

**Borough of Oceanport,  
Monmouth County, N. J.**



**OCEANPORT  
COMPREHENSIVE  
MASTER PLAN**

**Planning Consultants:  
Mullin & Lonergan Assoc., Inc.  
Philadelphia, Pa.**



MASTER PLAN

BOROUGH OF OCEANPORT

Monmouth County, New Jersey

1974

PREPARED FOR

The Planning Board of the Borough of Oceanport, N. J.

PREPARED BY

Mullin & Lonergan Assoc., Inc.

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## OUTLINE OF REPORT

### BASE DATA

- Section 1. Population Analysis
- Section 2. Economic Analysis
- Section 3. Housing Study Element
- Section 4. Land Use Analysis
- Section 5. Transportation Analysis

### THE PLAN

- Section 6. Objectives
- Section 7. Land Use Plan
- Section 8. Thoroughfare Plan
- Section 9. Community Facilities Plan

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## INTRODUCTION

Before reviewing this document the reader might ask himself why a Master Plan? an explanation follows.

The New Jersey Municipal Planning Enabling Act (1953) provides the governing body the right to create by ordinance a planning board. Once created the Planning Board may prepare and after public hearing, adopt and from time to time amend, a master plan for the physical development of the municipality. It goes further to state that:

The master plan shall be made with the general purpose of guiding and accomplishing a co-ordinated, adjusted and harmonious development of the municipality and its environs, which will, in accordance with present and future needs, best promote health, safety, morals, order convenience, prosperity and general welfare, as well as efficiency and economy in the process of development and the maintenance of property values previously established. To such end, the master plan shall also include adequate provision for traffic and recreation, the promotion of safety from fire and other dangers, adequate provisions for light and air, the promotion of good civic design and arrangements, the wise and efficient expenditures of public funds, and adequate provision for public utilities and other public requirements.

The Borough of Oceanport is located in Monmouth County in the northeastern segment of New Jersey. The borough contains 3.1 square miles. Most of the developed land in the borough is devoted to residential use. A major factor in the analysis of Oceanport is the presence of the Fort Monmouth Military Reservation. This

federal installation accounted for, almost, one-third of the developed land in Oceanport in 1963. <sup>1</sup> The presence of this military installation presents special problems in the analysis of both the population and the economy. As far as possible, data has been developed which both includes and excludes the military population of the community. In this way, efforts have been expended to isolate the characteristics of the civilian population, so that judgments independent of the influence of the military can be developed. This is in no way intended to ignore the influence of the military population on the future of Oceanport. In those cases where the military population has been excluded, it is for the purpose of homogeneity of comparison.

The area is well served from a transportation standpoint. The Garden State Parkway as well as a system of connecting highways to the New Jersey Turnpike provide rapid access to the metropolitan centers of New Jersey, New York and Philadelphia.

SECTION 1  
POPULATION ANALYSIS

A. SOCIAL CHARACTERISTICS OF THE POPULATION

The condition of a community is a reflection of the characteristics of its inhabitants. Even as simple a concept as changes in total population over a period of time gives some indication of the desirability of a community as a place to live and work. Analysis of population characteristics provides a deeper understanding of the factors contributing to a community's growth or decline. Full comprehension of these factors is a prerequisite to valid judgments regarding the direction of future development.

In this analysis, data is presented in tabular form for the State of New Jersey, Monmouth County and Oceanport Borough. This is done for purposes of comparison. Data is usually presented in terms of percentages for ease of comparison between areas of different size.

1. Total Population

a. Growth

The changes in the population in the areas mentioned above are detailed in Table 1, following.

TABLE I  
TRENDS IN TOTAL POPULATION IN OCEANPORT BOROUGH,  
MONMOUTH COUNTY AND STATE OF NEW JERSEY

1930-1970

Year	State of New Jersey Population - % Change	Monmouth County Population - % Change	Oceanport Borough Population - % Change
1930	4,041,334 -	147,209 -	1,872 -
1940	4,160,165 2.9	161,238 9.5	3,159 68.8
1950	4,835,329 16.2	225,327 39.7	7,588 140.2
1960	6,066,793 25.5	334,401 48.4	4,937 -34.9
1970	7,168,164 18.2	461,849 38.1	7,503 52.0

Source: U.S. Census of Population

Table I demonstrates that all three areas under consideration have shown sustained growth since 1930. In the forty year period between 1930 and 1970 the total population of New Jersey increased by 77.4 percent, that of Monmouth County by 212.1 percent and Oceanport by 300.8 percent. Each succeeding census showed an increase, with the exception of Oceanport in 1960. This change will be discussed in detail in a subsequent section of the report.

Basically, the reasons for increased population in New Jersey are improved transportation facilities, availability of open land, increased employment opportunities and the movement to the suburbs from the metropolitan centers of Philadelphia and New York.

The percentage changes in population in Monmouth County were higher in each census period than the State of New Jersey, indicating that the county is growing in total population at a higher rate than the State as a whole.

\* Census included military except in 1960. See pg. 1-3.

## 2. Residential Population

Because of the influence of the population in group quarters (Fort Monmouth) in the Borough of Oceanport, it is worthwhile to examine the trends of residential population in Monmouth County and Oceanport.

TABLE II  
POPULATION IN RESIDENCES, MONMOUTH COUNTY AND OCEANPORT  
1950-1970

	Population in Residences		
	<u>1950</u>	<u>1960</u>	<u>1970</u>
<u>Monmouth County</u>			
Population in Residences	256,372	323,847	446,384
Percentage Change	-	26.3	37.8
<u>Oceanport</u>			
Population in Residences	2,560	3,755	5,007
Percentage Change	-	46.7	33.3
Percentage of County	10.0	15.9	11.2

Sources: U.S. Census of Population - 1950-1970

### 1. Comprehensive Master Plan - Borough of Oceanport - 1965

The information in Table II shows that the apparent loss of population was not a decrease in population in residences. In 1950, there were 5,028 persons residing in group quarters (including military barracks) in Oceanport. By 1960, the number of group quarter residents had decreased to 1,182 persons. In 1970, the number of persons in group quarters had increased to 2,496. This does not include officers, their families and others living on base which account for an additional 559 persons.

The Borough of Oceanport has no control over the number of military personnel assigned to Fort Monmouth, so the difficulty in population analysis will exist as long as the military installation is in operation.

### 3. Age and Sex of Total Population

Table III, following, shows the percentage distribution of total population in New Jersey, Monmouth County and Oceanport in 1970. Total population includes population in households as well as population in group quarters.

TABLE III  
TOTAL POPULATION - PERCENTAGE DISTRIBUTION BY AGE AND SEX  
OCEANPORT BOROUGH, MONMOUTH COUNTY AND STATE OF NEW JERSEY

Age	1970					
	New Jersey		Monmouth County		Oceanport Borough	
	Male %	Female %	Male %	Female %	Male %	Female %
Under						
5 years	8.7	7.8	9.2	8.4	4.4	6.7
5 - 9 years	10.2	9.1	11.4	10.3	5.9	9.4
10 - 14 years	10.4	9.4	11.2	10.2	6.4	10.2
15 - 19 years	8.9	8.1	9.0	8.2	14.5	11.1
20 - 24 years	7.0	7.2	7.6	6.6	33.1	6.7
25 - 29 years	6.4	6.5	6.0	6.5	6.6	6.2
30 - 34 years	5.6	5.6	5.8	5.9	4.8	5.4
35 - 39 years	5.8	5.8	6.0	6.0	4.4	7.3
40 - 44 years	6.5	6.5	6.5	6.3	5.7	8.2
45 - 49 years	6.6	6.7	6.0	6.1	4.0	7.7
50 - 54 years	6.1	6.2	5.4	5.4	3.6	6.1
55 - 59 years	5.3	5.3	4.4	4.6	2.3	4.4
60 - 64 years	4.3	4.5	3.6	4.0	1.7	3.2
65 - 69 years	3.1	3.7	2.9	3.7	1.0	2.5
70 - 74 years	2.3	3.1	2.2	3.1	.6	1.8
75 and over	<u>2.8</u>	<u>4.3</u>	<u>2.8</u>	<u>4.7</u>	<u>.9</u>	<u>3.1</u>
Total	100.0	100.0	100.0	100.0	100.0	100.0
Median Age	28.7	31.5	26.3	29.8	22.8	29.7

Source: U.S. Census of Population - 1970.

The most significant item in Table III is the percentage of males between the ages of 20 and 24 years in Oceanport. This age group accounted for one-third (33.1%) of the male population compared with 7 percent in New Jersey and 7.6 percent in Monmouth County. This is again a reflection of the presence of the military in Oceanport. One consideration that should be kept in mind in reviewing this table is that the high incidence of males in the 20 to 24 year age group affects every other group in a percentage distribution. For example, in the "Under 5 years" age category, males normally exceed females. Because of the influence of the military in Oceanport, this is not the case.

The median age for males in Oceanport is also affected by the high percentages in the 20 to 24 age group.

#### 4. Age and Sex of the Population in Residences

In order to eliminate the extraordinary influence of the military in Oceanport and present a more realistic comparison of age and sex groups, Table IV was developed.

The percentages in Table IV for Oceanport are much more comparable with Monmouth County and the State. It should be noted that non-residential population have been excluded from both Monmouth County and New Jersey to further insure comparability.

TABLE IV  
 RESIDENT POPULATION - PERCENTAGE DISTRIBUTION BY AGE AND SEX  
 OCEANPORT BOROUGH, MONMOUTH COUNTY AND STATE OF NEW JERSEY  
 1970

Age	New Jersey			Monmouth			Oceanport		
	Male	Female	Total	Male	Female	Total	Male	Female	Total
Under 5 years	8.9	7.9	8.4	9.6	8.5	9.0	8.6	6.9	7.8
5 - 9 years	10.4	9.3	9.8	11.8	10.5	11.2	11.6	9.7	10.6
10 - 14 years	10.6	9.5	10.0	11.6	10.4	11.0	12.6	10.6	11.6
15 - 19 years	8.6	8.0	8.3	8.6	8.1	8.4	9.2	10.4	9.8
20 - 24 years	6.3	7.1	6.7	6.0	6.6	6.3	5.9	5.3	5.6
25 - 34 years	12.1	12.3	12.2	11.9	12.6	12.2	10.3	11.6	11.0
35 - 44 years	12.4	12.4	12.4	12.8	12.5	12.6	15.2	15.8	15.5
45 - 54 years	12.9	13.0	13.0	11.6	11.5	11.5	13.8	14.1	13.9
55 - 64 years	9.6	9.8	9.7	8.2	8.5	8.4	7.9	7.8	7.9
65 - 74 years	5.5	6.7	6.1	5.2	6.7	6.0	3.2	4.5	3.8
75 and over	<u>2.7</u>	<u>4.0</u>	<u>3.4</u>	<u>2.7</u>	<u>4.1</u>	<u>3.4</u>	<u>1.7</u>	<u>3.2</u>	<u>2.5</u>
Total	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0	100.0
Median Age	33.9	33.3		29.7	29.4		29.7	29.2	
Median Age	33.6			29.6			29.5		

Source: U.S. Census of Population - 1970.

The distribution of pre-school children in the three areas under consideration shows that Monmouth County had the highest percentage (9.0 percent) of the resident population compared to 8.4 percent in New Jersey and 7.8 percent in Oceanport.

School age children (5 to 14 years) accounted for 22.2 percent of the resident population (those in group quarters excluded) in Oceanport Borough. This compares with 22.2 percent in Monmouth County and 19.8 percent in the State of New Jersey.

In the secondary school age group (15 to 19 years), Oceanport had a representation of 9.8 percent compared to 8.4 percent in Monmouth County and 8.3 percent in New Jersey.

In the working and home making age group (20 to 64 years) New Jersey had the highest percentage (54.0) of the population in households. In comparison, Oceanport had 53.9 percent and Monmouth County had 51.0 percent.

New Jersey had the highest representation (9.5 percent) of the normally retired residents (those sixty-five years of age and over) with Monmouth County second (9.4 percent) and Oceanport ranking third (6.3 percent).

In summary, Oceanport ranks third in the percentages of pre-school children, tied for first in percentage of elementary school age children, first in percentage of secondary school age residents, second in the working age category and third in elderly residents.

#### 5. Race of the Population

Changes in racial composition are significant considerations in the analysis of the characteristics of the population of a community. Table V following shows the racial distribution

for the same three areas previously considered for the years 1960 and 1970. Data shown in Table V involves total population and includes those in group quarters.

TABLE V

TOTAL POPULATION - PERCENTAGE DISTRIBUTION BY RACE  
OCEANPORT, MONMOUTH COUNTY, STATE OF NEW JERSEY

1960 - 1970

	New Jersey	Monmouth County		Oceanport Borough	
1960	6,066,782	334,401		4,937	
White	91.3%	302,447	90.4%	4,767	96.6%
Negro	8.5%	30,730	9.2%	125	2.5%
Other Non-white	.2%	1,224	.4%	45	.9%
Total	100%		100%		100%
1970	7,168,164	459,379		7,503	
White	88.6%	418,352	91.1%	6,994	93.2%
Negro	10.7%	38,275	8.3%	361	4.8%
Other Non-white	.7%	2,752	.6%	148	2.0%
Total	100%		100%		100%

Source: U.S. Census of Population. 1960 - 1970.

Table V indicates changes in the racial composition in all three areas. The most significant change is to be noted in Oceanport Borough where the number of members of the Negro race increased from 125 in 1960 to 361 in 1970. This represents an increase of 188.8 percent. In the same period, the number of blacks in Monmouth County increased from 30,730 in 1960 to 38,275 or by 24.6 percent even though the percentage of the total population decreased. The number of "Other Non-Whites" in the total population increased by 103 or 228 percent between 1960 and 1970.

The differences in the racial composition between the total population and the population in residences in the three areas is highlighted in Table VI, following.

TABLE VI  
 RACIAL DISTRIBUTION - TOTAL AND RESIDENTIAL POPULATION  
 MONMOUTH COUNTY AND OCEANPORT BOROUGH - 1970

	Total Population Number - Percent	Residential Population Number - Percent	Population in Group Quarters Number - Percent
Monmouth County	459,379 - 100.0	446,384 - 100.0	12,995 - 100.0
White	418,352 - 91.1	407,105 - 91.2	11,247 - 86.5
Negro	38,275 - 8.3	36,783 - 8.2	1,492 - 11.5
Other Non-White	2,752 - .6	2,496 - .6	256 - 2.0
Oceanport Borough	7,503 - 100.0	5,007 - 100.0	2,496 - 100.0
White	6,994 - 93.2	4,904 - 97.9	2,090 - 83.7
Negro	361 - 4.8	66 - 1.3	295 - 11.8
Other Non-White	148 - 2.0	37 - .8	111 - 4.5

Source: U.S. Census of Population - 1970

#### 6. Education

Education has never been more important to the economic well being of a community than it is at the present time. In seeking new locations for plants, industry includes the quality of educational facilities and the educational level of the community among its prime considerations. Modern technology requires well-trained minds. One of the basic reasons for continued unemployment in distressed areas is the fact that the members of the labor force has been trained in one industry since their youth and is ill-equipped to work in any other field.

The number of years of school completed by persons 25 years of age and over is shown in Table VII. The same areas are compared in Table VII as used previously.

TABLE VII

POPULATION - PERCENTAGE DISTRIBUTION - YEARS OF SCHOOL COMPLETED  
PERSONS 25 YEARS OF AGE AND OVER  
OCEANPORT, MONMOUTH COUNTY, AND STATE OF NEW JERSEY

Years of School Completed	New Jersey	Monmouth County	Oceanport
Total Persons			
25 yrs. and older	4,056,606	248,521	3,218
No. yrs. completed	1.6%	1.2%	.4%
Elem.: 1-4 yrs.	3.1%	2.1%	.5%
5-7 yrs.	10.2%	7.2%	3.0%
8 yrs.	13.1%	11.2%	7.7%
H.S.: 1-3 yrs.	19.5%	18.1%	14.0%
4 yrs.	31.8%	34.5%	43.0%
College: 1-3 yrs.	8.8%	11.3%	14.1%
4 yrs. or more	<u>11.8%</u>	<u>14.3%</u>	<u>17.2%</u>
Total	100.0%	100.0%	100.0%
Median yrs of school completed	12.1	12.3	12.6

Source: U.S. Census of Population - 1970.

Inspection of Table VII reveals that in Oceanport Borough 11.6 percent of the population 25 years of age and over were limited by an elementary school education. This compares with 21.7 percent in Monmouth County and 28.0 percent in the State of New Jersey. In regard to high-school experience, 57.0 percent of the adult residents of Oceanport Borough had some education at this level. This

compares with 52.6 percent in Monmouth County and 51.3 percent in New Jersey.

The difference between the area under study (Oceanport) and the rest of the state becomes more pronounced when college experience is considered. In Oceanport, almost one-third (31.3 percent) had college training compared to 25.6 percent in Monmouth County and 20.6 percent in the State.

The general population profile that develops of Oceanport Borough is one that is predominantly white, substantially younger than the residents of the state and better educated. The effects of these attributes will be determined when occupation and income of the residents are analyzed.

## B. ECONOMIC CHARACTERISTICS OF THE POPULATION

### 1. Civilian Labor Force and Employment

Employment, occupation and industry affect income, which is of prime importance in developing a realistic determination of situations as they exist today and in establishing the needs of the future.

Table VII, following, compares the labor forces of in the areas involved. The labor force includes all persons sixteen years of age and older who have a job or are seeking one. Excluded from the civilian labor force are members of the Armed Forces, students, housewives,

retirees and institutional inmates. The same areas as were considered under "Social Characteristics of the Population" are shown in Table VIII.

TABLE VIII

LABOR FORCE AND EMPLOYMENT - OCEANPORT BOROUGH,  
MONMOUTH COUNTY AND NEW JERSEY - 1970

	New Jersey	Monmouth County	Oceanport Borough
Population - 16 years and over	4,251,855	310,125	5,900
Labor Force	3,023,010	179,406	4,520
Civilian Labor Force	2,972,561	169,624	1,802
% of Population - 16 and over	69.9	54.7	30.5
Employed	2,858,967	162,759	1,740
Percent of Labor Force	94.6	90.7	38.5
Percent of Civilian Labor Force	96.2	95.9	96.6
% of Employed - Male	62.5	64.7	65.4
% of Employed - Female	37.5	35.3	34.6

Source: U.S. Census of Population - 1970.

Inspection of Table VIII reveals the effect of Fort Monmouth on Oceanport. Only when employment as a percentage of the Civilian Labor Force is considered do the figures become comparable. On this basis, Oceanport had the highest percentage of employment and, conversely, the lowest rate of unemployment. Unemployment, based on the Civilian Labor Force, amounted to 3.4 percent in Oceanport at the time of the 1970 Census. This compares with 4.1 percent in Monmouth County and 3.8 percent in the State of New Jersey.

All three areas qualified as areas with a slight labor surplus according to accepted industrial standards.<sup>1/</sup>

<sup>1/</sup> - Source: Plant Location - Simmons Boardman Publishing Corp. - 1960

It is also worthy of note that a lower percentage of women from Oceanport Borough were employed than in the other two areas.

2. Income

The result of employment is income. Income determines the standard of living of a community. Table IX shows the income levels of the families in the State of New Jersey, Monmouth County and Oceanport.

TABLE IX  
PERCENTAGE DISTRIBUTION - FAMILY INCOME - 1969

	New Jersey	Monmouth	Oceanport.
All families	1,838,809	114,097	1,327
Less than 1,000	1.7	1.7%	1.7%
1,000 - 1,999	1.7	1.7%	.4%
2,000 - 2,999	2.6	2.5%	2.5%
3,000 - 3,999	3.2	3.1%	3.7%
4,000 - 4,999	3.6	3.8%	1.2%
5,000 - 5,999	4.1	4.6%	2.2%
6,000 - 6,999	4.8	4.5%	3.0%
7,000 - 7,999	5.6	5.6%	4.0%
8,000 - 8,999	6.5	6.2%	5.9%
9,000 - 9,999	6.6	6.0%	9.9%
10,000 - 11,999	13.6	12.6%	12.6%
12,000 - 14,999	16.4	16.0%	15.4%
15,000 - 24,999	22.5	23.9%	33.6%
25,000 - 49,999	6.0	6.6%	2.5%
50,000 +	1.1	1.2%	1.4%
Median Income	\$11,407	\$11,635	\$12,578
Percentage of Families with Income below poverty level	6.1%	5.9%	3.8%

Source: U.S. Census of Population - 1970.

The distribution of family income reveals the effects of Oceanport's educational level. In general, a direct correlation exists between education and income. Oceanport had 9.5 percent of its families with incomes of \$5,000 or less compared to 12.8 percent in both Monmouth County and New Jersey.

Oceanport Borough had 25.0 percent of its families in the \$5,000 to \$9,999 income group while Monmouth County and New Jersey showed 26.9 percent and 27.6 percent, respectively.

It is in the income category of \$10,000 and over that the most marked differences between Oceanport and the other areas becomes apparent. Oceanport had 65.5 percent of its families in this group in 1969 compared to 60.3 percent in Monmouth County and 59.6 percent in New Jersey.

The median incomes for the three areas reflect the variations in the distribution of income. The median represents the mid-point of a distribution, i.e., fifty percent are lower and fifty percent are higher.

### 3. Occupation

Having determined the number of people gainfully employed and the relative fruits of this employment, consideration is next given to the occupations of these workers. Analysis of occupation provides a deeper insight into the economic characteristics of the population of a

community. A comparison of the occupational distribution of Oceanport Borough, Monmouth County and New Jersey is shown in Table X, following.

TABLE X  
 PERCENTAGE DISTRIBUTION - OCCUPATION OF EMPLOYED PERSONS -  
 OCEANPORT BOROUGH, MONMOUTH COUNTY AND NEW JERSEY -  
 1970

Occupation	New Jersey	Monmouth Co.	Oceanport
Total Employed 16 years and older	2,858,967	162,759	1,740
Professional, Technical and Kindred Workers	16.1%	19.7%	22.6%
Managers and Administrators	8.8%	11.0%	12.1%
Sales Workers	7.6%	9.0%	7.8%
Clerical and Kindred	20.2%	17.0%	20.6%
Craftsmen, Foremen and Kindred	13.7%	13.4%	11.7%
Operatives, Except Transport	14.7%	9.6%	5.2%
Transport Equipment Operatives	3.9%	3.9%	3.8%
Laborers Except Farm	3.8%	3.8%	4.0%
Farmers and Farm Managers	.2%	.3%	-
Farm Laborers and Farm Foreman	.3%	.4%	.7%
Service Workers	9.8%	10.5%	11.3%
Private Household Workers	.9%	1.3%	.2%

Source: U.S. Census of Population.

The data in Table X provides additional insight into the questions raised by the analysis of education and income. Oceanport had a significantly higher percentage of its residents employed as "Professional, Technical and Kindred Workers." The borough is substantially lower than the state in the percentage of its residents employed in the occupational categories of "Craftsmen, Foreman and Kindred Workers" and "Operatives except Transport."

#### 4. Industry

The industries employing the workers in their various occupations should be well mixed to provide economic stability to a community. The percentage distribution of employment by industry for the same areas used previously is shown in Table XI.

TABLE XI

PERCENTAGE DISTRIBUTION - EMPLOYMENT BY INDUSTRY -  
OCEANPORT BOROUGH, MONMOUTH COUNTY AND NEW JERSEY - 1970

Industry	New Jersey	Monmouth County	Oceanport Borough
Total Employed - 16 years and over	100.0	100.0	100.0
Construction	5.4	6.5	7.4
Manufacturing	32.0	22.5	16.2
Transportation	4.1	4.3	4.9
Communications, Utilities and Sanitary Services	3.4	4.1	5.5
Wholesale and Retail Trade	19.2	20.4	17.2
Finance, Insurance, Business and Repair Services	9.9	10.1	6.2
Professional and Related Services including	15.7	18.2	14.2
Educational Services	6.4	7.3	5.7
Public Administration	5.1	8.6	20.6
Other Industries	5.2	5.3	7.8

Source: U.S. Census of Population - 1970

Oceanport Borough ranked higher than the county and the state in the percentage of its workers employed in "Construction", "Transportation", "Communications Utilities and Sanitary Services", "Public Administration" and "Other

Industries." The high percentage of employment in "Public Administration" is undoubtedly due to federal employment at Fort Monmouth. The distribution of employment by industry emphasizes the importance of Fort Monmouth to the economy of Oceanport.

Another important economic factor which has not been delineated in the analysis of census data is the Monmouth Park Jockey Club, which was not in operation at the time the census was taken. This race course provides seasonal employment for many of the residents of Oceanport.

#### 5. Summary

The evaluation of the social and economic characteristics of the population of Oceanport reveals that (1) the community has shown steady growth of resident population, (2) this population is younger and better educated than surrounding communities in Monmouth County and the State of New Jersey as a whole, and (3) employment and income are healthy in Oceanport Borough.

Projections of the future population of Oceanport are tenuous because of the influence of Fort Monmouth, and the number of soldiers stationed there. Other factors which affect these projections are the introduction of intensive apartment dwelling, transportation improvements and change in employment opportunities at Fort Monmouth.

There is no way to anticipate the number of servicemen that will be assigned to Fort Monmouth in the future. This depends to a great extent on the status of the international situation. In 1970, Oceanport Borough accounted for 1.6 percent of the total population of Monmouth County. If the borough can retain this percentage and based on the population projections of the Division of Planning and Research of the Office of Business Economics of the State of New Jersey, Oceanports population would be:

1975 -	8,040
1980 -	8,660
1990 -	10,250

Of the 7,503 total population counted in the Borough of Oceanport during the 1970 Census, 5,007 persons or 66.7 percent resided in households. If this same percentage holds true for the next eighteen years, the household population of Oceanport would be as follows:

1975 -	5,360
1980 -	5,775
1985 -	6,300
1990 -	6,835

It is recognized that these projections are based on rather broad assumptions, however, the high incidence of group quarter residents render the traditional methods of population projection unworkable.

As mentioned before, if certain areas of the Borough were opened up to apartment development it could have a drastic effect on projected population. At this time, the number of units being unknown, 400 is used for analytical purposes.

If the population per unit follows the 3.4 persons per rental unit observed in the 1970 Census of Housing, the addition to the population would be 1,360 by the time such development reaches 100 percent occupancy. If full occupancy is attained by 1975, estimated total population would be 9,400 persons and household population would become 6,720.

## SECTION 2

### ECONOMIC ANALYSIS

#### A. ECONOMIC ACTIVITY IN OCEANPORT BOROUGH

Some of the population characteristics considered in the previous section (notably, income, occupation and industry) offer insights into the economic development of Oceanport Borough. The most significant of these items is the high degree of employment in "Public Administration." "Public Administration" includes postal service and Federal, State and local public administration. Oceanport Borough had 20.6 percent of its employed in this category compared to 8.6 percent in Monmouth County and 5.1 percent in the State of New Jersey. The presence of Fort Monmouth in Oceanport indicates that most of these are federal employees, military, and otherwise. Dependence on a governmental installation, particularly a military one, is not always the most desirable of situations. Funding for these installations is geared to Congressional appropriations and to the international situation. Drastic changes in either of these elements could produce equally drastic changes in the economy of Oceanport. The officials of Oceanport, therefore, should endeavor to broaden the economic base to increase employment opportunities in other industries to offset the effects of military cut-backs, when and if they should come. In any event, the provision of additional employment opportunities will serve to improve the economic climate in Oceanport Borough.

1. Manufacturing

Of 1,240 persons employed in April, 1970 in Oceanport Borough, 282 or 16.2 percent were employed by manufacturers. Comparison with the State (32.0 percent) and the County (22.5 percent) demonstrates that manufacturing does not play its traditional role as the major source of employment in Oceanport Borough. The 1967 Census of Manufacturers (the latest available) does not list Oceanport manufacturers by type of product since there are less than 450 employees. Monmouth County ranked 9th out of 21 counties in New Jersey with 519 manufacturing establishments in 1967.

The Comprehensive Master Plan for the Borough of Oceanport, 1965 notes that "There is no industrial development in the community." Without consideration of the availability of physical sites for industrial development, it is recommended that light industrial land use is desirable in the Borough of Oceanport. Since the completion of the Comprehensive Master Plan there has been a movement of producers of goods to move from urban centers to more suburban settings. These additions to the community provide benefits to the community in the form of additional taxes and employment opportunities as well as well designed and landscaped structures. The 1965 master plan recommended that three sites be devoted to light industrial use.<sup>1</sup> These sites should be reevaluated to determine the applicability of this recommendation in light of the changes that have occurred since 1965.

<sup>1</sup> Part of one of these sites is now the location of Interdata.

## 2. Retail Sales

The history of retail sales in Oceanport Borough is detailed in Table XII, on the following page, which shows the number of retail establishments, total sales, and average sales per establishment for Oceanport Borough, Monmouth County and the State of New Jersey.

Oceanport accounted for 0.6 percent of the retail establishments and 0.7 percent of the retail sales in Monmouth County in 1954. By 1967, the borough's percentage of the county's activity had changed to 0.7 percent of the establishments and 0.5 percent of the retail sales. Between 1954 and 1967, total retail sales in New Jersey increased by 84.9 percent and by 115.3 percent. In Oceanport Borough, retail sales increased by 45.6 percent in the same time period. This fact, coupled with relatively small number of retail establishments in 1967 (25) in Oceanport indicates a need for improved retail facilities. Whether or not the population of Oceanport can support additional retail facilities is one that can best be determined by an analysis of the retail sales generated by the community.

With a maximum residential population in 1975 of 6,720 (This is higher of two figures based on new development), there would be, approximately, 2,000 families residing in Oceanport. The influence of those residing in group quarters has been eliminated since they would normally have access to Post Exchanges, commissaries, etc.

TABLE XII

RETAIL ACTIVITY - NEW JERSEY,  
MONMOUTH COUNTY, OCEANPORT

Year	New Jersey		Monmouth Co.		Oceanport	
		% Change		% Change		% Change
<u>1954</u>						
No. of Establishments	64,919	-	3,742	-	21	-
Total Retail Sales	\$6,144,769,000	-	\$324,246,000	-	\$2,271,000	-
Sales per Establishment	\$ 94,653	-	\$ 86,650	-	\$ 108,143	-
<u>1958</u>						
No. of Establishments	68,377	+5.3	3,926	+5.0	14	-33.3
Total Retail Sales	\$7,275,092,000	+18.3	\$403,671,000	+24.5	\$1,913,000	-15.8
Sales per Establishment	\$ 106,397	+12.4	\$ 102,820	+18.7	\$ 136,643	+26.4
<u>1963</u>						
No. of Establishments	62,630	-8.4	3,731	-4.9	20	+42.8
Total Retail Sales	\$9,059,926,000	+24.5	\$519,242,000	+28.6	\$2,441,000	+27.6
Sales per Establishment	\$ 144,658	+36.0	\$ 139,170	+35.3	\$ 122,050	+26.3
<u>1967</u>						
No. of Establishments	61,321	-2.1	3,739	+0.2	25	+25.0
Total Retail Sales	\$11,362,485,000	+25.0	\$697,970,000	+34.4	\$3,307,000	+35.5
Sales per Establishment	\$ 185,295	+28.1	\$ 186,673	+34.1	\$ 132,280	+ 8.4

Source: U.S. Census of Business - Retail Sales - 1954 - 1967.

Between 1959 and 1969, median family income in Oceanport Borough increased by \$5,047 or \$504.70 per year. If median income continues to increase at the rate of \$500 per year, by 1975 median income for Oceanport families will approach \$15,500. By multiplying the number of families by the median income, an estimate of \$31,000,000 total income for the families in the borough is developed. It is recognized that this is only an approximation, but in view of the uncalculable elements and the requirements of this study, it is adequate.

This total income is distributed by consumer expenditures in Table XIII, following.

The column designated as "Expenditures" in Table XIII is based on typical consumer expenditures for each item. The total retail potential for Oceanport can be developed by multiplying the gross family income by the percentage that the average family expends for each consumer good. The column headed "Typical Store Sales" is based on "The Dollars and Cents of Shopping Centers: 1972 published by the Urban Land Institute. This study includes the results of a nationwide survey of shopping centers of all types. The typical store sales shown in Table XIII represent stores in community shopping centers. The purpose of this column is to determine if the retail potential generated by the residents of Oceanport Borough could support a community

TABLE XIII

## PROJECTED CONSUMER EXPENDITURES BY TYPE OF PRODUCT

OCEANPORT BOROUGH, 1975

<u>Convenience Goods</u>	Expenditures	Typical Store Sales
Drugs	\$ 697,500	\$ 605,800
Grocery and Combination	6,010,900	\$2,378,200
Other Food	1,240,000	385,250
Liquor	341,000	392,250
Hardware	427,800	206,000
Filling Station	1,240,000	-
Other	1,032,300	-
Total	\$10,989,500	\$3,967,500
<u>Primary Shoppers Goods</u>		
Department Stores	\$ 2,402,500	\$2,055,600
Family and Other Apparel	551,800	240,000
Men's Clothing	434,000	174,330
Shoes - Men and Family	217,000	151,150
Shoes - Women	210,800	170,000
Women's Apparel	1,023,000	150,400
Variety Store	418,500	604,260
Jewelry	155,000	127,100
Total	\$ 5,412,600	\$3,672,840
<u>Secondary Shoppers Goods</u>		
Furniture & Household Goods	\$ 651,000	\$ 326,250
Household Appliances and Retail Goods	558,000	151,000
Eating & Drinking Places	669,600	315,000
Total	\$ 1,878,600	\$ 792,250
<u>General</u>		
Auto Dealers	\$ 2,232,000	\$ -
Auto Parts & Accessories	210,800	307,000
Total	\$ 2,442,800	\$ 307,000

shopping center. Comparison of potential and typical sales indicates a strongly affirmative answer. If a community shopping center can be provided in a location convenient to all the residents of the community and is well designed and landscaped with adequate parking, its probability of success is extremely high. It should be noted that the determination of feasibility of the community shopping center is based on the potential sales to Oceanport residents only. Sales to members of the military and those from outlying areas would be an additional incentive for merchants to locate in the proposed center.

The development of a community center would provide increased tax revenues and added employment opportunities to the Borough of Oceanport. This is in keeping with the broadening of the economic base mentioned earlier.

### 3. Wholesale Sales

Oceanport is evidently not a wholesale center. The 1958 Census of Business - Wholesale Trade lists 3 wholesale establishments in Oceanport. Subsequent issues of the same Census do not show any wholesale activity. Since wholesaling presents an environmentally "clean" type of activity, the Borough officials should encourage the location of wholesalers in the community in the same manner that light manufacturing is encouraged. Indeed, the same sites investigated for light industry land use could be utilized by wholesalers.

#### 4. Services

Service activity is closely related to retail sales. The facilities required are much the same and the need for various services (beauty parlors, barber shops, repair services, laundry and dry cleaning, etc.) are the motivation in many cases for visiting community or neighborhood shopping centers. Once drawn to the center for these purposes, many visitors linger to avail themselves of the retail facilities. Because of this fact, service establishments will bolster the proposed community shopping center and increase its attraction. The establishment of service facilities in the shopping center can take the form of relocation of existing facilities or the location of new facilities.

#### 5. Other Industries

The potential for other non-manufacturing industries located in Oceanport Borough can be summarized by the fact that as the population increases and new needs arise, they will be filled. The modern businessman, be he banker, realtor, or insurance agent, are constantly in search of viable, new markets. There are also certain industries that are tied directly to population such as medicine and education.

Oceanport can look forward to an increase of economic activity in its future. The orderly dispersion of this activity is the purpose of this entire study. By cautiously applying the recommendations incorporated in this study, the residents of Oceanport can insure the orderly development of their community and the maximum benefits of economic growth.

B. SUMMARY AND CONCLUSIONS

1. Study and analysis of the population and economy of the Borough of Oceanport reveals that the community has a potential that is restricted only by the Borough's physical limitations. Some older, more densely populated communities are severely hampered in future development by social and economic factors. This is not the case in Oceanport Borough. The wide latitude of choice that is available to the shapers of future growth in the Borough imposes a greater responsibility upon them to make the correct choice.
2. The Borough of Oceanport is, primarily, a residential community. The distribution of land use developed in the Comprehensive Master Plan shows 26.3 percent of the developed land devoted to residential use. Other major land uses were Military Installation (Fort Monmouth) - 30.0 percent, Monmouth Park Jockey Club - 25.8 percent, Streets and Railroad - 14.6 percent. Together these four land uses accounted for 96.2 percent of the total developed area.
3. The presence of part of the Fort Monmouth Military Reservation in the Borough of Oceanport presents special problems in the analysis of population. Soldiers stationed at Fort Monmouth are counted among the residents of the Borough in the Census of Population. Where it is possible, the population has been separated into two groups - those visiting in group quarters and those living in residences.

4. Analysis of the available population data reveals the residents of Oceanport are predominantly white, younger and better educated than their neighbors in Monmouth County and the State of New Jersey. They enjoy a median income that is, approximately \$1,000 a year higher than the county and the state.
5. The educational level of Oceanport residents is reflected in the higher percentage employed as "Professional, Technical and Kindred Workers" and "Managers and Administrators."
6. The major source of employment in Oceanport Borough in 1970 was "Public Administration with 20.6 percent of the employed. "Public Administration" represents federal employment at Fort Monmouth.
7. Population projections are inhibited by the presence of Fort Monmouth in Oceanport. The number of military residents is not subject to the same forces affecting normal population change. Based on the past history of population in Oceanport the following projections were developed.

Year	Total Population	Population in Residences
1975	8,040	5,360
1980	8,660	5,775
1985	9,450	6,300
1990	10,250	6,835

8. There has been developer interest in the apartment market. Several hundred units could be accommodated. This would have a strong influence on population projections. Considering the location, social and economic characteristics of the population, and the amenities

available in Oceanport, there is no doubt that such a development would be successful. Whether or not the Borough is prepared for such a population increase in a short time should be the subject of further study.

9. There is limited industrial development in the Borough. It is recommended that further study be made of potential industrial sites. The attraction of light manufacturers or wholesalers to Oceanport would extend the tax base and offer increased employment opportunities.
10. The residents of Oceanport themselves can support a community shopping center. The availability of existing retail and service facilities is limited. Without considering the potential generated by members of the military or shoppers from outside of Oceanport, there is sufficient retail business to sustain a sizeable center. Future studies should give consideration to a proper location for this center.

## SECTION 3

### HOUSING STUDY ELEMENT

#### A. Introduction

A major concern of any community is the quality of its housing stock. Therefore, it is advisable to periodically review the relative aspects of the housing supply so that potential problem areas might be identified. With this in mind an exterior land use and condition survey was conducted for each parcel of land within the Borough. An analysis of the existing conditions which direct itself to the problems and a series of recommendations for improvements to the various neighborhood physical, social, and economic factors are incorporated in the following pages.

As concerns the statistics in this report, the quality of housing has been categorized either standard, deficient, or substandard. Clarification of the deficient definition is appropriate here since the majority of the housing stock falls within this category. A structure in this category may be found to have defects that singularly or in combination establish that said structure contains a building deficiency. These defects are further classified as slight, intermediate or critical. Examples of each include the following:

Slight Defects - paint cracked, peeling or missing; damage to porches or stairs; cracked windows, slight wearing away of mortar; wear of floor, door sills and window sills; broken gutters or downspouts; and cracked plaster.

Intermediate Defects - holes, sagging, bowing, open cracks; rotted, loose or missing materials in foundations, bearing walls, roofs, partitions, ceilings and floors; cracks, bent or rotted beams, rafters, girders, columns; broken stairs, balusters or railing; broken windows; rotted and worn window frames, doors and sills; loose or missing bricks.

Critical Defects - holes, open cracks, rotted or missing materials in foundations, bearing walls, roofing and flooring; cracked, warped or rotted beams, rafters, girders, columns; sagging, buckled or out of plumb foundations, floors, bearing walls, and roofs.

A review of the above items would indicate that it is not difficult to have a property classified as deficient as this category can vary greatly in degree. What is of concern is that once identified, action should be initiated to correct deficiencies.

For the purposes of this report the Borough has been divided into four neighborhoods, Fort Monmouth, Wolf Hill, Monmouth Park and Port Au Peck. These are described in the following pages and delineated on the Neighborhood Planning Area map which follows this section (Map No. 1).

B. Field Data

1. Fort Monmouth Neighborhood

I. Delineation

A. Boundaries: Generally bounded by the Borough Line on the north and west, Oceanport Creek on the east and southeast and Main Street on the south.

B. General Description: Primarily used as part of the U.S. Army military installation Fort Monmouth. There are two small collections of residential structures located on the south side of Riverside Avenue and on either side of Leonard Street east of the New York and Long Branch Railroad.

II. Conditions - Field Survey, 1972

A. Housing Units

This is by far the smallest neighborhood in the Borough in terms of private housing units. There are but 25 dwelling units in neighborhood and 20 or 80% have deficiencies. It is good at this point to consider or read again the definitions at the beginning of this section. A glance of the condition profile table which follows shows that 21 of the 25 dwelling units or 84% are standard or have only minor deficiencies.

B. Structures

All other structures in the neighborhood are the property of Fort Monmouth and as such are not considered as part of the housing resources for the Borough.

C. Location of Blight and Potential Blight

There are no serious pockets of blight in this area. Factors contributing to blight are the location of the Leonard Street properties adjacent to the New York and Long Branch Railroad and the access via a part of Fort Monmouth. The actual location of these properties has to be considered a positive factor, since many of them are situated on Parkers Creek and Oceanport Creek. Public improvements in terms of streets, paving and curbs would benefit the area.

TABLE XIV  
GENERAL LAND USE AND CONDITION

<u>Fort Monmouth Neighborhood</u>	<u>Residential</u>	<u>Other Uses</u>	<u>Dwelling Units</u>
Standard	5		5
Minor Deficient	15	(Remainder of Neighbor-	16
Major Deficient	4	hood controlled by Fort	4
Substandard	0	Monmouth)	0
TOTAL	24		25

2. Wolf Hill Neighborhood

I. Delineation

A. Boundaries: Generally bounded by the Borough Line on the west; Main Street on the north; Oceanport Creek to the north-east and east; thence along Pleasant Place, the C.R.R., Port Au Peck Avenue and Eatontown Boulevard to the Turtle Mill Brook, which is also the Borough Line and the south boundary of the neighborhood.

B. General Description: Primarily a residential neighborhood containing some of the oldest and newest residential structures in the Borough. It also contains the old town center or business district which is an area presently under a Federal Urban Renewal Project. This neighborhood has the highest incidence of multi-family housing, apartments and conversions within the Borough.

II. Conditions - Field Survey - 1972

- A. Housing Units: There are 388 structures in this neighborhood 142 or 36.6% are deficient. Only fourteen of these are substandard. Two hundred forty-six or 63.4% are standard structures. These figures augur well for the future of the Wolf Hill area. The predominant housing type here, as in all of Oceanport, is the single family detached home.
- B. Structures: There are some 35 other structures in this neighborhood providing a range of uses from mixed residential, to commercial to public and semi-public uses. Of these the problem structures are found among the mixed use and commercial units. Twenty-six of the twenty-nine are deficient. However, their continuance will be shortened by the renewal project and new development injected in turn.
- C. Location of Blight and Potential Blight  
Virtually all of the deficient and substandard structures fall within the urban renewal area and will therefore be rehabilitated or cleared for new development.

TABLE XV

GENERAL LAND USE AND CONDITION

<u>Wolf Hill Neighborhood</u>	<u>Residential</u>	<u>Mixed Use Pred. Res.</u>	<u>Comm.</u>	<u>Public Semi-Pub.</u>	<u>Dwelling Units</u>
Standard	246	1	2	1	246
Minor Deficient	90	1	4	4	92
Major Deficient	38	7	5	1	51
Substandard	<u>14</u>	<u>1</u>	<u>8</u>	<u>0</u>	<u>39</u>
TOTAL	388	10	19	6	428

3. Monmouth Park NeighborhoodI. Delineation

- A. Boundaries: This is the geographically central neighborhood and generally bounded by Eatontown Boulevard on the west; Oceanport Creek on the north; Shrewsbury Avenue and Branchport Avenue on the east; and the Borough Line on the south.
- B. General Description: While the majority of this neighborhood is occupied by land owned by the Monmouth Park Jockey Club, there is a substantial resident population. This area also contains the few large vacant areas available for any new development. The recent municipal building and library complex is a hallmark in the neighborhood.

II. Conditions - Field Survey, 1972

- A. Housing Units: There are 286 housing structures in this neighborhood of which 224 or 78.3% are deficient. However, as in the other neighborhoods the vast majority fall into the minor deficient category. By the same token, only 62 or 21.7% were classified as standard.

B. Structures: There are only 12 structures used for other than strictly residential purposes in the neighborhood, and 4 of these are public uses. Four of the six commercial units were found to have major deficiencies but not to a degree warranting clearance.

C. Location of Blight and Potential Blight

The basic residential area formed by the triangle bounded by Oceanport Creek, Myrtle Avenue and the New York and Long Branch Railroad bears watching simply in terms of general repair and maintenance. This is an older, established neighborhood and contains the smallest building lots in terms of land area. Density within this area should not be allowed to increase beyond normal code standards.

TABLE XVI

Monmouth Park Neighborhood	GENERAL LAND USE AND CONDITION					Dwelling Units
	Residential	Mixed Use Pred. Res.	Comm.	Public Semi-Pub.	Ind.	
Standard	62	1	1	2	1	62
Stand. w/Minor Def.	210	0	1	1	0	213
Major Deficient	14	0	4	1	0	14
Substandard	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>	<u>0</u>
TOTAL	286	1	6	4	1	289

4. Port Au Peck Neighborhood

I. Delineation

A. Boundaries: Basically the eastern most neighborhood and generally bounded by Branchport and Shrewsbury Avenue; and Blackberry Bay and the Branchport Creek.

B. General Description: Almost entirely a residential area it has but a few commercial and public uses. Some of the most choice lots are located on the Blackberry Bay and Oceanport Creek. A public school and recreation area serve the neighborhood. Homogeneous subsections in terms of housing conditions can be identified.

II. Conditions - Field Survey, 1972

A. Housing Units: This is the largest neighborhood containing 650 structures of which 367 (56.5%) are standard, and 270 (41.5%) are only minor deficient. Unique in an area this large is that there are no substandard structures.

B. Structures: There are only four commercial uses all of which are stable and pose no location problems. Public uses help solidify the area namely the school and playground.

C. Location of Blight and Potential Blight:

There are no areas in the Port Au Peck neighborhood which present blight or blighting conditions. This area is well maintained and likely to remain so.

TABLE XVII

Port Au Peck Neighborhood	GENERAL LAND USE AND CONDITION				Dwelling Units
	Residential	Mixed Use Pred. Res.	Comm.	Public Semi-Pub.	
Standard	367	0	1	3	367
Minor Deficient	270	0	3	0	273
Major Deficient	13	1	0	0	14
Substandard	0	0	0	0	0
TOTAL	650	1	4	3	654

### Tenure in Housing

As additional consideration of importance in the evaluation of the housing element is tenure. At the time of the 1970 Census of Housing, there were 1,551 housing units in the Borough of Oceanport. Of this number, 39 were considered to be seasonal or migratory, leaving a total of 1,512 all year-round housing units, i.e. units that are intended for year-round use. These units were distributed by occupancy, as follows:

All Year-Round Housing Units	1,512	100.0%
Owner-Occupied	1,125	74.4%
Renter-Occupied	327	21.6%
Vacant	60	4.0%
For Sale Only	(9)	(0.6%)
For Rent	(25)	(1.7%)
Other Vacant	(26)	(1.7%)

Source: U. S. Census of Housing - New Jersey - 1970

The category "Other Vacant" includes units that are vacant or sold but are awaiting occupancy, units held for occasional use by the owners, units held for settlement of an estimate and units held off the market by the owner for personal reasons.

It is significant to note that the number of owner-occupied housing units exceeds the number of renter - occupied units by more than 3 to 1. A high degree of homeownership is an indication of stability and confidence in a community. The purchase of a home is, normally, the largest single expenditure that a person makes in his lifetime.

The homeownership vacancy rate is calculated by dividing the number of units that are vacant and available for sale by the number of vacancies plus the number of owner-occupied units. In the case of Oceanport, this calculation takes this form:

$$\frac{9 \text{ units - Vacant for Sale}}{9 + 1,125 \text{ Owner Occupied Units}} = 0.79\%$$

The minimum acceptable level for homeownership vacancy rate for a community like Oceanport is 1.0%. There appeared to be a slight shortage of units available for sale in Oceanport in 1970. A factor affecting this shortage could be that the 1970 Housing Census reported that the median price asked for sales housing was \$33,800. This means that four units were priced below this figure and four priced higher with the ninth unit being priced at \$33,800.

The renter vacancy rate is determined by the same basic method and works out to 7.1%, which is higher than the expected level of 5.0%. This could be attributed to variations in the market caused by the influx and outflow of military families at Fort Monmouth. Median rent for vacant units in 1970 was \$115 per month.

#### Additions to the Housing Inventory Since 1970

In 1971, 33 housing units were authorized by building permits in Oceanport Borough. All of these units were single family dwellings. Considering the ratio of owner to renter occupied units and the asking price for sale units they were all probably offered for sale. In 1972, 26 more single-family

units were added to the inventory. Again, based on market conditions, these units would appear to represent sales offerings. In two months of 1973, 10 units were authorized for construction. There is no record of reports for the other 10 months.

A check with the Multiple Listing Services in Oceanport in February, 1974 revealed 25 units listed for sale. The effect on the homeowner vacancy rate is as follows:

$$\frac{25 \text{ vacant for sale}}{1,134 \text{ units in 1970} + 69 \text{ constructed since 1970}} = 2.01\%$$

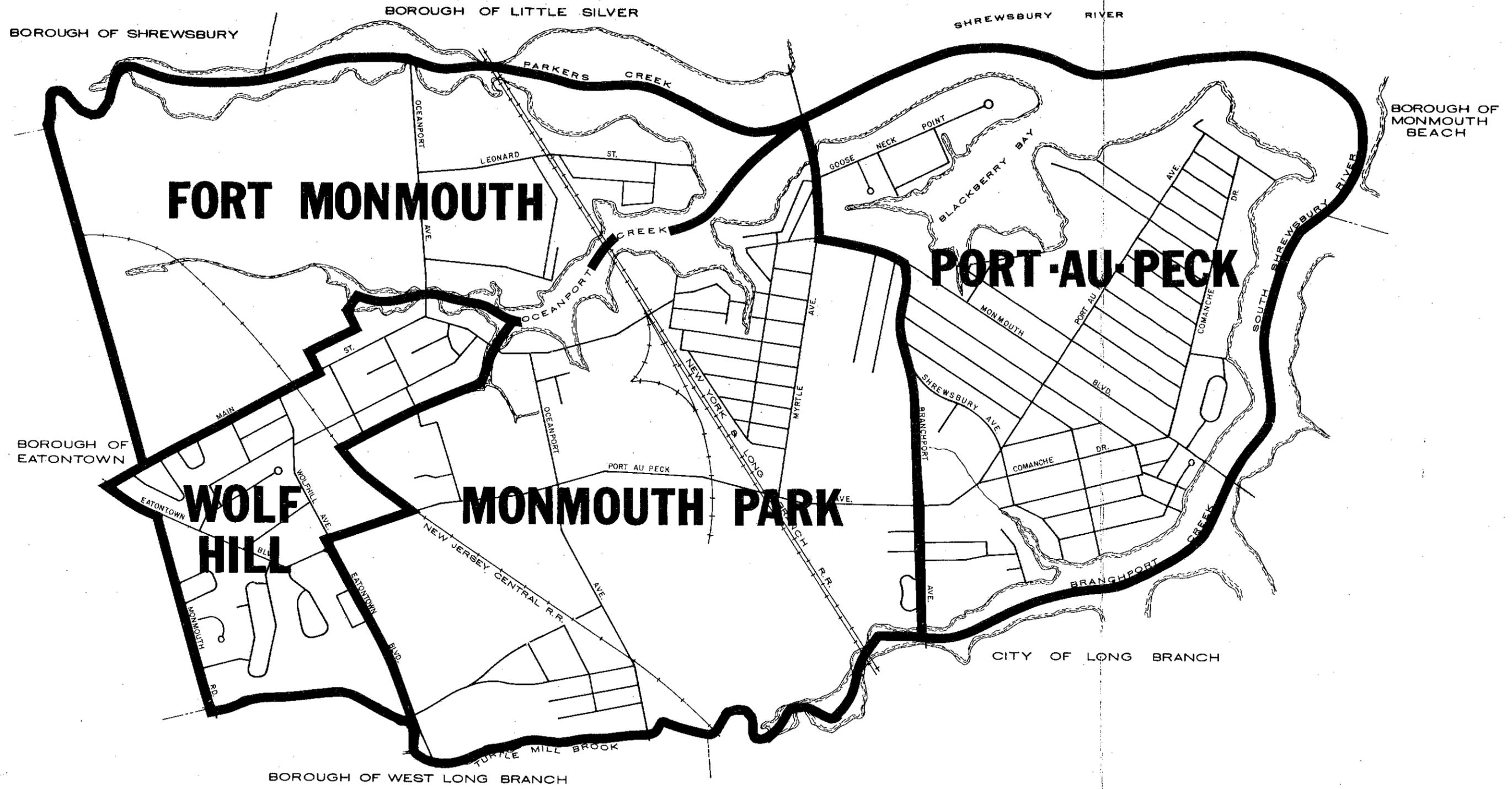
The picture of general housing conditions in 1974 in Oceanport, N. J. is a slight surplus of sales units, which enjoy a high degree of acceptance, and an oversupply of rental units due to fluctuations caused by serving the military market.

TABLE XVIII

COMPOSITE CONDITION TABLE - OCEANPORT BOROUGH

	<u>Res.</u>	<u>Mixed Use Pred. Res.</u>	<u>Comm.</u>	<u>Public Semi-Pub.</u>	<u>Ind.</u>	<u>Dwelling Units</u>	<u>% Res.</u>
Standard	680	2	4	6	1	680	50.4
Minor Deficient	585	2	8	5	0	594	43.4
Major Deficient	69	8	9	2	0	83	5.1
Substandard	<u>14</u>	<u>3</u>	<u>14</u>	<u>0</u>	<u>0</u>	<u>39</u>	<u>1.1</u>
TOTAL	1,348	15	35	13	1	1,396	100.0

A Neighborhood Planning Area Map, Map No. 1 follows this page.



**NEIGHBORHOOD  
PLANNING AREAS**

**BOROUGH OF OCEANPORT  
MONMOUTH CO., NEW JERSEY**



Mullin & Lonergan Assoc., Inc. Phila., Pa.  
MAP NO. 1

1974

SECTION 4  
LAND USE ANALYSIS

Man is constantly altering and changing the natural features of his environment. The extent of this change is the chief difference between urban and rural areas. In Oceanport, urbanization has long been evident; its form has been the changing element. The Borough continues to hold a dominant place in the region and is approaching maximum development of its land area. This section will deal with the factors which are shaping the final form of the Borough's landscape.

A. PURPOSE OF LAND USE ANALYSIS

In the preceding chapters we have noted the factors effecting development and pertinent characteristics of the population and economy of Oceanport. These are all basic elements to the development of a land use plan. However, other factors need to be considered. Equally important are knowledge of the "Existing Land Use Pattern," "Objectives for Land Use Planning," and "Land Use Requirements for the Planning Period."

The existing land use study is essentially an inventory and analysis of land, the Borough's most valuable asset. As part of the Master Plan, a field study was conducted to ascertain information related to land use and housing conditions. The survey has proved quite useful in the preparation of the population and economic study. Data collected from this survey was mapped and

analyzed in terms of the amount of land devoted to various categories of land use, location of uses, and the Borough's general land use pattern. This information has been an important basis for planning future land uses and will help establish reasonable and appropriate boundaries for the future zoning considerations. (See Map No. 2)

1. Land Use Categories

For planning purposes, land uses were grouped into six major categories described below as well as Fort Monmouth, Monmouth Park Jockey Club and street rights-of-way which define themselves.

- Residential - a structure containing one or more dwelling units including transient housing.
- Mixed Use Predominant Residential - a structure containing more than one use such as commercial facilities on one floor and residential on another.
- Public - uses which serve the general health, welfare and safety of the community i.e. schools, firehouse, Borough Hall
- Semi-Public - uses which accommodate social and religious needs of the community i.e. church.
- Commercial - any activity selling goods and services either wholesale or retail.
- Industrial - any activity involved in the production, processing and fabrication of goods and materials.

A purely statistical analysis of the amount of land devoted to various land use categories is of little value except as an analytical exercise. The interpretation of these statistics in

terms of development patterns and the resulting ramifications is much more significant and useful to local municipal officials and citizens. The location and extent of the existing land development in Oceanport is graphically presented on the Existing Land Use Map, No. 2. The approximate number of acres and the relative area occupied by each land use category is contained in Table XIX.

TABLE XIX  
EXISTING LAND USE

BOROUGH OF OCEANPORT, NEW JERSEY

<u>Land Use Category</u>	<u>Area (1973)</u>	<u>Area (1963)</u>	<u>Percent of Land Area '73</u>	<u>%Change '63 to '73</u>	<u>Percent of Developed Area</u>
Residential	520.2	357.4	26.2%	46%	31.1%
Mixed Use Predom. Res.	3.2	-	.2%	-	.2%
Public	58.7	11.5	3.0%	410%	3.5%
Semi Public	25.5	25.5	1.3%	-	1.5%
Commercial	23.8	8.3	1.2%	187%	1.4%
Industrial	8.6	-	.4%	-	.5%
Fort Monmouth	398.8	406.9	20.1%	-2%	23.9%
Monmouth Park Jockey Club	421.3	349.9	21.2%	20%	25.2%
Railroad	37.7	37.7	1.9%	-	2.3%
Streets	174.4	160.1	8.8%	9%	10.4%
TOTAL DEVELOPED Area	1672.2	1,357.3	84.3%	23%	100.0%
TOTAL UNDEVELOPED AREA	311.8	626.7	15.7%	(Vacant Land)-50%	
TOTAL LAND AREA	1984.0		100.0%		
WATER	418.4				
GROSS AREA	2,402.4 Acres				

Source: Land Use Survey - Mullin & Lonergan Assoc., Inc., January, 1973

In reviewing Table XIX certain facts become evident:

- The percentage of the total land area which is developed has increased 23% to 84.3%.
- Conversely the amount of vacant land has decreased dramatically from 549.4 acres to 311.8 acres.
- The most dramatic increase in developed land is in the residential land use category from 17.6 to 26.2 percent.
- There has been the introduction of an industrial land use area.
- Public land use areas and ergo community services have increased in the form of a Borough Building, School and recreation area.

The total acreage of developed land in Oceanport accounts for 1672.2 acres, or 84.3 percent of the total land area within the corporate limits. Comparative figures are based on 1963 Survey.

Standards and development criteria have been established to serve as guidelines in developing the land use plan. Obviously, an attempt at complete reorganization of the existing pattern of land use would be impractical for economic reasons. Therefore, an effort has been made to integrate the existing development into the land use plan. The following is an analysis of the existing major land use categories.

## 2. Residential

The amount of land devoted to residential use in Oceanport is

520.2 acres or 26.2 percent of the total developed land. Most of the dwellings are single family units and are built on relatively large lots.

In Oceanport there are basically four areas containing residential development and these fall within the neighborhoods as outlined in Section 5. For limits, refer to map accompanying that section. The information gathered for the housing analysis can be utilized here. The land area calculations for the residential category were separated for each neighborhood as well as the amount of vacant land within that area. The following table indicates some interesting statistics.

TABLE XX  
RESIDENTIAL AND VACANT LAND COMPARISON  
BY NEIGHBORHOOD

	<u>Residential (By Acres)</u>	<u>Dwelling Unit Density Per Acre</u>	<u>No. of Dwelling Units</u>	<u>Vacant (By Acres)</u>
Fort Monmouth	24.8	1.0	25	15.8
Wolf Hill	143.3	2.9	428	30.2
Monmouth Park	93.4	3.0	289	169.0
Port-Au-Peck	258.7	2.5	654	96.9
TOTAL	520.2	2.7	1,396	311.9

Average Lot Size - 16,133 square feet

It will be noted that the above Table is further expanded to include the number of dwelling units for each neighborhood as well

as the dwelling unit density. It is significant that the density for any of the neighborhoods does not exceed 3.0 units per net acre. This is unusual in that while it reaffirms what was already known, that the area consists of basically single family development, it warns of an extremely heavy tipping of the scale away from any balanced mixture of housing types.

There is also inherent in these figures a strong indication that the zoning ordinance as established in 1969 is working within its controls. Although much of the area was built up prior to the zoning ordinance the following comparisons are interesting.

In the Fort Monmouth Neighborhood the zoning calls for 12,000 square foot lots. The average lot size per the land use survey is one acre. While in excess of the requirement this area is difficult to conceive as otherwise because of the street pattern. There is, however, a portion of vacant land which could develop under present controls an additional fifty-six dwelling units.

In the Wolf Hill Neighborhood there are two distinct zoning districts. They permit densities of 3.0 and 4.4 units per acre. The average density in Wolf Hill is 2.9 units per acre. There are some thirty acres of vacant land in this neighborhood which could accommodate approximately one hundred ten dwelling units.

The Monmouth Park Neighborhood residential zones permit densities the same as above, with an additional area provided for development at 3.6 units per acre. A greater portion of the area east of the New York and Long Branch Railroad is zoned at 4.4 units

per acre. However, much of this area is built up. While there are 169 acres of vacant land in this area it is not all zoned residential nor anticipated for residential use in the future. Based on the zoning districts it is estimated that the vacant land area can handle an additional two hundred fifty dwelling units.

The fourth neighborhood Port-Au-Peck permits 3.6 dwellings per acre and has a present average of 2.5 per acre. Most of this area can be used for residential purposes except as highwater table or swampy conditions exist but it is estimated that another 250 single family dwelling units could be built in this area.

The above figures would indicate that if the Borough were to develop in this fashion that there would be approximately 666 additional units and a population increase of some 2,200 people in residences when the Borough were fully developed. This would represent a population increase of 33% over about 12% of the land area or at a density of about 2.7 dwelling units per acre which is the present average for the community. This would also present a total resident population of 7,200 people. The 1990 population projection shown in Section 1 of this report was estimated to be 6,835. Based on the average new home permits issued over the past five years a factor of 30 was established. This would result in full development in 22 years or around 1995.

The above figures are presented so that the Planning Board can see statistically what trends are taking place and the outcome should they continue. It does not indicate the pros and cons but

from these will come recommendations. It must be remembered that any increase in residential land use has an effect upon all other land uses within the community.

3. Mixed Use Predominantly Residential

There is not too much that can be said about this category other than its definition. It is represented by structures which were generally converted from one use to another. It has some use other than residential within the unit usually commercial. This is due primarily to the automobile and the need to provide parking for customers in convenient areas.

The land area devoted to this category is .2% of 1.0% of the total land area.

4. Public

There has been a tremendous increase in the amount of land classified as public. This is due to three major developments since the 1964 Plan. One, the Borough Building, has been constructed on the southeast corner of Myrtle Avenue and Monmouth Boulevard; second, an elementary school has been built along Shrewsbury Avenue between Branchport Avenue and Port-Au-Peck Avenue; and third, a major recreation facility is being constructed on Port-Au-Peck Avenue. These are now a major

portion of the community facilities offered by the Borough. They will be discussed later in this section in relation to the remaining community facilities. There are now 58.7 acres devoted to public uses or 3% of the total land area, which represents a good average.

5. Semi-Public

These uses are made up of churches and the cemetery. Many of the other types of uses which generally fall into this category such as social clubs and golf courses do not exist in Oceanport. While 1.3% of the Borough is in this category the vast majority of this is the cemetery.

6. Commercial

There are presently 23.8 acres of commercial land in this category. Much of the 187% increase is taken up by the nursery on Monmouth Blvd. This has been classified under a different category in previous plans. The commercial area as such is located east of Main Street on Oceanport Avenue and on Oceanport Avenue at Bridgewater Drive. The area on Main Street suffers from obsolescence, lack of any drawing power and off-street parking. It would have to be classified as unattractive to the contemporary retail and service customer simply because of the mixture of commercial land uses which are not necessarily compatible. The business district is being hurt by the modern facilities at the shopping centers within easy driving distance of all residents. It will be necessary to completely reshape the land use and

building configuration of the present business district in order to avoid complete collapse. The relocation of Oceanport Avenue will remove one drawing card from the area, namely a bank, and it will cause need for reorientation of the existing business community toward attracting new businesses and maintaining present clientele.

7. Industrial

This classification is new to the existing land use pattern of Oceanport. Since the previous survey, industry has located in the Borough and at a point identified by the previous plan. It represents 8.6 acres of land area and the prospects for expansion are very good. The industry is clean, quiet, and blends into the landscape in good relationship and scale with surrounding areas.

8. Other

The remaining major existing land uses are very important to the community. They are the Monmouth Park Jockey Club and Fort Monmouth. They comprise 421.3 acres and 398.8 acres respectively.

The Jockey Club figures are increased because the calculations included their lands north of Port-Au-Peck Avenue which are used occasionally for overflow parking. These were previously within the vacant land category. The Jockey Club is not only important to the Borough for economic reasons but it plays a vital role in land use determinations. It has helped to define and separate neighborhoods and has certainly been a good neighbor in terms of maintenance of their property.

Fort Monmouth proves important in terms of jobs and the overall economy of the Borough. It does not disturb the land use pattern in terms of being located in the center of the Borough with neighborhoods surrounding it. Its limits are well defined and facilities maintained. It, of course, is subject to the fiscal fluctuations of the Federal Government but overall has a positive effect upon the community.

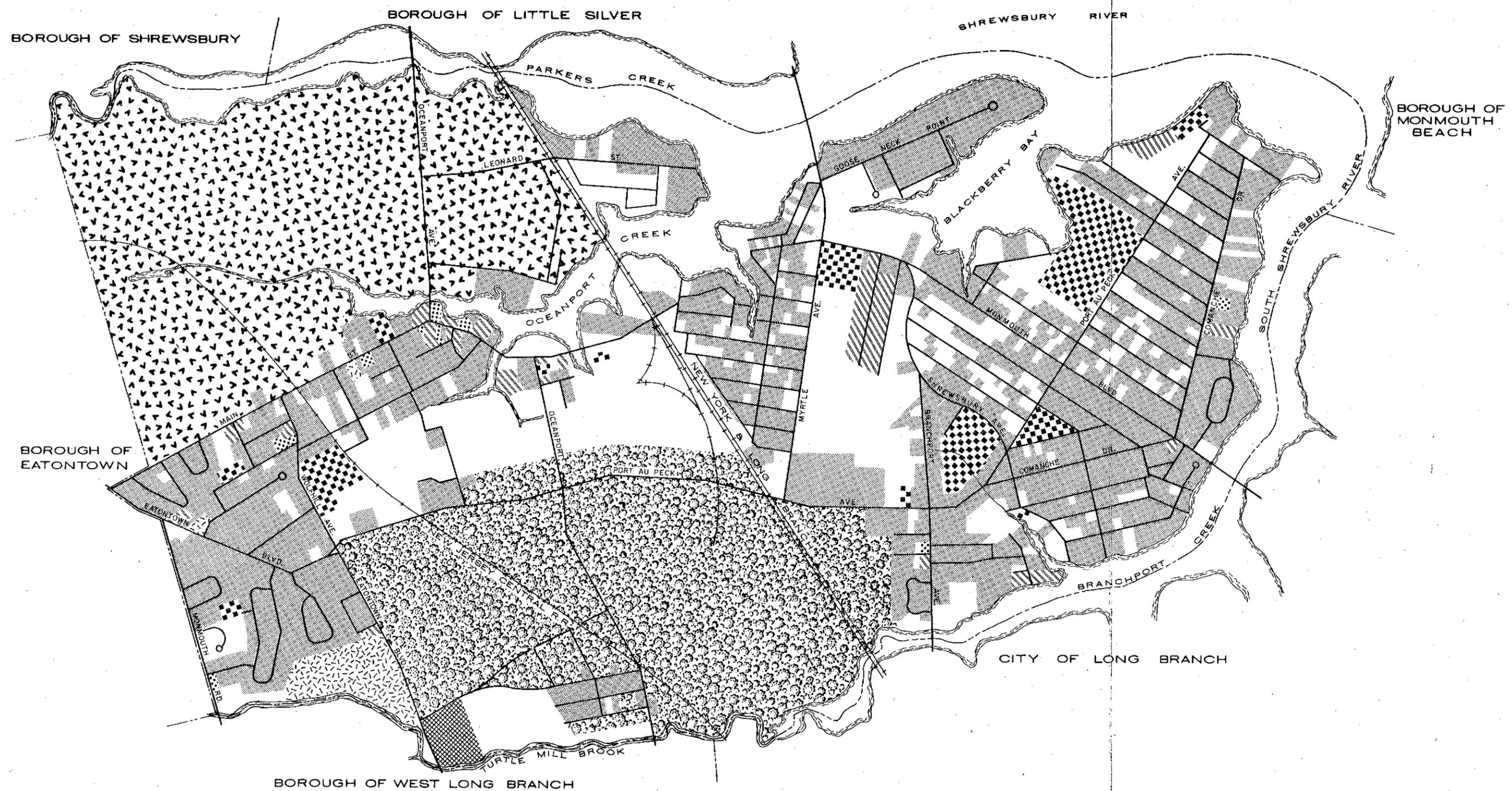
9. Vacant

This category still represents 15% of the land area of the Borough. Some assumptions concerning its use were made in the residential category summary and general proposals will be explained in Section 7 of the Land Use Plan.

An existing land use map follows this page.

10. Flood Prone Areas

A map indicating flood prone areas is also attached (See Map No. 3). Consideration should be given to the provision of a flood control ordinance.



**LEGEND**

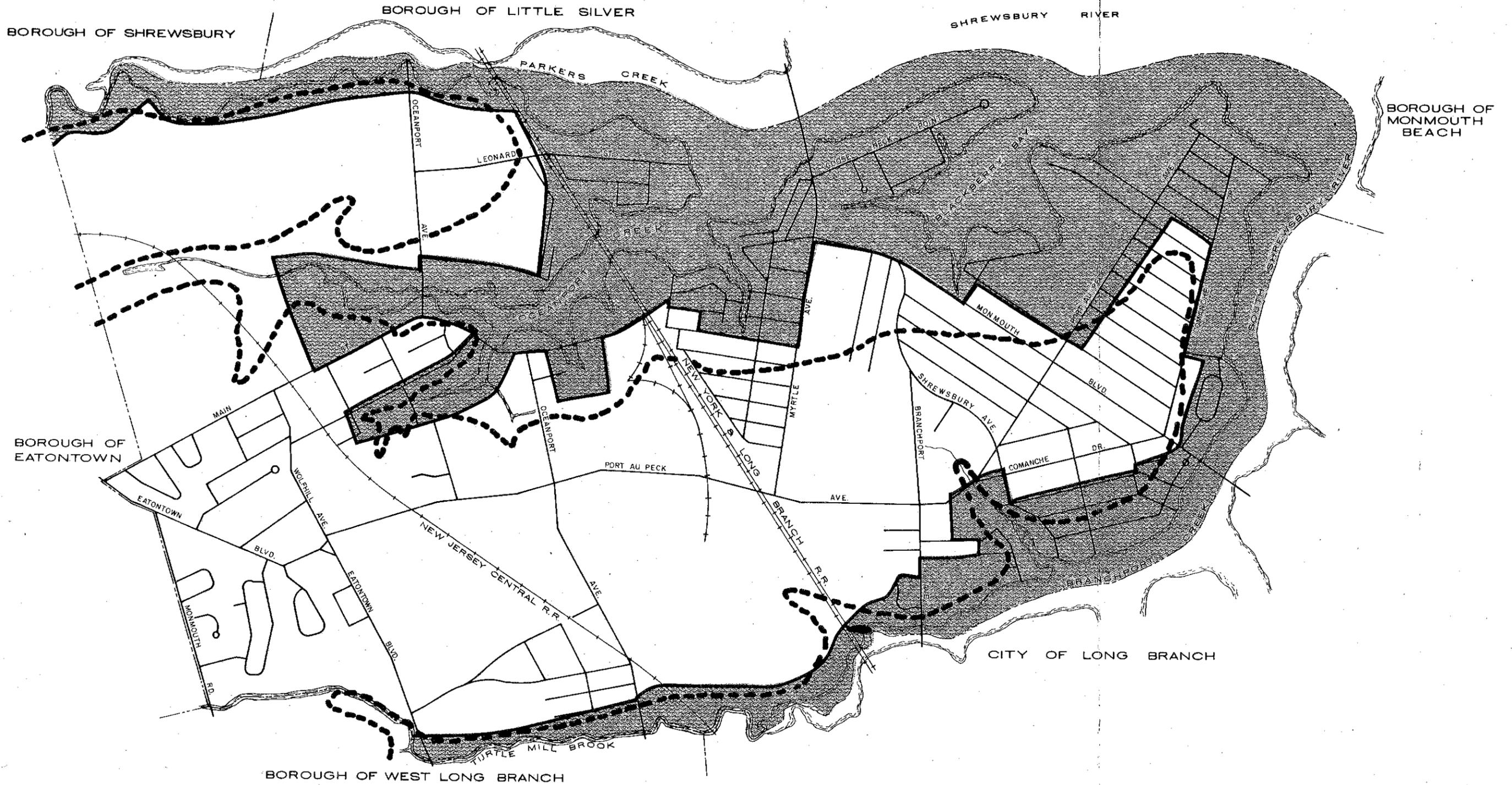
- |   |                    |   |                           |
|---|--------------------|---|---------------------------|
| -----   | BOROUGH BOUNDARY   |  | COMMERCIAL                |
|  | RESIDENTIAL        |  | INDUSTRIAL                |
|  | PREDOMINANTLY RES. |  | VACANT LAND / WOODS       |
|  | PUBLIC             |  | FORT MONMOUTH             |
|  | SEMI-PUBLIC        |  | MONMOUTH PARK JOCKEY CLUB |

**EXISTING LAND USE MAP**  
**BOROUGH OF OCEANPORT**  
**MONMOUTH CO., NEW JERSEY**

SCALE IN FEET  
 400 0 800 1600 2400

Mullin & Lonergan Assoc., Inc. Phila., Pa.  
 MAP NO. 2 JANUARY, 1973





**LEGEND**

- BOROUGH BOUNDARY
  - BOUNDARY OF SPECIAL FLOOD HAZARD AREA
  -  SPECIAL FLOOD HAZARD AREA
  - APPROXIMATE 100 YEAR FLOOD PLAIN (ELEVATION 9.1; SOURCE: T. & M. ASSOCIATES)
- (SOURCE: FEDERAL INSURANCE ADMINISTRATION)

**FLOOD PRONE AREAS  
BOROUGH OF OCEANPORT  
MONMOUTH CO., NEW JERSEY**



Mullin & Lonergan Assoc., Inc. - Phila., Pa.  
MAP NO. 3



B. COMMUNITY FACILITIES

This portion of the Land Use Analysis section is concerned with the various public facilities and services provided by the Borough or by other public agencies for Oceanport residents. The suitability of these facilities for present and future needs is determined and those facilities which require attention are identified. The purpose of this study is to update the information presented in the original Comprehensive Plan so that a more current plan for the improvement of community facilities and services can be developed.

1. Public Buildings

a. Borough Hall

The Borough just a few years ago completed the present Borough Center. At the time of the original Master Plan this facility was under construction at the Monmouth Boulevard and Myrtle Avenue intersection. The assembly of various municipal functions at a central location in a modern building has been an asset to the community. Most municipal offices are housed in the 8,600 square foot building with the added provision of police department headquarters, library and municipal garage. The six acre site will be quite ample to handle expansion needs of various departments. The building has been designed to permit logical additions should they be necessary. Approximately 120 parking spaces for on-site parking are available for public use. The municipal garage is a separate structure to the rear of the site. It houses all

maintenance equipment, tools and supplies necessary to the operations of such a facility.

b. Library

The library facility within the Borough Center is a branch of the Monmouth County Library whose headquarters are in Freehold. It employs one full time librarian and one student part time at ten hours per week and full time during the summer. Six volunteers maintain Saturday hours.

The library plant itself consists of one room partitioned by book racks and a corner set aside for a childrens area. There are six tables and seats for twenty-four. Library service is open to anyone in the County and as a branch the Oceanport facility serves primarily the Borough. The primary user groups are adult women and elementary school age children. Their budget is a part of the Monmouth County Library funds.

At the present time there are some 6000 volumes in stock and while more shelf space appears necessary they could be accommodated through rearrangement of the stacks. The present circulation rate is an average of 1300 books per month. Based on the number of books, circulation and user groups the facility appears adequate within the immediate planning period.

c. Police Department

The Oceanport Police Department is housed within the Borough Center. The entire force consists of a chief, captain, sargeant, and eight patrolmen. Four civilians are employed to handle the desk and during the Monmouth Park Jockey Club season four additional men are employed to assist traffic movement. All new recruits are trained at either the County or State training centers.

Physical accommodations consist of areas for the desk, chief, captain and sargeant with locker facilities for patrolmen. The area devoted to the police is generally cramped. They could afford to double their space very easily. Ever increasing files have taken up much floor space. There are also two jail cells.

There are three patrol cars two marked and one unmarked and they are equipped with two way radios. The Department is tied into a State teletype system. As equipment needs and police protection become more demanding and sophisticated, additional space, men and equipment will be necessary.

d. Fire Department

Oceanport's Fire Department operates under a volunteer system. There are presently two fire stations in the Borough. The Oceanport Hook and Ladder Company located on Main St. west of Oceanport Avenue, and the Port-au-Peck Chemical Hose Company on Port-au-Peck Avenue west of Branchport Avenue. Both locations provide good access to all areas of the Borough.

The Oceanport Hook and Ladder Company occupies a building which was constructed in 1950. Two additional bays have recently been added to the original two bays, giving the building an increased total storage capacity. At present the company maintains two fire trucks, one a combination pump and ladder. The Port-au-Peck Chemical Hose Company occupies a building two bays and maintains two pumper fire trucks.

e. First Aid Squad

The volunteer first aid squad maintains two vehicles at the Hook and Ladder Company.

f. Schools

Oceanport school children are served by two Boards of Education. The Local Board for grades K-8 and the Shore Regional Board for high school. This latter group includes the communities of West Long Branch, Monmouth Beach and Sea Bright.

The following information relates to the Wolfhill and Maple Place Elementary Schools within the Local Board of Education.

TABLE XXI

Wolfhill Elementary - Physical Plant

Constructed:	1911 Additions - 1932, 1948 and 1958
Construction:	Masonry, two story and basement
Classrooms:	22
Grades:	K-5
Enrollment:	530 (1972 school term)
Capacity:	Desirable 580
Site Area:	Approximately 7.7 acres
Recreation:	Softball field, black top game area, apparatus.
Parking:	25 spaces.

TABLE XXII

Maple Place Elementary - Physical Plant

Constructed:	1966
Construction:	Masonry, one story, no basement
Classrooms:	14 plus art, home economic and shop rooms.
Grades:	6,7,and 8
Enrollment:	330 The Borough of Sea Bright sends all of its 6,7,&8 grade students to Maple Place School, they in turn pay the Oceanport Board of Education for their services. The 1972-73 school year handled 30 such pupils.
Capacity:	Desirable 345
Site Area:	Approximately 10.5 acres
Recreation:	Baseball field, black top area, basketball
Parking:	30 spaces

While the enrollment would indicate that desirable capacity is approaching there is room within the existing plants for growth. Coordination of School Board and Planning Board projections should be encouraged.

On the matter of busing, the Board owns five buses which are housed on Borough land and gased at Borough tanks for which there is remuneration. Approximately 68% of the elementary school students are bused.

2. Recreation

Recreation is one of the most essential elements in the structure of the contemporary community. There is general agreement that

recreation is not only desirable but a necessity for the physical and emotional well-being of the individuals comprising the community. It has also been shown that a progressive recreation program serves as an incentive in attracting new residents and business enterprise.

A sound recreation program must successfully combine the elements of location and site selection, types of facilities, and space requirements.

### 3. Site Criteria

In order for recreation to serve its intended purpose, it must be well located in relation to the population served. Ideally, the facility should be located somewhere near the center of the population service area. Another consideration in locating recreation places is safety. Whenever possible, sites should be selected which will not require the crossing of major traffic arteries, especially by younger children. Recreation is too important a community use to permit the haphazard selection of sites. Too often facilities are located on odd or left-over pieces of land that are not suited for other uses because of topography, inaccessibility, or other physical deficiency.

### 4. Types of Facilities

A good recreation program will provide a variety of facilities and activities to serve all age groups throughout the year. In the past, facilities were designed for the school age population almost exclusively. Now, in addition to this group, pre-school, adult, and senior citizen recreation requirements are being provided for. This means that both active and passive forms of

recreation are needed. A year-round program should also be provided for a balanced recreation system. Considerations should be given to winter-time programs and indoor recreation.

5. Space Requirements

The amount of recreation space available is the final element. A generally accepted standard is 10 acres of recreation space per 1000 population. Presently, the Borough has about 50 acres either developed or land banked for public recreation space which is the amount required to serve the existing resident population of 5007 using this standard. An additional 15 to 20 acres would be needed to serve the population expected by 1995.

In applying the above cited standard to Oceanport careful consideration must be given to regional factors. For example, existing and proposed residential densities, private recreation facilities, regional parks, and water based activities predominant in the region must be evaluated in terms of their influences on recreation in the Borough.

6. Types of Recreation Facilities

Community recreation needs can be met in a variety of ways and can be provided by different units of government and by private individuals. A comprehensive recreation program for Oceanport includes the following:

On-Lot Recreation. The most basic recreation unit is that provided on the residential building lot. The "backyard" is the unit most suitable for the recreation needs of very young children since it does not require leaving the home environment

and close and continuous supervision is available. Most homes in the Borough have relatively large lots, which permit a high degree of on-lot play area. Family recreation is also focused on the home lot.

Analysis has shown that existing residential densities in Oceanport, in terms of families per acre, are quite low. This indicates that in most areas residential lots have some outside play space.

Neighborhood Parks and Playgrounds. These facilities are designed to serve a limited population living within a service area of approximately 1/4 to 1/2 mile from the facility. Each play area should be from 3 to 6 acres in size. There is a national trend today toward developing small tot lots, a specialized type of neighborhood facility of about one acre in size for children up to ten years of age. At present, principal neighborhood recreation areas are provided by the elementary schools in the Borough, though neighborhood facilities are being provided in the other locations.

Community Park and Playfield. This type of facility might contain ballfields, playground equipment, picnicking areas, swimming pool, and other special facilities. The 30 plus acre site on the west side of Port-au-Peck Avenue north of Monmouth Blvd. adequately meets the needs for this type of facility.

7. Other The Borough's place in the region can not be overlooked. Because of it's location on waterways and proximity to the

Atlantic Ocean many residents participate in boating, fishing and shore related activities. The bays and inlets have helped to establish the charm and peaceful atmosphere associated with the Borough's residential areas.

8. Existing Facilities

The following is a list of the existing recreation facilities either presently in active use or in the construction phase.

a. Oceanport Community Center

Situated on a 4.1 acre triangular parcel at the intersection of Comanche Drive and Port-Au-Peck Avenue this facility contains a variety of playground apparatus such as swings, slides, see-saws, and merry-go-round. There is a large ballfield, two full basketball courts, two tennis courts and a shelter. This facility is central to the area and age groups it serves, and is in excellent condition.

b. Elementary School Sites

The two elementary school sites Wolfhill School and Maple Place School contain approximately 4 and 7 acres of recreation land respectively. The Wolfhill Site includes swing sets, jungle gym, and chinning bars, all of which are old, rusting and bear watching for replacement. Maple Place has no apparatus but is closely served by the Community Center. Playfield facilities at both include baseball and basketball areas. They serve as free-play period recreation areas during school time and general neighborhood facilities after school hours and during the summer.

c. Burnt Mill Circle Site

A one acre playground exists off of Burnt Mill Circle in the Wolf Hill Neighborhood. This location is similar to the one proposed in the original Master Plan. Thus indicating a continuing reliance on the document as a planning tool. It is the Borough's newest playground and the equipment is in excellent condition. It includes swings, jungle gym, sand box, benches and basketball court.

d. Blackberry Bay Site

A thirty plus acre site is being developed on the west side of Port-au-Peck Avenue north of Monmouth Boulevard and extending to Blackberry Bay. The major thrust of this facility will be the provision of a community swimming pool and public boat launch. Other activity will include apparatus areas and field sports. This facility will certainly serve in the capacity of a community park.

e. Trinity Place Play Area

A 1.2 acre playground facility will be provided at the terminus of Trinity Place as part of the Oceanport Urban Renewal Project. This facility will contain apparatus equipment for tots and school age children as well as field areas for baseball, basketball and free spirit play.

f. Other

The Borough has recently completed filling in a low lying area on the point at Oceanport Creek and the intersection of Monmouth Boulevard and Arnold Street. This 2.2 acre site will eventually provide a playground for the residents

in the triangle formed by Myrtle Avenue, the railroad, and Oceanport Creek.

Two sites are owned by the Borough. Both are located on the Shrewsbury River. One at the west end of Pocono Ave. and the other is at the end of Comanche Drive. These will serve as passive recreation areas to be left in a natural state with the provision of benches and lookout areas.

#### Summary

A look at the Community Facilities Map indicates that in terms of providing necessary public areas the Borough of Oceanport has achieved significant accomplishments. It has established a desired quantity without sacrificing quality. These improvements augur well for the future.

## SECTION 5

### TRANSPORTATION ANALYSIS

#### A. INTRODUCTION

The transportation plan constitutes one of the most important elements of the Master Plan for any community. Although the community has already developed on the basis of a road pattern which is now functioning, achievement of the proposed land use plan will be a function of basic decisions concerning thoroughfares. Although the transportation analysis must take cognizance of the existing road pattern, urban renewal proposals, capital improvement programming, zoning and subdivision policy, it must be used objectively and wisely in order to achieve desired goals.

Since the landscape continually changes as a result of public and private decisions affecting land use and the basic economy, it will be necessary to maintain a continual review of the transportation plan. The transportation plan is an expression of ideas set in the framework of Oceanport today, with judgments made on the likely course of area development within a sound planning timeframe.

#### 1. Traffic Routing

Since the web of any transportation system is only as good as its spines, it is important from the outset to establish the network of roadway arteries in terms familiar to those who may avail themselves of this document. In analyzing the Oceanport Street system one must be aware that it, in turn, is part of the County

network, which is part of the State and so on. Therefore, it is wise to use definitions applicable to all levels of the network. This report follows the guidelines of suggested highway classifications set forth by the Monmouth County Planning Board. The following paragraphs identify the basic categories and describe their function. At the end of this section can be found cross-sections of the various roadways and intersection treatments between crossing rights-of-way.

2. Freeway - The term "freeway" means an access-free, grade-separated interchange, high speed road. The freeway has only one function - to carry traffic. Because it is thus specialized, with no access, no parking, and no grade intersections, it is an efficient carrier. Rights-of-way widths vary from 250' to 300' depending on the area through which they traverse. There are no freeways within the Borough of Oceanport; however, the Garden State Parkway certainly fulfills this role within the regional highway system.
3. Primary Arterial - Primary arterial roads carry traffic to and from the freeway system and to the major traffic generators within the area such as shopping centers, commercial recreation facilities and military installations.

The first and most important function of the arterial is to move vehicles. Land access should be a secondary function of arterials; it is however, a legal right. Right-of-way widths vary in this classification from 80' to 120'. Routes 35 and 36 fall within this category and while they do not fall within the Borough they nonetheless exercise an impact upon the immediate area.

4. Secondary Arterial - This type of arterial serves as a connector between the collector system and the primary arterial system. The major difference between the secondary arterial and the major arterial is the tipping of the scale toward more frequent land access intervals. This is to say that the distance between land access points may become shorter. More than any other type, the secondary arterial street illustrates the conflict between traffic service and land service. When volumes of traffic are low and the abutting land use is at low density, the conflict is not serious. But when traffic volumes are high and the adjoining land is intensely used, the number of points of conflict increase almost geometrically.

Right-of-way widths for secondary arterial streets range from 68' to 120'. The more intense the adjacent development, the greater should be the right-of-way. Oceanport Avenue presently serves this function though varying in right-of-way width and adequacy of turning movements. The proposed improvement and re-alignment of this street will place this roadway sufficiently within this category.

5. Major Collector - These streets help form the boundaries of major blocks of land and are intended to function primarily as intra community access routes as well as inter neighborhood connectors. The design of major collector streets is important for development of traffic safety. Local streets for the most part should not cross the major collector directly; the "T" intersection is superior for traffic safety.

The right-of-way widths for major collectors will vary between 60' and 80'. There are several streets which function as major collectors within Oceanport and these include Eatontown Boulevard; Monmouth Road, Port au Peck Avenue, Myrtle Avenue and Monmouth Boulevard.

6. Local Collector - The local collector is primarily a residential phenomenon, serving to drain traffic off local streets, and leading the traffic to major collectors and arterials. The major function of the local collector is to bring traffic from local residential streets to the higher classifications. How collectors are laid out with respect to other street types and in the total street system is affected by their purpose of collecting traffic from residential streets and taking it to arterials. Their spacing, therefore, becomes partly a function of the factors that affect residential trip generation.

Right-of-way width in this category will vary between 56' and 60'.

7. Local Residential - Local streets have a variety of functions to perform that can be enumerated as follows:
  - a) The principal purpose of a local street is to provide access to property abutting the public right-of-way; this includes vehicular and pedestrian access.
  - b) Moving traffic is a secondary function of local streets, and traffic is generally so light that the land access function

is not impaired. Since land service is their primary function, local streets should not be allowed to carry through traffic; buses and heavy trucks should be excluded except where the local street is in a commercial or an industrial district.

- c) The local street serves as an easement as do other categories for all types of utilities, including sewers, water lines, gas mains, electrical and telephone conduits or poles, and so on.
- d) The local street serves as an open space between buildings to provide light and air to adjoining properties and to serve as a fire break.

Right-of-way widths should not be less than 50'. The greater majority of the Borough's streets fall within this category.

In summary a word should be said about standards as recommended in this section. These are intended as guides and not as mandates. There are many factors which serve to make up a traffic system and that systems ability to move pedestrians and traffic efficiently and safely. These should be taken into consideration as plans for land use crystallize.

#### B. EXISTING CONDITIONS

For the most part it can be generally stated that the traffic system in the Borough of Oceanport is in reasonably good condition. Because of the built-up nature of the Borough many of the problem areas long known are still in existence. The obstacles to their implementation are primarily a function of costs. Most of the problems require either a large capital outlay in order to effectuate a solution, acquisition of additional right-of-way, or both.

Map No. 6 indicates Existing Traffic Problems and follows page 5-8.

The following circulation problems fall into several basic design categories, which require engineering analysis beyond the scope of this report.

1. Hazardous Intersections - These are characterized by streets intersecting at acute angles, inadequate sight distances, or through traffic problems.

- a. Eatontown Boulevard and Monmouth Road
- b. Oceanport Avenue at Main Street and Pemberton Avenue
- c. Eatontown Boulevard and Port-au-Peck Avenue
- d. Asbury Avenue and Bridgewater Drive

2. Bridge Constrictions - These are represented by bridges which are more narrow than the right-of-way or pavement width thus causing an hourglass configuration.

- a. Oceanport Avenue over the Oceanport Creek
- b. Bridgewater Drive over Oceanport Creek inlets

3. Right-of-way and Cartway Deficiencies - This problem is being identified because of the specific roadways existing cross-section in terms of its function.

- a. Port-au-Peck Avenue from Eatontown Boulevard to Comanche Drive
- b. Main Street from the intersection with Oceanport Avenue to Bridgewater Drive.

It should be noted here that several proposals put forth in the original 1964 Master Plan have been implemented. This indicates that the plan is not viewed as a static document by the community. These achievements are improvements to Monmouth Boulevard and the bridge over the Branchport Creek, reconstruction of the Oceanport

Avenue Bridge and the pending construction of relocated Oceanport Avenue. Also, several recommendations have been altered and the reasons behind these will be elucidated in the proposal element of this report, Section 8.

#### 4. Parking

Any transportation study must acknowledge what happens to vehicles upon reaching their destination. Parking is an integral part of the transportation system; it is the terminal storage of vehicles while drivers and passengers are occupied elsewhere. Where parking capacity is inadequate, back ups in streets and hunting for spaces may affect the street system. It is one object of a transportation plan to determine and provide a balance between circulation and vehicular storage, with due regard for pedestrian movements, buildings and land values.

The original form of parking was curb parking, free and unregulated. With increasing use of automobiles and trucks (and hence greater demands for parking), regulation of curb usage became necessary, and the parking meter became the most effective means of controlling parking and increasing turnover. Nevertheless, curb parking takes up one lane of traffic which might be better used for moving vehicles. It also seriously impedes flow in the main lanes when drivers maneuver to park.

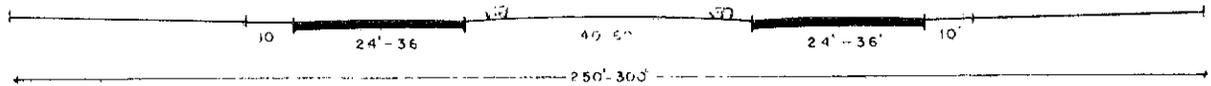
Off-street parking provisions are most often hampered by older built-up areas which were laid out prior to the virtually universal dependence upon the automobile. This is most probably

the major failing within the Oceanport business district. While there are other problems with this area which were identified in Section 4, the parking for this core area is inadequate, unattractive and lacking in continuity.

However, this is the only major parking problem area. There are two other major traffic and ergo parking generators in the Borough, these are Fort Monmouth and the Monmouth Park Jockey Club. These facilities provides their own off-street parking areas and are adequate for present and future needs.

# SUGGESTED CROSS-SECTIONS BY HIGHWAY CLASSIFICATION

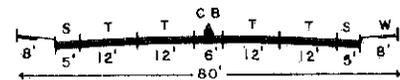
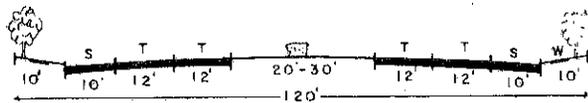
## FREEWAY



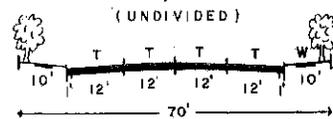
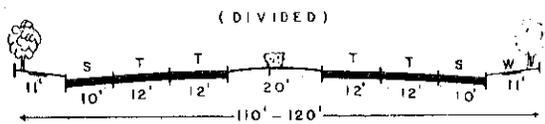
DESIRABLE

MINIMUM

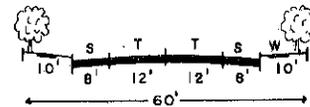
## PRIMARY ARTERIAL



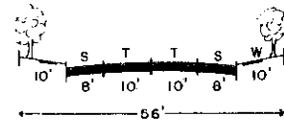
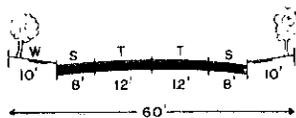
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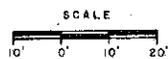
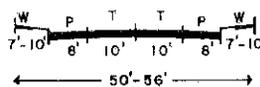
## MAJOR COLLECTOR



## LOCAL COLLECTOR



## LOCAL RESIDENTIAL



### NOTE

- P - PARKING LANE
- T - TRAFFIC LANE
- S - SHOULDER
- W - SIDEWALK (4')
- CB - CENTER BARRIER
- PLANTING STRIP (4')

NOTE:  
PREPARED BY MONMOUTH COUNTY PLANNING BOARD  
MODIFIED BY MULLIN & LONERGAN ASSOCIATES, INC.

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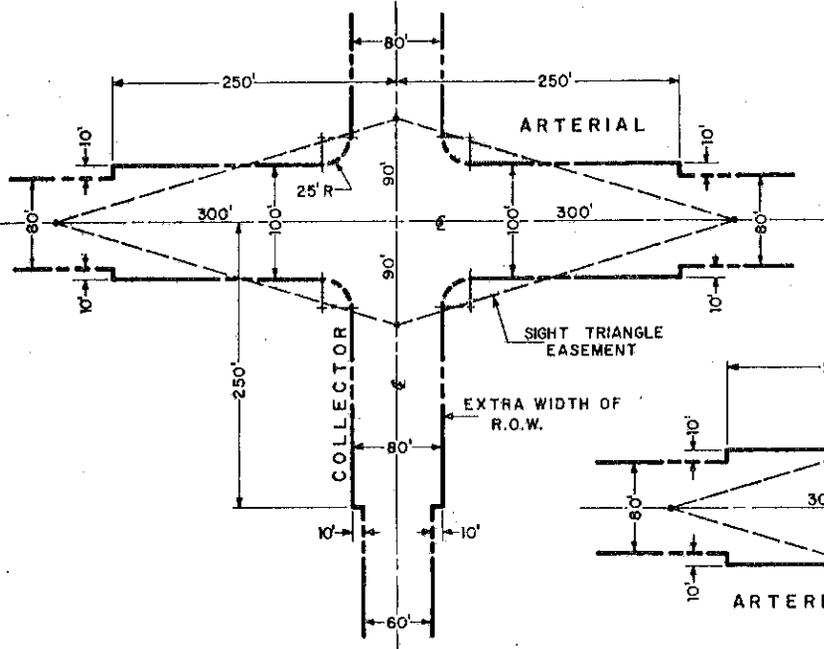
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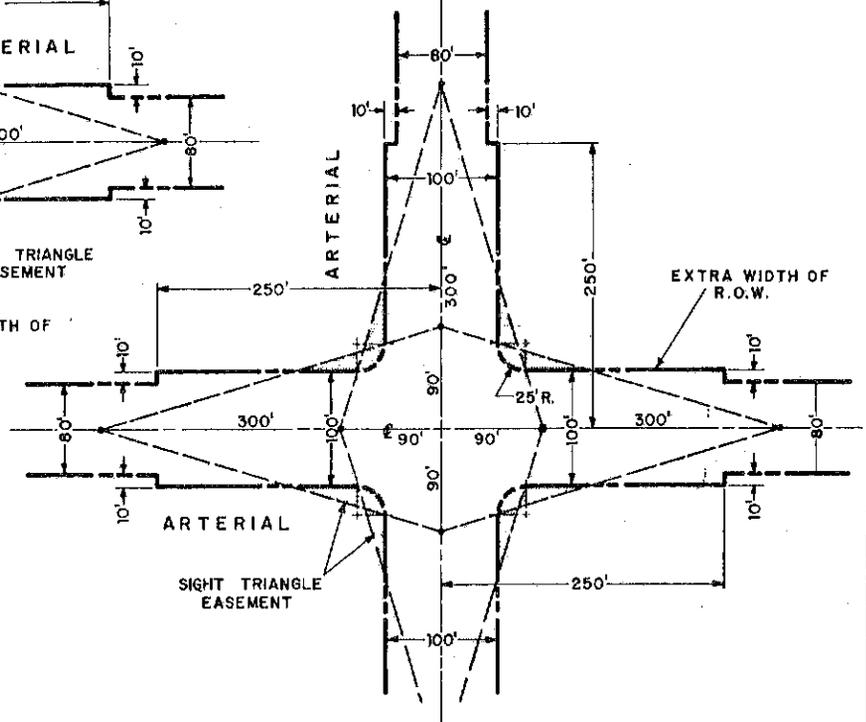
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# INTERSECTION DIAGRAMS

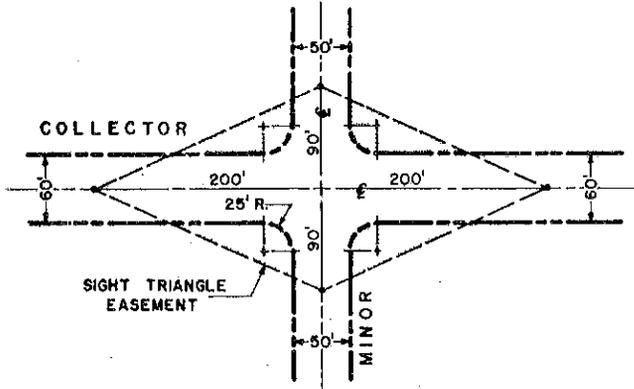
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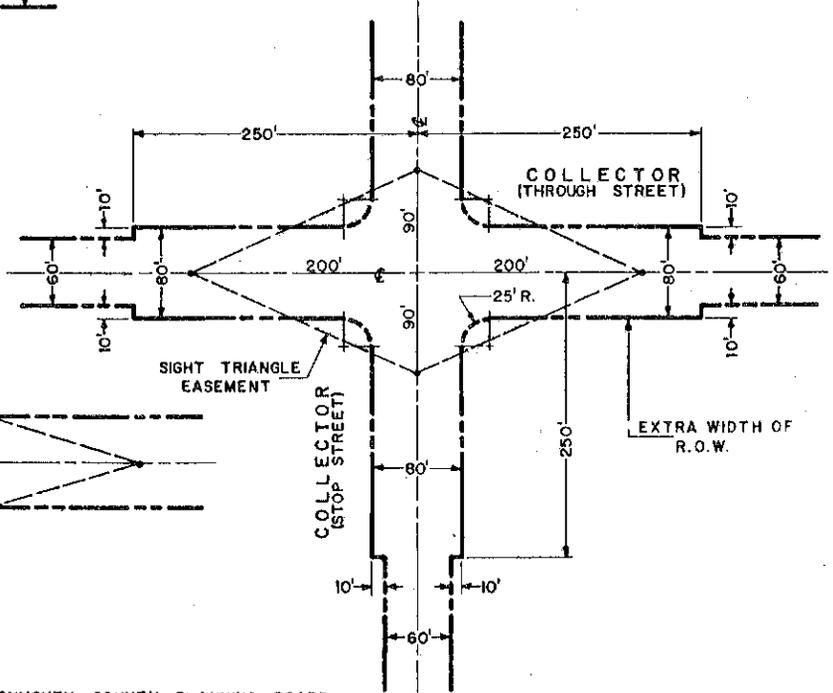
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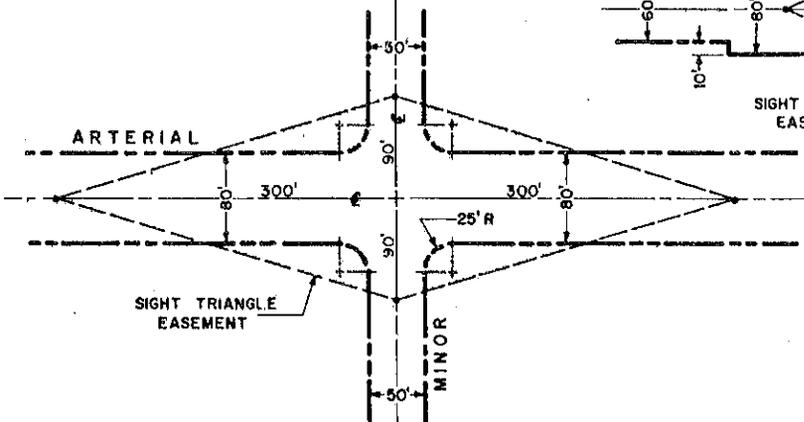
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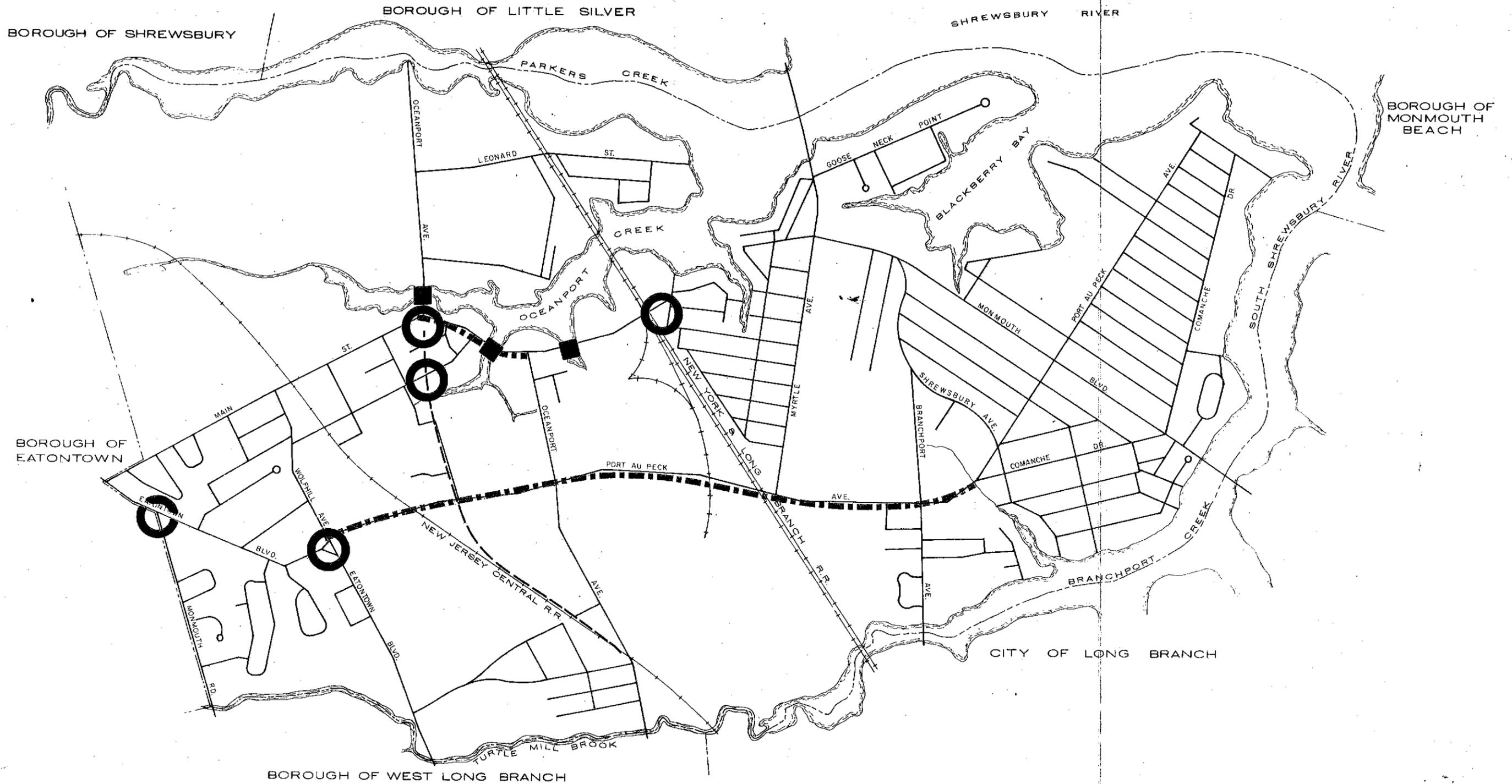
## COLLECTOR - COLLECTOR



## ARTERIAL - LOCAL



PREPARED BY MONMOUTH COUNTY PLANNING BOARD



**LEGEND**

--- BOROUGH BOUNDARY

○ HAZARDOUS INTERSECTION

■ BRIDGE CONSTRICTION

---- RIGHT-OF-WAY & CARTWAY DEFICIENCY

**EXISTING  
TRAFFIC PROBLEMS  
BOROUGH OF OCEANPORT  
MONMOUTH CO., NEW JERSEY**



Mullin & Lonergan Assoc., Inc. Phila., Pa.  
MAP NO. 6



1974

SECTION 6  
OBJECTIVES

The background studies and analyses of existing conditions, trends and problems affecting the Borough has provided an understanding of the future potential of the Borough, of solutions required and of the needs which must be met. The background studies have been reviewed and discussed by the Planning Board. These studies were designed to update the information which was collected in 1965 for the original Oceanport Master Plan. The following objectives have been identified based on the background of various regional and county studies, and on the decisions reached by the Planning Board and other local officials and persons. These objectives will become the basis for the updated Comprehensive Plan.

A. OBJECTIVES OF A REGIONAL AND AREA WIDE SIGNIFICANCE

The Planning Area into which Oceanport falls is defined by the Monmouth County Planning Board to include the Boroughs of Eatontown, Fair Haven, Little Silver, Monmouth Beach, New Shrewsbury (Northern Part), Red Bank, Rumson, Sea Bright, Shrewsbury and West Long Branch, as well as the City of Long Branch and Shrewsbury Township. The Borough of Oceanport is in the approximate center of this planning area.

1. Area Land Use and Economic Objectives

- a) Residential Development Objectives - Strengthen the Area's market for residential construction by improving the

economic base of the Area relative to other sections of the County.

- b) Economic Objectives - Continue activities which attract new industry into the region. In order to do this, take advantage of the Area's highways, vacant land, and public utilities.

Promote Oceanport's central location within the area and its proximity to major roads as an advantage for trucking and warehouse operations to locate in Oceanport.

Establish a joint regional policy with adjoining municipalities for industrial and commercial development so that the entire Area is working to achieve common objectives in a complementary rather than a competitive manner.

2. Area Transportation Objectives

- a) Roads - Seek improved access roads to nearby limited access highways. Coordinate area plans with County Transportation Program.
- b) Transit - Support improvements to the New York and Long Branch Railroad for the convenience of local commuters.

3. Area Public and Governmental Objectives

- a) Public Facilities - Emphasize the advantages of Oceanport's central location within the area for regional governmental services.
- b) Regional Cooperative Agreements - Encourage the formation of cooperative agreements with the County or adjoining

municipalities for the provision of needed services on an area-wide or regional scale. Such agreements might include the provision of refuse disposal services, municipal purchasing activities, code inspection and enforcement programs and recreation facilities. The purpose of these agreements would be to provide more efficient management and services at the lowest possible cost.

- c) Encourage a working relationship between the Oceanport Planning Board and the Planning Committee of Fort Monmouth. Knowledgeable information of each boards activities will eliminate confusion and double work.

#### B. LOCAL BOROUGH OBJECTIVES

The following objectives have also been developed which are designed primarily to serve local residents:

##### 1. Environmental Objectives

- a) Require all development to be compatible with soil and land capabilities.
- b) Prohibit intensive land development in areas which are unsuitable because of wet lands or other physical deterrents to development.

##### 2. Land Use, Social and Economic Objectives

- a) Residential Neighborhoods - Preserve the integrity of neighborhoods. The quality of existing residential neighborhoods of the Borough should be improved or maintained through the use of rehabilitation and renewal programs where appropriate and housing code enforcement activities throughout the Borough. Needed physical facility improve-

ments should be provided such as streets, curbs, drainage and sidewalks. Traffic improvements and the elimination of heavy through traffic within residential neighborhoods will also help to preserve neighborhoods.

Provide a balanced housing supply so as to be better able to accommodate various housing needs especially of the young, old, and lower income groups. These facilities should be centrally located in terms of availability of needs.

- b) Commercial Areas - Develop centrally located, easily accessible commercial facilities with adequate off-street parking facilities. This development should be organized around a central theme and should be encouraged to foster quality design criteria. All business areas should be defined and identified and appropriately landscaped.
- c) Industrial Areas - Industrial park areas should be defined. They should have appealing site, service and access characteristics. They should be carefully oriented to local advantages which will ensure its early and full development. These local advantages include highway access, railroad access, chemically pure water, and technical personnel.

### 3. Transportation Objectives

- a) Separate through, local and emergency traffic according to a functional classification of streets.

- b) Improve access to the Borough and traffic circulation within the Borough.
- c) Provide at least one good access route to each section of the Borough.
- d) Encourage all new or improved streets to conform with the natural contour of the land.
- e) Upgrade all curbs, streets, sidewalks, and street lighting where necessary.

4. Community Services and Facilities

- a) Community Facilities and Services - Provide necessary Borough-wide facilities in convenient locations to serve the needs of the entire Borough and of each neighborhood. These facilities should meet modern standards and should be grouped where possible in a complementary manner. They should consist of school, recreation, library, fire and police facilities and they should help to unify the neighborhood as a social unit.

Require new development to provide its own recreation areas.

- b) Government - Encourage the formation of a Council of Governments in the area. Elected Borough, City and Township officials would sit on the Council and discuss problems common to the area. Joint solutions could result in savings to the municipalities.

c) PROPOSED LAND USE PLAN

The Proposed Land Use Plan is intended to establish the basic policy regarding the manner in which the community objectives defined above can be achieved. It serves as a guide for the more detailed plans and for the continuing evaluation of new problems and developments as they may arise after the plan has been completed. The Proposed Land Use Plan shows in a general manner the major relationships which are proposed for land use, traffic circulation, and community facilities. The Proposed Land Use Plan also can be used as a basis for discussions between the elected officials, Planning Board and citizens.

SECTION 7  
LAND USE PLAN

INTRODUCTION

The land use plan shows the proposed location, extent and intensity of the future development of land to be used for residential, trade, service, industrial, and transportation uses. The purpose of the land use plan is threefold:

- To provide a conceptual scheme which will permit the many types of land use to interact in a harmonious way;
- To provide a sound physical, economic and social basis for the development of all future land use;
- To provide standards which will assure sound and aesthetically pleasing development.

The relationship between land uses is extremely important to community development. Generally speaking, the greater the similarity between two uses the greater the degree of compatibility. Compatibility fosters sound aesthetic and economic ties for the well-being of the community.

The land use plan is not intended to be fixed and inflexible. Changing social and technological patterns may necessitate modifications in the land use plan. However, with the amount of built up area in Oceanport, these should be minimal. The plan will provide the Borough's promoters with a framework within which to fit their various schemes. The plan, of course, can only go as far as its implementation tools can take it. These are the local codes and ordinances, such as zoning and subdivision. The recommendations of the plan should be reflected in these. Even then, changes in the nature of amendments are possible and frequently desirable.

## 1. General Land Use Goals and Objectives

Important in the development of a plan for any city is the consideration of community attitudes and goals. The following general land use planning goals have been developed for the Borough of Oceanport:

- a) To allocate sufficient lands to accommodate all functions which can reasonably be expected to locate within the Borough during the planning period;
- b) To provide locations for land uses as dictated by their needs;
- c) To offer the opportunity for locational choice wherever practical;
- d) To minimize the conflict of land uses with their surroundings;
- e) To promote development which is within the public interests of health, safety, convenience, economy and amenity.

## 2. Residential Land Use

In order to insure orderly residential growth in the Borough of Oceanport, the following objectives and standards have been developed:

- a) To promote a desirable range of housing types related to the needs, incomes and desires of the population of the Borough;
- b) To upgrade the quality of existing residential areas;

- c) To promote residential development in those areas suitable for service by public utilities;
- d) To equalize the facilities and level of public services present in all residential areas.

Residential areas should be bounded, not penetrated by major traffic arteries with these arteries forming an integrated system of major streets. Within the residential neighborhoods there should be a system of streets which collect traffic during periods of outgoing traffic movement and feed such traffic into major thoroughfares. When vehicles are returning to the residential area after the working day, the collector streets facilitate disbursement of the traffic into the residential streets. Streets within the neighborhood should be designed and oriented to form an integral part of the circulation system within the neighborhood.

- e) Design of dwelling units, lots and streets should be appropriate for the topography and physiography of the area.

For Oceanport to achieve its goals it is essential that safe, healthful, quiet, and convenient residential areas be provided for the home life of all. To this end, new residential areas shall be developed and older ones improved or redeveloped according to the standards of this section.

### 3. Development Controls

The proposed Land Use Plan indicates three categories of residential development. These categories are generally defined

as follows:

RESIDENTIAL - LOW DENSITY

Areas of single family dwelling units ranging in density from 1 to 3.5 dwelling units per acre.

RESIDENTIAL - MEDIUM DENSITY

Single family and two family dwellings ranging in density from 4 to 6 dwelling units per acre.

RESIDENTIAL - HIGH DENSITY

Areas which would permit a variety of housing types consistent with the above, but primarily areas designed for multi-family housing which would permit densities up to 12 dwelling units per acre.

The above suggests that changes will be necessary to the zoning ordinance to accommodate the definitions. These changes will be minimal in that the patterns of residential land use follow much of what has already developed as well as acknowledging the validity of much of the zoning code. Being introduced here is an inclusion of two family or duplex units which may find a market in a continuing fight to provide needed housing at equitable costs.

The multi-family provision is not new, however, provision of development design criteria is necessary, and will be recommended in Section 10 on Codes and Ordinances.

4. Commercial - Retail

This land use category is designed to accommodate the bulk of the Borough's retail convenience and shoppers' goods needs.

In order to insure orderly commercial development in the Borough of Oceanport, the following objectives and standards have been developed.

- To promote the development of a compact commercial center within the community;
- To promote a variety of commercial establishments related to the population and income level of the area served;
- Adequate parking should be provided generally in the ratio of at least two square feet of parking per one square foot of building floor area;
- Adjoining uses should be protected from such things as flashing signs, unsightly rear loading areas, etc., that are frequently found in commercial areas.

The commercial area is centrally located in terms of access to major roads and traffic generators. Residential development such as elderly housing should not be excluded from occurring in this area. It could generate activity and provide clientele for commercial concerns. Elderly housing is ideally suited for such areas. A cohesive commercial area can be accomplished if attention is given to detail and design. Such things as street furniture, signs, parking can be tied together to join old and new. The

important element of the commercial area is that it be defined properly.

5. Commercial - Office

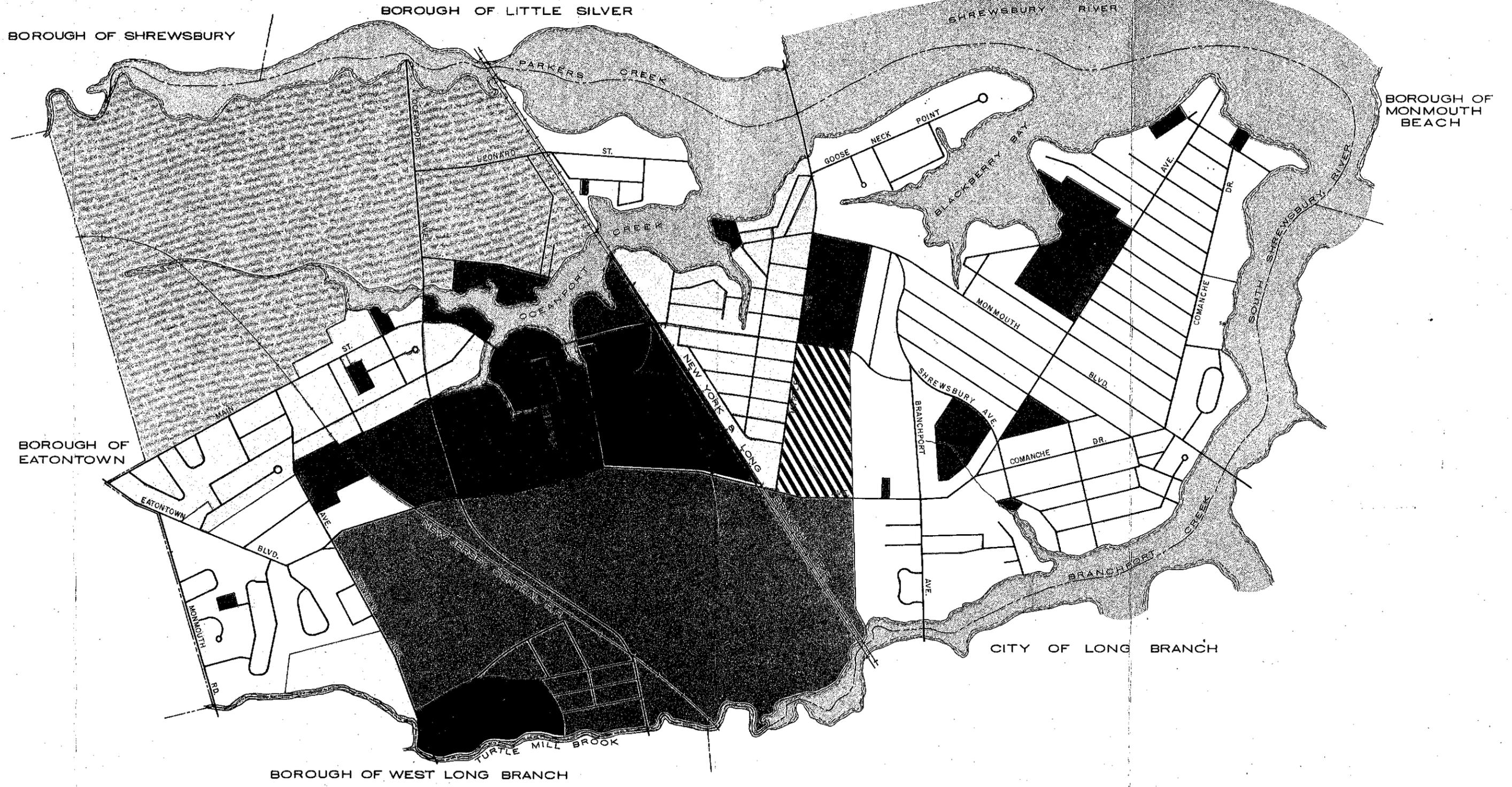
This area is so designated because it is felt from the economic background of the area office and professional facilities could ideally locate within the Borough. The location on Myrtle Avenue is excellent with access to major traffic routes. It would blend well with adjacent public uses as well as existing residential uses which are oriented off of Myrtle Avenue to the west. Development of this type could represent a healthy interest to the local tax picture. In keeping with the general character of the area future construction should consider existing design in the area, and use warm materials such as brick versus metal siding.

6. Industry

Industrial land can play a significant role in the future of Oceanport. The location is ideal and rail facilities are available. Wholesaling, warehousing and light manufacturing would do well to locate in the Borough. The existing industry has been an excellent neighbor and has indicated it may expand. There are some sixty acres of land north of Port-au-Peck Avenue adjacent to the New York and Long Branch Railroad which is ideally suited to light industrial development.

Light industry includes any industrial activity which will not pollute the environment or adversely disturb its neighborhood surroundings. Most preferably it would include research and development activity but would also include commercial storage and secondary manufacturing companies.

The proposed Land Use Map follows.



**LEGEND**

--- BOROUGH BOUNDARY

RESIDENTIAL - LOW DENSITY

RESIDENTIAL - MED. DENSITY

RESIDENTIAL - HIGH DENSITY

PUBLIC

SEMI-PUBLIC

COMMERCIAL - RETAIL

COMMERCIAL - OFFICE

INDUSTRIAL

FORT MONMOUTH

MONMOUTH PARK JOCKEY CLUB

**PROPOSED LAND USE PLAN  
BOROUGH OF OCEANPORT  
MONMOUTH CO., NEW JERSEY**

SCALE IN FEET  
400 0 800 1600 2400

Mullin & Lonergan Assoc., Inc. - Phila., Pa.  
MAP NO. 7



SECTION 8  
THOROUGHFARE PLAN

INTRODUCTION

The purpose of this section is to update the traffic plan which was part of the 1964 Oceanport Master Plan. It is based upon a recent circulation study included in Section 5 of this report. It takes into account current circulation needs and problems, as well as traffic recommendations made by recent plans. Plan goals include recommendations seeking to accomplish the following:

1. Organization of traffic into an orderly system.
2. Improvement of access route connections between Oceanport and the nearby expressways.
3. Improvement of access to the proposed central shopping area.
4. Solution of intersection and other traffic problems.

In general, the goal of the plan is to improve traffic circulation while enhancing the local economy, environment and neighborhood living conditions. The following section will address itself to the classification of the various streets within the Borough of Oceanport. This classification was defined in the previous section on transportation, and are identified for the future on Map 8.

1. Secondary Arterial

Oceanport Avenue will constitute the only secondary arterial as defined within this plan. It will have a 120 foot right-of-way

within the immediate future from Main Street south to the Borough boundary at Turtle Mill Brook, and beyond this point to the intersection with N.J. State Route 36. It is anticipated that the stretch of Oceanport Avenue North of Main Street and traversing lands of Fort Monmouth will be improved to this right-of-way width at some later date. This road, when completed, will achieve a long awaited goal for the community. Not only will it serve to move traffic between adjacent communities and through the Borough of Oceanport, but if the central area proposed within the land use plan is to have any viability as a commercial center, an access route of this nature will be essential to the success of this venture.

2. Major Collector

The streets which fall within this category are Monmouth Road, Eatontown Blvd., Port-Au-Peck Avenue, Myrtle Avenue, Monmouth Blvd. and Branchport Avenue. Many of these function in this capacity admirably at the present time. However, the most critical major collector in terms of fulfilling its function and providing sufficient right-of-way and cartway width is Port-Au-Peck Avenue. There are several problems along the route. The intersection where Port-Au-Peck Avenue begins at Eatontown Blvd. and Wolf Hill Avenue presents a serious jog. This intersection should be straightened out and a smooth transition should be made from Eatontown Blvd. on to Port-Au-Peck Avenue. Also as mentioned previously, when the proposed Thoroughfare Plan, Map No. 8 is compared with the old traffic plan map it will be noted Port-Au-Peck Avenue from

Commanche Drive to Monmouth Blvd. has been deleted as an arterial street. In its place, Commanche Drive will serve as the major collector to Monmouth Blvd. This is being done for several reasons. (1) Commanche Drive and Port-Au-Peck Avenue have the same right-of-way width; (2) the more direct route to the Borough of Monmouth Beach or the City of Long Branch is Commanche Drive and over the Monmouth Blvd. bridge at the Branchport Creek; (3) the ease of transition from Port-Au-Peck to Commanche Drive is easier in terms of site distance and safety control of the vehicle; and (4) and perhaps the most important, is that Port-Au-Peck Avenue between Commanche Drive and Monmouth Blvd. passes a school site and a major recreation facility. Therefore, it is felt that it is necessary to encourage traffic to use Commanche Drive in this area. The right-of-way improvements for Port-Au-Peck Avenue would be limited in terms of land acquisition to the area between Eatontown Blvd. and Branchport Avenue.

A notable change from the previous plan is also the stepping down in categorical function of Main Street. In order for Main Street to function as a major collector, it would involve very costly right-of-way acquisitions. And while it might function at the present time as a major collector, it should be discouraged from doing so in the future. Several reasons are put forth for this. Aside from the costly acquisition, Main Street from Eatontown Blvd. to Oceanport Avenue is a relatively long stretch

of right-of-way past residential development. Any acquisition, even if it were to spare the houses fronting on Main Street would seriously impair their value and reduce their front yards drastically. Albeit, traffic wishing to enter the hospital or Fort facilities will continue to do so. But in terms of using Main Street as a cross-Borough artery, this plan proposes to discourage same. The major intersection within the Borough at the present time is Main Street and Oceanport Avenue. While scheduled to be improved within the near future, it will remain a busy intersection. Therefore, if improvements are made to Port-Au-Peck Avenue as outlined above, the major intersection will shift to the intersection of Port-Au-Peck Avenue with Oceanport Avenue. It is realized that these suggested changes may have an effect on the existing commercial area; it must be stressed that many of these streets, since they are long-time fixtures within the community, will continue to be used in the nature in which they are now functioning. However, this plan is trying to establish an order and a classification system within the traffic network. Another reason for the switch in thinking concerning Main Street is that the previous traffic plan called for the straightening out the Asbury Avenue and Bridgewater Drive intersection, and for the continuation of Asbury Avenue across Myrtle Avenue to intersect with Shrewsbury Avenue; while the present plan calls for the same, it does not call for further extension of Asbury Avenue northward to Monmouth Boulevard. This latter provision is not at the present time

considered practical or necessary. If this provision were to be made it would place major collector streets within too close proximity of one another. Also, Main Street would have duplicated a function which Port-Au-Peck Avenue will be able to play. In addition, the area between Shrewsbury Avenue and Monmouth Blvd. has become built up to a degree where the previously proposed extension would require the acquisition of some recently constructed residential structures.

### 3. Local Collector

There are only a few streets classified within this category and this is primarily a result of their function, their existing right-of-way and their proximity to major traffic generators along the route. As mentioned in the previous section, Main Street has been reclassified. For purposes of this plan it now falls within the local collector category, however, it is important to mention here that right-of-way improvements in terms of widening and improved cartway provisions are being proposed for Main Street east of Oceanport Avenue where it is actually known as Oceanport Avenue. This improvement would be up to Bridgewaters Drive. It would continue to call for an improvement of the bridge over the inlet to the Oceanport Creek within this area. Widening and improvement of this right-of-way, as well as the old Oceanport Avenue to Port-Au-Peck is important for several reasons. It will make access to existing commercial uses which have long been established within the community much easier and it will, in effect,

provide a loop system in conjunction with the new Oceanport Avenue and Port-Au-Peck Avenue around and through the commercial district. The other local collectors will be the continuation of Asbury Avenue to tie in with Bridgewaters Drive. This will have benefit also as a secondary access route to the industrial area west of the New York and Long Branch Railroad right-of-way. The other local collector streets are Wolf Hill Avenue from Main Street to Port-Au-Peck Avenue and Port-Au-Peck Avenue from Commanche Drive cross Monmouth Blvd. to Pocono Avenue and thence to Commanche Drive and thence southward back to Monmouth Blvd. These latter streets serve to collect residential traffic from adjacent residential areas.

#### 4. Local Residential

The vast majority of the streets within the Borough of Oceanport fall within this category. As defined by their function they represent access points to individual properties which are primarily residential, as well as in many cases, storage areas for vehicles where no off-street parking facilities are available. There are no major improvements proposed within this network of residential streets.

#### 5. Intersection Improvements

To accomplish the above street classification system it is most important to improve the intersection of Port-Au-Peck Avenue with Eatontown Blvd, and also the Main Street, Oceanport

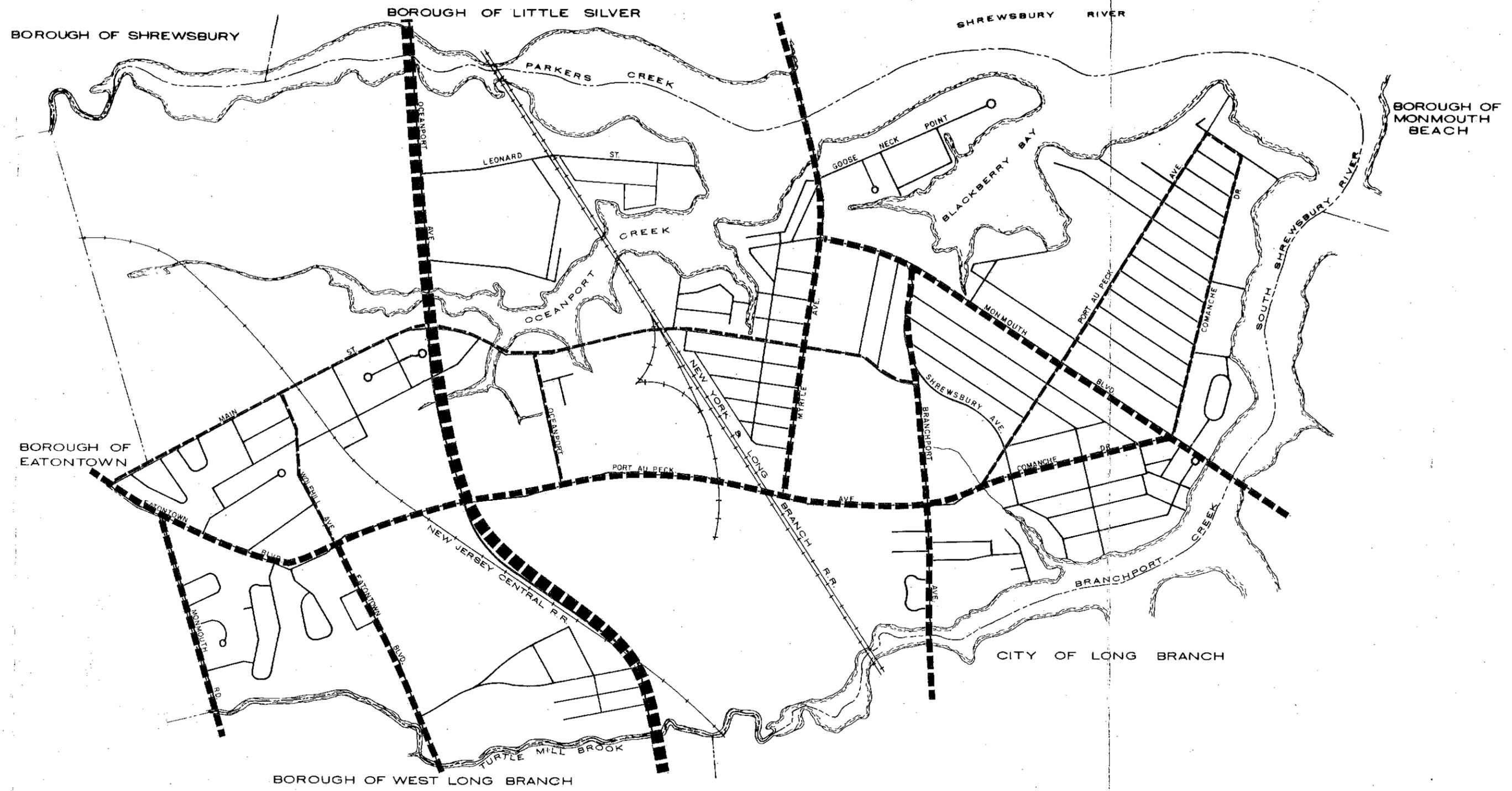
Avenue intersection. This is scheduled for improvement through the ongoing urban renewal process. It is important in terms of determining specific areas and use for land between Oceanport Avenue and the Oceanport Creek, as well as for improving site distance and ease of traffic movement through this intersection.

Still another improvement is necessary to Eatontown Boulevard where it meets Monmouth Road. Some improvements have been made in this area, however site distances still could be improved. The other remaining intersection improvement is one that was called for in the previous traffic plan and that involves the Asbury Avenue, Bridgewaters Drive intersection, in particular as it crosses the New York and Long Branch Railroad right-of-way. The movement of traffic through this area is hazardous at best and the improvement to this right-of-way and intersection would be of benefit to all.

#### 6. Summary

As mentioned previously, when dealing with a community such as Oceanport which is, for all intents and purposes, fully developed in terms of major roadway impact, all that can be done is to set forth recommendations to improve the existing system either in terms of right-of-way and cartway changes or through classification and channelization of traffic over the best desired routes within the community. The "chicken and egg" argument continues. What determines land use? Roadways? Or does land use attract roadways? In Oceanport's case, there appears to be a little bit of both.

Fortunately, the Borough does not have any colossal traffic problems which impair traffic movement continually and serve to disorganize the local populace. The Borough has been fortunate in that the system which has been placed upon landscape is capable of being classified in a logical functional order. While there may be some disagreement as to the classification of certain streets, it is believed that when viewed in the context of the value and function within the entire community, that the proposed thoroughfare plan approaches a reasonable order.



**LEGEND**

- BOROUGH BOUNDARY
- SECONDARY ARTERIAL
- MAJOR COLLECTOR
- LOCAL COLLECTOR
- LOCAL RESIDENTIAL

**PROPOSED  
THOROUGHFARE PLAN  
BOROUGH OF OCEANPORT  
MONMOUTH CO., NEW JERSEY**

SCALE IN FEET  
 400 0 800 1600 2400

  
**Mullin & Lonergan Assoc., Inc. Phila., Pa.**  
 MAP NO. 8

## SECTION 9

### COMMUNITY FACILITIES PLAN

#### A. OBJECTIVES

The purpose of the community facilities portion of the comprehensive plan is to recommend any additions or changes necessary to public facilities and services to meet the goals and objectives of Oceanport. Recommendations made in this plan are based on a physical inventory of facilities in the Borough and minimum standards for community facilities. (See Map No. 9)

The general objectives of the community concerning the provision of public services, are as follows:

To improve the quality of public facilities throughout the city within the range desired by the community;

To locate public facilities to make them available to all segments of the community;

To provide adequate educational opportunity for all residents of the planning area in cooperation with the appropriate School Board;

To provide and improve health and welfare services related to the needs of the residents of the Borough;

To ensure efficient maintenance of all public facilities;

To promote the coordination of public services of private institutions of a local and regional nature with those provided by public agencies;

To ensure the presence of utilities in all areas of the Borough which require them;

To coordinate the systems of utilities provided to promote efficient operation;

To provide all residents with several recreational opportunities within convenient distance of their homes;

To preserve existing natural features and make them available for public enjoyment;

To encourage individuals and private organizations to develop recreational resources for public use in the planning area.

B. PUBLIC BUILDINGS

1. Borough Center

The new Borough Center housing primarily municipal offices, library and police department and hosting the many boards and committees which form the entire family of local government has been a tremendous asset to the community. It represents accomplishment of a long planned and anticipated goal.

The facility shows every indication of being adequate for present and future needs in all areas except the police department. Accommodations here are cramped and need expansion in terms of floor space, men and equipment. The addition of a detective to the force is imminent; he will need proper work space. The ever expanding nature of police work dictates the constant need for upgrading.

Based on circulation and user groups rearrangement rather than expansion is necessary to the Library. This facility is more than adequate to meet its demands for the present and immediate future.

2. Fire Department

The two volunteer fire companies continue to do an excellent job of servicing the community. While both structures are sound and adequate for present equipment the Port-au-Peck Chemical Hose Company is sorely lacking side yard and off street parking spaces when members respond to calls. Therefore, they are in the process of obtaining land on Myrtle Avenue behind the Borough Center for new facilities. With this the two companies will continue service to the community. Also, intimately related to the department is the First Aid Squad which is seeking new headquarters. Since they serve water based accidents and emergencies a site on the water would be appropriate but in lieu of availability consideration might be given to the Chemical Hose Company's old building.

3. Schools

The area of predicting school plant needs is very tenuous. While continued utilization of available land will take place for residential purposes, and dwelling densities can be expressed in terms of units per acre family makeup remains an unknown. That is, national trends point to smaller families and approxi-

mation of a zero growth rate. While new families may appear locally it is not inconceivable that a fewer number of children per family may result in a leveling off of school age children as those current larger families grow up and through the school system. While statistical figures are not available for the Borough to substantiate or refute the above it certainly points to a need to establish a good working relationship between the appropriate school board and local public agencies concerned with growth and stability.

The locations of the two elementary schools within the Borough are excellent. They are on streets which are not overly busy and provide ease of access. Since the Wolfhill School handles grades K-5 and the Maple Place School handles 6, 7 & 8 the old standard of centralized location does not apply. The Borough's land area is not so great as to demand long bus riding trips for any students. There is sufficient land area at each site to permit physical plant expansion should same be necessary.

The critical planning factor to strive for is knowledge of pertinent new growth factors as they may develop in terms of potential student increases. These would be translated into an alert to the Board of Education so that proper physical plant adjustment can be accomplished smoothly and economically.

C. RECREATION

As indicated in Section 4, the Borough with some 50 acres of recreation land either developed or planned for development

meets the general national bench mark of 10 acres of recreation land per 1000 population. This is based on a resident population of 5007 as of 1970. What of the future? Population projections indicate the possibility of 6800 to 7000 population by 1990.

The Community Facilities Plan Map No.9 indicates the extent of the park and recreation land within the Borough. The circles which indicate standard playground service areas are based on national recommended standards of service areas per size and function of playground. Therefore, all the circles are not the same size. Also, they are based on being able to reduce service areas to a simple geometric shape - the circle. As the reader examines the map and compares it to the Proposed Land Use Plan Map No.7 one will discover that the residential area of the Borough is adequately served. Consideration should be given to their location off of major traffic arteries and the general density of the area. Additional playground space therefore need not be identified at this time. Instead each new development or subdivision should be considered on its own merit. If the existing facilities prove inadequate to handle the influx then the developer should be required to either provide sufficient recreation space for residents of his development, or dedicate some portion of his land suitable for addition to the community stock of recreation space.

It will be noted that the new recreation area under construction on Port-au-Peck Avenue doubles as a playground and

community park because of its size and facilities.

Based on the above the following recommendations are put forth:

1. Complete playgrounds at Trinity Place and on point of Oceanport Creek at Monmouth Boulevard and Arnold Street.
2. Develop passive areas at end of Comanche Drive and Pocano Avenue.
3. Require where appropriate that developers provide recreation space where necessary to maintain the balance provided by the community.
4. Utilize odd lots where suitable and appropriate for special recreation activity provisions such as a tot lot or basketball court.
5. Encourage continued public use of the recreation facilities through diligent maintenance of same.
6. Return the area along Oceanport Creek at Oceanport Avenue to a natural setting utilizing the history of the area to the maximum.
7. Acquire low and/or wooded land where possible for retention in natural state to insure the environmental quality of the Borough.



**LEGEND**

- |     |   |   |                                 |
|-----|---|---|---------------------------------|
| --- | BOROUGH BOUNDARY                              | ★ | BOROUGH HALL, LIBRARY, & GARAGE |
| ▨   | NEIGHBORHOOD PARK / PLAYGROUND / CONSERVATION | ▲ | EXISTING FIRE STATION           |
| ▤   | COMMUNITY PARK                                | △ | PROPOSED FIRE STATION           |
| ⌚   | ELEMENTARY SCHOOL                             | ⌚ | PUMP STATION                    |
| ✉   | POST OFFICE                                   | ★ | TO BE ABANDONED                 |
| ●   | STANDARD PLAYGROUND SERVICE AREA              |   |                                 |

**COMMUNITY FACILITIES PLAN**

**BOROUGH OF OCEANPORT**

MONMOUTH CO., NEW JERSEY



Mullin & Lonergan Assoc., Inc. - Phila., Pa.  
MAP NO. 9



SECTION 10  
CODES AND ORDINANCES

A. CODES

Over the years there has been continued reliance on the individual codes and ordinances adopted by municipalities as a means of carrying out the local Master Plan. Codes and their enforcement have virtually become mandated by Federal and State Governments in order to qualify for any of their community development programs. The Borough of Oceanport has recognized this need as well as the inherent value of local codes and has adopted same. These include building, housing, fire, electric and plumbing codes. Even more important than the adoption of codes is the enforcement thereof, to this end the Borough employs the necessary inspectors. Aside from the fact that economic advantages accrue to the "good neighbor", the overriding philosophy behind code enforcement is not a "get tough" policy but rather maintenance of the community health, welfare and safety.

B. ORDINANCES

In terms of ordinances there are two basic regulations which are generally found in most communities as a means of establishing ordinary growth and new development. They are the subdivision and zoning ordinances.

1. Subdivision Regulations

Subdivision controls are especially applicable to regulate the layout, design, and character of new private developments.

Gradually, their effectiveness has been enlarged to the point where they are now recognized as essential ingredients of sound community development programs. Their utility is threefold: first, communities can eliminate land planning flaws within individual subdivision tracts; second, communities can integrate a series of adjacent subdivisions into well-balanced neighborhoods; and third, communities can implement the comprehensive development policies which guide land growth in the area.

A good subdivision controls program benefits the subdivider and future resident, as well as the community. Although controls are sometimes viewed as interfering with business activities, responsible subdivision interests generally support the practice of plat controls. The reputation of the subdivider is protected from irresponsible actions by a few unscrupulous developers. Economic waste is avoided, and the profit margin, in turn, is improved. Furthermore, subdivision regulations protect the subdivider's original investment, as well as the property values in the subdivision, by assuring adjacent developments of comparable standard.

The resident of the subdivision is the principal beneficiary of an effective controls program. He is guaranteed residence in a safe, healthy, and pleasant neighborhood environment. In the event he sells his property at some future time, he need not fear a loss in resale value. In addition, the early installation of adequate site improvements assures him that new costs will not be imposed unexpectedly.

Community participation in regulating subdivision activity is vital in order to safeguard the public interest. Excessive public expenditures are reduced. Moreover, a steady and healthy rate of tax return results from sensible development practices.

The Borough of Oceanport has adopted such regulations and through them and the Planning Board which reviews and approves subdivision proposals has fostered the following tenets.

- a. Interest in the quality and character of the whole subdivision, versus attention to the individual lot.
- b. Shifted the burden of responsibility from the community to the subdivider. For example, the subdivider is now required to install the major portion of site improvements at his own expense. This was not so thirty years ago, when most communities took almost sole initiative.
- c. Enforcement measures are being strengthened to prevent the evasion of platting regulations.
- d. More consideration is being given to the physical appearance of subdivisions. New provisions encourage well-designed areas.
- e. Relations between planning agencies and subdividers are being improved as a result of better administrative procedures.

## 2. Zoning Regulations

A primary local tool for securing implementation of the Master Plan is and will continue to be the Zoning Ordinance. Its districts should have as a basis the land use plan of the Master Plan. Zoning constitutes a unique experience in local affairs. In capsule form, it encompasses the significant structure of municipal government itself. Several departments and branches are directly involved, contributing to the day-to-day operations in an administrative, policy-making, judicial or legislative capacity. It in effect forces cooperation between departments for ultimate effect. In short, it brings into action the following as participants:

- a. The Borough Council which has jurisdiction over the enactment and amendment of the ordinance, including the text and the map.
- b. The Planning Board, serving in an advisory capacity to the legislature.
- c. The Zoning Board of Adjustment, adjudicating requests for special exception and variances, on behalf of properties that cannot meet the literal specifications required by the ordinance.
- d. The Department of Building Construction, enforcing the ordinance through the examination of plans for construction and through periodic inspection of premises.

- e. The Borough Solicitor, upholding the interest of the municipality in litigation proceedings and serving to draft or review the provisions of the ordinance.
- f. The assessors, adjusting the valuation of properties in the light of zoning districts and changes in use classification.

Increasingly, municipalities are finding it expedient to set up a position to facilitate the zoning process. This has been done in the Oceanport Zoning Ordinance through the Zoning Administrative Office. The duties of this office include:

- a. Approval of applications for licenses, permits, and certificate affecting the use of land or structures.
- b. Clearance with other municipal agencies, such as health, fire protection, or liquor control, where such clearance is necessary in connection with a new use.
- c. Registration and maintenance of records covering nonconforming uses.
- d. Appearances before the Zoning Board of Adjustment to furnish information helpful to the Board in reaching its decision.
- e. Routing of applicants to appropriate channels, furnishing forms, and providing public information.
- f. Keeping track of amendments, appeals, and other actions of municipal agencies.

In summary, the use of the zoning code as an implementary tool is certainly not new; but continued attention to its validity in terms of community goals and its daily workability will continue to be the order. The past few years have seen diligent attention paid to the zoning ordinance and its application in local zoning matters. However, there are areas which can be added too and improved upon.

One such area is the provision for multi-family housing. While there is presently a zoning district defined for multi-family purposes it needs to be clarified and elaborated upon.

The following are recommendations for zoning revisions:

3. Suggested Zoning Revisions

A. MULTI-FAMILY

1. Any multi-family development shall be substantially in accordance with the comprehensive plan and shall consider the surrounding land features of the area including, but not limited to, residences, schools, parks, other reservations of open spaces, location width and grade of streets and location and arrangement of parking spaces, local and regional business areas and shopping centers, densities proposed for surrounding areas and other such features as shall contribute to the harmonious development of the area, with due regard to the character of the neighborhood and its peculiar suitability for this type of use.
2. The proposed development shall be constructed in accordance with an overall plan and shall be designed

as a unified architectural unit with appropriate landscaping.

- a. If the development of multi-family units is to be carried out in stages, each stage shall be so planned that the foregoing requirements and the intent of the zoning ordinance shall be fully complied with at the completion of any stage.
  - b. The developer shall assure the provision of required improvements by means of a proper completion guarantee in the form of a bond or the deposit of funds or securities in escrow to cover the cost of the improvements. The work shall be performed in accordance with all requirements and the approved plans.
3. The area shall be adaptable to community development, being located in relation to major thoroughfares, streets, shopping or other facilities, and as far as possible shall have within or through it no major thoroughfare or other physical feature which will tend to destroy the neighborhood or community cohesiveness.
  4. Area of Tract. Not less than five (5) acres shall be provided for every area to be used in whole or in part for multi-family development.
  5. Building Area. Not more than twenty-five (25) percent of the land area may be occupied by buildings.

6. Setbacks from Streets. There shall be a setback from the ultimate right-of-way of each street on which the area abuts which shall be not less than seventy-five (75) feet in depth.
7. Setback from Property Lines. There shall be a setback from any property line which the area abuts of not less than one hundred (100) feet.
8. Distance between Buildings. The horizontal distance measured in feet between parallel elements of buildings forming courts and courtyards shall not be less than one hundred (100) feet.
9. Parking. Not less than one and one-half ( $1\frac{1}{2}$ ) off-street automobile parking spaces shall be required for each dwelling unit. Such parking area shall be so placed so as not to interfere with any recreation or service area, and shall not be less than twenty-five (25) feet from property lines or ultimate right-of-way lines.
10. Dwelling Units Per Acre. There shall be no more than twelve (12) dwelling units per developable acre. Land deemed unsuitable for development shall not be included in determining the total number of dwelling units.
11. Height of Building. No building shall exceed the height of thirty-five (35) feet or two (2) stories (exclusive of basement), whichever is greater.

12. Paving. All areas provided for use by vehicles and all pedestrian walks shall be constructed in accordance with all pertinent specifications within the Sub-division Regulations.
13. Service. Areas for loading and unloading delivery trucks and other vehicles and for the servicing of refuse collection, fuel and other service shall be provided and shall be adequate in size, and shall be so arranged that they may be used without blockage or interference with the use of access ways or automobile parking facilities.
14. Access. Provision shall be made for safe and efficient ingress and egress to and from public streets and highways serving the development without undue congestion to or interference with normal traffic flow. The planning board shall satisfy itself as to the adequacy of the thoroughfare to carry the additional traffic engendered by the apartment as well as to the street frontage of the proposed district.
15. Utilities. All buildings within the development shall be served by a public sanitary sewage disposal system and public water supply or available public utilities. All utility lines shall be placed underground.

16. Lighting facilities provided shall be arranged in a manner which will protect the highway and neighboring properties from unreasonable direct glare or hazardous interference of any kind. Lighting facilities shall be required where deemed necessary for the safety and convenience of residents.
17. A landscaped planting area shall be provided along the perimeter of land occupied by a multi-family development.
18. Open Space. The developer shall be required where possible to preserve or incorporate natural features such as woods, streams and open space areas, which add to the overall cohesive development of the area. However, all conditions deemed hazardous by the planning board, including natural feature hazards, are to be eliminated, or all precautions, deemed appropriate by the planning board to reduce the hazard, are to be provided by the developer.
19. Recreation. The developer shall be encouraged to give consideration to the provision of community areas, laundry facilities, playground and tot-lots and other services necessary for the comfort and convenience of residents.
20. An operator-manager or other responsible representative of the landlord should be in residence at all times.
21. Fire walls shall be provided between adjacent units running to roof.

22. Trash collection. The owners of any apartment complex shall provide for daily collection of garbage from central points.

23. Heating and Cooling. Before construction the developer must produce an affidavit from a heating engineer certifying that each dwelling unit can maintain an inside temperature of 70°.

It should be further pointed out that nothing in the proposed land use plan prohibits the continuation of supportive public, semi-public and commercial uses in any area. It is the intention of this plan to especially permit and encourage the use of land for public facilities where necessary, appropriate and for the general good of the community.

B. FENCES - Where fences are constructed they shall be located either on the property line or at least three (3) feet from the property line so as to permit proper maintenance. No residential fence may be more than six (6) feet in height or constructed of materials potentially dangerous. This interpretation is meant to include barb-wire but is not limited thereto.

All uses other than residential uses which abut a residential use shall provide screening in the form of a fence or hedge at least five (5) feet high and no more than forty (40) percent open.

C. STORAGE OF COMMERCIAL AND RECREATIONAL VEHICLE - No commercial or recreational vehicle shall be stored within the front yard and sideyard requirements of the particular zone in which it is located.

- D. FRONT YARD EXCEPTIONS - (In reference to Section 5.32 of the Existing Zoning Code). In residence districts no principal building shall be nearer to the street line, or in the case of water front property nearer to the natural water line of any street or waterline than the average alignment of the existing principal buildings within 200 feet of each side of the lot within the same block, even though by being near to said street or waterline they may be within the setbacks for that zoning district.
- E. SIGNS - All signs exceeding six (6) square feet in area shall be reviewed by the Planning Board and forwarded to the Building Inspector where upon they shall require a building permit.
- F. SCHEDULE OF BULK AND COVERAGE - Minimum Habitable Floor Area Per Family (sq. ft.) should include construction of bi-level homes as such R-1-2,200 total, 1,500 2nd Fl.; and R-2, R-3, R-4 and R-M-1,600 total, 1,200 2nd Fl.,
- G. NON-CONFORMING USES
1. A non-conforming building or a building occupied by a non-conforming use declared to be substandard under any building, housing or related code or authority of the Borough may be demolished and reconstructed provided that it shall comply with the area regulations of the district in which located; and reconstruction of the building is commenced within one (1) year.

2. Repairs and structural alterations may be made to a non-conforming building or a building occupied by a non-conforming use.
3. A non-conforming building which is damaged by fire, explosion, or act of nature may be rebuilt and used for the same purposes, provided that:
  - a. The reconstruction of the building is commenced within one (1) year from the date of occurrence of such damage and is carried to completion without undue delay.
  - b. The reconstructed building shall comply with the area regulations of the district in which it is located; provided, however, reconstruction may be carried out upon existing sound foundations.
4. If no structural alterations are made, any non-conforming use of a structure, or structure and premises, may as a special exception be changed to another non-conforming use provided that the Zoning Board of Adjustment, either by general rule or by making findings in the specific case, shall find that the proposed use is equally appropriate or more appropriate to the district than the existing non-conforming use. In permitting such change, the Zoning Board of Adjustment may require appropriate conditions and safeguards in accord with the provisions of this Ordinance.

5. Any structure, or structure and land in combination, in or on which a non-conforming use is superseded by a permitted use, shall thereafter conform to the regulations for the district, and the non-conforming use may not thereafter be resumed.
6. When a non-conforming use of a structure, or structure and premises in combination, is discontinued or abandoned for twelve (12) consecutive months or for eighteen (18) months during any three-year period (except when death, involuntary or government action impedes access to or use of the premises), the structure, or structure and premises in combination, shall not thereafter be used except in conformity with the regulations of the district in which such is located.

H. HOME OCCUPATIONS - "The office of a member of one of the following professions, when conducted on a residential property and owned and used as a home by such member. Such occupations shall be limited to those of doctors, lawyers, architects, engineers, ministers, dentists, accountants, teachers of academic subjects, real estate agents and insurance agents. The conduct of such occupation shall be limited to one-half of the total gross habitable floor area of the building, and shall not permit any advertising display other than identification sign not in excess of two square feet in area."

I. Antennas and Towers

No antenna or tower constructed for the transmission or receiving of radio or television signals may exceed a height of fifty (50) feet and shall not be located within the front or side yard setback for the district in which located.

The above items A through I are suggestions for modifications and additions to the zoning ordinance of the Borough of Oceanport.

## SECTION 11

### CAPITAL IMPROVEMENT PROGRAM

Capital improvement programming is the scheduling of public physical improvements over a set time period, usually six years. Scheduling is based on priorities of need, desire, or importance of each improvement and the community's present and anticipated financial resources. It is the vital bridge between the Master Plan and the actual construction of public improvements.

The community's ability to pay for proposed major projects is too often overlooked. Realistically, any capital improvement program must relate to the community's ability to pay. To propose improvements the community cannot afford, or to propose improvements without some idea of how they will be paid for, is an exercise in futility.

#### What is a Capital Improvement?

A capital improvement is a new or expanded facility for the community which is relatively large in size, relatively expensive and relatively permanent. Streets, schools, police stations, libraries and sewer systems are capital improvements to mention a few. Large scale replacement or rehabilitation of existing facilities also fall within the definition.

In assessing the ability of the community to provide financial resources for capital development, the existing and projected debt limit must be given very serious consideration. For, although Oceanport has not needed to borrow large sums of money in the past (this is reflected on their low per capita bonded indebtedness),

it may be necessary to borrow against its good credit in order to modernize the Borough in a planned and progressive manner in the future.

Prudent borrowing for major capital expenditure items may over the time of the project actually save more money in terms of construction costs, etc., than the actual cost of borrowing the money in the first place. It is the purpose of this particular section to show what the existing and projected debt limits are for the Borough of Oceanport in order to assist the decision makers in the deliberations relative to implementing long-range capital project plans.

#### Present Legal Debt Limit

Legal debt limits for municipalities within the State of New Jersey are set by the State Legislature. At the present time, the Borough of Oceanport can legally incur bonded indebtedness totaling no more than 3.5 percent of its equalized valuation average for the past three years without the consent of the electorate and/or the State Division of Local Government Financing.

As of this date the equalized assessed valuation of the Borough of Oceanport is \$58,005,283.33. Against this the Borough had a debt outstanding of only \$742,750 or 1.27 percent of the borrowing capacity.<sup>1/</sup> The remaining 2.01 percent of the borrowing capacity with councilmanic powers totals \$1,160,115.

<sup>1/</sup> There has been an additional \$123,000 in bonds authorized but not as yet issued. This would bring the total indebtedness to \$865,750 or 1.49%.

The following is a list of capital improvements which need to be undertaken by the Borough of Oceanport in the foreseeable future. Virtually all of these projects are being financed through the issuance of bonds. The Fire Protection items are through solicitation. Some of the park improvement costs are through Federal and State programming. It should be emphasized that all proposals are tentative and subject to change.

TABLE XXI

SIX YEAR CAPITAL IMPROVEMENT PROGRAM

Project	Estimated Total Costs	1974	1975	1976	1977	1978	1979
A. STREET IMPROVEMENTS							
1. Gooseneck Point Road	44,000	44,000					
2. Comanche Drive (Port-au-Peck to Monmouth)	90,000	90,000					
3. Comanche Drive (Monmouth to Pocono)	144,000	144,000					
4. Ausable Avenue	21,000	21,000					
5. Seneca Place	36,000	36,000					
6. Driveway	19,300	19,300					
7. Bungallow Place	11,800	11,800					
8. Port-au-Peck (Monmouth to Cayuga)	75,000	75,000					
9. Cayuga Avenue	60,000	60,000					
10. Port-au-Peck Avenue (Comanche to Monmouth)	16,000	16,000					
11. Port-au-Peck (Branchport to N.Y. & L.B.R.R.)	13,500	13,500					
12. Port-au-Peck	69,000	69,000					
13. Arcana Avenue	3,700	3,700					
14. Trinity Place	1,900	1,900					
15. Willow Court	4,000	4,000					
16. Summerfield Avenue	6,100	6,100					
17. Ticonderoga Avenue	13,000	13,000					
18. Pocono Avenue	30,000	30,000					
19. Nicolson Place	13,200	13,200					
20. Riverview Road	10,000	10,000					
21. Shrewsbury Avenue (Port-au-Peck to Branchport)	38,000	38,000					
22. Shrewsbury Avenue (Port-au-Peck to Werah)	18,000	18,000					

<u>Project</u>	<u>Estimated Total Costs</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>
23. Center Street	22,000		22,000				
24. S. Pemberton Avenue	9,200		9,200				
25. Horicon Avenue	2,800		2,800				
26. Oneida Avenue	3,000		3,000				
27. Pocahontas Avenue	2,800		2,800				
28. Werah Place	52,000		52,000				
29. Maniho Place	24,500		24,500				
30. Winhar Place	22,700		22,700				
31. Elinor Court	1,800		1,800				
32. Herbert Place	2,600		2,600				
33. Smith Street	14,300		14,300				
34. Rossiter Place	5,300		5,300				
35. Arnold Street	9,200		9,200				
36. Monmouth Boulevard	19,500		19,500				
37. Bridgewater Drive (Rwof to Oceanport)	47,000		47,000				
38. Bridgewater Drive (Rwof to Bungalow)	27,700		27,700				
39. Woodside Place	5,400		5,400				
40. Hiawatha	76,500		76,500				
41. Algonquin Avenue	30,200		30,200				
42. Milton Avenue	116,000			116,000			
43. Bradley Avenue	33,000			33,000			
44. Sea Gort Avenue	11,000			11,000			
45. Spring Lake Avenue	11,000			11,000			
46. Belmar Avenue	19,500			19,500			
47. Main Street	21,500			21,500			
48. Wyandotte Avenue	28,500			28,500			
49. Pocahontas Avenue	27,000			27,000			
50. Horicon Avenue	24,800			24,800			
51. Serand Avenue	23,700			23,700			

Project	Estimated						
	Total Costs	1974	1975	1976	1977	1978	1979
52. Mohican Avenue	21,600			21,600			
53. Ithaca Avenue	18,300			18,300			
54. Genesse Avenue	16,400			16,400			
55. Oneida Avenue	15,000			15,000			
56. Tohican Place	31,000			31,000			
57. Port-au-Peck (Oceanport to Wolf Hill)	72,000			72,000			
58. Morris Place	29,000			29,000			
59. River Street	12,000			12,000			
60. Vreeland Avenue	20,800			20,800			
61. Centennial Avenue	8,000			8,000			
62. Elliot Place	3,300			3,300			
63. Doreer Drive	7,200			7,200			
64. Gold Street	16,000			16,000			
65. Monmouth Park Place	3,500			3,500			
66. Dwyane Street	3,700			3,700			
67. Branch Avenue	23,000			23,000			
68. Avon Avenue	11,000				11,000		
69. Allenhurst Avenue	14,000				14,000		
70. Deal Avenue	14,000				14,000		
71. Long Branch Avenue	11,000				11,000		
72. Lake Drive	12,000				12,000		
73. Wardell Circle	40,000				40,000		
74. Algonquin Avenue	11,900				11,900		
75. Mohawk Avenue	11,000				11,000		
76. Sagamore Avenue (Port-au-Peck to Shrewsbury)	56,000				56,000		
77. Sagamore Avenue (Port-au-Peck to Monmouth)	28,200				28,200		
78. Iroquois (Port-au-Peck to Shrewsbury)	44,400				44,400		

5) Mortgage Insurance - Housing in Older, Declining Areas  
(223(e)).

To help families purchase or rehabilitate housing in older, declining urban areas.

FHA insures lenders against loss on mortgage loans. These loans may be used to finance the purchase, repair, rehabilitation, and construction of housing in older, declining urban areas where conditions are such that certain normal eligibility requirements for mortgage insurance under a particular program cannot be met. The property must be an acceptable risk giving consideration to the need for providing adequate housing for low and moderate-income families.

Mortgages for housing eligible under the special program may be insured under any one of several FHA programs. The maximum amount of the loan, the down-payment, and other mortgage terms vary according to the FHA program under which the mortgage is insured. The current maximum interest rate is 7 percent plus  $\frac{1}{2}$  percent for mortgage insurance premium. Fees are established under the applicable FHA program.

6) Mortgage Insurance - Special Credit Risks (237).

To make homeownership possible for low and moderate-income families who cannot meet normal FHA requirements.

FHA insures lenders against loss on mortgage loans. These loans may be used to finance the purchase of new

or existing homes or the purchase and rehabilitation of existing single-family homes. The maximum insurable mortgage is \$18,000, or up to \$21,000 in high-cost areas.

Only families who are unable to qualify for home-ownership under regular FHA credit standards are eligible. Families qualifying for mortgage insurance under this program must have a gross monthly income at least 4 times the families' required payment to the mortgage.

7) Public Housing - Homeownership for Low-Income Families (Turnkey III - Turnkey IV)

To provide, through local public housing agencies, low-income families with the opportunity of owning their own homes.

To assist local public agencies in providing housing purchase opportunities for low-income families by crediting the amount budgeted for routine maintenance, which is performed by the tenants, to family equity accounts. When family income increases to the point where it can obtain permanent financing for the unit, or when the equity account equals the unamortized debt and closing costs, ownership passes to the family. Originally the units are owned (Turnkey III) or leased (Turnkey IV) by the local public agency. The unit must be legally discrete and can be part of a planned unit development.

<u>Project</u>	Estimated							
	<u>Total</u>	<u>Costs</u>	<u>1974</u>	<u>1975</u>	<u>1976</u>	<u>1977</u>	<u>1978</u>	<u>1979</u>
79. Iroquois	12,800					12,800		
(Port-au-Peck)								
80. Tecumseh Avenue	42,000					42,000		
81. Elizabeth Drive	8,000					8,000		
82. Irma Place	6,100					6,100		
83. Whitehall Circle	14,300					14,300		
84. Hedge Drive	9,000					9,000		
85. Turf Drive	10,500					10,500		
86. Springfield Avenue	6,900					6,900		
87. Fairview Avenue	6,400					6,400		
88. Woodbine Avenue	15,800					15,800		
89. Shore Road	28,000					28,000		
90. Maple Avenue	28,000					28,000		

Sub  
Total STREET IMPROVEMENTS 2,193,700 737,500 398,100 616,800 441,300

B. THOROUGHFARE PLAN

1. Port-au-Peck & Eastown Intersection	85,900					85,900		
2. Eastown & Monmouth Intersection	11,500					11,500		
3. Oceanport Avenue Bridge	228,800					228,800		
4. Bridgewater Drive Bridge	90,400					90,400		
5. Asbury Avenue Extension	58,800					58,800		
6. Port-au-Peck Avenue Widening (Eastown to Comanche)	830,900					830,900		



SECTION 12  
STATE AND FEDERAL PROGRAMS

Since its inception, the Federal Urban Renewal Program has repeatedly grown as a major source of Master Plan implementation. This is particularly true as concerns hard-core, substandard, overcrowded, and antiquated areas of our cities.

A. FINANCING STRATEGY

Future renewal programs must utilize a comprehensive community development approach to urban renewal in light of changing methods of funding and other reorganization at the Federal level. Under this concept, a basic strategy must be drawn up for the Borough wide renewal, incorporating recommendations of the Master Plan. Therefore, although a large area is covered by the program, detailed information need be generated only for those activities to be accomplished during the particular budget year. First, of course, the Borough of Oceanport must deal with the reality of existing programs and funding, pending the transition to Federal special revenue sharing funding. The present Neighborhood Development Program being used to finance the Borough's renewal project will not see its completion, this will be accomplished most likely by the special revenue sharing funds.

The existing Federal conventional funding programs are undergoing considerable reevaluation. It is impossible to anticipate the final form and content of the ensuing legislation.

The President and his administration have established a moratorium in which to reassess most existing programs, formulate new policies, and develop a procedure to implement the proposed legislation. At this time, however, the categorical grant programs listed below are still on the legislative "books" and the money allocated for them administratively held in reserve.

Several bills with different approaches and provisions are being considered for the Community Development Program in Congress. All the bills incorporate most of the existing categorical grant programs in one form or another. It seems that the real change in concepts will be the origin and method of making application for use of the Special Revenue Sharing funds. Each version of the Community Development Program legislation contains a "hold harmless" provision. This will guarantee a community with recent renewal experience a minimum annual level of special revenue sharing funds.

Listed below are several existing federal and state programs which may be utilized by the Borough. Most federal programs are currently under a moratorium which is expected to be removed in the next several months.

B. HOUSING

- 1) Interest Subsidy - Acquisition and Rehabilitation of homes for Resale to Lower Income Families (Section 235 (j)).

This program will make it possible for a nonprofit organization or public body to finance the acquisition and the rehabilitation of housing that will be sold to lower income families.

FHA insures lenders against loss on mortgage loans. These loans may be used to finance the purchase and rehabilitation of housing for subsequent resale to lower income families. Nonprofit sponsors as well as the home purchases can receive the benefits of interest-reduction payments. The project must consist of four or more single-family or two-family dwellings, or dwelling units in a multi-family structure for which a plan of family unit ownership is approved. The maximum insurable loan per unit is \$18,000, or up to \$21,000 in high-cost areas. An additional amount up to \$3,000 is available to large families when the property contains four or more bedrooms.

Eligible sponsors are private nonprofit organizations and public bodies that have been approved by HUD. Sponsors must have capacity to purchase, accomplish the rehabilitation and sell the finished properties to low income purchasers and provide counseling to the new home owner.

2) Interest Subsidy - Purchase of Rehabilitated Homes by Lower Income Families (235 (j)).

To assist lower income families to purchase rehab-

ilitated homes from nonprofit sponsors at prices they can afford.

FHA insures lenders against loss on mortgage loans. These loans may be used to finance the purchase of a single-family dwelling, a two-family dwelling, or a unit in a multi-family structure which has been rehabilitated by a nonprofit sponsor. Maximum insurable loans for an occupant mortgagor are as follows: One-family homes, \$18,000, or up to \$21,000 in high cost areas; two-family homes, \$24,000, or up to \$30,000 in high cost area. For a large family, the limit for a single home is \$21,000 or up to \$24,000 in high cost areas.

3) Interest Subsidy - Homes for Lower Income Families (235(j))

To make homeownership more readily available to lower income families by providing monthly payments to lenders of FHA insured mortgage loans on behalf of the lower income families.

FHA insures lenders against losses on mortgage loans. These loans may be used to finance the purchase of a single-family dwelling, a two-family, or a unit in multi-family structures which has been rehabilitated by a non-profit sponsor. Maximum insurable loans for an occupant mortgagor are as follows: One-family home, \$18,000, or up to \$21,000 in high cost areas; two-family homes, \$24,000 or up to \$30,000 in high cost areas. For a large family, the limit for a single home is \$21,000 or up to \$24,000 in high cost areas.

4) Major Home Improvement Loan Insurance - Housing Outside Urban Renewal Areas (203(k)).

To help families repair or improve existing residential structures outside urban renewal areas.

FHA insures lenders against loss on loans. These loans may be used to finance the alternation, repair, or improvements of existing one to four-family housing not within urban renewal areas. The housing must be at least 10 years old, unless the loan is primarily to make major structural improvements. The maximum insurable loan on a single-family structure is \$12,000 or \$17,400 in areas where cost levels so require.

All families are eligible to apply.

The maximum amount of the loan would be equal to the difference between (a) the maximum amount of the mortgage loan, which is equal to 97 percent of the next \$15,000 of estimated value, 90 percent of the next \$10,000 of estimated value up to \$25,000 and 80 percent of the amount over \$25,000 and (b) the amount of the current indebtedness on the property. The current maximum interest rate is 7 percent plus  $\frac{1}{2}$  percent for mortgage insurance premium. The FHA application fee is \$20. The service charge by the lending institution varies, but may normally not exceed 1 percent of the total loan.

The loan term may extend for 20 years, or  $\frac{3}{4}$  of the remaining economic life of the property, whichever is less.

condominium, or cooperative. During the period of tenancy, the family makes payments between 20 and 25 percent of their income. The Turnkey III homes are amortized over a period of 30 years and the Turnkey IV assistance is for 20 years.

8) Public Housing-Leased - Section 23 and Section 10(c)

This program is provided by the Housing Production and Mortgage Credit/FHA, Department of Housing and Urban Development. Authorization: U.S. Housing Act of 1937, Section 23, as added by the Housing and Urban Development Act of 1965, Section 103(a), Public Law 89-117; 79 Stat. 451,455;42 U.S.C. 1410(c); U.S. Housing Act of 1937, Section 10(c) as added by the Housing and Urban Development Act of 1965, Section 502; Public Law 89-117;79 Stat. 451, 487;42 U.S.C. 1421B. Its objectives are to assist local public agencies to provide decent, safe, and sanitary low-rent housing and related facilities for families of low-income through the leasing of existing or newly constructed housing.

Types of Assistance: Project Grants. The program provides annual contributions which permit local public agencies to provide decent, safe and sanitary housing for low-income families at rents they can afford to pay. The annual contributions are used to make up the difference between the rents paid to owners, plus local public agency

operating expense, by the local public agency and the rents the low-income tenants can afford to pay based upon the tenant income but not in excess of 25 percent of such income. The annual contributions cannot exceed the amount that would be paid for a newly constructed project by the local public agency designed to accommodate a comparable number, sizes and kinds of families. Additional contributions are available for operating subsidies and for elderly, displaced, poor, and large families.

Eligibility Requirements: Local housing authorities established by a local government in accordance with State law, authorized public agencies, or Indian tribal organizations are eligible. Beneficiary eligibility: Families of low-income. A single person who is elderly, handicapped, displaced, or the remaining member of a tenant family is also eligible.

C. WATER AND SEWER PROGRAMS

1. Basic Water and Sewer Grant

Future capital improvement programming of the Borough should continue to consider making maximum use of matching Federal funds for basic sewer improvements as outlined under Section 702 of the Housing and Urban Development Act of 1965. Under this provision, grants up to 50% can be obtained to defray the cost of construction of basic water and sewer facilities. Therefore, the moneys that the Borough projects it will spend for capital improvements can be doubled through the application of this program. The Federal Government will make a matching grant up to a maximum of \$1,500,000 for eligible sewer improvements under this program.

Applications have recently been made for such grants. However, the moratorium on federal spending was extended to the Basic Water and Sewer Grants. The Borough should re-apply as soon as any direction or policy can be passed down from the Federal government.

D. OPEN-SPACE AND RECREATION

1. The Open-Space Program is administered by the United States Department of Housing and Urban Development which provides grants up to 50% of the cost of acquisition and development.

a. Criteria for Acquisition

- 1) Limited to 4 acres or 1 city block in developed land.
- 2) Site may not contain a structure with appraised value in excess of \$100,000.
- 3) Site clearance, followed by renewal, is expected to be completed within one year of approval of an Open-Space grant.

b. Priorities in Funding

- 1) Sites in older residential or low family income portions of central city where existing open space deficiencies can only be corrected by acquisition and development.
- 2) Sites complementing other HUD programs, e.g. - centers built under Neighborhood Facilities Grant Program.
- 3) Sites in areas adequately served by open-space facilities, but which have a particular open-space need.
- 4) Sites to be acquired to provide malls, plazas, etc.

2. The Federal Department of Interior, under the Federal Land and Water Grant Conservation fund through the Bureau of Outdoor Recreation, will make grants up to 50% for outdoor recreational activities. Funds, however, are administered through the state.

E. OTHER

1. Neighborhood Assistance Act

This program offers tax credits to certain business firms which engage in activities designed to improve impoverished areas, or which contribute to nonprofit neighborhood organizations for specific programs which tend to upgrade such neighborhoods. Eligible activities include community services, including counseling and advice, emergency assistance or medical care, job training, education, crime prevention and contributions to neighborhood organizations.

F. STATE PROGRAMS

The New Jersey Department of Community Affairs has recently issued a catalogue of State Programs of Assistance to New Jersey Local Governments. A copy has been presented to the Planning Board. This book describes the basic State programs and indicates people to be contacted.

However, there is one State program which is presently operative that bears mentioning.

1. Demonstration Rehabilitation Grant Program

The purpose of this Program is to enable municipalities to continue their Code Enforcement, Neighborhood Renewal and Certified Area Programs utilizing this program as a replacement for federal Section 312 rehabilitation loans.

The Demonstration Rehabilitation Grant Program is designed to serve as a temporary replacement for federal section 312 rehabilitation loans in designated municipal improvement and renewal areas. The Program is based on a partnership between the municipal government and local lending institutions, with assistance from the State of New Jersey. The decision to continue an active neighborhood improvement program will rest on a joint determination by the local governing body and the lending institutions that in their combined judgment the specific neighborhood is suitable for private investment and public improvements. If that decision is made, the activities of the existing neighborhood improvement staff will continue as before following established HUD guidelines with modifications by this Department where necessary.

The Department of Community Affairs will make a direct grant of 30% of the home improvement sum needed to bring a property up to code standards; the other 70% will be loaned by a local lending institution at market rate, thereby reducing the payments to the equivalent of a 3% loan. The State grant will be reserved from the Revolving Housing Development and Demonstration Grant Fund upon the lender's acceptance of the loan obligation. The grant and loan funds will be disbursed periodically to the property owner/contractor upon appropriate certification that work has been satisfactorily completed.