development has been generally scattered throughout the borough. Because of the activity which they perform, several of these plants have had an adverse effect on certain residential portions of the borough. Because of their isolated locations, from one another, as well as from major transportation facilities, it is recommended that industrial activity in the borough be consolidated into two areas. The first area is located along Route 35 and its junction with Route 36 and the Garden State Parkway. This area has excellent transportation access and is large enough to support large-scale industrial development. For the most part, the area is compatible with surrounding land uses. Within the area, there are approximately 59 acres of land, more than half of which are presently vacant. Some areas, however, are low and subject to flooding and will have to be suitably improved before full utilization could be achieved.

The second area proposed for industrial use is the present Locust Street complex. The area contains approximately 61 acres, of which only one-fifth has been developed. Portions of the area are marshy and will have to be filled and improved before additional development can take place. Due to the limited accessibility of the site, all traffic presently must enter and leave on Walnut Street, representing a blighting influence on adjoining residential property. A proposed industrial service street is recommended to divert traffic from local streets in the area.

Three Areas of Commercial Development Are Proposed

The commercial land use plan divides the borough's commercial uses into three major functional groups, each designed to serve a separate need. These are general commercial, neighborhood commercial and special business uses.

Keyport's Downtown Area and Marine-Oriented Commercial Uses Are Recommended As General Commercial Areas

Keyport's downtown area serves the general shopping needs of the borough's residents as well as the outlying tributary area. With the continued growth and development of the borough, the downtown area should continue to fulfill a vital social and economic role in the community. The downtown should, therefore, provide those services and activities which are and will be needed by the whole community. Sufficient and convenient parking lots should be provided to serve the stores and offices in the area. Obsolete and incompatible land uses should be eliminated and some property should be rehabilitated to maintain the downtown as the principal shopping center for the borough's residents. A detailed plan for downtown Keyport is presented in the following section of this report. It is recommended that the central shopping area in Keyport be restricted to an area extending approximately 300 feet east of Broadway to Division Street along Front Street and from the waterfront to Third Street along Broad Street, and from Front Street to Barnes Street along Main Street.

Keyport has several areas suitable for marine and associated uses. The analysis of size, access, orientation, and service area indicate two locations which could be developed with such use. These areas border the Matawan and Luppatatong Creeks. Both are already partially developed with marine uses. The sites are somewhat marshy and are not readily conducive to supporting heavy bearing loads. Of the two areas, it is recommended that the Matawan Creek area be developed for marine and associated uses as a logical continuation of existing uses. The development of the Luppatatong Creek area will be further discussed in the community facilities plan.

An important obstacle in developing the Matawan Creek area is a low-grade bridge crossing between Keyport and Matawan. Deepening of the channel could provide fill

for the upland portions of such development. If carried out, a marine-oriented development of the area would be a noted improvement to the Borough of Keyport as well as the Borough of Matawan.

Two Highway Commercial Areas Are Recommended

Highway commercial development is recommended along Route 36 between the eastern municipal boundary line to Beers Street including an area fronting the Route 35 - 36 interchange and along Route 35 from Luppataong Avenue to the borough's western boundary line.

The establishment of specific highway commercial areas in Keyport will be important to Keyport in that new development can be attracted to the community while adjacent residential property can be protected from adverse nuisance conditions. Safer traffic flows can also be secured through specific controls governing the type of use and access which would be permitted. Uses permitted within such areas might include gasoline stations, restaurants, motels, office buildings, semi-public institutions and other uses catering to the traveling public.

Four Neighborhood Shopping Areas Are Recommended

NC ✓ Four proposed neighborhood shopping areas are recommended in Keyport. These shopping areas provide convenience goods and services for the immediate neighborhood. One neighborhood shopping area presently exists south of "Six-Corners" along Maple Place. A second proposed site is located in the vicinity of the railroad station between Broad and Main Streets. The third proposed area consists of the four corners along West Front Street and Broadway. The fourth recommended commercial area lies at the four corners of Fulton and Second Streets.

The Key Element of the Plan - A Unified and Orderly Land Use Structure

The proposed land use plan for Keyport was developed to reflect the communitywide goals and objectives of the borough.

The land use plan for Keyport is a long-range plan for development. Its implementation over the next twenty years or more will depend upon a number of factors including zoning controls, public works construction, urban renewal where it is needed, as well as private initiative in the development of new homes, commercial expansion and industrial development.

The key element of the plan is the need to create a unified and orderly land use structure for Keyport. Some of the specific recommendations include the development of a variety of housing accommodations, the establishment of several functional commercial areas, the consolidation of industrial areas in the borough, and the creation of specific areas for general and marine-oriented businesses and highway and neighborhood commercial areas.

SCHEMATIC DOWNTOWN PLAN

- RESIDENTIAL
- COMMERCIAL
- PUBLIC
- PARK
- PARKING
- 150 PARKING LOT CAPACITY
- ***** PEDESTRIAN ACCESS



THE REVISION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 101 OF THE HOUSING ACT OF 1954, AS AMENDED.

THE REVISIONS HAVE BEEN FINANCED BY LOCAL FUNDS AND BY AN APPROPRIATION OF THE STATE OF NEW JERSEY AS PART OF THE CO-OPERATIVE GOVERNMENTAL PLANNING PROGRAM.



BOROUGH OF KEYPORT
MONMOUTH COUNTY, NEW JERSEY

CONSULTANTS: SANDRUS FLEISCHER, JULEY & ASSOCIATES 1984

KEYPORT'S DOWNTOWN PLAN

Downtown Keyport serves several vital community functions. In addition to its primary function as a centralized market place for shoppers goods and services, it also provides a source of employment for many of the borough's residents. The downtown area also provides the borough with a substantial source of tax revenue and acts as a focal point for community activity. The primary objectives of the plan for downtown Keyport are:

- To develop a compact core of business and office uses.
- To provide a suitable amount of off-street parking so located as to meet present and anticipated future needs.
- To effectively control the flow of traffic, with a maximum of safety and a minimum of disruption to activities taking place in the area.
- To encourage the development of attractively designed buildings, oriented and located so as to improve the quality and appearance of the downtown.
- To maximize the potential of the waterfront and its proximity to the downtown; and
- To provide suitable residential areas in close proximity to the downtown area.

TRAFFIC PROPOSALS FOR DOWNTOWN KEYPORT

A Ring-Road is Proposed for Downtown Keyport

In order to effectively improve traffic circulation and to structure the future development of the downtown area, it is recommended that a ring-road street system be developed in the downtown area. The development of such a road can be achieved by extending and realigning First Street to the foot of Broad Street at the waterfront and extending the proposed road along the bulkhead line until its intersection with Beers Street.

Impl.

The construction of such a facility would permit a more orderly development of the downtown area by creating a compact and more efficient land use structure. Traffic movement through the downtown could be distributed both quickly and safely. The new street would also provide access to heretofore inaccessible land which is needed for off-street parking facilities.

An extension of First Street in this manner could serve an effective one-way traffic system with eastbound traffic utilizing Front Street and First Street serving westbound traffic. This proposed one-way traffic pair would improve the present conflict of parking and moving traffic in the downtown. This recommended one-way traffic-pair could then be extended to First and Second Streets east of the downtown area where excessively narrow two way streets presently are utilized. Finally, the extension of First Street would permit visual continuity and connection with the waterfront which can be more fully utilized for recreation purposes.

In the event that a total one-way traffic flow cannot be achieved, it is recommended that First Street to Broad Street be made one-way westbound and Front Street and Second Street from Broad Street be made one-way eastbound.

Church Street, between First and Second Street, and Second Street, between Church Street and Atlantic Street, presently both operate under extremely poor design conditions. Both streets should be widened and realigned to improve these conditions.

KEYPORT'S DOWNTOWN LAND USE PLAN

A Compact Downtown Area is Recommended

Distance in a downtown area is an important factor in the functional operation of the area. Even where sufficient parking is available and a variety of goods and services are provided, it is important that related uses be in close proximity to one another so as to benefit all establishments. Where too great a distance exists between interrelated uses, commercial activity at the fringes often suffers from lack of pedestrian trade.

In order to minimize these travel distances in the downtown while maintaining sufficient area for future growth, it is recommended that commercial activity in downtown Keyport be limited to the following areas:

- Front Street - Approximately 300 feet west of Broadway to Church Street.
- Main Street - Between Third and Front Street.
- Broad Street - Between Third and Raritan Bay.

By limiting the area of commercial use in the downtown, ~~it is anticipated that future commercial expansion can take place within the confines of existing commercial activity.~~ X4X

A Shopping Mall is Proposed

Improvements within the existing commercial area that should receive favorable consideration would be the turning over of Front Street from automotive traffic to pedestrian uses thereby creating a shopping mall. This could be accomplished in two stages after the loop road is completed.

The first stage would consist of Main to Broad Streets, and the second stage, from Broad to Church Streets. Broad Street would remain a through street. However, Osborn, Division and Main Streets would be used primarily to service residential and commercial buildings in the area and also as entry and exit roads for existing parking lots.

Expansion of Off-Street Parking Facilities is Proposed

The proposed parking plan is designed to accommodate about 820 parking spaces, of which about 200 could be accommodated with on-street parking. The remaining 620 parking spaces could be supplied in five off-street parking lots which are suggested as follows:

- 170 spaces between Broad and Church Streets, fronting the proposed realignment of First Street; 7 ?
- 180 spaces north of Front Street and west of Broad Street, along the proposed extension of First Street;

- 35 spaces adjacent to the sewage treatment .
plant, west of Broad Street;
- 135 spaces between Broad and Main Streets
on the south side of Front Street; and
- 100 spaces between Main and Beers Streets
on the south side of Front Street.

The proposed plan is flexible to meet the needs for parking space as these needs arise. Several parking areas, notably proposed lots III and V have been designed to accommodate a portion of the future parking demand should new development or redevelopment take place in these areas. Portions of these parking facilities are presently needed however, to supply an unmet demand in the immediate vicinity.

In recognition of the need for additional parking space in downtown Keyport, the municipal fathers are presently in the process of implementing one phase of the parking plan. This parking facility is located on the north side of Front Street west of Broad Street, as part of the extension and realignment of Front Street. As a part of this proposed 180 car parking facility, sufficient bulkheading and fill will be required. The State of New Jersey recently advanced \$50,000 for these purposes provided the borough can provide additional matching funds. This parking facility will be a noteworthy improvement for downtown Keyport, and every effort should be extended by both public and private interests, to speedily complete this undertaking.

High Residential Densities Are Proposed for Downtown Keyport

~~Several areas of high density residential use, ranging from 12 to 60 dwelling units per acre, are recommended for areas at the periphery of downtown Keyport.~~ In general, these densities will vary according to the size and shape of the lot patterns, proximity to the downtown and location along major streets.

~~One site proposed for high density residential use is on the northerly side of Front Street, west of the Strand Movie Theater.~~ This area could be attractively developed

for high-rise apartments since it would be located adjacent to the downtown and would provide a logical transition to the less intensively developed areas of the borough. The site is also located along two major streets -- Front Street and the proposed extension of First Street. Lot areas are sufficiently deep to permit such development and the view of the waterfront would be an added attraction for such a development.

Ray Lath
Home

Another area of proposed high density residential use can be created along both sides of Osborne Street south of Front Street. In this area, multi-family residential uses could be developed to form an appropriate transition between the commercial uses on Broad Street and the one- and two-family development on Division Street. Garden apartment development might be one such appropriate housing type which could provide an economic incentive to develop the area which is predominantly vacant.

Keyport's Waterfront Area is One of the Downtown's Important Assets

The character of Keyport's waterfront has undergone a tremendous change during this century. Once a thriving port, today Keyport's waterfront primarily serves the pleasure boating industry. Pleasure boating activities in Keyport primarily take two forms-- the manufacture of pleasure boats as well as their storage. Other activities such as fueling operations, marine repairs, and restaurants are or can be developed as an adjunct to these primary functions.

It is unlikely at present that boating activity could be developed along the downtown portion of the waterfront due to the need for storm protection and deeper channelization. If such improvements can be provided, a boat basin or similar activity would be a notable feature for downtown Keyport.

In the development of the proposed extension of First Street behind stores facing Front Street, bulkheading and land fill will be required to bring the land up to grade and protect it from the elements. It is recommended that the proposed northerly side of First Street's right-of-way provide a 20-25 foot wide pedestrian promenade and be reserved for park purposes. Attractively

Zone designed and provided with occasional benches and trees, the area would provide an uninterrupted view of the waterfront. In general, this park strip could follow either the bulkhead or the pierhead line as established by the Army Corps of Engineers, from Broad Street until its intersection with Beers Street. The remainder of the area to be filled and improved should be developed for off-street parking purposes.

A More Unified Physical Design Is Needed

As a result of a somewhat haphazard development, downtown Keyport today is a collection of shops and stores which lack a central focal point, and a pattern for store locations. In addition, the development of the downtown has not taken complete advantage of its proximity to the waterfront.

In recent years several individual attempts have been made to improve the appearance of shopfronts, and in most instances, they have been very successful. Improvements are still needed in the rear of most of these properties, especially where they open into rear parking lots. These parking areas should be suitably improved and properly illuminated to better serve the users of the facilities. Shopping in the downtown should be made a pleasurable experience with the provision of the amenities that are now standard in all new shopping areas such as landscaping and street improvements.

Rehabilitation and Redevelopment of the Downtown is Needed

Downtown Keyport's development as a commercial and port center traces back to mid-nineteenth century. Over the decades, several segments of the downtown area have declined, both in terms of physical and functional utility. Small and overcrowded lots, mixed and incompatible land uses, combined with physical deterioration and functional obsolescence of structures have inhibited the development of downtown Keyport. Private interests wishing to develop new establishments often find it difficult since contemporary space needs cannot always be met in existing older structures. Private redevelopment is almost always prohibitive due to the high costs of land, assembly and demolition.

It is recommended that the borough investigate the use of Federal aid under the urban renewal program to develop certain portions of downtown Keyport. Urban renewal

Keyport's Downtown Plan - A Composite of Many Proposals

The key elements in Keyport's downtown plan is the development of a ring-road through the extension of First Street and the consolidation of commercial uses into the core of downtown Keyport. Additional parking facilities are recommended for both new development as well as for existing areas in need of such facilities. Areas for new high-rise and garden apartment development ~~could be created in close proximity to the downtown to further support retail and service establishments.~~ The development of a linear park strip along the waterfront should enhance the attractiveness of the downtown and make shopping a more pleasurable experience. Certain portions of downtown Keyport should be considered for redevelopment and rehabilitation. These areas can best be studied and revitalized through the Federal Government's assistance under the urban renewal program.

done

| | EXISTING | PROPOSED |
|-----------------------|----------|----------|
| EXPRESSWAYS | | |
| MAJOR ARTERIAL STREET | | |
| COLLECTOR STREET | | |
| LOCAL STREET | | |

STREET IMPROVEMENTS

○ ○ RIGHT-OF-WAY AND PAVEMENT WIDENING

TRAFFIC PLAN



THE REPARATION OF THIS AREA WAS FINANCIALLY ASSISTED THROUGH A FEDERAL GRANT FROM THE URBAN RURAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 201 OF THE HOUSING ACT OF 1949, AS AMENDED.

THE REMAINDER WAS BEING FINANCED BY LOCAL FUNDS AND BY AN APPROPRIATION OF THE STATE OF NEW JERSEY AS PART OF THE CO-OPERATIVE COMMUNITAL PLANNING PROGRAM.



SCALE IN FEET
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BOROUGH OF KEYPORT
MONMOUTH COUNTY, NEW JERSEY

CONSULTANTS: CAMBRIDGE, FLEISHER, ADLEY & ASSOCIATES 1964

KEYPORT'S TRAFFIC PLAN

Keyport's traffic plan is designed to meet the traffic needs of the borough for the next twenty years. The plan has been developed in keeping with the character and stage of development of the community. Recommendations for areas which are in need of improvement are proposed, wherever possible, with the intent of conserving and utilizing existing resources. The plan also proposes a street classification system with recommended standards for right-of-way and pavement widths according to the function which each street must perform. Other recommendations will include the need for new construction, street widenings, realignments, abandonments, and one-way streets. The plan is guided by the following objectives:

- Transportation facilities in Keyport should be related to the land uses they serve.
- The street system should be established recognizing the different functional roles which various streets must serve and one which will make maximum use of existing facilities.
- The flow of traffic on the street system should be coordinated with parking needs, particularly in the downtown area.
- Cooperation and coordination should be sought with appropriate county and state agencies which have jurisdiction over a portion of Keyport's transportation network.

REGIONAL TRANSPORTATION PLANS IN THE AREA WILL AFFECT KEYPORT IN THE FUTURE

New Jersey State Highway Will Improve Traffic Flows and Safety on Keyport's Highways

The New Jersey State Highway Department has recently widened and channelized Route 36. Two traffic lanes in each direction, separated by a barrier-wall have been constructed. This widening and dualization has

(X) effectively increased the traffic capacity and safety along the highway. Accessibility across Route 36 is limited to two traffic-signalized intersections in Keyport, one at Broad and the other at Atlantic Street.

(H) The New Jersey State Highway Department has widened and channelized Route 35 in Keyport. In order to improve the congested conditions at "six-corners", the State Highway Department has constructed an overpass from Broadway to Maple Place, thereby eliminating all left-hand turning movements and the need for a traffic light at this intersection. A barrier is being constructed along Route 35 within the borough.

EXPRESSWAY PROPOSALS

NG Classification - It is recommended that Routes 35 and 36 and the Garden State Parkway extension be classified as expressway thoroughfares.

MAJOR ARTERIAL STREET PROPOSALS

Classification - It is recommended that the following streets be classified as major arterial streets:

Main Street
Broad Street
First Street
Second Street
Front Street
Monroe Street (between Broad and Main Street)
Broadway (between West Front Street and Route 35)
Maple Place (between Route 35 and Raritan Township)
West Front Street

A One-Way Traffic Pair is Recommended for First and Second Streets

MZ First Street (County Route 6) carries moderate traffic flows. Although these volumes are not extensive, the narrow pavement widths make travel difficult and dangerous. Furthermore, abutting residential development is affected by the lack of off-street parking facilities.

Most of the homes which line First Street are not sufficiently set back to permit street widening. In addition, several adjoining side streets, because of the acute angles which they form with First Street, create hazardous traffic conditions. Vehicles turning onto First Street often must swing into oncoming traffic in order to make a right-hand turn. Because of these conditions, it is recommended that a one-way traffic system be established. Since Second Street operates under similar conditions and the street is the only other street parallel to First Street, it is recommended that both streets be employed as a one-way traffic pair with First Street one-way westbound and Second Street one-way eastbound. The north-south connecting streets, Fulton, Waverly, Walnut and Atlantic, and Green Grove Avenue would remain as two-way connectors between the proposed one-way pair. NV

By separating conflicting traffic movements, the proposed one-way traffic pair will permit a more efficient use of the existing street system. Traffic safety will be improved and additional on-street parking facilities could become available.

It is also recommended that Second Street between Atlantic and Church Streets be widened and improved. This proposal will permit the extension of a one-way traffic flow to be incorporated with proposed street changes in the downtown area.

The Extension and Realignment of First Street is Proposed
In order to effectively improve traffic circulation as
well as to provide an improved land use pattern for the
downtown area, it is recommended that a ring-road system
be developed. This recommendation is one of the key elements in the development of the downtown plan. four

This can be achieved by extending and realigning First Street to intersect at Broad Street near the waterfront and extending it along the bulkhead or pierhead line until its intersection near Beers Street. This proposed extension would provide a large vacant area, presently landlocked, with access which can be utilized for future off-street parking facilities. This proposal would effectively join together with the proposed one-way four

MP
traffic system for First and Second Streets. In conjunction with the proposed extension of First Street, it is recommended that Church Street, from First to Second Street be widened and realigned to improve the traffic circulation and safety in the area.

Prop
As a second stage, it is recommended that Front Street be realigned between Beers Street and Broadway. The Luppataong Creek marshland area, presently one of the few large open spaces remaining in Keyport, has great potential for recreational use. Due to the area's impervious soil conditions and poor soil stability, the area has limited potential for development purposes. Since the Luppataong Creek flows into Raritan Bay, the site could be partially dredged to create a man-made water area which could be utilized for marina purposes, as a part of a larger recreation facility. The excavation material from such an operation could be utilized to fill in other areas which are presently low and marginal. However, the development of the proposed community park and boat basin in this area will depend upon a new structure spanning the creek with sufficient height and depth to permit access to watercraft. It is therefore recommended that Front Street be realigned so as to provide for the required facilities. It is further recommended that existing Front Street be terminated on either side of the creek to permit access to existing properties.

good
Matawan Creek Bridge Should Be Improved

It is recommended that Keyport Borough and Matawan Township, in conjunction with Monmouth County and the Army Corps of Engineers, investigate the feasibility of constructing a new bridge over the Matawan Creek. The area is composed of low marshy areas which has limited development potential. Since a portion of the area has developed with boating activity, any expansion of such activity will depend upon suitable access to Raritan Bay. Since both communities have large areas with limited development potential, both communities would appreciably benefit from this improvement.

COLLECTOR STREET PROPOSALS

Street Classification - It is recommended that the following streets be classified as collector streets:

Clark Street
Fulton-Eighth Street
Atlantic Street
Beers Street (from Front Street to Route 35)
Green Grove Avenue (from Maple Place to Raritan Township)
Maple Place (from Luppataatong Avenue to Fulton Street)
Broadway (from Route 35 to the Matawan-Raritan Township boundary line)
Fourth Street (from Luppataatong Avenue to Broadway)
A new industrial service road near Walnut Street.

Clark Street Should be Widened

One-half of Clark Street, a county road, is presently located in Keyport and forms the borough's southern boundary line with Raritan Township. Since the street presently leads to the Parkway interchanges, it is anticipated that traffic volumes will increase in the future. Clark Street also serves an industrial and proposed commercial sector in Keyport. It is, therefore, important that sufficient pavement and right-of-way width be provided. It is, therefore, recommended that Clark Street be widened to a minimum of 60 feet right-of-way width and 40-44 feet pavement width.

*Not
Done*

Beers Street Should be Widened and Improved

It is recommended that the right-of-way and pavement width of Beers Street be widened between Front Street and Maple Place. As one of the primary streets leading to the downtown area and the proposed Luppataatong recreation area, additional traffic can be anticipated along the street. It is recommended that the right-of-way and pavement width be widened to a minimum of 60 feet and 40 feet respectively. Fortunately, most of the land area along the westerly side of the street has not been developed or has sufficient setbacks from the street to permit improvement to the street.

*Not
Done*

A New Collector Street to the Walnut Street Industrial Area is Proposed

At present, Walnut Street serves the dual function of providing access to a local residential area as well as providing access for heavy volumes of employee and truck traffic in the nearby industrial complex. Since residential areas should be as free from non-local, nonresidential traffic as possible, it is important that a new street should be built to provide access to existing and new development in the industrial area. It is, therefore, recommended that a new collector street be constructed from First Street parallel to Walnut Street. It is further recommended that Walnut Street be made a local street, by presently terminating its intersection with First Street, and constructing a new intersection with the proposed industrial collector street. In order to improve circulation patterns in the immediate vicinity, especially with the proposed one-way traffic pair, it is recommended that Stone and Walnut Streets between First and Second Streets be abandoned and a new connector street be established at the intersection of the proposed industrial street.

Green Grove Avenue Should be Widened

Green Grove Avenue is the only continuous north-south road in Keyport, west of Atlantic Street. Increased traffic volumes may be anticipated, particularly with the completion of the garden apartments which front on the Avenue. Due to the narrow pavement and right-of-way widths, it is recommended that additional widening be undertaken between Maple Place and Raritan Township.

Maple Place Should be Extended to Fulton Street

It is recommended that Maple Place be extended to Fulton Street. This will effectively serve as a relief route for Green Grove Avenue.

Fulton and Eighth Streets Should be Realigned and Widened

In conjunction with the proposed development of a new elementary school in the area and in order to provide a more direct connection from First and Second Streets to Green Grove Avenue, it is recommended that Fulton and Eighth Streets be widened to a minimum pavement width of 30 feet. Furthermore, the present winding alignment should be realigned and the street improved.

LOCAL STREET PROPOSALS

Street Classification - It is recommended that all streets not proposed as expressway, major arterial, or collector streets be classified as local streets.

Some Local Streets Should be Vacated

Several local streets or portions thereof should be vacated because of poor design or disutility. These include the following streets:

- Stone and Walnut Streets (between First and Second Streets)
- Walnut Street (approximately 200 feet south of Oak Street to First Street)
- Hobart and Therese Avenue (small triangle near Route 35)

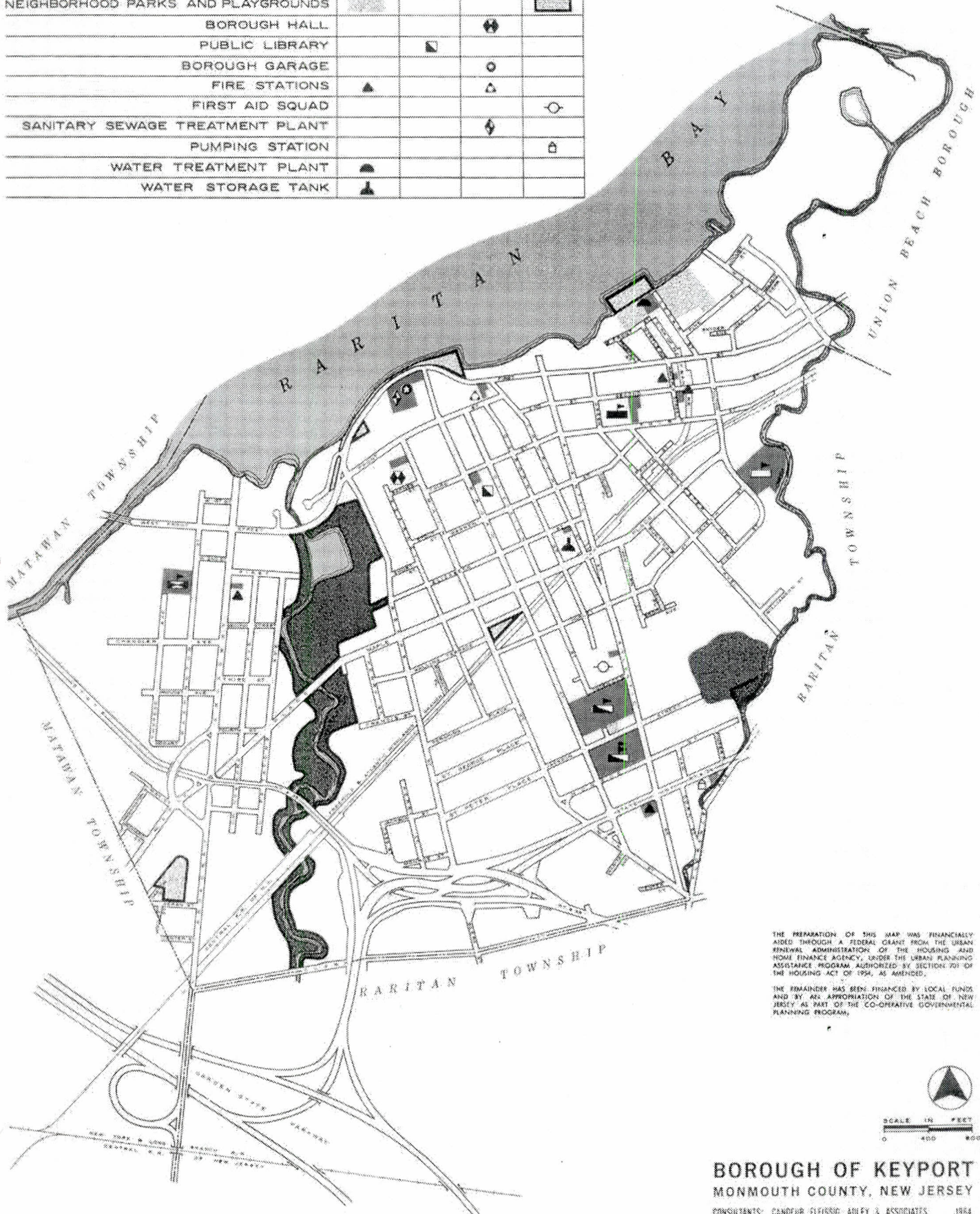
Keyport's Traffic Plan Serves Several Important Functions to Keyport

The proposed plan has several important advantages to the borough. By establishing a classification system for the borough's streets, an integrated program can be developed to channel and control traffic in Keyport. As part of an adopted Master Plan, new subdivisions as required under the proposed subdivision ordinance must conform to Master Plan recommendations so that in some instances, additional right-of-way, where called for in the Master Plan, can be obtained.

The key element in Keyport's traffic plan is the development of a ring-road system in downtown Keyport which will make available inaccessible land for much needed off-street parking facilities. The development of the proposed ring-road system can be effectively linked together with the proposed one-way street system for First and Second Streets. Other proposals include widening several of the borough's streets and the proposed extension and realignment for several streets.

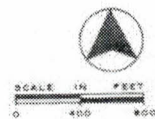
COMMUNITY FACILITIES PLAN

| | EXISTING TO REMAIN | BUILDING TO BE EXPANDED | BUILDING AND SITE TO BE EXPANDED | PROPOSED NEW FACILITY |
|------------------------------------|--------------------|-------------------------|----------------------------------|-----------------------|
| ELEMENTARY SCHOOL | | | | |
| SECONDARY SCHOOL | | | | |
| COMMUNITY PARKS AND PLAYFIELDS | | | | |
| NEIGHBORHOOD PARKS AND PLAYGROUNDS | | | | |
| BOROUGH HALL | | | | |
| PUBLIC LIBRARY | | | | |
| BOROUGH GARAGE | | | | |
| FIRE STATIONS | | | | |
| FIRST AID SQUAD | | | | |
| SANITARY SEWAGE TREATMENT PLANT | | | | |
| PUMPING STATION | | | | |
| WATER TREATMENT PLANT | | | | |
| WATER STORAGE TANK | | | | |



THE PREPARATION OF THIS MAP WAS FINANCIALLY AIDED THROUGH A FEDERAL GRANT FROM THE URBAN RENEWAL ADMINISTRATION OF THE HOUSING AND HOME FINANCE AGENCY, UNDER THE URBAN PLANNING ASSISTANCE PROGRAM AUTHORIZED BY SECTION 701 OF THE HOUSING ACT OF 1954, AS AMENDED.

THE REMAINDER HAS BEEN FINANCED BY LOCAL FUNDS AND BY AN APPROPRIATION OF THE STATE OF NEW JERSEY AS PART OF THE CO-OPERATIVE GOVERNMENTAL PLANNING PROGRAM.

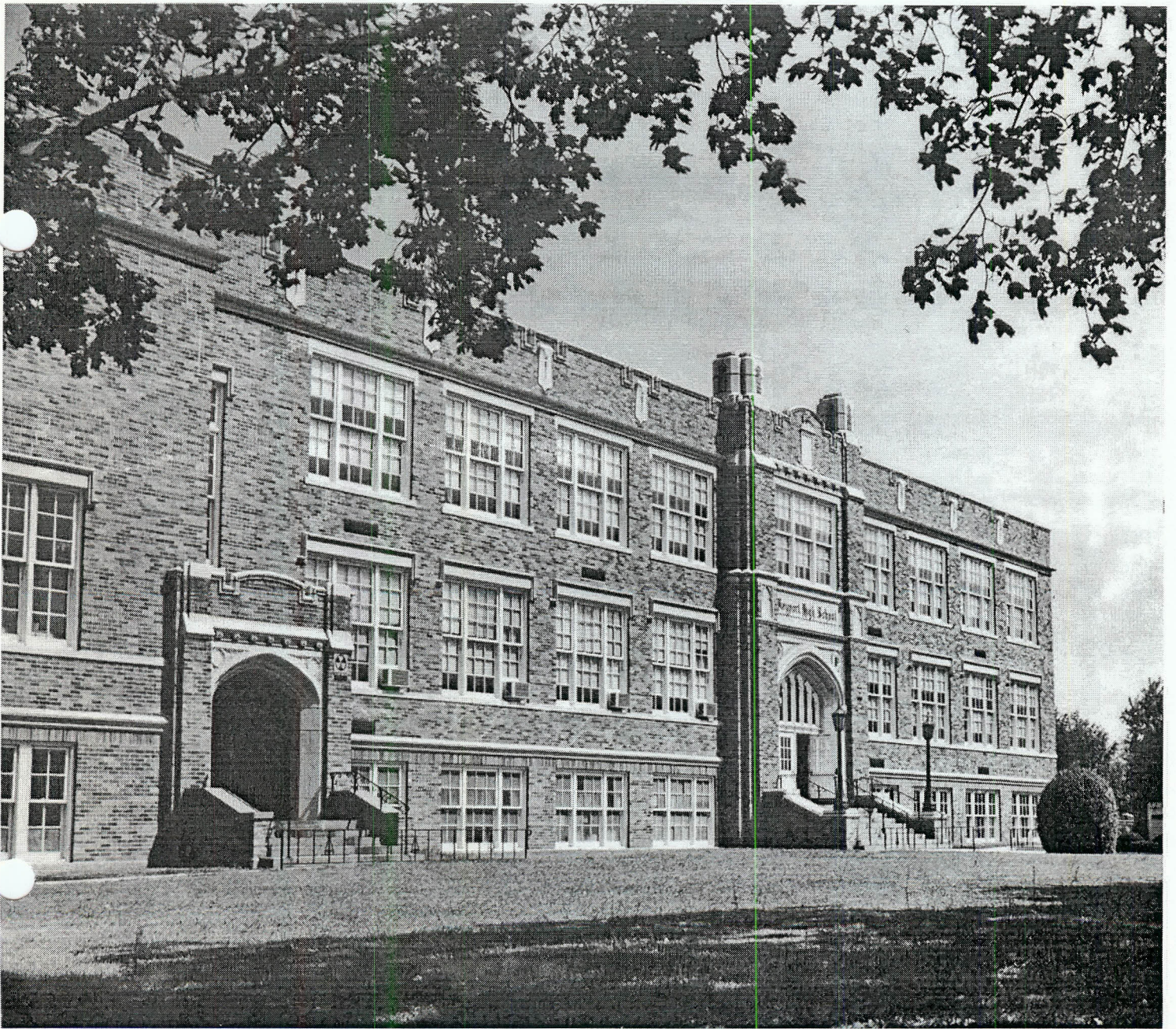


BOROUGH OF KEYPORT
 MONMOUTH COUNTY, NEW JERSEY
 CONSULTANTS: CANDEUR FLEISSIG ADLEY & ASSOCIATES 1964

KEYPORT'S COMMUNITY FACILITIES PLAN

Keyport's community facilities plan consists of the school plan, the recreation plan, the public buildings plan and recommendations for municipal utility improvements. The objectives of Keyport's community facilities plan are as follows:

- To establish a comprehensive and coordinated system of community facilities to meet the needs of the borough for the next two decades.
- To establish a community facilities plan designed to provide each neighborhood and the community as a whole with adequate facilities and service.
- To provide an integrated structure for all borough municipal services and functions so as to facilitate inter-municipal cooperation and increased efficiency.
- To facilitate the joint utilization of intra-municipal cooperation where it is uneconomical for services to be provided by the borough alone.
- To reduce the cost of municipal service through the utilization of existing facilities and borough-owned lands in acquiring and developing land for municipal use.



KEYPORT'S SCHOOL PLAN

As the borough continues to grow, and the number of pupils increase, additional construction of classrooms and facilities will be needed. Based upon the deficits in classroom space which would exist if no new facilities were constructed by 1985, it is estimated that a total of 50 new classrooms will be needed.

Of these projected 50 classrooms which will be needed, it is estimated that 33 classrooms will be needed as a result of new growth in enrollments as well as to correct for the already overcrowded conditions in the present facilities. The remaining 17 classrooms should be provided as a replacement for facilities at the Keyport Grammar School.

High School Expansion Should be Implemented As Soon As Possible

It is recommended that the proposed Board of Education's plan to expand facilities at the Keyport High School be implemented as soon as possible. The present conditions of overcrowding and needed improvements should be alleviated in order to improve the borough's educational program. The proposed plan calls for an addition of eight standard classrooms as well as several special purpose rooms. In addition, the plan recommends enlargement of the cafeteria and gymnasium. It is anticipated that these improvements will increase the practical capacity of the school to approximately 950 students which should be sufficient for the next ten to fifteen years. Since it is difficult to forecast school enrollments accurately beyond this point, an additional study would have to be undertaken at that time to determine whether additional expansion would be necessary.

Keyport Grammar School Should be Abandoned

It is recommended that the Keyport Grammar School be abandoned as an educational facility in the borough. The school, constructed 93 years ago, the latest addition to which was made in 1912 is relatively obsolete and cannot provide for contemporary educational needs. The seven-teen classroom building also occupies a very limited site

of approximately 1.4 acres. Recreational facilities are therefore extremely limited for a school of this size. Off-street parking facilities are also unavailable.

Keyport's Central Elementary School Should be Enlarged

The recently constructed Central Elementary School is in sound physical condition. The only deficiency in the school is due to overcrowding. Some additional expansion can be provided on the site and it is recommended that 8 to 12 classrooms be added to the existing structure. The present high school parking lot should be relocated to the high school site. The present parking lot could therefore be utilized for additional recreational space.

An Addition to the West Keyport School is Recommended

In order to provide additional facilities for a growing student enrollment, as well as provide some replacement space for a portion of the Keyport Grammar School, it is recommended that an additional 6 to 8 classrooms be constructed to the West Keyport School. This expansion will require additional land area for these classroom facilities, special purpose facilities and additional recreation areas. An additional three to five acres should be acquired for these purposes.

Retention of the East Keyport School is Proposed

At present, the East Keyport School is too limited in size to function economically. Recreation facilities and special purpose classrooms are inadequate. Furthermore, the costs of maintenance, administration, heating and lighting tend to be greater per classroom as a result of the limited size of the facility. Expansion on the site within the area is impractical. However, due to the lack of adequate school plant facilities in the borough at present, it is recommended that present facilities be retained until such time as other construction programs are undertaken.

A New Elementary School Will be Needed

In order to provide facilities for the bulk of new pupil enrollments, it will be necessary to construct a new elementary school in Keyport. The proposed expansion programs at the Central Elementary School and the East Keyport School will provide from 14 to 20 classrooms, leaving a deficit of 14 to 24 classrooms which will have

to be provided on a separate site. In evaluating where such a site should be located, a number of factors were considered including suitable size, radius of service area, availability of vacant land, topography and soil conditions, as well as the character and intensity of surrounding development.

Based upon these studies, it is recommended that a site of approximately 4.5-5.0 acres located on Fulton Street in the eastern portion of the borough could serve these ends. Detailed engineering reports would be necessary to determine the feasibility of such an undertaking. The lightly travelled Fulton Street would also be in keeping with the activities of the school. The principal advantage of a school in this location would be the creation of an independent service area thereby increasing convenience and safety to the students who would attend the school.



WATERFRONT DEVELOPMENT - ONE OF KEYPORT'S MAJOR ASSETS

KEYPORT'S RECREATION PLAN

The proposed recreation plan has been designed to meet the present and future recreation and open space needs of Keyport. The plan has been developed with the view of providing all areas of the borough and all age levels with suitable facilities for their needs. Because of the limited supply of land in the borough, special emphasis has been placed on utilizing existing facilities as well as taking advantage of lands which have limited development potential. Particular attention has been given to developing and improving recreation facilities along the waterfront.

A Community Park is Proposed For Keyport

Excluding the High School playfield area, the borough does not have any large recreational facility for specialized uses and needs. Although the borough is largely developed, there still remains an excellent opportunity to develop such a facility. This area lies principally along the Luppatatong Creek. The area is presently vacant and largely composed of marshy soils which are generally unsuitable for building purposes. It is recommended that this area, containing approximately 35 acres, be developed and maintained as a multiple purpose community park. Due to the nature of the topography and the location of the site to Raritan Bay, the northerly portion of the proposed park could be effectively developed as a marina site. This development would be in keeping with the character of surrounding development and could be operated either as a municipally-owned and operated facility, or as a municipally-owned and leased facility or as a completely private enterprise. The site would be large enough to accommodate 150 to 200 watercraft, with sufficient parking and marine service facilities. Such a development would require dredging of the area. The fill from this dredging could be used in the southerly sections of the proposed park. This development, however, would require that Front Street be realigned to permit passage of watercraft to the proposed marina from the Bay, as recommended in the traffic plan.

The remainder of the site could be developed as a community park. Approximately 25 to 30 acres could be developed for these purposes. The site could be developed with facilities for family use such as picnicking and boating, as well as group activities such as softball and tennis. A landscape architect should be engaged to prepare the detailed development plan for the overall park site to insure continuous and unified development.

Limited Expansion of the High School Playfield Area is Recommended

In addition to these considerations it is also recommended that a small landlocked parcel of approximately 0.8 acre adjacent to the present Keyport High School playfield site be acquired for possible future expansion. The land at present has little utility since it is landlocked and irregular in shape.

Additional Neighborhood Parks Should be Provided

It is recommended that Veterans Park from East Front Street to Cedar Street should be extended to the bulkhead line. This off-shore park extension would not only add valuable land for recreational purposes, but the development of a landfill project and bulkheading would also insure protection to existing facilities in the area from beach erosion. It is estimated that a landfill program to the bulkhead line would add approximately 1.5 acres of land to the present recreation facilities at this site.

In conjunction with the proposed waterfront drive in downtown Keyport, it is recommended that a scenic walk area and an extension to the existing park at Broad and First Streets be developed. As in the case of the extension of Veterans Park, the development of an extension with bulkheading and landfill would not only provide additional recreation space but would also protect adjacent properties. If constructed to the bulkhead line, it is estimated that an additional 2.5 to 3.0 acres could be reclaimed for these purposes.

Neighborhood Playgrounds Are Recommended

It is recommended that the future proposed school sites at Fulton Street should contain approximately 4 acres of playground area.

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It is recommended that with the proposed expansion of the West Keyport School, an additional three or four acres should be secured for recreation purposes.

It is recommended that playground facilities at the Keyport Grammar School be terminated with the abandonment of the school, as recommended in the school plan of this report.

It is recommended that a small playground be developed at the Jersey Central Railroad Station. The site is presently underutilized as a train station and contains approximately 1.1 acres of land. Well-landscaped, the site is centrally located in the community and would provide a much needed facility for central Keyport.

It is also recommended that a small playground-park facility be developed in the vicinity of Geran Street and Broadway on a site of approximately 1.8 acres. This facility would be desirable to serve this portion of the borough which presently lacks any recreational facilities and might also be utilized by St. Joseph's Parochial School nearby.

Keyport's Proposed Community Park Should be Acquired in the Near Future

The recreation plan as developed for Keyport is designed to improve the recreation resources in Keyport. The plan is designed to meet the borough's needs over the next twenty-year period. Some proposals, such as the Luppatatong Creek Park, should be augmented in the near future, as the proposals are interdependent with a number of factors, including the realignment of First Street, and the availability of Federal and state grants-in-aid. Other proposals, such as the extension of existing facilities, may have to be prolonged because of other, more urgent needs.



THE MAYOR AND BOROUGH COUNCIL
Welcome YOU TO THE
**KEYPORT MUNICIPAL
PARKING AREA**



Historic Keyport Moves All County's Garbage to the Sea

KEYPORT'S MUNICIPAL BUILDINGS PLAN

Keyport's Borough Hall Should be Enlarged

Keyport's Borough Hall is well located on the fringe of the downtown area. The building is easily accessible from all areas of the borough and is in sound physical condition, although some repair and modernization is needed. As a result of an increasing work load in several of the borough departments, interior space of the structure has become crowded. Room sizes are generally small and there is an acute lack of storage space for materials and supplies. Additional functions, if desired could not readily be contained in the present structure.

It is recommended that the Keyport Borough Hall be retained in its present location and some additional land to the rear of the building acquired for future expansion purposes. Other alternative programs, including the relocation of one or more departments from the building and the construction of a new municipal building, have been investigated.

The present recommendation is considered the most satisfactory solution in light of the expenditures which would be required. In acquiring approximately 2,000 square feet of property to the rear of the present municipal building, the borough would be in a position to provide all of the necessary space to carry on its present and anticipated future administrative functions. Furthermore, the loss of the eight parking spaces in the rear of the building could be offset by the availability of expanded space in the Broad-Main Street parking lots.

Keyport Public Library May Have to Be Enlarged

It is recommended that the present library site on Broad Street be retained. The site is well located to the downtown area and is in close proximity to the Keyport High School. It is anticipated that in the future with the growth of population and an increasing utilization of library facilities, 1,500 to 2,000 square feet may be required. Although the site is limited in size, some expansion is possible, either along Broad Street or Second Street or by adding an additional story to the existing structure.

Keyport Municipal Garage Should be Enlarged

It is recommended that the Borough Garage be expanded on its present site. Additional facilities should include the expansion of covered space for the storage of vehicles, an enclosed shop area for maintenance activities, additional administrative area and a well-defined storage area for bulk materials. It is estimated that a 4-to 6-bay new garage facility and other additional facilities would require about 5,000 to 6,000 square feet in addition to the present facilities. This area could be provided as part of the landfill project proposed in the downtown plan. The garage facilities would then have access to two major streets - the proposed extension of First Street and Broad Street. Such expansion should be properly screened from adjoining parking and commercial uses.

Keyport Has An Adequate Number of Fire Stations

While most communities suffer from inadequate facilities for fire protection, Keyport is in an enviable position of having more than adequate fire protection coverage. Most fire stations are located in older structures. However, care and maintenance have kept these structures generally sound. Living facilities and off-street parking facilities are normally lacking.

Keyport's First Aid Squad is to be Relocated

Presently housed on a relatively small site on Broad Street, the Keyport First Aid Squad recently purchased property on Atlantic Street, south of Hurley Street, for a new facility. This new structure should contain at least two bays and supply sufficient off-street parking space to accommodate volunteer personnel.



CEDAR STREET PARK

UTILITY RECOMMENDATIONS

Studies Should be Undertaken

Sanitary Sewage System - It is recommended that engineering surveys should be undertaken to determine the adequacy of the present sanitary sewer system to meet the anticipated future needs of the borough. It is also recommended that approximately 12,000 to 15,000 square feet of space be reserved for possible future expansion for secondary treatment at the sewage treatment plant. Such space could be readily provided adjacent to the present site in the proposed landfill area.

Storm Sewer System - It is recommended that engineering surveys be conducted to determine the adequacy of the present storm sewer system in the borough. It is further recommended that engineering studies be undertaken to determine what steps should be taken to eliminate flooding conditions in the borough.

CARRYING OUT THE PLAN

Looking to the future for the next twenty years, the Master Plan has suggested a number of major recommendations. Some of these proposals can be implemented through the establishment and improvement of regulatory controls such as zoning and subdivision regulations. Others will require expenditures on the part of the governing body and school board.

It is readily apparent that if Keyport's Master Plan is to be of benefit to the borough, it must serve as a guide to both public and private action. As a guide, the plan requires coordinative action on the part of all governmental functions as well as between the private and public sectors.

The Planning Board's role in directing the borough's orderly growth is varied. These include its responsibilities in reviewing new subdivisions and resubdivisions; its powers as a zoning commission to recommend alterations in the zoning ordinance; its powers as a referral body for all major municipal improvements once a Master Plan has been adopted, and its role as a coordinating body in formulating recommended annual and long-range capital improvement programs.

ILLUSTRATIVE CAPITAL IMPROVEMENTS PROGRAM

A Capital Improvements Program is Recommended

Keyport's Master Plan has made a number of recommendations for capital expenditures for the next two decades. Since these proposals involve a sizable expenditure of monies, it is important that these improvements be carefully scheduled to safeguard the borough's financial stability. Furthermore, it is extremely important that these improvements be given a priority rating according to the borough's ability to pay for such improvements and the need of such services. This is accomplished in many communities through the use of a five-or six-year capital improvements program.

This program consists of a schedule of improvements to be constructed during a specified period, arranged by estimated costs, methods of financing, and priority of construction, so as to come within the financial capacity of the borough. Each year the capital improvements program is reviewed and the proposals for the current year are adopted as a part of the budget. Annual review of the program is required in order to make any adjustments, necessitated by changes in the municipality's needs and financial capacity, as well as to project the program forward for an additional year. In this manner, the five-or six-year program is projected forward to include all of the improvements proposed in the Master Plan.

A detailed fiscal analysis and an illustrative capital improvements program has been submitted under a separate report to the Planning Board. While the illustrative capital improvements program, as submitted, does not purport to be the exact program which Keyport should develop, it does serve as a guide for such a program. When it is developed it should be noted that the New Jersey State Division of Local Government presently requires the submission of such a capital program annually before the issuance of bonds will be permitted. This requirement is designed to aid local communities in projecting future needs and securing the most favorable interest rates in the bond market.

The illustrative capital improvements program submitted to the Planning Board was developed in full recognition of the need to avoid excessive tax increases in Keyport. It is recommended that a capital program be adopted by the borough which, if revised each year, will bring about the orderly development of proposals made in the Master Plan.

REGULATORY CONTROLS

A New Zoning Ordinance Has Been Developed

As a part of the Master Plan studies for Keyport, recommendations for a new zoning ordinance has been developed and submitted under separate cover to the Planning Board. These recommendations have been based upon studies and proposals made in other portions of the Master Plan, and as such, represent, one of the principal tools available to the borough, in implementing the land use plan.

Done
The principal recommendations in the proposed new ordinance include the establishment of three residential zones, three commercial zones and two industrial zones. Recommendations call for exclusive district zoning rather than cumulative zoning. Exclusive zoning would prohibit certain residential uses from commercial zones and all residential uses from industrial zones. In cumulative zoning procedure, commercial and industrial uses are normally excluded from residential areas, but residential uses are not mutually excluded from commercial and industrial districts.

gu
Other recommendations call for greater control over height, bulk, and area requirements as well as requiring off-street parking and other conditions for certain specific uses.

Done
These recommendations have been reviewed by the Planning Board and submitted to the Mayor and Council for their consideration. Thus, during the Master Plan program, the Planning Board has taken an active role in upgrading the controls in the zoning ordinance in accordance with the recommendations made in the Master Plan.

A Subdivision Ordinance is Recommended for Keyport

The process of land subdivision in which raw unimproved land is eventually converted into tomorrow's home sites is one of the most important factors in the growth of any community. Few activities have a more lasting effect upon the appearance and development of a community. Once the land has been subdivided and the homes, streets

and other improvements have been constructed, these additions become firmly established and are not easily changed.

At present, the Borough of Keyport does not have a subdivision ordinance. As part of the Master Plan studies, the consultant, in a separate report, submitted a proposed subdivision ordinance to the Planning Board for their study and review.

Under the proposed ordinance, the first step in the subdivision process would require the submission of a sketch map to the Planning Board for classification purposes. The Keyport subdivision ordinance would establish procedures for two types of land subdivision - minor and major subdivisions.

A minor subdivision would be defined as the division of land into no more than three parcels which front on an approved and improved street. In addition, a minor subdivision would not involve the construction of new or the extension of existing streets or other borough facilities. The subdivision should not, in any way, adversely affect the surrounding area and it must be in conformance with other borough codes and ordinances. Once classified and approved as a minor subdivision, no further action would be required by the Planning Board. The subdivider would then file a copy of either a deed description or plat map of the approved subdivision within a specified period with the county recording office. If the deed description or plat map is not filed within the time period, the Planning Board's approval would expire.

Done

All other subdivisions not classified as minor would be major subdivisions. In a major subdivision, the subdivider is required to submit both preliminary and final plats to the Planning Board.

Done

In submitting the preliminary plat, the subdivider would be required to show in map and written form, the design of all lots, blocks, and streets, the elevation of the land, the location of existing streets, lot lines, buildings, utilities and natural features in and adjacent to the proposed area to be subdivided. Evaluation by the Planning Board is based upon criteria established in the subdivision ordinance as well as other borough codes and ordinances. Other agencies such as the Board of Health and the Monmouth County Planning Board, where applicable must also grant approval.

Prior to acceptance of a subdivision, the Planning Board is required by law to hold a public hearing. Notification must be published in one or more of the officially designated local newspapers. All property owners within a specified distance of the subdivision must be notified personally of such hearing. Where preliminary approval is granted, the subdivider is allowed a maximum specified period to either install the necessary improvements or post an adequate performance guarantee to assure the installation of the required improvements before final submission will be accepted.

The final plat review is the last step in the subdivision process. Subdivision requirements would call for detailed specifications of streets, lot lines, easements, monuments, storm and sanitary sewers, and any other requirements which the Planning Board may establish. Certification must be made of payment of taxes. Other agencies involved would also have to grant approval to the subdivision. After final approval is granted, by the Planning Board, the subdivider must file with the county recording office within a specified period after such approval. If the plat is not filed within this period, the approval expires. Once these conditions are met, the applicant can then apply for a building permit.

It is recommended that the Borough of Keyport adopt or amend the proposed subdivision ordinance as submitted.

OFFICIAL MAP

The "Official Map and Building Permit Act" (N.J.S.A. 40:45 - 1.30 to 1.42) provides for the establishment of an official map showing the proposed location of parks and playgrounds, drainage rights-of-way and widths of streets. The official map can be used in two ways:

.... To stay the issuance of a building permit on the site of a proposed park or playground or in the bed of a proposed street, street realignment or drainage right-of-way for a period of one year. Within the year, the borough must take action to acquire the right-of-way or the proposed site or forfeit its right in the area.

.... To require that all yard areas and adjoining streets shall be measured from official map lines where the official map shows a future widening or realignment of the existing street.

It is recommended that Keyport adopt an official map ordinance. Such a map would show detailed street widths and other information which may require engineering surveys.

CONTINUING PLANNING PROGRAM

The completion of the comprehensive Master Plan is a significant step in Keyport's planning program. The goals and objectives established in the Master Plan should not be viewed as the end of the planning process, but rather as a beginning. Constant review is necessary to keep in tune with changing conditions.

One method of insuring that Keyport's future growth and development will be in conformance with Master Plan objectives is through continuing planning. The implementations of Master Plan proposals, capital improvement programming, subdivision review, and zoning recommendations are among the continuing responsibilities of the Planning Board.

The New Jersey Division of State and Regional Planning has recognized the need for continuing planning. In order to encourage such planning, the Division has made grants available to communities for professional and technical advice and consultation under the Program of Assistance for Continuing Planning - the 50-40 Program.

Under the program, the state will make grants to communities on a diminishing basis. In the first year of the program, the state will advance up to fifty per cent of the annual expenditure for permanent, continuous planning. For the second year, and for each succeeding year, the state will advance an amount equal to ten per cent less than that of the preceding year until the sixth year, when the municipality will bear the entire cost of the program. If the program is maintained over the six-year period, all advances are then considered grants. If, however, the program is discontinued at any time during the six-year period, all advances must be repaid.

In order to most effectively insure implementation of the Master Plan, it is recommended that Keyport Borough consider the use of the 50-40 Program to facilitate its continuing planning program.

ADOPTION OF THE MASTER PLAN

New Jersey Statutes provide for the adoption of all or part of the Master Plan by the Planning Board following a public hearing. The Master Plan can also be amended from time to time as the need arises, but again, only after a public hearing.

The state statute (N.J.S.A. 40:55 - 1.13) provides that:

"Whenever the Planning Board after public hearing shall have adopted any portion of the master plan, the governing body or other public agency having jurisdiction over the subject matter, before taking action necessitating the expenditure of any public funds, incidental to the location, character or extent of one or more projects thereof, shall refer action involving such specific project or projects to the Planning Board for review and recommendation, and shall not act thereon without such recommendation or until forty-five days after such reference have elapsed without such recommendation. This requirement shall apply to action by a housing, parking, highway or other authority redevelopment agency, school board or other public agency, federal, state, county or municipal."

The adoption of the Master Plan is important in giving formal status and recognition to the role of the Planning Board in guiding the development of the borough. It is also important from the viewpoint of gaining widespread citizen understanding and support for the Master Plan as an explicit statement of the borough's development goals.

Adoption does not automatically lead to effectuation of the plan. The Planning Board must continue to be alert to changing conditions and to particular opportunities to carry out various parts of the plan. In addition, comprehensive review and revision of the Master Plan itself will periodically be necessary every few years.

APPENDIX

TABLE A

Condition and Tenure of Housing
Borough of Keyport, New Jersey, 1950 - 1960

| | <u>Year</u> | |
|----------------------------------|-------------|-------------|
| | <u>1950</u> | <u>1960</u> |
| All Housing Units | 1,780 | 2,066 |
| All Occupied Units | 1,732 | 1,987 |
| <u>TENURE AND VACANCY STATUS</u> | | |
| Owner Occupied | 1,167 | 1,373 |
| Renter Occupied | 565 | 614 |
| Available Vacant | 48 | 43 |
| For sale only | 15 | 22 |
| For rent only | 9 | 21 |
| Other Vacant | 24 | 36 |
| <u>CONDITION OF HOUSING</u> | | |
| Sound |) | 1,519 |
| With all plumbing facilities) | 1,480 | 1,463 |
| Lacking only hot water |) 16 | 20 |
| Lacking other plumbing |) | |
| facilities |) 32 | 36 |
| Deteriorating |) | 401 |
| With all plumbing facilities) | | 330 |
| Lacking hot water or other |) | |
| plumbing facilities |) | 71 |
| Dilapidated |) 39 | 146 |

Source: U.S. Census of Housing, 1950, 1960

TABLE B

Year Structure Built
Borough of Keyport, New Jersey, 1963

| <u>YEAR BUILT</u> | <u>NUMBER OF HOUSING UNITS</u> |
|------------------------------|--------------------------------|
| March, 1960 to December 1963 | |
| 1955 to March 1960 | 66 |
| 1950 to 1954 | 172 |
| 1940 to 1949 | 140 |
| 1939* or earlier | 1,688 |

*Note: The 1950 United States Census of Housing reported construction prior to 1940 as follows:

| | |
|-----------------|--------------|
| 1930 to 1939 | 130 |
| 1920 to 1929 | 265 |
| 1919 or earlier | <u>1,250</u> |
| Total** | 1,645 |

**Note: It will be noted that the 1950 Census of Housing shows fewer units constructed prior to 1940 than does the 1960 Census. This discrepancy is probably due to some conversions of older structures into more housing units.

Source: U.S. Census of Housing, 1950, 1960
Keyport Borough Building Inspector

TABLE C

Number of Rooms in Housing Units
Borough of Keyport, New Jersey, 1960

| <u>NUMBER OF ROOMS IN UNIT</u> | <u>NUMBER OF HOUSING UNITS</u> |
|--------------------------------|--------------------------------|
| 1 | 45 |
| 2 | 44 |
| 3 | 201 |
| 4 | 375 |
| 5 | 451 |
| 6 | 530 |
| 7 | 255 |
| 8 or more | 165 |
| Median: | |
| All Units | 5.3 |
| Owner-Occupied | 5.8 |
| Renter Occupied | 4.0 |

Source: U.S. Census of Housing, 1960

TABLE D

Number of Units in Structure
Borough of Keyport, New Jersey, 1960

| <u>NUMBER OF UNITS IN STRUCTURE</u> | <u>NUMBER OF STRUCTURES</u> |
|-------------------------------------|-----------------------------|
| 1, including trailers | 1,713 |
| 2 | 200 |
| 3 and 4 | 61 |
| 5 or more | 92 |

Source: U.S. Census of Housing, 1960

TABLE E

Retail Sales For Selected
Communities in Monmouth County, New Jersey, 1948-1961
(Retail Sales in \$000)

| <u>Community</u> | <u>1948</u> | | <u>1958</u> | | <u>Estimated 1961*</u> | |
|--------------------------|--------------|-------------|--------------|-------------|------------------------|-------------|
| | <u>Sales</u> | <u>Rank</u> | <u>Sales</u> | <u>Rank</u> | <u>Sales</u> | <u>Rank</u> |
| Asbury Park | \$ 49,643 | 1 | \$ 63,964 | 1 | \$ 64,339 | 1 |
| Red Bank | 38,024 | 2 | 54,572 | 2 | 54,365 | 2 |
| Long Branch | 26,656 | 3 | 34,120 | 3 | 34,080 | 3 |
| Freehold | 11,908 | 4 | 20,559 | 4 | 20,244 | 4 |
| KEYPORT | 8,676 | 7 | 16,942 | 5 | 18,379 | 6 |
| Neptune City | 1,913 | 14 | 15,776 | 6 | 18,075 | 7 |
| Middletown | - | - | 15,720 | 7 | 19,528 | 5 |
| Neptune Township | 10,433 | 5 | 13,871 | 8 | 14,269 | 8 |
| Belmar | 9,413 | 6 | 13,671 | 9 | 12,745 | 9 |
| Remainder of County | \$ 46,413 | | \$112,424 | | \$195,996 | |
| Total Monmouth County | \$231,544 | | \$324,246 | | \$442,000 | |

Source: U.S. Census of Business - 1948, and 1958

*Estimates: Sales Management, Survey of Buying Power, June 1962.

TABLE F

Retail Sales by Commodity
Borough of Keyport, New Jersey, 1948 - 1958

| <u>Establishment</u> | <u>Retail Sales (\$000)</u> | | <u>Dollar Change</u> | |
|-----------------------|-----------------------------|-------------|----------------------|-----------------|
| | <u>1948</u> | <u>1958</u> | <u>Absolute</u> | <u>Per Cent</u> |
| Food | \$2,561 | \$ 4,981 | \$2,420 | 94.5 |
| Home Furnishings | 944 | 1,733 | 789 | 83.6 |
| Eating and Drinking | 1,034 | 1,504 | 470 | 45.5 |
| Apparel and Accessory | 681 | 1,192 | 511 | 75.0 |
| Automotive Sales | 587 | 1,179 | 592 | 100.9 |
| Gasoline | 482 | 941 | 459 | 95.2 |
| Lumber and Hardware | 775 | 777 | 2 | 0.3 |
| Drugs | 235 | 428 | 193 | 82.1 |
| All Other Retail | 1,382 | 4,207 | 2,825 | 204.4 |
| Total | \$8,681 | \$16,942 | \$8,261 | 95.2 |

Source: U.S. Census of Business 1948, 1958

TABLE G

Average Annual Daily Traffic Volumes
Borough of Keyport, New Jersey

| <u>Year</u> | <u>Street</u> | <u>Location</u> | <u>Average Annual Daily Traffic</u> |
|-------------|--|--|---|
| 1962 | Route 36 | (Between Van Doren St.& Pimper Pl.) | 18,510 |
| | | (Between Atlantic & Broad Sts.) | 18,150 |
| | | (Between Main & Beers Sts.) | 16,400 |
| 1962 | Route 35 | (Between Broadway & Washington St.) | 22,180 |
| | | (Between Chingarora Ave.& Maple Pl.) | 24,490 |
| 1958 | Route 35 | (Between Clark St.& Municipal Line) | 13,900 |
| 1955 | Route 35 | (At Railroad Overpass) | 24,900 |
| 1957 | Broad St. | (Between Elizabeth St.& Maple Pl.) | 2,868 |
| 1954 | Main St. | (Between Route 36 & Raritan Ave.) | 940 |
| 1956 | Atlantic St. | (Between Route 36 & Raritan Ave.) | 890 |
| 1957 | Green Grove Ave. | (Between Seventh & Eighth Sts.) | 2,800 |
| 1958 | First St. | (Between Walnut & Fulton Sts.) | 2,527 |
| 1954 | Church St. | (Between Front & Third Sts.) | 680 |
| 1954 | Osborn St. | (Between Third & Warren Sts.) | 680 |
| 1954 | Elizabeth St. | (Between Division & Osborn Sts.) | 440 |
| 1954 | Second St. | (Between Fulton & Walnut Sts.) | 1,680 |
| 1958 | Walnut St. | (Between First & Second Sts.) | 2,200 |
| 1954 | Clark St. | (Between Broadway & Garden State Parkway Extension) | 1,260 |
| | | (Between Beers St. & Route 35) | 500 |
| 1954 | Beers St. | (Between Francis St.& Pershing Pl.) | 500 |
| | | (Between Front & Short Sts.) | 670 |
| 1954 | Maple Pl. | (Between Luppataatong Av.& Perry St.) | 3,120 |
| 1962 | Maple Pl. | (Between May & Orchard Sts.) | 10,280 |
| 1958 | Broadway | (Between Third & Fourth Sts.) | 2,522 |
| | Broadway | (Between Route 35 & Geran St.) | 1,100 |
| 1954 | Washington St. | (Between West Second St.& Chandler St.) | 1,330 |
| 1963 | Garden State Parkway Ex- tension | (South of Clark St.) | 9,362 |

Source: New Jersey State Highway Department; Monmouth County Planning Board.

TABLE H

Local Streets With Rights-of-Way Less Than 50 Feet
Borough of Keyport, New Jersey, 1964

Local Streets Where the Right-of-Way Width is Less Than 30 Feet

| | |
|---------------|---------|
| Center Street | 25 Feet |
| Snyder Lane | 25 Feet |
| Spring Street | 25 Feet |
| Third Street | 25 Feet |

Local Streets Where the Right-of-Way Width is Between 30 and 39 Feet

| | | | |
|-------------------|-----------|-------------------|--------|
| Barnes Street | 30 Ft. | Kearney Street | 30 Ft. |
| Brooks Avenue | 30 Ft. | Monmouth Place | 35 Ft. |
| Butler Street | 30 Ft. | Myrtle Avenue | 30 Ft. |
| Cedar Street | 30 Ft. | Short Street | 30 Ft. |
| Coluco Place | 36 Ft. | Stone Road | 30 Ft. |
| East Front Street | 30 Ft. | Stout Street | 30 Ft. |
| Fulton Street | 33-35 Ft. | Van Dorn Street | 30 Ft. |
| Gaston Street | 33 Ft. | Waverly Street | 35 Ft. |
| Hall Place | 30 Ft. | West First Street | 30 Ft. |

Local Streets Where the Right-of-Way Width is Between 40 and 49 Feet

| | | | |
|-----------------|-----------|-------------------|--------|
| Burtina Place | 40 Ft. | Monroe Street | 40 Ft. |
| Beers Street | 40-50 Ft. | Oak Street | 40 Ft. |
| Cass Street | 40 Ft. | Octavia Place | 40 Ft. |
| Church Street | 40 Ft. | Orchard Street | 40 Ft. |
| Division Street | 40 Ft. | Osborn Street | 40 Ft. |
| Eighth Street | 40 Ft. | Perry Street | 40 Ft. |
| Fifth Street | 40 Ft. | Pimper Place | 40 Ft. |
| Fourth Street | 40 Ft. | Pine Street | 40 Ft. |
| Hobart Avenue | 40 Ft. | Seventh Street | 40 Ft. |
| Hurley Street | 40 Ft. | Third Street | 40 Ft. |
| Jackson Street | 40-50 Ft. | Warren Street | 40 Ft. |
| Manchester Ave. | 40 Ft. | Washington Street | 40 Ft. |
| May Street | 40 Ft. | Williamson Street | 40 Ft. |

Source: Keyport Borough Tax Maps

TABLE I

Primary School Grade Enrollments
Borough of Keyport, New Jersey, 1950-1963

| <u>School Year Beginning</u> | <u>PP-2</u> | <u>3-5</u> | <u>6-8</u> | <u>Special</u> | <u>Total</u> |
|--------------------------------------|-------------|------------|------------|----------------|--------------|
| 1950 | 255 | 208 | 183 | 16 | 662 |
| 1951 | 296 | 266 | 196 | 16 | 774 |
| 1952 | 307 | 279 | 170 | 15 | 771 |
| 1953 | 305 | 279 | 230 | 15 | 829 |
| 1954 | 314 | 268 | 257 | 15 | 854 |
| 1955 | 338 | 303 | 258 | 23 | 922 |
| 1956 | 304 | 318 | 251 | 26 | 899 |
| 1957 | 312 | 301 | 260 | 24 | 897 |
| 1958 | 292 | 283 | 287 | 23 | 885 |
| 1959 | 340 | 289 | 292 | 21 | 942 |
| 1960 | 335 | 295 | 299 | 22 | 951 |
| 1961 | 357 | 275 | 300 | 25 | 957 |
| 1962 | 323 | 312 | 278 | 22 | 935 |
| 1963 | 351 | 292 | 296 | 22 | 961 |

Source: Keyport Borough Superintendent of Schools

TABLE J

Secondary School Enrollments
Borough of Keyport, New Jersey, 1950-1963

| <u>School Year Beginning</u> | <u>Enrollment</u> | | | | |
|--------------------------------------|----------------------------|--------------------------|---|----------------------------|--------------|
| | <u>Keyport Borough</u> | <u>Sending Districts</u> | | | <u>Total</u> |
| | | <u>Union Beach</u> | <u>Raritan¹ Township</u> | <u>Homdel Township</u> | |
| 1950 | 231 | 166 | 106 | 40 | 543 |
| 1951 | 223 | 154 | 110 | 40 | 527 |
| 1952 | 250 | 152 | 111 | 32 | 545 |
| 1953 | 237 | 155 | 130 | 37 | 559 |
| 1954 | 208 | 151 | 162 | 34 | 555 |
| 1955 | 226 | 187 | 186 | 40 | 639 |
| 1956 | 238 | 220 | 242 | 43 | 743 |
| 1957 | 288 | 228 | 310 | 48 | 874* |
| 1958 | 300 | 252 | 375 | 65 | 992* |
| 1959 | 309 | 269 | 446 | 54 | 1,078* |
| 1960 | 335 | 298 | 556 | 70 | 1,259* |
| 1961 | 351 | 359 | 691 | 80 | 1,481* |
| 1962 | 367 | 405 | - | 8 | 780 |
| 1963 | 400 | 401 | - | - | 801 |

Source: Keyport Borough, Superintendent of Schools

*Double Sessions

1 - Students from Homdel and Raritan Township no longer attend high school in Keyport.

TABLE K

School Building Characteristics
In Keyport's Public Schools, 1964

KEYPORT HIGH SCHOOL

| | | | |
|--------------------------------|---|--|-----------|
| Age of Building | : | Constructed in 1927 | |
| | | Additions - 1937, 1952 | |
| Number of Classrooms | : | Regular | 14 |
| | | Science | 4 |
| | | Typing | 2 |
| | | Business education | 1 |
| | | Health | 1 |
| | | Music room (combined) | 2 |
| | | Shop rooms | 2 |
| | | Food and clothing | 2 |
| | | Total | <u>28</u> |
| Enrollment, June, 1964 | : | 801 | |
| Estimated Capacity | : | 700 | |
| Grades Taught in School | : | Nine - twelve | |
| Site Area (acres) | : | 14.08 | |
| Off-Street Parking Facilities: | : | About 75 cars on Central Elementary School site | |
| Recreation Facilities | : | Baseball, softball, track and field, basketball, football, tennis. | |
| Room for Expansion | : | Some room for expansion is available | |

CENTRAL ELEMENTARY SCHOOL

| | | | |
|--------------------------------|---|--|--|
| Age of Building | : | Constructed in 1958 | |
| Number of Classrooms | : | 10 | |
| Enrollment, June, 1964 | : | 324 | |
| Estimated Capacity | : | 270 | |
| Grades Taught in School | : | Preprimary - three | |
| Site Area (acres) | : | 4.38 | |
| Off-Street Parking Facilities: | : | About 30 cars | |
| Recreation Facilities | : | Sliding ponds, softball, black-top area, climbing apparatus. | |
| Room for Expansion | : | Some limited expansion can be accommodated | |

TABLE K (Cont'd)

School Building Characteristics
In Keyport's Public Schools, 1964

KEYPORT GRAMMAR SCHOOL

| | | |
|-------------------------------|---|--|
| Age of Building | | Constructed in 1871 Additions - 1892, 1912 |
| Number of Classrooms | : | 17 |
| Enrollment, June, 1964 | : | 484 |
| Estimated Capacity | : | 425 |
| Grades Taught in School | : | Fourth - Eight |
| Site Area (acres) | : | 1.43 |
| Off-Street Parking Facilities | : | None |
| Recreation Facilities | : | Limited - Swings, sliding pond, seesaws, basketball, blacktop area |
| Room for Expansion | : | None |

EAST KEYPORT SCHOOL

| | | |
|--------------------------------|---|---|
| Age of Building | : | Constructed in 1909 Addition - 1927 |
| Number of Standards Classrooms | : | 4 |
| Enrollment, June, 1964 | : | 107 |
| Estimated Capacity | : | 100 |
| Grades Taught in School | : | Preprimary - second |
| Site Area | : | 0.44 acre |
| Off-Street Parking Facilities | : | None |
| Recreation Facilities | : | Limited; 4 seesaws, 1 sliding pond, 1 jungle gym, small blacktop area |
| Room for Expansion | : | None |

TABLE K (Cont'd)

School Building Characteristics
In Keyport's Public Schools, 1964

WEST KEYPORT SCHOOL

| | | |
|--------------------------------|---|---|
| Age of Building | : | Constructed in 1908 |
| Number of Standard Class- | : | |
| rooms | : | 2 |
| Enrollment, June, 1964 | : | 46 |
| Estimated Capacity | : | 50 |
| Grades Taught in School | : | Preprimary - first |
| Site Area | : | 0.66 acres |
| Off-Street Parking Facilities: | : | None |
| Recreation Facilities | : | Limited; 4 seesaws, 1 sliding pond, 1 jungle gym, small blacktop area |
| Room for Expansion | : | None |

Recommended Recreation Standards
Borough of Keyport, New Jersey

| <u>Type of Recreation Facility</u> | <u>Minimum No. of Acres Per 1,000 Population</u> | <u>Service Area (Miles)</u> | <u>Minimum Acreage Needed for Facility</u> | <u>Age Group Served</u> |
|---|--|-------------------------------------|--|---------------------------------|
| Playground | 1.50 | 1/4 - 1/2 | 3-7 | 5-15 |
| Neighborhood Park | 1.50 | 1/2 | 2-7 | all ages |
| Community Playfield | 2.50 | 1 1/2 | 10-20 | principally 12-20 |
| Community Park and Special Use Facilities | 4.50 | Varies | Varies | all ages |
| <hr/> | | | | |
| Total | 10.00 | | | |

Source: Candeub, Fleissig and Associates

TABLE M

Fire and First Aid Stations
Borough of Keyport, New Jersey, 1964

| <u>Fire Station</u> | <u>Location</u> | <u>Date of Construction</u> | <u>Number of Bays</u> | <u>Site Off-Street Parking Facilities</u> |
|-------------------------------|--|-----------------------------|-----------------------|---|
| Hook and Ladder Company No. 1 | Front Street near Osborn Street | 1885 | 1 | Approximately 10 spaces |
| Raritan Hose Company No. 2 | Broad Street near Third Street | 1893 | 1 | None |
| Liberty Hose Company No. 3 | Corner of Route 36 and Doren Street | 1948 | 2 | None |
| Eagle Hose Company No. 4 | Broadway near First Street | 1907 | 1 | None |
| Engine Company No. 1 | Main Street near Front Street | 1891 | 1 | None |
| Lincoln Hose Company No. 1 | Corner of Waverly Street and Second Street | 1893 | 1 | 16 spaces |
| Fire Patrol | Waverly Street between First and Second Street | Unknown | 1 | None |
| Keyport First Aid Squad | Broad Street near Third Street | Unknown | 1 | None |

Source: Candeub, Fleissig and Associates, Field Survey, 1964

PLANNING CONSULTANTS

Candeub, Fleissig and Associates
Isadore Candeub, A.I.P., Planning Director

Project Staff:

Roland Zunde, Chief of Master Planning
Allen J. Dresdner, Chief of Master Planning (to July 1963)
Malcolm M. Kasler, Project Planner
Patrick A. Roy, Chief of Graphics
Cenzino V. Cacchione, Chief of Drafting

This Master Plan for Keyport Borough is supplemented by detailed background memoranda submitted to the Planning Board during the Master Plan period and includes the following reports:

Apartment Development Controls, February, 1963
Planning Memorandum Number #1, Background for Planning, December, 1963
Planning Memorandum Number #2, Suggested Subdivision Regulations, December, 1963
Planning Memorandum Number #3, Proposed Land Use Plan, February, 1964
Planning Memorandum Number #4, Downtown Keyport, Analysis and Plan, March 1964
Planning Memorandum Number #5, Traffic Analysis and Plan, May, 1964
Planning Memorandum Number #6, Suggested Zoning Controls For A Highway Business District, June, 1964
Planning Memorandum Number #7, Suggested Revisions to The Keyport Zoning Ordinance, June, 1964
Planning Memorandum Number #8, Community Facilities Analysis and Plan, September, 1964
Planning Memorandum Number #9, Carrying Out the Plan, December, 1964

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