MASTER PLAN

REEXAMINATION REPORT

TOWNSHIP OF WALL

MONMOUTH COUNTY, NEW JERSEY

SEPTEMBER 2005

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The original of this document was signed and sealed in accordance with the applicable statutes and is on file with the Clerk of the Township of Wall.

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INTRODUCTION

The Municipal Land Use Law (MLUL) requires every municipality in New Jersey to reexamine the Master Plan and development regulations at least once every six (6) years (N.J.S.A. 40:55D-89) to ensure periodic review of information and changing conditions in order to keep municipal planning efforts current. In August 1999, the Township of Wall adopted its current comprehensive Master Plan.

A public hearing on the Reexamination Report is not required, but the Planning Board must adopt, by resolution, a report on the findings of such reexamination. The Planning Board must submit a copy of the report and resolution to the Monmouth County Planning Board and the Clerks of all adjoining municipalities.

The MLUL sets forth that the reexamination report address the following five specific areas:

a. Major problems and objectives relating to land development in the Municipality at the time of such adoption, last revision or re-examination, if any;
b. Extent to which such problems and objectives have been reduced or have increased subsequent to such date;
c. Extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for such plan or 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, and changes in State, County and Municipal policies and objectives;
d. 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; and
e. 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:12 A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

This Reexamination Report has been prepared to meet statutory requirements as specified in the MLUL. Said report represents an evaluation of the comprehensive Master Plan Elements and the development regulations, and recommends any necessary amendments or additions to the Master Plan and Land Development Ordinance.

The 1999 Township of Wall Master Plan, hereinafter referred to as the "Master Plan," consists of several elements, including land use, circulation, community facilities/open space, recycling and solid waste, economic, and compatibility with other planning efforts.

Other planning efforts undertaken by the Township include the following:

- Cross Acceptance Report for Monmouth County, 2004
- Housing Element and Fair Share Plan, 1998 with amendments in 2004
- West Belmar Gateway Redevelopment Plan, 2003
- Comprehensive Master Plan, 1999
- Amendment to the Land Use Master Plan Element, 1998
- Open Space Acquisition Policy of the Wall Township Resolution, 1998
- Marconi Park Complex Reuse Plan, 1995
- Master Plan Reexamination Report, 1994
- Conservation, and Historic Preservation Master Plan Elements, 1987

PROBLEMS AND OBJECTIVES AT TIME OF ADOPTION OF LAST COMPREHENSIVE MASTER PLAN AND THE EXTENT TO WHICH THEY HAVE BEEN ADDRESSED

The first and second requirements of the Reexamination Report are to present:

a. *The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.* AND
b. *The extent to which problems and objectives have been reduced or have increased subsequent to such date.*

GOALS AND OBJECTIVES

The goals of the Master Plan are reiterated to read as follows:

1. Promote the establishment of appropriate population densities in concentrations that will contribute to the well being of persons, neighborhoods, and the region, and the preservation of the environment;

2. Provide sufficient space and appropriate locations of a variety of agricultural, residential, recreational, commercial and industrial uses and open space, both public and private, according to the respective environmental requirements in order to meet the needs of all citizens;

3. Encourage the location and design of transportation routes and construction of circulation improvements that will promote the free flow of traffic while discouraging the location of such facilities that will result in congestion or blight;

4. Promote the conservation of cultural resources, historic sites and districts, open space, and valuable natural resources, and prevent sprawl and degradation of the environment through improper use of land;

5. Promote a desirable visual environment through conservation and preservation of valuable natural features;

6. Promote the preservation of public open space and development of recreation facilities in the development process;

7. Assure that the development of Wall Township does not conflict with the development and general welfare of neighboring municipalities, Monmouth County and the State as a whole;

8. Encourage the appropriate and efficient expenditure of public funds by coordinating public development with land use policies;

9. Promote the maximum practicable recovery and recycling of recyclable materials from solid waste generated within the Township by adopting of planning practices that implement the State Recycling Plan and compliment municipal recycling programs.

10. Preserve the rural character of the central portion of the Township through zoning and farmland preservation. The Planning Board recognizes the importance of agriculture in the local economy and its role in protecting natural resources and determining the character of the central portion of the Township. Wall Township should encourage landowners to participate in State and County Farmland Preservation Programs;

11. Promote the industrial and office type development in order to improve the commercial ratable base of the Township;

12. Promote the following objectives for the Route 34 corridor to continue to attract large corporate users:

    a. To continue to improvement the visual appearance of the corridor utilizing enhanced architectural requirements and landscaping standards;

    b. To continue to capitalize upon the strategic location of Wall Township with respect to the regional roadway system and the availability of air transportation; and

    c. To continue to de-emphasize retail development in favor of office and office/research facilities to provide sufficient space for such uses in appropriate locations;

13. Limit additional permitted density or any major expansion of residential areas beyond that permitted by existing zoning and the Township's Affordable Housing Plan, as amended.

14. Encourage the development of continuous wildlife corridors. Development of new homes and businesses in Wall has reduced the land area of wildlife habitat and created discontinuous habitat areas. Development regulations should encourage, where possible, contiguous forested areas or continuous corridors along streams and wetlands.

NEW OBJECTIVE:

15. Enhance building, signage and landscaping design standards throughout the Township to promote a desirable visual environment through civic design.

RESOLUTION OF ISSUES

The problems and objectives relating to land development in Wall have remained essentially unchanged since the adoption of the Master Plan. Since 1999, the majority of the recommendations in the Master Plan have been addressed. Those that have not that are still favored by the Planning Board will be recommended again herein, throughout this report. A majority of the issues and recommendations in the 1999 Master Plan were located in the Land Use Plan and Circulation Plan Elements, the status of which is provided following.

Land Use Plan

The following text updates the Land Use Plan of the Master Plan, and is intended to provide information regarding the extent of prior issue resolution, and discussions on new land use issues. An updated **Land Use Plan Map** is attached.

Low Density Residential

The Low Density Residential land use classification represents areas where detached single family dwellings are to be permitted at a density of less than one unit per acre (i.e., a minimum lot area of one acre or more), and corresponds to the R-40, R-60, RR, RR-5 and RR-6 zoning districts. The Land Use Plan proposes extensive Low Density Residential uses. The largest concentration of land devoted to Low Density Residential is in the center of the Township, east of the Garden State Parkway and west of the Route 18 right-of-way. There are additional tracts of Low Density Residential in the vicinity of the Route 34 corridor, north of the Route 138/Route I-195. The current land use of these areas is predominately large-lot single-family residential homes, vacant land and farmland. The Master Plan recommendation for the Low Density Residential areas is for a single-family residential densities ranging from greater than one unit per acre to one unit per six acres. Determinations are based upon adjacent land uses, presence or absence of sewer facilities, capacity of the adjacent roadway network, and in the central part of the Township, a desire to preserve the rural character of the area.

Moderate Density Residential

The Moderate Density Residential land use designation encompasses areas of detached single-family residential densities of greater than one unit per acre up to 5 units per acre. The majority of the Moderate Density Residential areas are existing developed areas but may include vacant parcels in the vicinity. The Moderate Density Residential designation is intended to correspond to the existing R-30 to R-10 zoning for these areas.

High Density Residential

The 1999 Master Plan recommended the rezoning of all former R-5 (minimum 5,000 SF lots) to a lower density. The Governing Body consequently rezoned the R-5 areas. The Planning Board reaffirms the Township-wide goal of reducing residential densities, or maintaining existing densities, except in those areas specifically planned for such density and as permitted by zoning.

There are no new areas planned for high-density (greater than 5 units per acre) as part of this Reexamination Report.

The High Density designation corresponds to those zoning districts that permit densities greater than 5 dwelling units per acre, namely the R-7.5 district and existing multi-family sites in the HD and Mobile Home districts.

Affordable Housing (Mt. Laurel) Residential

No changes are proposed to the Township's existing Mount Laurel areas because the districts are the subject of Mt. Laurel litigation and settlement in New Jersey Superior Court. The boundaries of the Mount Laurel areas in the Land Use Plan are coterminous with the current Mt. Laurel zones of the Zoning Map. New Mt. Laurel districts may continue to be added in the Township as the result of additional Cycle I-II and Cycle III compliance.

Highway Business

The Highway Business designation comprises the retail commercial uses typified by the existing development along much of Route 35 within the Township. The Highway Business land use designation includes agriculture; communications firms; retail trade uses consisting of building material and hardware; general merchandise stores; food stores; auto supply, apparel and accessory shops; furniture stores; restaurants; service uses such as banks, real estate firms, insurance agencies, dry cleaners, and photographic studios; personal services such as barber and beauty shops and shoe repair; business services, such as exercise clubs, medical offices, schools, executive and administrative offices; schools; museums; and health care facilities. The intensity of development includes minimum lot sizes from 0.5 acres to 3 acres and maximum impervious lot coverages of 60 and 65 percent. The "Highway Business" designated areas are located primarily along Route 35, although HB zoning is present along Route 33 and minor portions of Route 34. The development pattern in these areas is already established and consists of highway-oriented retail and other commercial development.

The Routes 35 and 33 corridors are intended to be the retail corridors of the Township, while Route 34 is intended to provide opportunities for office space.

Office/Business

The Land Use Plan incorporates the creation of the "Office-Business" (O/B) designation created by the Land Use Plan Amendment adopted in March 1998. The Amendment, which has been implemented in the Wall Zoning Ordinance and Zoning Map, revised the land use designation for two areas along the west side of Route 34 and an area along the east side of Route 34 and Paynter's Road. The 1999 Land Use Plan endorses the principles of the 1998 Land Use Plan Amendment and does not modify or revise any components of the prior recommendations.

Office Park

Areas designated for Office Park use are primarily highway locations along Route 34, 70 and 138, ranging from small freestanding office to integrated office park development. Areas so designated include all areas presently zoned Office Professional (i.e., OP-10 and OP-2.)

Office Park (Two-Acre)

The Office Park (2-Acre) designation recognizes the smaller-scale office areas throughout the Township. Permitted uses in areas designated Office - 2 Acre are intended to be in line with those presently permitted in the OP-2 Zone. A new area recommended for this designation is in a current OR-2 area on Tilton's Corner Road. This area is better suited for general office use than office-research use due to both location and existing uses in the area.

Office Park (10-Acre)

In this larger lot office zone, restaurants and other eating facilities intended primarily for employees within such integrated developments are currently permitted. It is recommended that in office parks of a certain size, such as 50,000 square feet or more, that personal services also be permitted as accessory uses only in the case where the personal services will primarily serve the office tenants and not be destination locations in and of themselves. For example, a pharmacy use could be accessory to a medical office complex. Design standards that require incorporation of the personal service and retail uses potentially into the office buildings themselves should be created so that a retail strip-mall feel is not produced.

A new area recommended for this designation is the existing OR-5 zone on Ridgewood Road. This area is better suited for general office use due to its location adjacent to large-lot residential zones, and the limited capacity of Ridgewood Road to accommodate larger trucks that may be necessary to serve a research facility. Truck traffic is also a concern through the residential areas.

Office-Research and the Route 34 Corridor

The Office-Research land use designation consists primarily of the areas currently zoned as O-R. The intent of this designation continues to be to permit office and research uses while continuing to upgrade the image of the Route 34 corridor by favoring corporate campus and corporate office park development. Several conditions are present in the Route 34 corridor, particularly in the vicinity of Interstate 195 and the Garden State Parkway, that facilitate this strategy:

1. The Township has unique regional access. The Township lies at the crossroads of two of the State's primary roadways. The Garden State Parkway is a major north-south regional arterial, while Interstate 195 is one of the State's primary east-west arterials. The regional access of the Township is further bolstered by other State highways, including State Highway Routes 33, 34, 35 and 138. The availability of Allaire Airport for corporate jets renders the Township a true transportation hub and therefore an attractive

corporate location. The land in the vicinity of the airport should continue to provide opportunities for non-residential development due to these favorable locational attributes.

2. Since the time of the 1999 Master Plan, a significant amount of office space has been approved along the corridor, some of which has been completed or is currently under construction. This new office space will attract additional office space to the corridor.

3. Infrastructure, including sewer, water and roadway systems exist or are readily available, to support large scale office development.

To continue to attract corporate users, the Route 34 corridor should be made more attractive. Such measures should include the following:

1. Implement land use controls throughout the Route 34 corridor to promote the free flow of traffic, particularly during peak seasonal periods.

2. Control and limit access to Route 34 to promote the free flow of traffic and reduce the number of traffic friction points along Route 34.

3. Implement land use ordinance changes to promote visual improvements to the Route 34 corridor. Such measures include:

    a. Increased building setbacks from Route 34.

    b. Increased parking lot setbacks from Route 34.

    c. Enhanced landscaping treatments of Route 34 frontages, including such items as berming and wider access drives with landscape island separation.

    d. Upgraded signage controls along Route 34 related to size, location, construction materials, lighting and landscaping features.

Several large vacant properties designated Office-Research, located on Route 34 in the vicinity of the Interstate 195/Garden State Parkway, would appear to be particularly suitable and attractive for corporate campus and corporate office park development. Large hotels and conference centers should also be attracted to the Route 34 corridor.

The Office-Research Zone was originally created to de-emphasize light industrial development in favor of corporate campus and corporate office park development. Some of the existing principal permitted uses in the OR Zone, however, are not consistent with this intent, particularly with respect to wholesale trade uses. The wholesale trade uses permit the establishment of potentially large distribution and break-of-bulk warehouses that generate significant large truck traffic, and few high-quality jobs. The intent of the OR Zone should be refined to include the provision of space for high-technology research and product commercialization uses that create a higher number of value-added jobs to the area, which typically pay higher salaries and benefits and therefore promote a better quality of life.

1. **Remove Uses From OR Zones:** It is recommended that all wholesale trade (NAICS 4214 through 42299 (1997)) be removed from the OR Zones as a permitted use. Additionally, Miscellaneous Manufacturing (NAICS 3399 (1997)) should be removed from the zone. All of the foregoing uses are permitted in the GI Zones and should remain permitted uses in the GI Zones.

2. **Add Uses to OR Zones:** There are several uses currently not permitted in the OR Zones that could promote the research and commercialization of technology intent of the zoning district, including NAICS 323 (1997), Printing and Related Support Activities; NAICS 54171 (1997), Research and Development in the Physical, Engineering and Life Sciences; and NAICS (1997) 54172, Research and Development in the Social Sciences and Humanities.

3. **Remove Uses from OR Zones and Add to GI Zones:** NAICS 32699 (1997), Rubber Product Manufacturing, should be removed from the OR Zone, as this use is industrial in nature. The use is not currently permitted in the GI Zone, and could be added as a permitted use in that zone.

Commercial Recreation

The Commercial Recreation land use designation recognizes the hybrid land use which consists of recreation use for profit or private non-profit entities. Examples of this land use in Wall Township are the Atlantic Club, a health club; a picnic facility for corporate functions in the north part of the Township near the Parkway; and Camp Zehnder, a YMCA facility. The largest existing Commercial Recreation area, under current zoning, is situated west of the airport and is vacant, with the exception of the St. Rose athletic fields. A significant portion of this area is believed to contain wetlands. The balance of the area presently zoned commercial recreation has been designated Industrial in the Land Use Plan to reflect the economic development potential of the parcels, given their location near the airport.

Industrial

The intent of areas designated Industrial is to permit certain manufacturing, warehousing, wholesale and distribution uses in proper location in the Township. The areas designated Industrial are primarily located on Route 34 and generally in the vicinity of Monmouth Executive Airport. The only area designated Industrial pursuant to the Land Use Plan, not presently zoned Industrial, is the area west of the Monmouth Executive Airport, discussed in the Commercial Recreation section. The General Industrial zones are intended to provide opportunities for light manufacturing and assembly operations, and warehousing.

Airport Industrial

Areas designated Air Park in the 1999 Master Plan correspond to the Airport Industrial Zoning District, and to the existing limits of the Monmouth Executive Airport property. Some modifications to the AI Zone have been made since 1999, particularly with respect to the airport's Route 34 frontage. These changes are reflected on the revised Land Use Plan Map. The airport is discussed in greater detail in the following Section of this report.

Parks/Recreation/Open Space

This category consists of all public parks, recreational areas and open space owned and operated by the State of New Jersey, the County of Monmouth and Wall Township. This category also includes publicly-owned land such as Naval Weapons Station Earle, Camp Evans, the state-owned Brisbane Child Treatment Center, and the Thompson Medical Home operated by Monmouth County.

General Land Use Plan Recommendations

1. The Township should continue to discourage the creation of flag lots and through lots.

2. The Township should continue to support the requirement for larger corner lot sizes in the R-7.5 through the R-15 zoning districts.

3. The Land Use Plan Map as first adopted in 1999 is reaffirmed as updated herein.

Circulation Plan

The following section updates the status of major issues in the 1999 Circulation Plan Element.

Route 18 Extension

The Route 18 Extension to the Brielle Circle has officially been decommissioned by NJDOT. The NJDOT right-of-way that was purchased for the project is being transferred to the Township, and the Township intends to utilize the right-of-way for a multi-use trail. The only alternative to the project that the Township would support conceptually would be the termination of Route 18 at its current terminus, and improvement of Route 35.

Traffic Circles

The Routes 70/34/35 intersection, the Brielle Circle, has been reconstructed. NJDOT plans to improve the current Route 33/34 Collingwood Circle by creating a tighter circle, and reconfiguring the yield signs so that drivers outside of the circle must yield to those inside the circle, which should improve traffic flow and safety. Modifications are planned to commence in late 2005/early 2006. If traffic flows improve at Collingwood Circle, the same improvements could be performed at the Allaire and Manasquan Circles.

County Roads

The 1996 Monmouth County Road Plan indicates two municipal streets in Wall as potential County roads. They are Allenwood Road from State Highway Route 34 to County Route 524, and West Side Drive near Allenwood School. Monmouth County is willing to assume jurisdiction of these roadways if the Township exchanges jurisdiction for a County road (or road segment) that no longer fits the County road network, such as West 18th Avenue; County Route

30 from Atlantic Avenue (County Route 524) to Route 34; the eastern segment of 18th Avenue from Allenwood Road to the Wall-South Belmar boundary; and Megill Road from Rt. 34 to Belmar Boulevard. The transfer of ownership has not occurred.

Other Issues

- Bus Routes. NJ Transit provides bus service (M20 Bus Route) between Asbury Park and Point Pleasant, with a stop at the Wall Township K-Mart. The Township should investigate the availability of State or Federal funding for constructing or improving a more formal bus stop at this location. Such an improvement may improve use of mass transit. Approvals from State and County officials may be required and a lease or easement may be necessary if this improvement requires acquisition or use of private property.

- NJ Highway Access Management Code. Although the Township does consider the Code in its planning practices, it should consider adopting the Code into its development ordinances.

EXTENT OF SIGNIFICANT CHANGES IN ASSUMPTIONS, POLICIES AND OBJECTIVES

The third provision of C. 40:55D-89 requires that the Reexamination Report address:

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

DEMOGRAPHIC CHANGES

Since the Master Plan was adopted, the 2000 U.S. Census occurred, which provides updates demographic information that the Township can use in the planning processes.

In 2000, the resident population of Wall Township was 25,260; which nearly doubled the size of the 1970 population.[1] The 2004 U.S. Census estimate of population is 26,500. The Township's population density is 825.1 persons per square mile, which is lower than that of Monmouth County (1303.8 p/sm in 2000) and New Jersey (1,134.4 p/ sm in 2000) as a whole. Historical population trends are shown in **Table 1**.

Table 1: Historical Population Trends – Township of Wall (1940-2003)

Year	1940	1950	1960	1970	1980	1990	2000	*2004 Census Estimate
Population	4,383	7,386	11,929	16,498	18,952	20,244	25,261	26,500
# Change	--	3,003	4,543	4,569	2,454	1,292	5,017	800
% Change	--	68.5	61.5	38.3	14.9	6.8	24.8	3.2

The distribution of age in Wall Township has remained relatively stable since 1990, despite a 5,000-person population increase in 2000. In the Township, from 1990 to 2000, the number of residents aged 20 to 44 years decreased by 5.3 percent, and conversely the residents aged 45 to 59 years increased by 4.9 percent, indicating an aging resident population. The remaining age cohorts remained relatively unchanged since 1990.

[1] All data is from US Bureau of the Census unless otherwise indicated.

Another indicator of an aging population is the median age. In 2000, the median age of the Township was 40 years; an increase of 2.6 years since 1990. In 2000, the median age of the Township was older than both the County (37.7) and the State (36.7). Changes in age group population, and median ages are shown in **Table 2**.

Table 2: Population by Age and Median Age (1990-2000) – Township of Wall

Age Category	1990		2000	
	Total	Percentage	Total	Percentage
Under 5 years	1,283	6.3	1,671	6.6
5 to 19 years	4,106	20.3	5,147	20.4
20 to 44 years	7,510	37.1	8,030	31.8
45 to 59 years	3,482	17.2	5,592	22.1
60 to 74	2,573	12.7	3,201	12.7
75 years and over	1,290	6.4	1,620	6.4
TOTAL	20,244	100.0	25,261	100.0

Median Age	1990	2000
Wall Township	37.4	40.3
Monmouth County	35	37.7
State of New Jersey	34.4	36.7

In absolute terms, the number of family households in the Township increased from 5,495 in 1990 to 6,931 in 2000, but actually decreased in the overall percentage from 74.6 to 73.4 percent. During the same time period, the number of non-family households in the Township increased by 1.2 percent (637 non family households), and the number of families with children aged 18 years and younger increased by 0.8 percent.

In 2000, the average household size in the Township was 2.64, slightly smaller than the County's average household size of 2.7 persons per household. From 1990 to 2000, the average household size of the Township decreased from 2.71 to 2.64 persons per household.

The County's average family size of 3.24 was slightly larger than the Township's average family size of 3.14. The number of family and non-family household sizes, and the average household and family size for the County and Township are outlined in **Table 3**.

Table 3: Households by Type and Size (1990-2000) – Township of Wall				
	1990		2000	
	Total	Percentage	Total	Percentage
Family Households	5,495	74.6	6,931	73.4
Non-Family Households	1,869	25.4	2,506	26.6
TOTAL	7,363		9,437	
Families With Children Under 18	2,486		3,189	
Percentage of All Families	45.2		46.0	
Average Household Size				
Wall Township				
Average Household Size	2.71		2.64	
Average Family Size	3.2		3.14	
Monmouth County				
Average Household Size	2.74		2.7	
Average Family Size	3.24		3.24	

Table 4 outlines the median household, family, and per capita incomes in the Township, Monmouth County and New Jersey. In 1999, the median household income in the Township was $73,989, higher than both the County ($64,271), and the State ($55,146). In fact, in 1999, the Township posted a higher median family income ($83,795), and a higher per capita income ($32,954) than both the County and State.

Table 4: Income Data (1990-2000)– Township of Wall, Monmouth County, and State of New Jersey				
	1989 ($)	1999 ($)	Change ($)	Change (%)
Wall Township				
Median Household	46,301	73,989	27,688	59.8
Median Family	54,210	83,795	29,585	54.6
Per Capita	21,005	32,954	11,949	56.9
Monmouth County				
Median Household	45,912	64,271	18,359	40.0
Median Family	53,590	76,823	23,233	43.4
Per Capita	20,565	31,149	10,584	51.5
State of New Jersey				
Median Household	40,927	55,146	14,219	34.7
Median Family	47,589	65,370	17,781	37.4
Per Capita	18,714	27,006	8,292	44.3

Table 5 illustrates the total number of housing units, and the total number of housing units broken down by occupancy, tenure and value in the Township. From 1990 to 2000, the total number of housing units in the Township increased by over 2,000 units. Of the total number of housing units, the number of owner-occupied units increased by over 2,000 units (3.8%), and rental units increased in absolute terms by 10 units, but actually decreased by 3.8 percent.

In 2000, the median housing unit value in the Township was $234,700, higher than the County ($203,100). In the Township, the median gross rent was $818 in 2000, higher than the County ($759). The median gross rent is the contract rent plus the average monthly cost of utilities, if paid by the renter.

Table 5: Housing Units – Number, Occupancy, Tenure and Value (1990-2000)
Township of Wall

	1990		2000	
	Total	**Percentage**	**Total**	**Percentage**
Wall				
Total Number Housing Units	7,896	--	9,957	--
Occupied Units	7,364	93.3	9,437	94.8
Owner-Occupied	6,048	82.1	8,111	85.9
Renter-Occupied	1,316	17.9	1,326	14.1
Vacant Units	532	6.7	520	5.2
			Change	
	1990 ($)	**2000 ($)**	**$**	**%**
Wall				
Median housing unit value	193,800	234,700	40,900	21.1
Median gross rent	702	818	116	16.5
Monmouth County				
Median housing unit value	180,200	203,100	22,900	12.7
Median gross rent	634	759	125	19.7

In summary, the Township has experienced a population increase of over 5,000 people since the 1990 U.S. Census. The current population of the Township contains more school-age children and persons of working age, but fewer elderly persons. Income has increased at a faster rate than in Monmouth County and New Jersey as a whole. Housing value has increased at a faster rate than Monmouth County as well. The demographic changes over the decennial census period are not significant enough to change land use policy at this time, however can be used as a guideline for planning for the Township's recreational, educational and other community needs in the future.

TOWNSHIP PLANNING INITIATIVES

Since the time of the 1999 Master Plan, several planning-related initiatives were begun, including the following:

West Belmar Gateway Redevelopment Plan

The West Belmar Gateway Redevelopment Plan is a plan to guide the redevelopment of the Route 71 corridor in the Township. The corridor will be redeveloped according to a colonial design theme with an emphasis on a pedestrian-friendly, downtown atmosphere. Redevelopers are currently being considered for the former junkyard property, and several other projects initiated by private property owners in the area are under consideration by the Redevelopment Agency.

Route 34 and Monmouth Executive Airport

Airport Zoning

The Township considers the Monmouth Executive Airport a strategic asset, complimenting the office and industrial uses in the vicinity. The airport is a tremendous potential asset to the Township because is serves the recreational/business aviation needs of the region, is a tax ratable, has value for emergency medical evacuation purposes, is a magnet for other business establishments and has developable property for future economic development. It is also noteworthy that the airport has excellent strategic location relative to major freeways and highways, such as Routes 195, 34, 138 and the Garden State Parkway. The Township would like the airport to remain a small regional air facility. In the past, the Township has tried to purchase the airport from its private owner, and Monmouth County is currently in the process of negotiating with the current private owner for sale of the property. Because the airport is privately owned, its conversion to a non-airport use is possible at any time.

At the present time the Airport Industrial (AI) zoning district permits a wide variety of uses, some related to aviation but the majority bear no relationship to aviation and airports. For example, the permitted uses include: building construction; warehousing; transportation-related business mini-storage; wholesale trade and distribution; restaurants; financial institutions; hotels; offices; and schools. Some of the current land uses on and around the airport are aviation-related such as Air Cruisers and Garrett Aviation. However, there are many small businesses on the airport property which are totally independent of the airport use.

Based upon the above, the Planning Board has concerns that the current regulations governing the airport area allow certain uses which could result in some negative consequences for the Township. For example, if the airport were selected by a major air courier service (e.g. overnight mail delivery), the character of the Monmouth Executive Airport would dramatically change. The impacts which could occur would be an increase in the size of the average aircraft and therefore an increase in the noise effects of the airport operation, an increase in the number of

operations (landings and take-offs), and an increase in the traffic entering and exiting the airport, the majority being truck traffic.

The 1999 Master Plan recommended that the uses currently permitted in areas designated "Airpark" be modified to more closely relate to the Township's vision of the Airpark. It was recommended that the airport should cater primarily to aviation enthusiasts, aviation flight schools, aerial survey firms and corporate and executive travel needs, among other aviation uses. The non-airport-related uses were recommended for deletion. The airport would therefore serve smaller aircraft, operations will take place during business and early evening hours and operations will not impact residential areas of the Township. The airport was envisioned to be complimentary to the desired corporate office parks in the Route 34 corridor. These changes were not made to the ordinance, however the frontage lots along Route 34 were rezoned for Office-Research use to ensure that the Route 34 corridor would not be impacted by the currently permitted uses in the AI zone.

Route 34 Corridor Study

The vision of the airport as a small regional facility that caters mostly to corporate users is reaffirmed in this report, and the recommendations for rezoning remain valid, particularly in light of how build-out of the airport and its surroundings could impact the Route 34 corridor. In 2004-2005, a Route 34 Corridor land use planning and traffic study was prepared for the airport area between Belmar Boulevard and the Garden State Parkway. The findings of this study indicate that additional development in the study area in the short-term cannot be accommodated by the existing roadway system, however that with recommended at-grade improvements, the roadway network could function. Long-term build-out of the study area cannot be accommodated by at-grade improvements. The long-term build-out assessment included redevelopment of the airport proper (runways and adjacent land) for industrial and/or office use, and build-out of the McDowell properties on either side of Route 34, north and south of the GSP interchange.

Overall Development Potential of Study Area

	Scenario One: Dominant Office		***Scenario Two: Dominant Industrial***	
Term	***SF Office***	***SF Industrial***	***SF Office***	***SF Industrial***
Short (0 to 10 years)	1,916,407	186,118	1,113,989	1,058,313
Long (10+ years)	5,453,088	4,678,906	1,205,739	8,205,748
Total	**7,369,495**	**4,865,024**	**2,319,728**	**9,264,061**

Under existing conditions, the study intersections of Route 34 with Hurley Pond Road, Airport Boulevard and Belmar Boulevard operate at overall level of service B, A and D respectively. However, the following movements operate with failing levels:

- Left-turns along eastbound Hurley Pond Road during the morning peak hour;
- Thru/right turns along westbound Belmar Boulevard during the morning peak hour; and
- Thru/right turns along eastbound Belmar Boulevard during the evening peak hour.

In 2014, with all the short-term developments built, each of the study intersections will operate with failing levels and the corridor travel times will be greatly inhibited. Without mitigation, the Route 34 corridor cannot support the 2014 Build traffic.

By providing significant improvements to side street geometries and three (3) through lanes on Route 34, the failing 2014 levels are significantly improved to acceptable levels at Airport Road and Belmar Boulevard. Delays associated with failing Build levels of service at Hurley Pond Road are reduced. With the improvements indicated below, a majority of traffic movements in the study area will operate at generally accepted levels, less some movements at the intersection of Hurley Pond Road and Route 34, which will operate over capacity.

- Provision of three (3) travel lanes along northbound and southbound Route 34;
- Improvements to eastbound and westbound Hurley Pond Road to include an exclusive left turn lane, two (2) through lanes and an exclusive right turn lane;
- Provision of double left-turn lanes along eastbound and westbound Airport Boulevard along with a shared through/right turn lane (note that this improvement has been proposed as part of a development application approved by the planning board on the east side of Route 34 at the intersection);
- Improvements to eastbound and westbound Belmar Boulevard to include an exclusive left turn lane, two (2) through lanes and an exclusive right turn lane;
- Optimization of the traffic signal phasing and timing at the study intersections.

A review of the NJDOT Access Code criteria for "allowable deterioration," which compares the No Build to the Build conditions identifies that the following movements in 2014 will not meet the criteria:

- Hurley Pond Road and Route 34 *AM Peak Hour*: eastbound left-turn movement and northbound through movement. *PM Peak Hour*: eastbound left turn and right-turn movements; westbound left-turn movement; and southbound through movement.
- Airport Boulevard and Route 34 *AM Peak Hour*: eastbound through/right turn movement and westbound left turn movement slightly violate the NJDOT criteria for degradation.
- Belmar Boulevard and Route 34 *PM Peak Hour:* eastbound left-turn movement.

By 2024, each of the study intersections and the entire corridor will operate with failing levels. No at-grade and/or signal improvements can accommodate the 2024 traffic. Above-grade (fly-overs or overpasses) were not considered as part of this analysis).

The following actions could assist in keeping the transportation network of the area viable:

1. Create a Transportation Development District for the study area. The Transportation Development Act of 1989 ("the Act") authorizes counties in New Jersey in cooperation with New Jersey Department of Transportation to establish special financing districts called Transportation Development Districts (TDDs) as a means to address the burdens of increased traffic congestion in "high-growth" development corridors, and to anticipate

development. The Act authorizes counties to assess fees on private development to help finance improvements in the transportation network necessitated by such growth.

The transportation goals of a TDD are to maintain acceptable traffic flows, protect the quality of life for existing residents, and promote alternative modes of transportation. The creation and implementation of a TDD will result in a special assessment district or regional growth area that will create a funding base for transportation infrastructure improvements. Infrastructure investment could be planned to meet the mobility needs of the corridor over a short-term and long-term planning horizon.

The first State-approved TDD was in Mercer County in 1990. It was created in response to development pressure in an undeveloped area of the County including the Townships of Howell, Ewing and Lawrence. The County initiated a Comprehensive Land Use/Transportation Study designed to determine the appropriate development densities and infrastructure needs for the regional growth area. The County in cooperation with NJDOT utilized the study as a base, and developed a Transportation Improvement Plan for the TDD which identified transportation needs, set up a fee formula, and identified public resources available. In addition, the plan prioritized improvement projects and allocated a public and private sector share of the improvement costs, and established a trip-based fee to be collected. In 1992, the County adopted the plan, and NJDOT approved it. An update of the plan is currently underway.

Preparation of the requisite studies for the TDD could be sought from Monmouth County, or from State grant programs.

2. Retain Monmouth Executive Airport as an airport use. Redevelopment potential of the airport proper is approximately 2,882,692 square feet of industrial space, or a lesser amount of office space, which would generate more vehicular trips than the industrial space. Whether this be accomplished through supporting the County's attempts to purchase the property, or considering municipal acquisition of the property again, retention of the runway area for airport use would decrease the amount of square-footage built on that property, and would serve as an enhancement to the area overall through the presence of a regional airport service.

3. Decrease the amount of square-footage permitted in the GI and OR Zones. This could be accomplished in effect by:

- **a.** Creating a maximum FAR for each district that is less than the 0.23 and 0.25 average FARs utilized for the purposes of this study;
- **b.** Modifying the zoning ordinance's definition of "lot area" to exclude environmental constraints such as wetlands and steep slopes. This would effectively decrease the square-footage amounts generated on parcels that contain such environmental constraints such as those to the west of the airport, and along Route 34 northbound across from the airport.

4. Partner with NJDEP or Monmouth County to purchase development rights on one or more properties to limit the amount of square-footage that can be constructed.

Marconi Park Complex Reuse Plan

The Marconi Park Complex Reuse Plan is a plan to guide the reuse and redevelopment of the Camp Evans site for recreational, educational and historic preservation purposes. Funding will be provided for sidewalks, street lighting, environmental remediation, residential relocation, and property acquisition. The US Army/RAB is handling the sewer infrastructure replacement. Implementation of the Plan is currently underway. Brookdale Community College is utilizing a portion of the site for satellite campus purposes.

Watershed Management

In 1996, the Township, with financial support of the County, developed the Wreck Pond and Old Mill Pond Watershed Management Study. There was also a cooperative effort among the Township, County, the NJDEP, the NRCS, and the Rutgers Cooperative Extension to develop the Project NEMO Guide (Non Point Source Education for Municipal Officials). The Township participates in the Watershed Area 12, its various sub-watershed groups, and the Barnegat Bay Watershed Group's planning efforts.

Open Space

As part of the Edgar Felix Bike Path Extensions, one extension is under construction that will connect to Allaire State Park, and another extension is proposed along the undeveloped NJSH 18 right-of-way connecting to the Municipal Complex. The New Jersey Department of Transportation recently announced that it will not be pursuing the Route 18 Extension to the Routes 35/70 intersection, and is giving the Township the Route 18 right-of-way, which the Township will utilize as open space.

The Table below contains a list of public developed and undeveloped recreation sites in Wall Township. The list is the official inventory as it was submitted to the NJ Green Acres Program and the properties may only be used for recreation or conservation unless State approval is granted by the NJ Green Acres Program for a modification.

Recreation and Open Space Inventory
Wall Township, 2004

Block	*Lot*	*Location*		*Block*	*Lot*	*Location*
124	15	N. Wall Little League		741	25	Barrymore Enterprises
182	3	Fish Park		741	26	Barrymore Enterprises
211	4	Roosevelt Park		741	27	Barrymore Enterprises
233	5	Rosehill Park		741	28	Barrymore Enterprises
242	4	Marconi		741	29	Barrymore Enterprises
256	16	Shark River Park		750	1	Shark River Park
265	2	Airplane Park		751	1	Shark River Park
272	1	Municipal Complex		751	54	Shark River Park - COMP
272	3	Old Eckman Farm		764	1	Governor's Crossing
274.02	1	Stone Brook		764	3	Governor's Crossing
275	3	Route 18 Park		764	7	Governor's Crossing
285	8 thru 30	Mueler Manor		765	1	Governor's Crossing
314	1	Orchard Park		765	2	Governor's Crossing
314	6	Orchard Park – P/DIV		765	3	Governor's Crossing
354	21	Shark River Park		771	30	Woodfield Avenue
355	1	Shark River Park		771	31	Woodfield Avenue
5	19	George Frame Park		771	32	Hurley Pond Park
7	1	Rash Field		799	56	Dolan Field - P/DIV
723	3	Oldmill Park		799	57	Dolan Field
723	28	Dolan Field - COMP		804	60	Weshnak Manor
893	105	Rankin Farms		804	61	Weshnak Manor
893	106	Rankin Farms		805	7.01	Open Space
893	30	Mahogany TR		826.01	61	West Atlantic Avenue
893	96	Rankin Farms		828	7	Brice Park
893	97	Rankin Farms		830	28	Allenwood Center
84	14	Shark River		870	38	Marigold Park
930	35-52	Schoolhouse Road		870	39	Marigold Park
942	35	Allaire Road Park		954	5	Allaire Road Park
942	36	Allaire Road Park				

STATE POLICIES

The State has promulgated and enacted several land use planning-related policies and programs that impact land use planning in the Township.

State Plan

The State Development and Redevelopment Plan ("State Plan") has increased in importance over the years, as it becomes further tied to State policies and regulations of all State-level agencies and departments. As such, State funding and approval of permits is now more closely linked to the State Plan than ever, and the Planning Area designations on the State Plan Policy Map in particular.

Coastal Zone Planning

In Wall Township, the State Plan Policy Map is linked to regulations that govern the Coastal Zone. Three (3) areas of the Township lie within the "Coastal Zone" and therefore are subject to the requirements of the Coastal Area Facility Review Act (CAFRA). These areas include:

- All that portion of the Township east of State Highway 71;
- All that portion of the Township to the north and east of Belmar Boulevard to Marconi Road and that portion of the Township to the north and east of Marconi Road to State Highway 18;
- All that portion of the Township lying within the triangle created by State Highway 35 to the Brielle Circle and then along State Highway Route 34 to the Garden State Parkway and then southeasterly along the Garden State Parkway to the Township boundary.

Effective February 7, 2000, the Coastal Permit Program rules were amended whereby the maximum impervious coverage requirements for proposed development requiring CAFRA Permits is now tied to the State Plan. That is, the maximum impervious coverage permitted varies, depending on which Planning Area the proposed project is located and/or whether the proposed project site lies within a designated center, pursuant to the State Plan.[2] The amended Coastal Permit Program rules, as applicable to the three (3) areas of Wall Township regulated pursuant to the regulations, set forth the following maximum impervious coverage requirements:

- Planning Area 1 (Coastal Metropolitan Planning Area) – 80 percent;
- Planning Area 2 (Coastal Suburban Planning Area within a sewer service area) – 30 percent;
- Planning Area 2 (Coastal Suburban Planning Area outside a sewer service area) – 5 percent.

The Coastal Permit Program rules provide for higher impervious coverages within designated "Centers." The maximum impervious coverages for designated "Towns," "Urban Centers," "Regional Centers," "Cores," and "Nodes" range between 70 percent and 90 percent depending on the category of the center. There are presently no designated "Centers" in Wall Township.

After the 2000 amendments came into effect, the Township petitioned the Office of Smart Growth for a Planning Area change in the Route 34 corridor, in order to ensure that development in the corridor could occur in a comprehensive manner and not be limited by low impervious coverage restrictions in the Township's prime commercial office corridor. As such, the Route 34 corridor, south of the Garden State Parkway interchange, was changed from a Planning Area 2 to a Planning Area 1.

[2] Coastal Centers "designated" by NJDEP in the CAFRA rules expired in February 2005.

Cross Acceptance III

As a result of the adoption of the State Planning Act of 1985, N.J.S.A. 52:18A-196 *et seq*., the New Jersey State Development and Redevelopment Plan is reexamined every three years by the State Planning Commission via a Cross Acceptance Process in which planning policies are reviewed by government entities and the public to check for consistency with each other and the State Plan.

In 2004, the State released the Preliminary State Development and Redevelopment Plan, and the Preliminary State Plan Policy Map for the third round of Cross Acceptance. The Map features Planning Areas, Centers and Environs, which are intended to help implement the goals and policies of the State Plan, and guide future growth and development in New Jersey.
Wall Township participated in the legislative process.

In general terms, the Preliminary State Plan Policy Map designates the western portion of the Township as Suburban Planning Area (PA2), and the eastern portion as Metropolitan Planning Area (PA1). The PA1 generally has existing infrastructure to support much of the State's redevelopment. The Suburban Planning Area (PA2) is intended to provide for much of the State's redevelopment, and at the same time preserve the character of existing residential communities.

During the third round of Cross Acceptance, the Township identified the top three planning issues including:

- Balancing ratables and providing affordable services;
- Implementation of the West Belmar Gateway Redevelopment Plan;
- Implementation of the Marconi Park Complex Reuse Plan; and
- Development of a Stormwater Management Plan, and ordinances pursuant to current requirements.

The Township identified the following issues regarding the Policy Map:

- The designated cores (Colfax Center and Central Allenwood) and nodes (Marconi, and Municipal Complex areas) should be placed back onto the Policy Map;
- Not all the Parks/Natural Areas were identified on the Policy Map;
- Bike Path Areas should be identified as linear Parks/Natural Areas;
- The BTMUA Reservoir should be identified; and
- Redevelopment areas should be identified.

The Township was particularly concerned with the County's population and employment projections, which were used in the Cross Acceptance process. The Township felt that the projections overestimated the development potential in the Township, so a build-out analysis is being prepared to determine an accurate development potential, and will be detailed in the Township’s amended Housing Plan Element.

Plan Endorsement

The Center Designation process has been replaced by the Plan Endorsement process, which seeks to ensure that planning throughout a municipality is consistent with the goals and policies of the State Plan. Plan Endorsement is a requirement for achieving Substantive Certification from the Council on Affordable Housing, and generally entails comparing existing zoning and land use practices to the key concepts and policies of the applicable State Plan Planning Area.

Council on Affordable Housing (COAH)

The Township's first and second round (1986-1999) plan compliance is under Court jurisdiction following a builder's remedy lawsuit. The Township is currently in the process of completing its first and second round obligations. For the third round (2004 to 2014), COAH has established a 0-unit rehabilitation obligation for the Township. Work currently underway for the third round will estimate the Township's growth share, which is estimated to be less than or equal to the North Jersey Transportation Planning Authority's estimates of 343 units for the 2004 to 2014 time period.

NJDEP Amended Stormwater Rules

As a result of the United States Environmental Protection Agency's (USEPA) Phase II stormwater rules published in December 1999, NJDEP has developed a Municipal Stormwater Regulation Program and new rules to facilitate implementation of the program. It is important for the Township to be aware of these rules because compliance with the rules will require the preparation of plans and ordinances.

The Stormwater Regulation Program has been created to address pollutants entering State-regulated waters from storm drainage systems owned or operated by local, State, interstate or Federal government agencies. USEPA regulations refer to these systems as "municipal separate storm sewer systems" (MS4s). The objectives of the program rules are to improve runoff quality, provide increased groundwater recharge, decrease runoff and protect environmentally sensitive waterways (Category One waterways). It is anticipated that the Borough will be classified as a "Tier A" municipality, and will therefore be required to provide the following in order to receive a NJPDES permit to continue discharging into a State waterway:

- Develop and file a Stormwater Management Plan with NJDEP. This plan must be filed within 12 months of the effective date of authorization of the regulations.
- Adopt stormwater and waste disposal ordinances if not already adopted.
- Provide local public education on non-point source pollution.
- Map and label storm drains in an effort to minimize dumping of pollutants by the public into the storm drains.
- Retrofitting of storm drain inlets to provide better filtration.

- Provide a plan for storm sewer system operation and maintenance.
- Map illicit sewer connections and outfall pipes.
- Plan for increased street sweeping, if found to be inadequate.
- Establish controls to minimize roadway erosion.
- Develop a plan for outfall pipe stream scouring remediation.
- Provide a plan for municipal maintenance yard operations that will minimize non-point source pollution.
- Develop a Stormwater Pollution Prevention Plan.

The Township has completed the Stormwater Pollution Prevention Plan. The Stormwater Management Plan is near completion.

Modifications are also proposed for the NJ Pollutant Discharge Elimination System Stormwater/Underground Injection Control rules, which were proposed in the January 6, 2003 New Jersey Register at 35 N.J.R.169(a). Depending on the final content of those regulations, the Township's design standards for commercial development may need to be modified to satisfy the State's requirements.

SPECIFIC CHANGES RECOMMENDED FOR THE LAND DEVELOPMENT ORDINANCE AND MASTER PLAN

The fourth provision of C. 40:55D-89 requires that the Reexamination Report address:

d. 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 following items have been identified as areas and issues that may merit further examination or changes that are recommended for the Township's Land Development Ordinance and Master Plan.

LAND DEVELOPMENT ORDINANCE

After a review of its development applications, the Board has identified several sections of the Land Development Ordinance that should be amended due to the practical difficulties that the current standards present.

Grading Plans for Steeply-Sloped New Lots

A concern has arisen with Board members regarding a lack of information provided by applicants who apply for subdivision approval for new lots that contain existing steep slopes. The Board often lacks information pertaining to whether construction on the newly created lot(s) is feasible given the steep slopes, or whether re-grading of the lot would adversely impact adjacent properties. Therefore, it is recommended that a grading plan be required of all subdivision applications wherein a newly created lot contains existing slopes of greater than 10 percent within the building envelop. The grading plan should demonstrate that the construction of a typical dwelling is feasible based on the lot configuration provided.

Recommended Ordinance Changes

Amend Article XXX, General Requirements [of Part 5, Design Guidelines and Construction Specifications] to include a new Section, 140-231.01 that shall read as follows:

> *Minor Subdivision Grading Plan Required. In the case of a minor subdivision application wherein a newly created lot contains existing slopes of greater than 10 percent within the building envelop, a grading plan that demonstrates that the construction of a typical dwelling is feasible based on the lot configuration provided, shall be provided.*

Completeness Checklist C-3 should be amended to include an item #9 that requires the following:

> *9) Grading. Existing topography shall be shown to determine the applicability of Section 140-231.01.*

Stormwater Control

Similar to the grading plan issue, above, the Board recommends that stormwater drainage planning be required for minor subdivisions and new single-family dwellings, and large residential additions that increase the roof surface or building footprint by 50 percent or more.

Lot Design Standards

The Township currently has a design standard requirement at Section 140-231, Nature of lot lines, that "all existing and proposed lot line to be created or incorporated in any subdivision application shall be straight, perpendicular and/or radial in nature." This standard is in effect to prohibit the creation of irregular lot shapes in order to meet area or other bulk requirements. Irregular lot shapes are undesirable for a number of reasons, including:

- Making Township and other governmental mapping efforts more difficult and potentially inaccurate, and creating more potential for property "gores,"
- Creating more split-zone lots as zone lines are ideally straight and not meandering,
- Creating ambiguity among property owners regarding property boundaries and maintenance responsibilities, and
- Potentially not utilizing land effectively.

Therefore, it is recommended that this standard be made a zoning standard, deviation from which a variance would be required pursuant to N.J.S.A. 40:55D-70(c). The standard could be clarified with diagrams to facilitate interpretation.

Residential Building Height in Small-Lot Zones

It is the Board's concern that in the smaller-lot residential zones, (R-7.5, R-10 and R-15), the replacement of existing small dwellings with dwellings that are comparatively large is adversely altering the character of many areas, including South Belmar. Since the definition of building height has been modified by the Township to reflect the BOCA standard definition, there has been a concern that the height of buildings that have gable or similar rooflines in the smaller-lot residential areas are too tall. New buildings in the smaller-lot zones that are 35 feet tall and/or 2.5 stories tend to dwarf adjacent structures that are older and/or less massive in appearance, and this has adversely affected the character of neighborhoods.

Therefore, in the R-7.5, R-10 and R-15 zoning districts, it is recommended that maximum building height be reduced from 35 to 30 feet, and that only 2 stories be permitted.

Building Coverage and Setbacks in Small-Lot Residential Zones

Another way to control the mass of new dwellings in the smaller-lot zones (R-7.5 through R-15) is to reduce the maximum permitted building coverage and increase setback requirements, in conjunction with reducing the permitted building height. Increasing the side yard setback requirement may require further analysis as to how many structures may be rendered non-conforming, and/or may require additional ordinance amendments that permit building encroachments into the side yard where there are existing non-conformities, however do not exacerbate the non-conformity.

In any event, the following zoning modifications are recommended for consideration by the Governing Body:

- Maximum building coverage in the R-7.5 zone is 25 percent; minimum side yard setbacks are 7.5 feet. It is recommended that the building cover percentage be decreased to 20 percent of lot area, and that setbacks be increased to 7.5 feet on one side/total of 20 feet (i.e., one side may be a minimum of 7.5 feet, however the other side must be 12.5 feet so that a total of 20 feet is achieved). Therefore, the maximum building coverage in the R-7.5 zone will be decreased from 1,875 to 1,500 square feet.

- Maximum building coverage in the R-10 zone is 22 percent; minimum side yard setbacks are 10 feet. It is recommended that the building coverage percentage be decreased to 20 percent of lot area, and that setbacks be increased to 10 feet on one side/total of 25 feet (i.e., one side may be a minimum of at least 10 feet, however the other side must be 15 feet so that a total of 25 feet is achieved). Therefore, the maximum building coverage in the R-10 zone will be decreased from 2,200 to 2,000 square feet.

- Maximum building coverage in the R-15 zone is 19 percent; minimum side yard setbacks are 10 feet. It is recommended that the building cover percentage be decreased to 18 percent of lot area, and that setbacks be increased to 15 feet on both sides. Therefore, the maximum building coverage in the R-10 zone will be decreased from 2,850 to 2,700 square feet, and the setbacks will be increased from a combined 20 feet to 30 feet, which will limit the width of the dwelling and the visual mass of the structure from the perspective of the street.

Potential Ordinance Changes

Amend Section 140-17, the definition of "Building Coverage" as follows:

> *"BUILDING COVERAGE – The ratio of the horizontal area of all principal and accessory buildings on a lot, excluding uncovered porches, terraces and steps, measured from the exterior surface of the exterior-most walls, including those above the ground floor level, to the total lot area."*

The Schedule of Zoning Requirements could be amended as follows:

Zone:	*Maximum Building Coverage:*	*Minimum Side Yards (One/Both Yards) (in feet)*
R-7.5	*20 percent*	*7.5/20*
R-10	*20 percent*	*10/25*
R-15	*18 percent*	*15/30*

Parking Standards

Parking Space Distribution

The parking standard for medical office was recently amended from 5 per doctor to 1 per 150 square feet of gross floor area, or a minimum of 10 spaces, which ever is greater, which the Township hopes will address the lack of parking at medical office buildings. The general office parking standard is believed to currently be appropriate. In terms of the retail parking standards, the Board is concerned that the number of spaces required may be sufficient, however that the distribution of the spaces on sites is in many cases not effective, particularly when parking is located behind stores or is not located proximate to large anchor stores. Therefore, it is recommended that the design standards ordinance include a section regarding the distribution of parking on retail sites so that a percentage of parking, between 50 and 75 percent, is required to be located in the immediate vicinity of the anchor store's entrance. This standard could also be applied to restaurant uses.

Ordinance Revisions

During the re-codification of the Township ordinances that occurred in late 2003, several retail parking standards were inadvertently omitted. It is recommended that they be added to the parking ordinance. They are as follows:

	# Spaces Required	
Department stores, retail stores and shops, without self-service food store		
Up to 20,000 SF	6	Per 1,000 SF GFA
With 20,000-60,000 SF GFA	5.5	Per 1,000 SF GFA
With 60,000-100,000 SF GFA	5	Per 1,000 SF GFA
With over 100,000 SF GFA	4.5	Per 1,000 SF GFA
Furniture and appliance stores, motor vehicle, trailer and boat sales showrooms and wholesale stores	1	Per 400 SF GFA
	Plus 1	Per employee on maximum shift
Automobile service and repair, including car washes	2	Per service bay
	Plus 1	Per employee on maximum shift
	Plus 1	Per service vehicle

Barber and beauty shops	2	Per barber or beautician at maximum capacity
Laundromat	1	Per two washing machines
Mortuaries and funeral parlors	1	Per 50 SF chapel and/or slumber area

Signage Standards

Master Signage Plan

The Board has identified sign aesthetics, particularly retail signs, as a site design issue that would benefit from greater control and would promote a desirable visual environment through good civic design, which is one of the purposes of planning per the Municipal Land Use Law (N.J.S.A. 40:55D-2.i). Uniformity in sign appearance related to sign size, shape, materials and color scheme is desired, particularly as tenants are changed throughout time.

In addition to the standards currently set forth in the zoning ordinance, it is recommended that all sites that contain signs create a Master Signage Plan and file it with the Township, either at the time of site plan approval or when a sign permit is applied for. The Township will keep the Master Signage Plan on-file and refer to in the case of applications for new sign permits. The process can be simplified through the creation of a standard short form for applicants to complete. The following standards are recommended:

(1) A Master Signage Plan shall accompany:
   (a) Any application for a sign permit, or
   (b) Any application for development filed with the Planning Board or the Zoning Board of Adjustment which involves installation or modification of any sign.

(2) The Master Signage Plan shall contain the following information for each existing and proposed sign:
   (a) Size (i.e. length, height, area, thickness, number of faces)
   (b) Letter style and size
   (c) Illumination
   (d) Colors (i.e. letter, background, trim), including PMS color samples
   (e) Construction materials, structural integrity and installation details
   (f) Location (i.e. height above grade, distance from roofline, building width, location from sides

(3) The Master Signage Plan shall be prepared by the applicant or a sign professional. The Master Sign Plan application shall include a sketch or photograph showing the dimensions of each portion of the building to which a sign is to be attached, in sufficient detail to clearly indicate the location, dimension and area of all existing and proposed permanent signs affixed to the walls and/or canopies of the building. These dimensions shall either be shown on the sketch or photograph or on an attached table. Samples of construction materials shall be submitted.

(a) In the case of a freestanding sign, a plot plan of the lot shall be required as part of the Master Signage Plan, showing the location of buildings, parking lots, driveways, landscaped areas and all other existing and proposed signs.
(b) Whenever a Master Signage Plan is filed with the Planning Board or the Zoning Board of Adjustment, a plot plan as described in this section shall be required for all applications, and all plans and drawings which comprise a part of the Master Signage Plan shall be prepared by a licensed architect, engineer and/or land surveyor, as appropriate.
(c) The applicant shall provide any additional information which may be deemed necessary to determine whether the signage plan complies with the purpose of the sign regulations.

(4) General regulations
(a) Signs shall be in harmony and consistent with the architecture of the building and relate to the features of the building in terms of location, scale, color, lettering, materials, texture and depth. Signs shall not be dominant but shall be proportionate and shall complement the building, existing signs and surroundings.
(b) There shall be consistent sign design throughout a particular project. The design elements include style of lettering, construction material, size and illumination.
(c) Freestanding signs shall be integrated with the landscaping on site.
(d) Building signs shall not obscure, conflict with or cover any architectural element, and must be aligned with major building elements such as windows, trim and structure lines.
(e) No sign shall extent or project above the highest elevation of the wall to which it is attached or above the lowest part of the roofline of the building, whichever is less.
(f) No electric wiring associated with a sign shall be visible to public view.
(g) Signs shall be externally illuminated only. Lighting shall be designed so as to avoid any glare on adjacent property. Sources of sign illumination shall be completely shielded from the view of vehicular traffic using the road or roads abutting the lot on which the sign is located.
(h) External lights used for the illumination of any sign on a building whether or not such light fixtures are attached to or separate from the building, shall not extend above the highest elevation of the front wall of the building or more than eighteen (18) feet above the street level of the premises, whichever is less.

(5) Removal of Certain Signs
(a) In the event a business ceases operation for a period of time in excess of sixty (60) days, the sign owner or lessee, or the property owner, shall immediately remove any sign identifying or advertising said business or any product sold thereby. Upon failure of the sign owner or lessee, or property owner to comply with this section, the Zoning Officer shall issue a written notice to the

sign owner or any lessee and to the property owner, which notice shall state that such sign shall be removed with the following time period:
(i) Sign face: 60 days.
(ii) Posts, columns and supporting structures: one year.

(b) If the sign owner or lessee, or property owner, fails to comply with such written notice to remove, the Zoning Officer is hereby authorized to cause removal of such sign, and any expenses incidental to such removal shall be charged to owner of the property upon which the sign is located and shall constitute a lien upon the property. For the purpose of this section, the word "remove" shall mean:
(i) The sign face, along with posts, columns or supports or freestanding signs, shall be taken down and removed from the property.
(ii) The sign face and supporting structures of projecting, roof or wall signs shall be taken down and removed from the property.

Other Modifications to Sign Ordinance

Several additional modifications to the sign regulations at Section 140-226 are recommended as follows:

1. For non-residential zones or uses, the maximum permitted sign area should be reduced from 150 square feet to 100 feet.

2. Specific standards relating to airport uses that permit more than one freestanding sign for those uses that have more than 1,000 feet of highway frontage should be deleted because the Route 34 frontage of Monmouth Executive Airport was rezoned for Office use.

3. Signage standards for freestanding informational signage should be created for sites that contain more than one principal building. The following standards are recommended:

    a. In a corporate or professional office center or industrial park where there is more than one principal building, freestanding on-site informational signage may be utilized to convey information or directions necessary or convenient to visitors to the property. An aggregate total of 2 on-site informational signs per building shall be permitted, which shall be no more than 4 feet in height and 4 square feet in area, the location which shall be approved by the Board. The on-site informational signage may include a building or tenant name or logo, but shall not contain any advertising content. Signage shall compliment the architecture of the building, and shall be consistent with other signs related to the property in terms of graphics and materials.

    b. In an office or industrial building where there is more than one tenant, tenant directory signage may be utilized. One tenant directory sign per public entrance

shall be permitted, which shall be no more than 5 feet in height and 10 square feet in area. Signs shall be located no more than 30 feet from the building they are intended to serve. This signage shall be used in lieu of building-mounted signage, except that one tenant per building may also have a building-mounted sign not to exceed 30 square feet in area on one building façade that faces either a public street or a majority of the parking spaces provided for the building.

Changes to Section 140-227 are recommended as follows:

1. Roof signs should be prohibited.

2. Type I ground signs (maximum 150 square feet in area; 15 feet from the front, side and rear property lines; not to exceed a height of 15 feet above grade) should be deleted from the ordinance.

Design Standards

The 1999 Master Plan recommended that enhanced design standards be created for the Route 34 corridor. The Planning Board has worked with applicants to the Planning Board to enhance their proposals for landscaping, setbacks, architecture and the like during the plan review process, however standards should be adopted into the ordinance. The Board also believes that design standards should be used throughout the Township with regard to all commercial, office and industrial structures as a tool to promote a desirable visual environment through good civic design, which is one of the purposes of planning per the Municipal Land Use Law (N.J.S.A. 40:55D-2.i). The following ordinance modifications are recommended:

Increased Parking Setbacks from Route 34

With respect to Route 34, the 1999 Master Plan recommendations pertaining to parking lot and building setbacks continue to be valid and are recommended for implementation. Increased parking setbacks are recommended to provide more landscaping between the parking and the building, the opportunity for wider and taller berms to shield parking areas and buildings, and to create a more scenic corridor overall. Parking setbacks can be related to required front yard building setbacks, and can also be proportional to actual lot size and depth. For example, a lot that has significant depth may be able to provide more of its parking in the rear or side of the site as opposed to the front.

Minimum requirements related to required front yard setbacks are recommended as follows:

If the required front yard setback is:	*Then the required front yard parking setback is:*
50 feet or less:	25 feet
51 to 75 feet:	35 feet
76 to 100 feet:	50 feet
101 to 150 feet:	100 feet
151+	150 feet

Enhanced Front Yard Landscaping

Recommended language: "The entire length and width of the front yard setback that is unobstructed by parking or buildings shall be landscaped in accordance with the requirements for buffers herein. Where available width will not provide sufficient buffering of buildings and improvements, berms or other landscaping treatments shall be utilized."

Entrance and Exit Drives

Recommended language: "Where entrance and exit access drives are planned to be combined in one location, the entrance and exit approaches shall be separated by a decorative, landscaped island that shall be planted with year-round and seasonal plantings to enhance the appearance of the property's frontage."

Building Design Standards

The Township Land Development Regulations currently contain several general building design standards in the Design Section regarding exterior appearance and treatment. However, additional architectural design standards are recommended to effectuate the goal of providing a desirable visual environment. The Board recommends that the primary elements of traditional American architectural styles be utilized to the extent practicable, including Colonial, Georgian, Federal and Victorian styles.

Route 35 Corridor

The Route 35 Corridor is the Township's primary retail corridor. As such, it is recommended that the enhanced signage, building and parking standards outlined in this Reexamination Report apply to the Route 35. Although Route 35 is a State highway, its function in the Township is a quasi-Main Street, where community services are located. The Township does not intend for the corridor to serve as a regional destination, and as such, it is recommended that single-tenant buildings be limited to 50,000 square feet total or less in order to prevent a "big box" regional use from locating thereon. Big box stores not only tend to create a regional customer draw, they require large parking fields and are subject to corporate bankruptcies or store relocations that may leave stores empty for long periods of time, creating a blighted appearance that the Township can do little to control.

Route 33 Corridor

The Route 33 corridor is a commercial corridor that consists of small commercial structures or non-conforming residential structures on small lots. There are few vacancies in the corridor, however a large number of the structures are older, and the corridor itself is considered as the last commercial area in the Township that is in need of revitalization. With a large retail project currently under consideration by the Planning Board for the area to the north of the Wawa on

Route 34, and a couple of smaller applications for new commercial structures in the corridor itself, the Township believes that this corridor may be able to revitalize itself without the need for a redevelopment area designation. However, an initial inspection of the corridor indicates that this area may qualify under the Local Redevelopment and Housing Law as an area in need of redevelopment.

Shark River Road Area

The current zoning of the Shark River Road area was examined to determine whether changes should be made to zoning in the area. The following are findings of the examination:

1. The frontage of the northeastern side of Shark River Road is zoned R-60 to an average approximate depth of 400 feet, and the remainder is zoned GI-10, or POS in the case of Township-owned land.
2. The frontage lots to the southeast of, and including, Lot 7 are essentially all developed for residential use.
3. The frontage lots to the northeast of Lot 7 to the railroad line are currently vacant.
4. Although the area appears to be significantly constrained by NJDEP-mapped wetlands, there is a potential contiguous uplands area on vacant Lots 8 and 9 that could potentially be developable.
5. The southern side of Shark River Road is zoned R-60 and, where developed, is developed for single-family residential use.
6. Shark River Road is a relatively narrow, long road whose only outlet is Shafto Road in the Borough of Tinton Falls. There is no cul-de-sac at the end of Shark River Road.
7. Shark River Road currently generates predominantly residential-type traffic.
8. There is no public water or sewer service to the area.
9. A 200-foot-wide JCP&L transmission tower line easement parallels the railroad line through the area (see Tax Maps).
10. A majority of the currently undeveloped lots are large, generally greater than 6 acres in area.
11. Monmouth County owns a significant Green Acres area to the south of Shark River Road. These parcels are currently zoned R-60 and OR-10.

Upon analysis of the matter, it is recommended that the entirety of Block 901 that is privately owned, be zoned for residential use. The larger parcels should be zoned for low-density, RR-6, residential use for the following reasons:

1. The infrastructure in the area is limited. There is no public water or sewer available, and Shark River Road is limited in terms of width and number of access points to other arterials/roadways.

2. The area is significantly constrained by NJDEP-mapped wetlands and contains tributaries.

3. The area is also constrained by the JCP&L transmission tower easement, and is located adjacent to an active freight rail line.

It is an additional recommendation that the larger, privately-owned lots in Block 907 that are currently zoned R-60 be rezoned to RR-6 for the same foregoing reasons. Those lots that are owned by Monmouth County and are being held as permanent open space should be rezoned to POS.

The following Block/Lots are recommended for rezoning:

Block	Lot(s)	Current Zoning	Recommended Zoning	Existing Lot Size (acres)
901	1	R-60 and GI-10	RR-6	8.19
901	17 (Wall Twp.)	GI-10	RR-6	1.0
901	8	R-60 and GI-10	RR-6	55.10
901	12	GI-10	RR-6	67.54
901	9	R-60 and GI-10	RR-6	13.32
901	10	GI-10	RR-6	<1.0
901	11	GI-10	RR-6	1.25
901	21.01	R-60	RR-6	8.58
901	14	R-60 and GI-10	RR-6	7.06
901	13	GI-10	RR-6	1.47
907	42 (Monmouth County Green Acres)	R-60	POS	30.40
907	45.01 (Monmouth County Green Acres)	R-60	POS	55.1
907	27	R-60	RR-6	6.10
907	38 (Monmouth County Green Acres)	R-60	POS	42.96
907	21 (Monmouth County Green Acres)	R-60	POS	10.67
907	43 (Monmouth County Green Acres)	R-60	POS	2.18
907	49 (Monmouth County Green Acres)	OR-10	POS	2.17
907	17.01 (Monmouth County Green Acres)	OR-10	POS	14.59
907	50 (Monmouth County Green Acres)	OR-10	POS	8.02
907	19	R-60	RR-6	15,000 square feet
907	20	R-60	RR-6	7.93

Traffic Impact Statement

Like the Environmental Impact Statement that is currently required as an application checklist requirement, it is recommended that a Traffic Impact Statement be required as a submission requirement for Completeness. Such a requirement will assist the Board in conducting an efficient review of applications. It is recommended that a Traffic Impact Statement be added to the C-6, Special Requirements Checklist that is applicable to preliminary site plans involving a new or expanded use and preliminary major subdivisions. Recommended language is as follows:

"Part C: TRAFFIC IMPACT STATEMENT – All development applications requiring Traffic Impact Statements shall include a summary report following the requirements of the checklist items set forth in this section. Each item should be checked to indicate inclusion. This checklist is used to determine the completeness of development applications as required by N.J.S.A. 40:55D-10.3, the Municipal Land Use Law and the Township of Wall Land Use Ordinance. Any items missing will prevent the application from being certified as complete and will result in the application not being considered. The Board may request additional information in order to make an informed assessment of potential traffic impacts. Site plans not involving a new or expanded use shall not be required to submit a Traffic Impact Statement. A letter to this effect shall be submitted by Applicant as a Rider to the General Application.

Five (5) copies of the statement must be submitted.

__ 1) The traffic impact statement shall be prepared by a New Jersey licensed professional engineer having appropriate experience and education.

__ 2) All relevant sources of information used in the preparation of said statement shall be identified.

Submission Format. All traffic impact statements shall provide a description of the impact and effect of the proposed land development upon all roads which are adjacent to or immediately affected by anticipated traffic increases and shall specifically address the following items:

__ 3) Existing conditions in the vicinity of the proposed project shall be quantified including:

1. Roadway network.
2. Representative traffic counts, not during holiday or summer periods (or with appropriate statistical adjustments for counts during the summer months).
3. Traffic accident statistics
4. Availability of public transportation.
5. Level of Service of adjacent roadways.

__ 4) Traffic generated by the proposed development shall be quantified including:

1. Trip generation.
2. Trip distribution.
3. Modal split.
4. Level of Service under proposed conditions.

__ 5) Traffic impacts caused by the proposed development as per change in existing conditions shall be quantified.

__ 6) Recommendations for alleviating or diminishing any possible congestion or disruption to the

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__ 4) Traffic generated by the proposed development shall be quantified including:

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4. Level of Service under proposed conditions.

established traffic pattern shall be provided.

__ 7) Explanation of Traffic Reduction/Traffic Management Plans necessary pursuant to any current Federal, State or County requirements, and, where applicable, proposed interaction with appropriate County Transportation Management Areas (TMA) shall be provided."

MASTER PLAN

The recommendations contained herein, and the Land Development Ordinance recommendations contained in Section 2.3, should be pursued by the Township as expeditiously as possible. It is the overall recommendation of this Reexamination Report that the next statutorily-required review of the Master Plan entail a comprehensive revision of all Master Plan Elements.

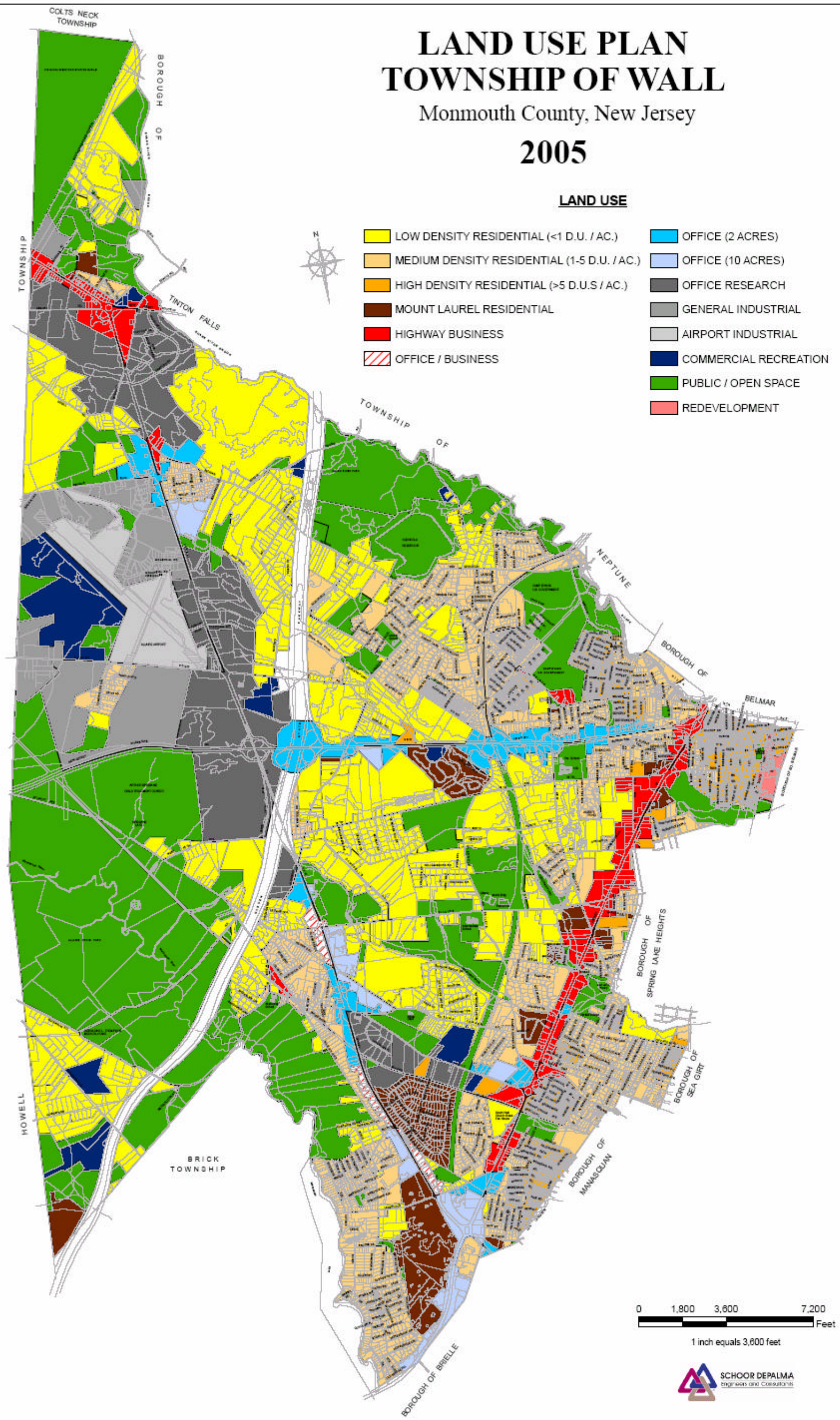
RECOMMENDATIONS CONCERNING THE INCORPORATION OF REDEVELOPMENT PLANS ADOPTED

Finally, the Municipal Land Use Law requires that the Reexamination Report address the following:

e. 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), into the land use element of the municipal master plan and recommend changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

The Township has adopted the West Belmar Gateway Redevelopment Plan in accordance with "The Local Redevelopment and Housing Law" (40A:12A-1). The West Belmar Gateway Redevelopment Plan is intended to guide redevelopment of the Route 71 corridor. This redevelopment plan should be incorporated into the Land Use Plan Element of the Township Master Plan by reference.

LAND USE PLAN
TOWNSHIP OF WALL

Monmouth County, New Jersey

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