

## **Chapter 7: Land Use Plan**

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The intended purpose of the Land Use Plan is to guide the future physical development of Wall Township by designating proposed land use categories including proper location and intensity. The Land Use Plan synthesizes all of the information in the background studies section of this Master Plan, including: demographics; existing land uses; population projections; the environmental inventory; density and intensity; open space; infrastructure availability; and the goals and objectives of the Master Plan. The proposed Land Use Plan is shown in Figure 6 and is summarized and described in the following section.

Please note that the Land Use Plan in Figure 6 incorporates this, without modification, the Land Use Plan Element Amendment adopted by the Planning Board in March 1998. The Amendment addressed only proposed land use along Route 34, south of the Garden State Parkway interchange to the Brielle Circle and along Route 70 west of the Circle. The Land Use Plan Amendment was adopted as a Zoning Ordinance Amendment (Ord# 3-1999) in January 1999.

### **General**

The Land Use Plan divides the Township into thirteen different land use categories: four residential designations; seven commercial/industrial designations; and two public and quasi-public designations.

### **Residential - General**

The Land Use Plan does not propose any increase in the density of any residential land use designation over the density currently permitted under the zoning ordinance. Therefore, the future population figures, calculated in the residential zoning build-out analysis and discussed in Chapter 3, will not be exceeded as the result of the Land Use Plan described in this chapter.

It is the recommendation of the Land Use Plan to discourage "flat lots". (A flag lot is a large lot which does not meet the minimum frontage requirement and

where access to the public street is by a narrow, private right-a-way or driveway.) If flag lots are to be permitted in special cases by the Planning or Zoning Board, such approvals should require upgraded standards in terms of minimum frontage compared to past practices in the Township.

## **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). 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. It is the intention of this Land Use Plan, in one specific Low-Density Residential Land Use area, to recommend an upgrade in residential zoning classification (i.e. reduce permitted densities), where appropriate, based on the land use pattern and access to utilities and infrastructure. One such minor area is the land between New Bedford Road and the Route 18 right-of-way from 18<sup>th</sup> Avenue to Allaire Road with the exception of the residential area east of Osbourne Pond. This entire area is recommended for an increase in the minimum lot size of 1.4 acre lots to 6-acre minimum lot size.

## **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. The Land

Use Plan does not provide any new areas intended for moderate density residential development.

### **High Density Residential**

Areas designated as High Density Residential are primarily the existing high density residential areas corresponding to the existing R-7.5, R-5, High Density Multi-Family and Mobile Home Park zones in the eastern section of the Township. This land use designation is intended to include all existing residential areas (except Mt. Laurel development) that exceed a density of 5 units per acre. This land use category is comprised of a small lot, detached single family development and attached (multi-family residential development). The Land Use Plan does not provide any new areas intended for high density residential development. One of the objectives of this Master Plan is to promote appropriate population densities for the well-being of persons, neighborhoods and the community. It is the intention of this Land Use Plan to recommend the upgrading of certain residential areas to larger lot sizes, where appropriate. The Planning Board recommends that the zoning requirements of such High-Density Residential areas be revised upward in terms of minimum lot areas to reduce the potential of additional population density resulting from the re-subdivision of existing residential lots. The areas include the R-5 Residential Zone districts in the vicinity of Camp Evans in the northeast section of the Township and the R-5 Residential Zone district, east of the Manasquan Circle (Route 35 and Atlantic Avenue). Increasing the lot sizes in such High-Density Residential areas is more consistent with existing population density, will protect the quality of life in the neighborhoods and will maintain property values.

### **Affordable Housing (Mt. Laurel) Residential**

No changes are proposed to the Township's existing Mount Laurel areas since the districts were the subject a 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.

## **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 Routes 35, and 71, although minor pockets are located along Route 34. The development pattern in these areas is already established and consists of highway oriented retail and other commercial development.

The Land Use Plan reflects the significant reductions in the Highway Business areas in the Route 34 corridor pursuant to the Land Use Plan Amendment adopted in 1998 and now incorporated in the Wall Zoning Ordinance.

## **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 Paynters 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**

Areas designated for Office 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 Park (i.e., OP-10 and OP-2.)

### **Office - Two Acre**

The Office – 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 (Office Park) Zone. Consideration should also be given to expanding the uses permitted, either as permitted principal uses or as conditional uses, to include a broad spectrum of health care facilities and specialty age restricted housing such as assisted living and life care facilities.

### **Office – 10 Acre**

As in the Office - 2 Acre designated areas, consideration should be given to promoting a broad spectrum of health care facilities and services and age restricted housing such as assisted living and life care facilities. Restaurants and other eating facilities, intended primarily for employees within such integrated developments, or with other size limiting features, should be conditionally permitted.

### **Office-Research**

The Office-Research land use designation consists primarily of the areas currently zoned as Office-Light Industrial. The Office-Light Industrial designation should be renamed consistent with the Master Plan objective of improving the image of the Route 34 corridor.

The intent of the Plan is to de-emphasize light industrial development in favor of 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, 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.
2. Although the pattern of development is somewhat established in the Route 34 corridor, it can be shaped to accommodate corporate campus and corporate office park development. Several very large, vacant, strategically located parcels are available at the Garden State Parkway and Interstate 195 interchanges.
3. Infrastructure, including sewer, water and roadway systems exist or are readily available, to support large scale office development.

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. Hotels and conference centers should also be permitted in the Office-Research portion of the Route 34 corridor.

## **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. 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 Allaire Airport. The only area designated Industrial pursuant to the Land Use Plan, not presently zoned Industrial, is the area west of the Allaire Airport, discussed in the Commercial Recreation section.

## **Air Park**

Areas designated Air Park pursuant to the Land Use Plan correspond to the existing limits of the Allaire Airport property. No modification is recommended at this time. The surrounding hazard and clear zones are also delineated on the Land Use Plan, since such areas affect the potential land use.

The Township considers the Allaire Airport a strategic asset, complimenting the office and industrial uses in the vicinity. However, controls are necessary to minimize the potential spillover effects of some possible large scale air-related uses. Due to the importance of the airport a major lure in efforts to attract large corporate users to Route 34 and to protect residential neighborhoods, Wall Township is investigating the feasibility of purchasing the airport property. One benefit of municipal acquisition is greater control by the Township over the operations of the airport, which may impact other sections of the Township.

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.

The airport is a tremendous potential asset to the Township because it 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 Route 195, 34, 138 and the Garden State Parkway.

The airport is situated outside the New York Metropolitan airspace which is governed by the Port Authority of NY and NJ. As a result, the airport does not have to comply with Port Authority regulations and fee schedules.

Based upon the above the Planning Board has concerns that the current regulation of the airport 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 Allaire 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.

Therefore, the Land Use Plan provides that the uses currently permitted in areas designated "Airpark" be modified to more closely relate to the Township's vision of the Airpark. The Land Use Plan provides that the airport should cater primarily to aviation enthusiasts, aviation flights schools, aerial survey firms and corporate and executive travel needs, among other aviation uses. 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 is envisioned to be complimentary to the desired corporate office parks in the Route 34 corridor. Specifically the Land Use Plan provides that the zoning ordinance be amended to eliminate uses under the Standard Industrial Code (SIC) of 45 "Transportation by Air", 473 "arrangement of transportation of freight and cargo," 422 "warehousing" and 4225 "mini-warehousing". The township should also carefully examine the list of permitted uses in the AI/Airpark Zone since several do not appear to comply with the State Air Hazard regulations.

The Planning Board recognizes that the municipality does not have jurisdiction over aircraft operations since these issues are regulated by the Federal Aviation Administration (FAA) and the New Jersey Department of Transportation, Bureau of Aeronautics. Wall Township does, however, have zoning powers to regulate the use and intensity of land use to protect the health safety and welfare of the citizens of Wall. The planning designation shown in the Land Use Plan is not meant to validate existing uses on the airport property. As noted, many of the uses at the airport are located on the tract for economic reasons and are not dependent on the airport.

### **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. All of these properties are described in the Community Facilities/Open Space Element.

### **Public/Semi-Public**

The Public/Semi-Public land use classification covers all developed public facilities such as schools, the Wall municipal complex, fire houses, Earle Naval Weapons Station, the state owned Brisbane Child Treatment Center, the Thompson Medical Home operated by Monmouth County, and semi-public uses such as cemeteries, churches, and the Glendola Reservoir.

### **Summary**

Table 11 provides a listing of the acreage in each category of the various land use types which are proposed in the Land Use Plan. As indicated in Table 11 the largest proposed land use category is Low Density Residential, with 4,310 acres or 22 percent of the land area of Wall Township. The second largest land use by acreage in the Land Use Plan is the Parks/Recreation and Open Space category, with 3,831 acres or about 19 percent of the total.

The Residential land use group accounts for 44 percent of the land area of Wall Township. The Business, Office, Industrial and Commercial Recreation uses, comprise 23 percent of the Township. Another quarter of the Township is delineated in Parks-Recreation or Public/Semi-Public land uses.

**Table 11**  
**ACREAGE DISTRIBUTION**  
**WALL TOWNSHIP LAND USE PLAN, 1999**

<u>Land Use</u>	<u>Acres</u>	<u>Percent</u>
Low Density Residential (<1 D.U./A.C.)	4,310	21.7%
Medium Moderate Density Residential (1-5 D.U./A.C.)	3,077	15.5%
High Density Residential (<5 D.U./A.C.)	696	3.5%
Mount Laurel Residential	657	3.3%
Highway Business	694	3.5%
Office/Business	94	0.5%
Office – (2 Acre)	287	1.4%
Office – (10 Acre)	279	1.4%
Office Research	1,625	8.2%
Industrial	956	4.8%
Air Park	389	2.0%
Commercial Recreational	240	1.2%
Parks/Recreation/Open Space	3,831	19.3%
Public/Semi-Public	1,442	7.2%
<b>Subtotal</b>	<b>18,577</b>	<b>93.7%</b>
Misc. Streets*	1,246	6.3%
	<b>19,823</b>	<b>100.0%</b>

\*Primarily Garden State Parkway, Route 138/I-195 and Route 18.