

# **MASTER PLAN REEXAMINATION REPORT**

## **BOROUGH OF KEYPORT**

**MONMOUTH COUNTY, NEW JERSEY**

**Adopted December 20, 2012**

## **KEYPORT BOROUGH PLANNING BOARD**

Prepared By:



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## **INTRODUCTION**

The New Jersey Municipal Land Use Law (MLUL) requires that each municipality in New Jersey undertake a periodic review and reexamination of its local Master Plan. The purpose of the Reexamination Report is to review and evaluate the master plan and municipal development regulations on a regular basis in order to determine the need for update and revisions. In addition the preparation of a statutorily compliant Reexamination Report provides a presumption of validity of the Borough zoning ordinance under the law. This report constitutes the Master Plan Reexamination Report for the Borough of Keyport as required by the MLUL N.J.S.A. (40:55D-89).

The Borough of Keyport adopted its last comprehensive Master Plan in 1965. In 1978 and 1989 the Planning Board adopted Master Plan Reexamination Reports. The last Master Plan Reexamination report was adopted on December 3, 2001. This report serves as a Reexamination of the Borough Master Plan, as amended by the prior Reexamination Reports.

### **1. REQUIREMENTS OF THE PERIODIC REEXAMINATION REPORT**

The MLUL requires that the Reexamination Report describe the following:

- The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
- The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- The extent to which there have been significant changes in assumptions, policies and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.
- The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law," P.L.1992, c. 79 (C.40A:12A-1 et seq.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

The report that follows addresses each of these statutory requirements.

## 2. MAJOR PROBLEMS AND OBJECTIVES IN 2001

The 2001 Master Plan Reexamination Report outlined the following problems articulated in the 1965 Master Plan that were still relevant at that time. Those issues, listed on pages 2 and 3 of the 2001 Reexamination Report, were:

- *"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. (p.25).*
- *Moreover, additional (downtown) off-street parking 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. (p.32).*
- *Keyport's present recreational facilities are generally limited to municipal facilities located along the waterfront and recreational 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. (p.52).*
- *The original (municipal building) design and construction... 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. (p.55).*
- *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 functional obsolete structures still occupy key locations in this area.(p.63).*
- *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 use of the entire Borough should be one of the key objectives of the master Plan. (p.64).*
- *As a result of somewhat haphazard development, downtown Keyport today is a collection of shops and stores which lack a central focus 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. (p.82)."*

The 2001 Master Plan Reexamination Report discussed the following problems and objectives and the status of each.

1. An updated mapped Land Use inventory has not yet been completed.
2. The Borough no longer participates in the Neighborhood Preservation Program (NPP) but is encouraged to once again participate.
3. Development along the Route 35/36 corridor has been substantial and some properties have significantly improved their appearance. However modern design standards have not yet been incorporated into the Borough land development ordinance.
4. The Borough addresses the downtown area through the establishment of the Business Improvement District (BID). Façade design guidelines are recommended to further enhance the attractiveness of the downtown area.
5. The impact of wetlands and CAFRA rules on development of waterfront areas (Creeks and Bay) is not yet known.
6. Public Access to the Downtown area continues to be a priority.
7. Flexibility in the design of commercial and industrial areas remains a valid issue.
8. Revised standards for lighting, signage, landscaping intensity of site use remains important.
9. Implementation of the downtown and waterfront development plan design is required.
10. There is still a need to develop a policy and vision for the former landfill/aircraft assembly site.
11. Dedication of open space to permit public access to the waterfront is remains valid.
12. Revision of Buffer standards to provide a visual separation between residential and commercial uses is still recommended.
13. Preservation and protection of stream corridors continue to be a recommendation.

#### Bayshore Regional Strategic Plan

The Bayshore Regional Strategic Plan adopted by the Monmouth County Planning Board in May 2006 included a copy of a questionnaire which was addressed by the Borough during cross acceptance process with Monmouth County in 2004. One of the questions concerned the top three planning issues faced by the Borough. The questionnaire indicated that the top three issues for the Borough at that time were:

- a. Waterfront development
- b. Downtown revitalization; and,
- c. Cleaning up and creating a viable use of the Aeromarine site.

### 3. **EXTENT TO WHICH SUCH PROBLEMS AND OBJECTIVES HAVE BEEN REDUCED OR INCREASED**

In this section the list of objectives and assumptions of the 2001 Master Plan Reexamination Report is provided with commentary concerning the extent that the objective has been reduced or increased. The commentary is in italic text.

1. Absence of a mapped Land Use inventory  
*An existing land use map has been prepared as part of the 2012 Master Plan Reexamination Report.*
2. Participation in the Neighborhood Preservation Program (NPP)  
*The NPP grant from the State of New Jersey was completed and not renewed. The Borough may consider re-applying for participation in the program.*
3. Upgrading of the design standards for development along the Route 35/36 corridor.  
*The Routes 35&36 Highway Commercial Redevelopment Plan, adopted in 2010, provides design guidelines for this area. A number of buildings have been improved.*
4. Design standards for the downtown area for facades, signs and streetscape improvements.  
*The Keyport Business Association was succeeded by the Keyport Borough Business Cooperative (KBBC). The KBBC should take the lead in recommendations for new design standards.*
5. Impact of wetlands and CAFRA rules on development of waterfront areas (Creeks and Bay).  
*Development in the Borough must be in compliance with all state regulations. The State of New Jersey has comprehensive regulatory authority in such matters and there is no further action required by the Borough.*
6. Public access to the waterfront area.  
*Waterfront access has improved significantly and includes Veterans Park to Cedar Street. The Aeromarine Redevelopment Plan requires waterfront access. Both are major accomplishments for the Borough.*
7. Flexibility in the design of commercial and industrial areas.  
*Commercial properties should be governed by reasonable uniform standards to improve the appearance of the Borough's commercial areas. The KBBC should collaborate with the Planning Board and Borough Council in the preparation of appropriate standards. This is not as much of an issue for industrial buildings as they are relatively far away from other areas of the Borough.*
8. Revised standards for lighting, signage, landscaping intensity of site use.  
*Lighting is not a critical concern at this time; however, the Planning Board recommends ordinance requirements for minimum and maximum illumination levels and appropriate standards for public safety and security. The standards should also ensure that there are no impacts on adjoining properties. Signage, buffer, and landscaping standards are not an*

*issue at this time. Involvement of the KBBC is also recommended in any ordinance amendments.*

9. Implementation of the downtown and waterfront development plan.  
*A Waterfront Zoning Analysis was prepared in 2004. The waterfront has been addressed.*
10. Recommendations for the creation of a mixed use waterfront district to encourage planned development at the former landfill-aircraft assembly site were made.  
*The Aeromarine Redevelopment Plan addresses this issue.*
11. Dedication of open space to permit public access to the waterfront.  
*This was addressed as part of the Aeromarine plan. Waterfront access also has been addressed.*
12. Revision of buffer standards to stipulate screening and fencing as a method of providing a visual separation between residential and commercial uses is recommended.  
*Buffers are addressed adequately in the Borough's ordinance.*
13. Development regulations should encourage preservation and protection of stream corridors.  
*NJDEP has adopted rules governing C-1 waterways and NJDEP regulations control. There is no need for additional regulation at the local level.*

### **New Problems and Objectives**

The Planning Board notes the following new issues and problems that have arisen since the last Reexamination in 2001:

1. A height limitation should be established for accessory structures. There is a concern over the potential adverse impact of two- story garages, particularly when they are near property lines.
2. The minimum lot width of two-family dwellings should be re-evaluated. Both the RB and RC zone districts allow one- and two-family dwellings with a minimum lot area of 7,500 square feet and a minimum lot width of 75 feet. The minimum lot width of two-family dwellings should be increased to provide sufficient width for side-by-side units and their driveways.

Recommendations regarding these two issues are provided in Section 5 of this report.

### **Recommendations of the 2001 Master Plan Reexamination Report**

The 2001 Master Plan Reexamination Report recommended a number of changes to the Master Plan and the Zoning Ordinance and Development Regulations. The most significant recommendation was the preparation of a comprehensive Master Plan. The Planning Board agrees with this recommendation as the Borough Master Plan should be updated and revised to address all of the current social, physical, economic and legal changes in the municipality, region and state since the last comprehensive Master Plan in 1965.



The 2001 Reexamination Report also recommended a number of amendments to the Development Regulations to the downtown business district and the Planning Board agrees with many of those recommendations.

An updated Summary of Recommendations of the 2001 Reexamination Report with the 2012 Planning Board's recommendations is provided in Appendix Three to bring those recommendations up-to-date.

#### **4. EXTENT TO WHICH THERE HAVE BEEN SIGNIFICANT CHANGES IN THE ASSUMPTIONS, POLICIES AND OBJECTIVES**

The following significant changes in the assumptions, policies and objectives relating to land development in Keyport have taken place since 2001:

##### **Changes at the State Level**

###### **Time of Decision**

On May 5, 2010, P.L. 2010 c.9 was signed into law, effectively nullifying the “time of decision” rule which had previously allowed municipalities the ability to alter zoning requirements even after an application for development had been filed but before a formal decision on the application had been rendered. The new time of decision law provides that the development regulations applicable to a property at the time an application for development is filed will govern the review of the application and any decision made pertaining to it. The law became effective on May 5, 2011.

###### **Solar and Wind Facilities as Permitted Uses in Industrial Zones**

The NJ Municipal Land Use Law (MLUL) was amended in 2008 to provide that solar and wind facilities on parcels of 20 acres or more shall be deemed as permitted uses in industrial zone districts.

###### **Stormwater Management**

In 2003, the New Jersey Department of Environmental Protection (NJDEP) adopted municipal stormwater regulations that required preparation and adoption of a stormwater management plan and ordinance by the Borough to address the need for promoting groundwater recharge and controlling the impacts of stormwater runoff from development. The Borough of Keyport has addressed this requirement and adopted Municipal Stormwater Management Plan as a Master Plan Element in July 2005 and amended the plan in January 2009.

###### **NJ Council on Affordable Housing (COAH)**

Keyport Borough was certified for the first round of the COAH process for the time period 1987 through 1993. Since that time the Borough has not been involved in the COAH process. During the last five years there have been several Court challenges and decisions focused on the Third Round rules and the methodology to determine a municipality’s affordable housing obligation. In addition the NJ Legislature considered legislation in 2010 and 2011 that would revise the laws governing COAH and affordable housing. The NJ Supreme Court may be issuing another decision shortly that may require new regulations by COAH. More recently the Governor eliminated COAH and reorganized its functions into the NJ Department of Community Affairs (NJDEA). The reorganization order has been overturned by the courts. This decision is being appealed. Based on the foregoing, there is a significant amount of uncertainty regarding the effect of these actions on the Borough’s housing plan.

###### **Green Buildings and Environmental Sustainability Element**

The NJ Legislature amended the Municipal Land Use Law (MLUL) in 2008 to add an additional optional element to the municipal master plan. The scope of the new element is as follows: “A green buildings and environmental sustainability plan element, which shall

provide for, encourage, and promote the efficient use of natural resources and the installation and usage of renewable energy systems, consider the impact of buildings on the local, regional and global environment; allow ecosystems to function naturally; conserve and reuse water; treat storm water on site; and optimize climatic conditions through site orientation and design.” When the Borough undertakes a new comprehensive master plan, it may wish to include a “green” element as an element of the future master plan.

#### Redevelopment Case Law

There have been a number of recent court decisions concerning the use of the criteria for determining an area “in need of redevelopment” pursuant to the Local Redevelopment and Housing Law (LRHL). The most significant of these decisions is the NJ Supreme Court’s decision in Gallenthin vs. Paulsboro, which reevaluated and set guidelines for the use of the statutory criteria for determining an area in need of redevelopment. The New Jersey Legislature also held hearings in 2010 on legislation to update the NJ Redevelopment and Housing Law. Given that some of the Borough revitalization efforts are based on redevelopment, municipal officials should monitor these legal decisions and legislative initiatives.

#### 2004 Cross Acceptance: NJ State Development and Redevelopment Plan (NJSDRP)

Keyport Borough participated in the cross acceptance process with the Monmouth County Planning Board in 2004. Cross acceptance, according to the Monmouth County Planning Board, is a process of comparing statewide planning policies among government levels to attain consistency among municipal, county, regional and state plans. Keyport is situated in the Metropolitan Planning Area (PA-1), the most urban of the planning designations as well as PA-5, Environmentally Sensitive Planning Area according to the NJSDRP. The State Development and Redevelopment Plan and the Cross Acceptance process will be superseded by the State Strategic Plan, which is currently under consideration.

#### State Strategic Plan

The NJ State Planning Commission is now staffed by the Office of Planning Advocacy (OPA) which is within the Department of State. The OPA has released a draft State Strategic Plan to supersede the current State Development and Redevelopment Plan. Public hearings were held in February, March and September of 2012. The draft State Strategic Plan is based upon a criteria-based system rather than a geographic planning area. The draft State Strategic Plan has not been adopted by the State Planning Commission at this time. The Borough should continue to monitor the progress of the new plan and its implication for future planning in the Borough.

#### Changes at the County/Regional level

##### Bayshore Region Strategic Plan

The Monmouth County Planning Board prepared a regional planning study of the Bayshore area in 2005 and 2006. The study was prepared with input from all of the municipalities in the Bayshore region, stakeholders and citizens. The Plan was adopted in May 2006 and contains a number of action-oriented strategies relating to growth initiatives, preservation strategies, transportation improvements, housing issues and design guidelines.

The Summary (map) of the Planning Implementation Agenda for Keyport in the Plan notes the following:

1. A node at Route 36 and Broad Street;
  2. "Reinforce Downtown Commercial Area";
  3. Potential "Bayshore Drive" along First Street and West Front Street;
  4. Downtown Keyport Waterfront Initiative;
  5. Proposed Bikeway along the Bay shoreline and on Beers Street; and,
  6. Proposed pedestrian path along the bay front.
- (Please refer to Appendix Two)

In addition, the Plan recognizes the Aeromarine Redevelopment Area, the Henry Hudson Trail and the existing Borough parks.

The Bayshore Region Strategic Plan should be reviewed and considered during the preparation of any new comprehensive master plan for the Borough.

#### Monmouth County Water Quality Management Plan

In August 2011 the Monmouth County Planning Board held a public hearing in conjunction with the New Jersey Department of Environmental Protection (NJDEP) for a Wastewater Management Plan for Monmouth County. The plan contains an updated Wastewater Management Plan for the county based on current NJDEP rules and regulations. Properties within the sewer service area will be able to connect to public sanitary sewer lines. The Plan is anticipated to be adopted by NJDEP in 2013. The plan updates the County Wastewater Plan.

For the most part the revised Wastewater Plan does not impact properties in Keyport. The areas of the Borough that are not identified as within the sewer service area are lands within stream corridors that cannot be developed due to topography or state regulations. Therefore the changes to the Wastewater Plan are not expected to affect development in Keyport Borough.

#### Changes at the Local level

##### Redevelopment Plans

In January 2007 the entire Borough of Keyport was designated as an "Area in Need of Rehabilitation" pursuant to the NJ Local Housing and Redevelopment Law. The designation is based upon the age of the housing stock in the municipality and the age of the water and sewer infrastructure. As a result of the designation, the Borough may adopt plans for the redevelopment of areas within the Borough. However, the Borough is not authorized to use eminent domain in areas designated in need of rehabilitation, unless the area also was designated in need of redevelopment (i.e. "blighted"). In addition the Borough may adopt five-year tax abatement and exemption programs to assist in revitalization efforts.

The Borough Council has adopted the following redevelopment plans and amendments:

- **Aeromarine Redevelopment Plan.** This plan was adopted in 2005 to redevelop a site that was previously used for the aircraft assembly and as a landfill.

- **Aeromarine Redevelopment Plan Solar Amendment**

The Aeromarine Redevelopment Plan was amended in 2010 to provide an alternate method for the redevelopment of the area. The amendment would allow for the development of a strictly ground-based solar panel energy facility on the landfill portion of the site.

- **Route 35 and 36 Highway Commercial Redevelopment Plan**

The Highway Commercial Redevelopment Plan was adopted in June 2010 and is intended to spur the revitalization of the Borough's highway commercial zone district.

- **Old Borough Hall Redevelopment Plan**

The Old Borough Hall Redevelopment Plan provides redevelopment guidelines of the former Borough Hall property at 18-20 Main Street. The Plan, adopted in 2011, allows commercial uses and mixed use development.

These are discussed in further detail in Section 6 of this report.

#### Demographic Changes

During the decade of 2000 to 2010 there was a small decrease in the total population (-4%) and a minor decrease (-4%) in the number of housing units in Keyport Borough. In addition the data from the 2010 Census indicates that the resident population is on average older and more diverse in 2010 as compared to 2000. We await the complete results of the 2010 Census to determine if there have been other changes in the characteristics of the population during the same decade. At this time the only results of the 2010 Census are limited to total population and housing and certain other major characteristics.

Some population and housing characteristics from the 2000 and 2010 Censuses are provided below:

**DEMOGRAPHIC PROFILE**  
**Keyport Borough**

<b>Characteristic</b>	<b>2000</b>	<b>2010</b>
<b>Total Population</b> (Persons)	7,568	7,240
Male	3,648	3,569
Female	3,920	3,671
<b>Median Age</b> (Years)	38.1	40.5
<b>Race</b>		
White	85%	80%
Black	7%	7%
Asian and other	8%	13%
<b>Hispanic or Latino</b> (of any race)	11%	18%
<b>Households</b>		
Family	1,797(55%)	1,694 (55%)
Non-Family	1,467(45%)	1,373(45%)
Total	3,264	3,067
<b>Housing Occupancy</b>		
Total Units	3,400	3,272
Occupied Units	3,264 (96%)	3,067(94%)
Vacant and		
Seasonal use (units)	136(4%)	205(6%)
<b>Housing Tenure</b>		
Total Occupied Units	3,264	3,067
Owner Occupied Units	1,648 (50%)	1,601 (52%)
Renter Occupied Units	1,616 (50%)	1,466 (48%)

*Source: Monmouth County Planning Board and the 2010 US Census.*

### **Smart Growth Effort**

In 2004 the Borough Council and members of the community participated in a planning process to review the future direction of and a vision for the Borough. A number of reports and documents were prepared and are accessible on the Borough's website. Borough residents were involved in a "Place-Making Workshop" and other committees were to pursue issues related to business, transportation/circulation, residential sector and the waterfront. The results of the smart growth planning effort in 2004 should be reviewed as part of any comprehensive master plan process.

### **Zoning of Adjoining Municipalities**

Keyport is bordered by three other municipalities- Union Beach Borough on the east, Hazlet Township on the south and Aberdeen Township on the west.

- **Union Beach:** The Aeromarine Redevelopment Area in Keyport is located across the Chingarara Creek from an M-2 zone in Union Beach. The creek and adjoining wetlands/floodplain area will act as a buffer between the proposed residential uses in the Aeromarine Redevelopment area and the industrial zone in Union Beach. The balance of the area in Keyport that adjoins Union Beach is zoned single family

residential and that area borders a single family zone in Union Beach and is therefore consistent.

- **Hazlet:** With the exception of the area along the Route 35 corridor, lands in Hazlet Township bordering Keyport are generally confined to single family residential and therefore consistent with the zoning in Keyport. There is, however one minor inconsistency near the Parkway where a Highway Commercial zone adjoins single family zone across Clark Street. The subject areas are preexisting land uses and fully developed.
- **Aberdeen:** The majority of the area in Keyport bordering Aberdeen is zoned as single family residential. The area in Aberdeen, which is on the opposite side of Matawan Creek, is zoned as Conservation/Recreation (CR). The CR zone district recognizes the estuarine areas along the creek. There is no inconsistency between the two areas.

## 5. **SPECIFIC CHANGES RECOMMENDED FOR THE MASTER PLAN AND DEVELOPMENT REGULATIONS**

The 2001 Master Plan Reexamination Report included a number of recommendations. Those recommendations were reviewed by Keyport Planning Board and are updated as shown below:

### A. Master Plan

#### (1.) Creation of a new Master Plan

Based on the date of the last comprehensive Master Plan and the number of changes in policies, assumptions and trends related to land development, the Planning Board recommends that the Borough prepare a new comprehensive master plan. **The creation of new master plan is the primary planning objective for the Borough and should be a priority action item for the governing body.**

The Board recognizes the cost of the Master Plan preparation will impact and guide the scope of the planning effort. The scope of the Master Plan should address the mandatory elements of a master plan as specified in the MLUL. Borough officials may wish to consider additional optional elements listed in the MLUL depending on the relevance of these elements to the Borough.

#### (2.) Green Buildings and Environmental Sustainability Element of the Master Plan

A Green Buildings and Environmental Sustainability Element should be considered for inclusion in the master plan either as a standalone element or during the next comprehensive update of the Borough Master Plan.

### B. Development Regulations

#### (1.) Unified Development Ordinance

Land development in Keyport Borough is primarily regulated by two documents- the Zoning Ordinance (Chapter 25) and the Subdivision and Site Plan Ordinance. Both ordinances need to be updated to better address current development and planning practice. In addition the entire set of regulations should be combined into one single set of comprehensive development regulations.

#### (2.) NJ Residential Site Improvement Standards (RSIS)

The Residential Site Improvement Standards (RSIS) were adopted in 1997 to reduce the multiplicity of standards for residential subdivisions in the state in order to eliminate unnecessary increases in costs. The standards cover streets, parking, water supply, sanitary sewers and storm water management for residential developments. Since the NJ RSIS governs all site improvements in connection with any residential subdivision or residential site plan, the Borough development regulations should be reviewed for consistency with the statewide standards and revise as necessary.



### (3.) Specific Revisions to the Development Regulations

- a. Mixed Use. Mixed use buildings (i.e. a vertical mix of commercial and residential uses within the same building) should be a permitted principal use in the GC General Commercial zone district. Typically, the ground floor is devoted to a non-residential use such as retail commercial or an office use and the second and possibly third floor are devoted to the residential use. Design standards for mixed use buildings will be necessary to regulate density of the residential use in addition to the area, yard and bulk standards. Possible development standards for mixed use buildings were discussed during the Smart Growth Visioning studies in 2004.
- b. Townhouses. Allow townhouses as a permitted conditional use in the GC General Commercial zone district only on parcels that abut adjoining residential zone districts. In 2006, a referendum of the Borough was conducted in which the residents of Keyport expressed their opposition and concern over the possibility of permitting new multi-family development in the Borough. When reviewing the recommendation for new townhouse development, the results of this referendum should be seriously considered by the Borough Council. Accordingly, the Planning Board recommends that any new townhouse development permitted in the GC District should be in the form of attached single-family units on individual fee simple lots and not condominiums. Development standards for townhouses were adopted for the Aeromarine Redevelopment Area. These could be considered as a possible standard for townhouses in the GC zone.
- c. Parking in the front yard. Provide a limit on the area of a front yard of a residential district lot that can be used for parking. Currently the Keyport Code allows a maximum coverage of the principal building in a residential district to be 30% (of the entire lot) and for an accessory building, a maximum of 10%. The maximum permitted percent coverage for both buildings and the impervious area in the RA, RB and RC residential zone districts is 60% of the full lot.

The maximum permitted coverage for parking should be governed by a minimum lot width permitted in the zone district. For example, a maximum of 50% coverage would be permitted in the front yard of a lot 60 feet in width or less and 35% for lots over 60 feet in width. However, an exception should be provided for parking in the front yard during snow or other weather emergencies

- d. Accessory building height. Consistent with the comment in Section 3, a maximum height of an accessory building should be established to reduce the adverse impacts on adjoining properties. A maximum height of 16 feet to the ridge line or highest point of the structure is recommended.
- e. Zone boundary adjustment. The zone boundary between the RA and RC district near Beers Street should be relocated to follow the proposed line as shown in Appendix Four. The line should be adjusted to follow a property line and not split a tax lot.

### C. Other Recommendations

#### (1.) Grants and Loans for Infrastructure

Investment in the infrastructure (roads, drainage, etc.) and quality of life improvements such as parks and recreation must continue to strengthen the Borough's neighborhoods. Aggressive pursuit of grants and loans through federal, state and county agencies as well as foundations should be continued and increased.

#### (2.) Bikeways

The Henry Hudson Trail is an important recreational resource. The bikeway is maintained by Monmouth County and links all of the Bayshore communities. Keyport should investigate the feasibility of identifying shared road bike ways that link the Henry Hudson Trail to the beach and amusement area and other important bike destinations in the Borough. Creating new walkway and bikeway paths also will provide support for the Borough's efforts in obtaining grants and technical support from Sustainable Jersey.

## 6. **RECOMMENDATIONS CONCERNING THE INCORPORATION OF REDEVELOPMENT PLANS**

In January 2007 the entire Borough of Keyport was designated as an “Area in Need of Rehabilitation” pursuant to the NJ Local Housing and Redevelopment Law. The designation is based upon the age of the housing stock in the municipality and the age of the water and sewer infrastructure. As a result of the designation, the Borough may establish plans (zoning and building standards) for the redevelopment of areas within the town. In addition the Borough may adopt limited tax programs to assist in revitalization efforts.

Since the date of the adoption of the 2001 Master Plan Reexamination Report by the Planning Board, the Borough Council has adopted the following redevelopment plans or amendments:

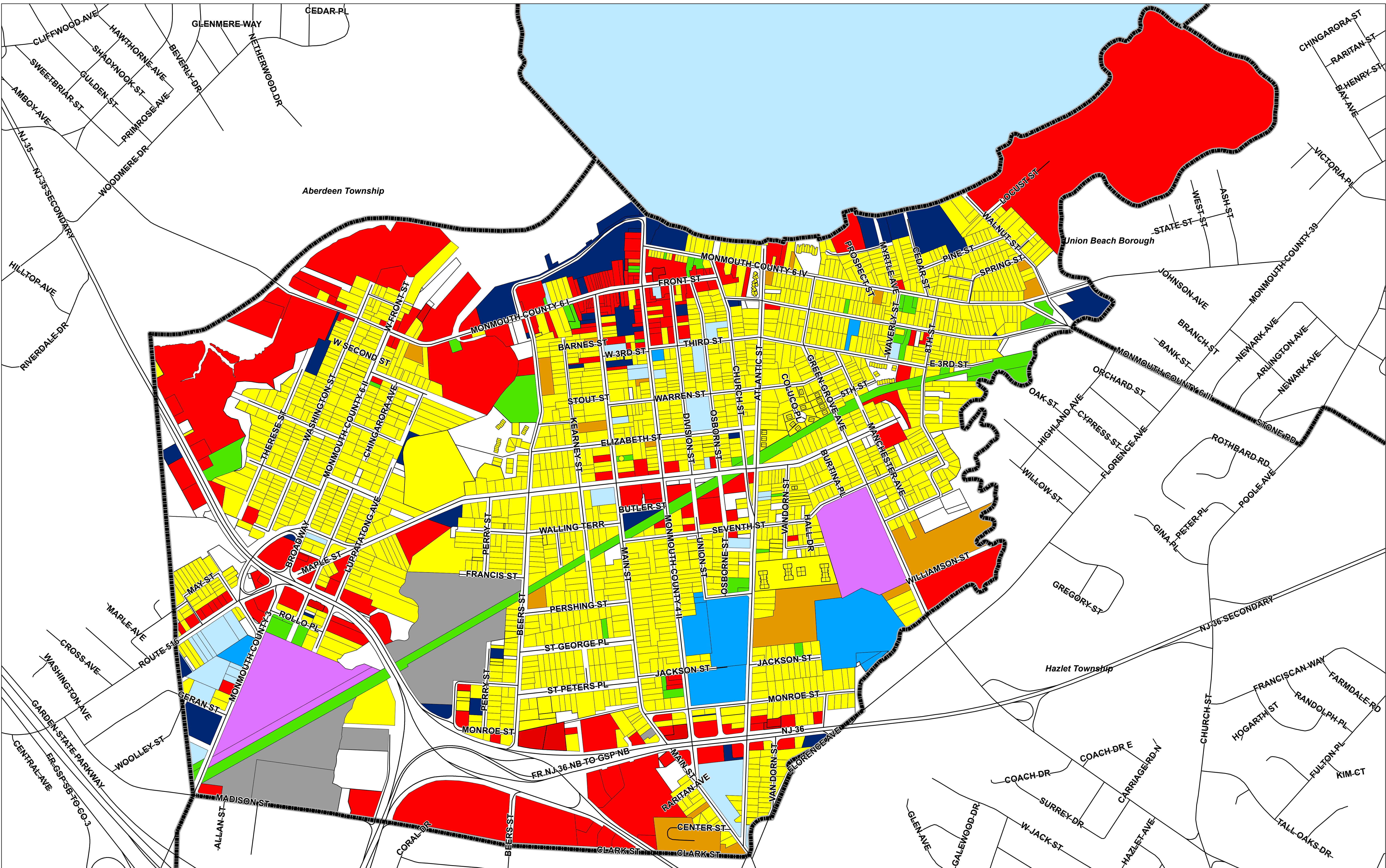
- **Aeromarine Area Redevelopment Plan.** This plan was adopted in September 2005 to redevelop a site that was previously used for aircraft assembly and as a landfill. The Aeromarine Redevelopment Plan provides for the redevelopment of the property in a comprehensive manner with residential open space and recreation uses. The site, which is approximately 62 acres in area and has extensive frontage on the Raritan Bay, is located on lots 14 and 15 of Block 141 in the northeast corner of the Borough. The permitted uses in the Redevelopment plan include residences, live-work units, outdoor active recreation facilities, passive recreation facilities, beaches, conservation areas, restaurants, bars, marinas and other water-dependent uses with certain conditions, and light fabrication and craft-oriented uses with conditions.
- **Aeromarine Area Solar Overlay Amendment**  
As described in the amendment, the primary purpose of the Aeromarine Solar Overlay Amendment is to provide an alternate method for the redevelopment of the area. The amendment would allow for the development of strictly ground-based solar panel energy facility on the landfill portion of the site. If the solar energy facility is not developed, the requirements of the 2005 Redevelopment Plan remain in effect.
- **Route 35 and 36 Highway Commercial Redevelopment Plan**  
The Highway Commercial Redevelopment Plan was adopted in June 2010 and is intended to spur the revitalization of the Borough’s highway commercial zone district. The redevelopment plan pertains to a nine (9) acre area of commercially-designated properties in the southern part of the Borough, along both sides of Route 35 and Route 36. The Plan establishes several districts, both retail and office, within the redevelopment area with standards for each and the district specific standards are intended to supplement current zoning standards.
- **Old Borough Hall**  
The Old Borough Hall Redevelopment Plan was adopted in late 2011 and addresses Lots 40 and 41 in Block 39 on Main Street, the former Borough municipal building site. The Plan allows commercial uses of the former Borough Hall property as well as personal services, art galleries and mixed uses. A redeveloper has been selected and the project is anticipated to begin shortly.

The Planning Board recommends that the above redevelopment plans be incorporated into the Borough Zoning map and ordinance.

# **Appendices**

## **APPENDIX ONE**







## **APPENDIX TWO**

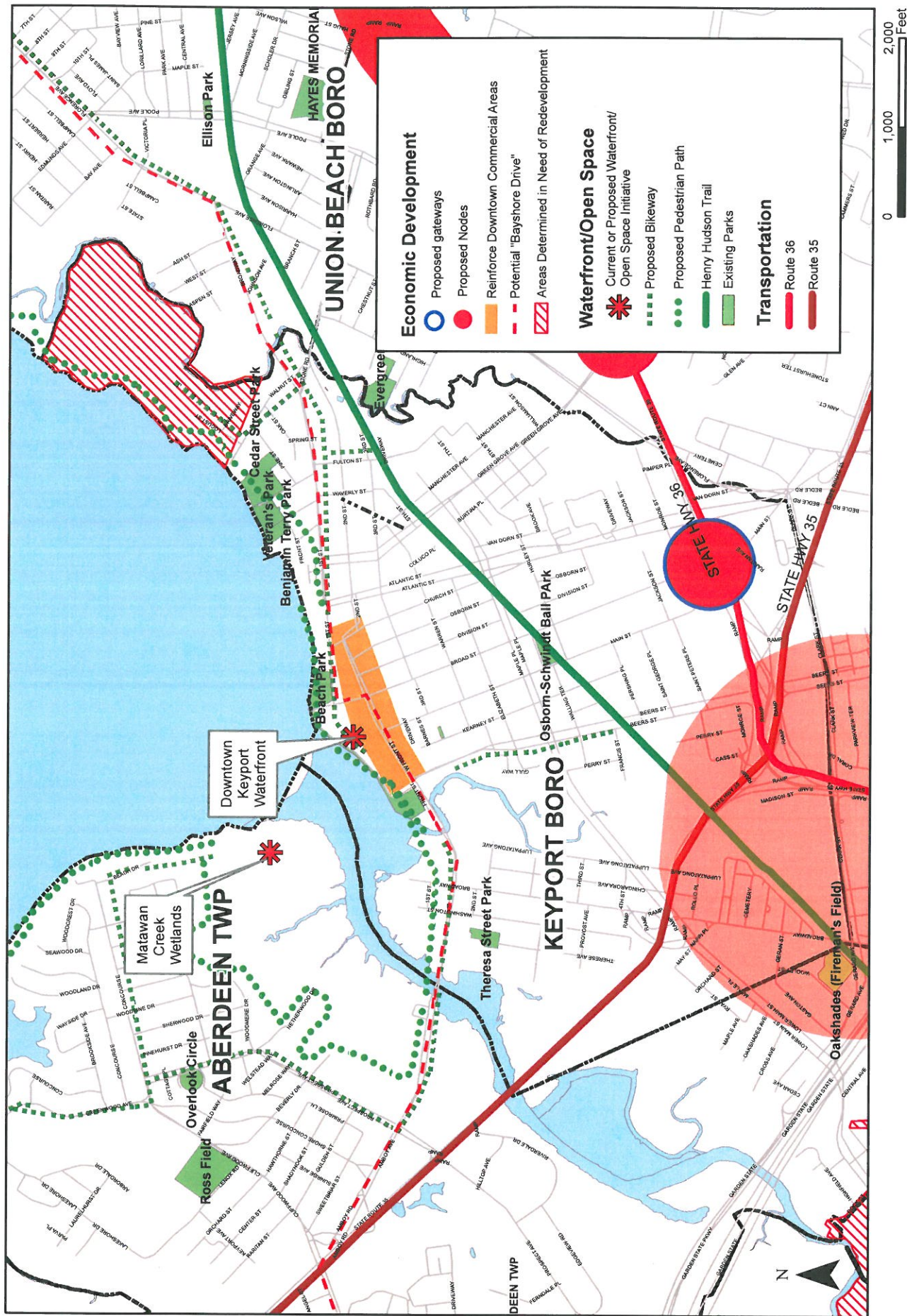


Figure 7-7  
Summary of Planning Implementation Agenda: Keyport



## **APPENDIX THREE**

**Keyport Borough**  
**2012 Master Plan Reexamination Report**  
**Updated Summary of Recommendations**

<b>2001 Recommendations</b>	<b>Status</b>	<b>2012 Recommendations</b>
<b>A. Master Plan Committee</b>		
1. Keyport Environmental Commission: The Keyport Environmental Commission will compile an Open Space Inventory.	Not Completed	
2. Keyport Parks and Recreation Committee: The Keyport Parks and Recreation Committee will compile and prepare a recreation needs assessment of all parks and recreation facilities, and any needs and goals.	Not Completed	A number parks and playgrounds improved. Need to make sure that safety standards are met.
3. Keyport Historical Society: The Society has a concern with respect to adopting new regulations to meet the Victorian feel of the Borough.	On-going	No need for new regulations. New regulations not required.
4. Street numbering: The Post Office has agreed to review the street numbering of homes and businesses.	Status unknown	Still a concern in the Borough. The recommendation is still valid.
5. Business District Streetscape: Design standards should be developed for the core business district.	Not Completed	
6. Special Improvement District (SID) - Clearly delineate any special role of the SID in the Master Plan.	Not Addressed	Still valid.
<b>B. Additional Recommendations</b>		
1. Prepare comprehensive Master Plan consisting of all elements itemized in the NJ Municipal Land Use Law, as appropriate to the Borough's needs.	Not Completed	While an important goal, the Board recognizes the cost of doing a comprehensive master plan.
2. Analyze Census data	Not Completed	To be done on a limited basis as part of the reexamination report.
3. Prepare 6-year Capital Improvement Plan	Status unknown	This will be a Master Plan item.
<b>C. Ordinance Revisions</b>		
1. Recommendations of the Zoning Officer- fences for buffer areas, temporary signs and banners and revise sunset clause on abandonment of use after structure destroyed from two years to one	Not Completed	Keep at 2 years given time necessary to process insurance claims.
2. Board Fees-Address the fee for informal presentations.	Status unknown	Still valid
3. Unified Planning Board fees- Update.	Status unknown	Still valid
4. Definitions- update definitions relating to retail sales, retail services and personal services.	Not Completed	Still valid, as the Board has assumed many interpretations.
5. Business District- Address the issue of apartments of the second floor of commercial buildings in the core commercial district.	Not Completed	Needs to be addressed. There is a need for a mixed-use zone. The apartment size and parking requirement elements of this use must be addressed.
6. Waiver of Approval for Site Plans for minor improvement of commercial properties.	Not Completed	Still valid.
7. Parking Analysis in the GC zone- Inventory existing parking spaces; consider a parking improvement fund.	Not Completed	Need to look at parking for mixed use. Revisit parking regulations and overnight parking on the waterfront side.

**Keyport Borough**  
**2012 Master Plan Reexamination Report**  
**Updated Summary of Recommendations**

<b>2001 Recommendations</b>	<b>Status</b>	<b>2012 Recommendations</b>
8. Clarify the terms in the site plan section of the Ordinance.	Not Completed	This issue must be reviewed and evaluated.
9. Developer's Agreement- Set a threshold for the requirement for a Developer's Agreement of minor or "limited impact" applications.	Not Completed	This is a lower priority issue.
10. Facilities Review for Public Buildings- Americans with Disabilities Act (ADA) standards should be addressed.	Not Completed	ADA Standards should be followed.
11. Keyport Environmental Commission- The Commission has recommended strict enforcement of requirements with respect to landscaping, lighting and buffers for transitional areas.	On-going	Enforcement of Borough regulations should be priority.
12. Swimming Pool Ordinance should be incorporated into the Land Development Ordinance.	Not Completed	This is a lower priority issue.
13. Curb, Sidewalk and Driveway Ordinances- Ordinance should prohibit parking on lawn or grass areas of residential properties.	Not Completed	Still valid. Addressed herein.

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## **APPENDIX FOUR**

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ELIZABETH

