

Aeromarine Area

Redevelopment Plan Borough of Keyport, New Jersey



Prepared for the Mayor and Council of the Borough of Keyport



Phillips Preiss Shapiro Associates, Inc.

Planning & Real Estate Consultants

June 2005

Revised September 2005

AEROMARINE AREA REDEVELOPMENT PLAN
BOROUGH OF KEYPORT, NEW JERSEY

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Prepared for:

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1 Introduction

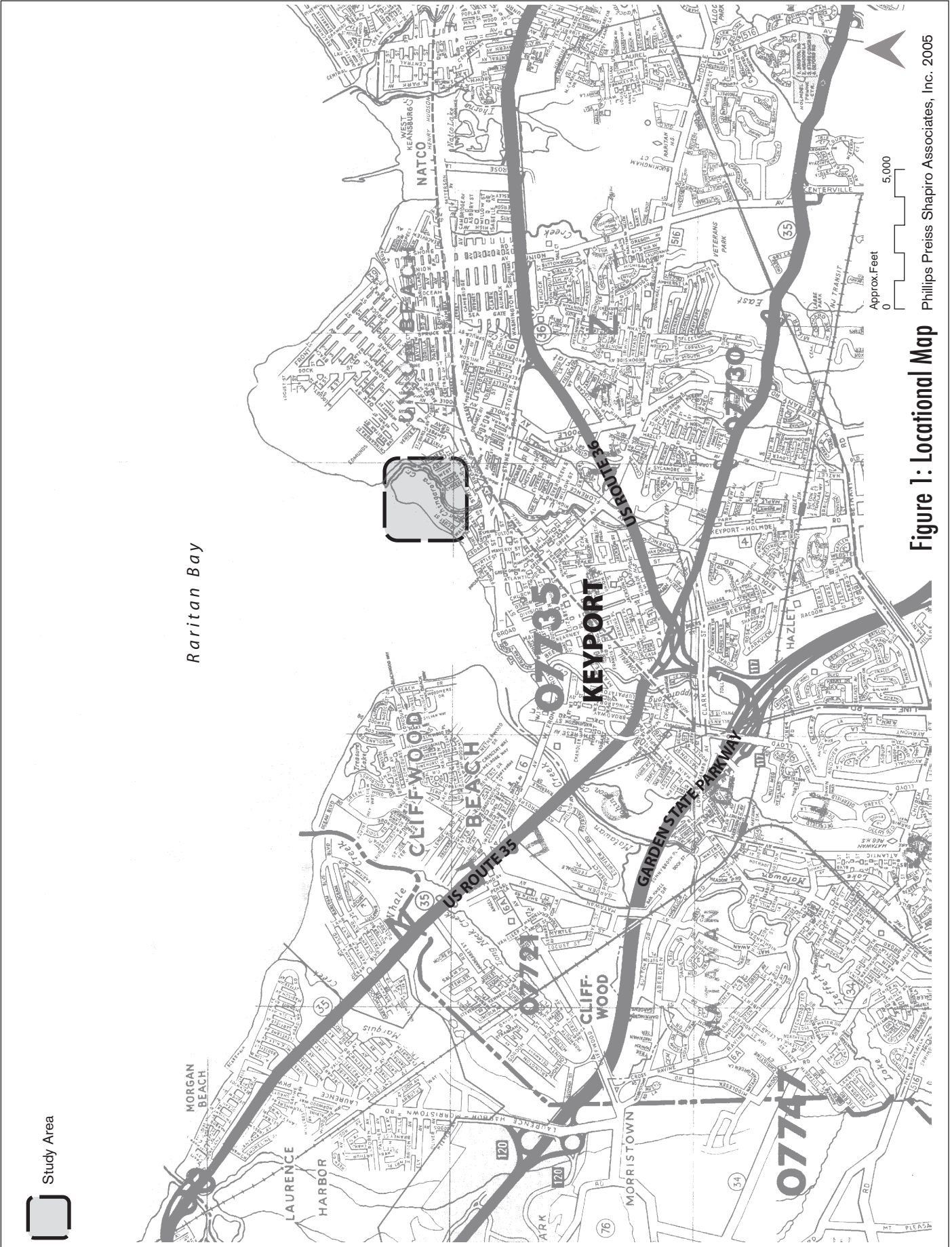
1.1 STATUTORY BASIS

This redevelopment plan has been prepared for the property known as the Aeromarine Area within the Borough of Keyport, Monmouth County, New Jersey. The property is located at the northeastern tip of Keyport east of Walnut Street and is bounded by the Raritan Bay on the north and Chingarora Creek on the east and south. Its location is shown in Figure 1, Locational Map. In this report, the Aeromarine Area will generally be referred to as the “redevelopment area.”

The Mayor and Council of the Borough of Keyport directed the Keyport Unified Planning Board (KUPB) to study the area in order to determine whether it was in need of redevelopment in accordance with the criteria specified in state law at N.J.S.A. 40A:12A-5. The Borough’s consulting planners, Phillips Preiss Shapiro Associates, Inc., then conducted a redevelopment area investigation, which was completed in February 2005. A public hearing on the investigation was then held by the KUPB, which subsequently determined, based on the results of the investigation, that the study area qualified as an area in need of redevelopment. The Mayor and Council then directed Phillips Preiss Shapiro Associates to prepare a redevelopment plan for the area in question. For this plan to be put into effect, it must be referred to the KUPB for up to 45 days. Following receipt of the KUPB recommendation concerning the redevelopment plan, the plan may be adopted by the Mayor and Council by ordinance as stipulated at N.J.S.A. 40A:12A-7.

1.2 DESCRIPTION OF REDEVELOPMENT AREA BOUNDARIES

The redevelopment area includes tax lots 14 and 15 in Block 141 as well as a short public street right-of-way, referred to on the tax maps as Locust Street. The two tax lots are under common ownership by a single entity. The total area of the site is approximately 62 acres. The specific redevelopment area boundaries are shown on Figure 2, Redevelopment Area Boundary. As shown in the figure, the redevelopment area is irregularly shaped and bounded on most sides by bodies of water. Lot 15 makes up the majority of the area. Raritan Bay is located to the north of the redevelopment area, while Chingarora Creek, which is also the municipal boundary separating Keyport and Union Beach, generally forms the area’s eastern and southern boundaries. On the west, the redevelopment area is bordered partly by Walnut Street and partly by existing residences which front on Walnut Street. The redevelopment area also has a small extension to the southwest to incorporate Lot 14, which is bounded on the west by Walnut Street, on the south by First Street, on the north by residential development, and on the east by Chingarora Creek.



Raritan Bay

Study Area

Approx. Feet
0 5,000

Figure 1: Locational Map Phillips Preiss Shapiro Associates, Inc. 2005

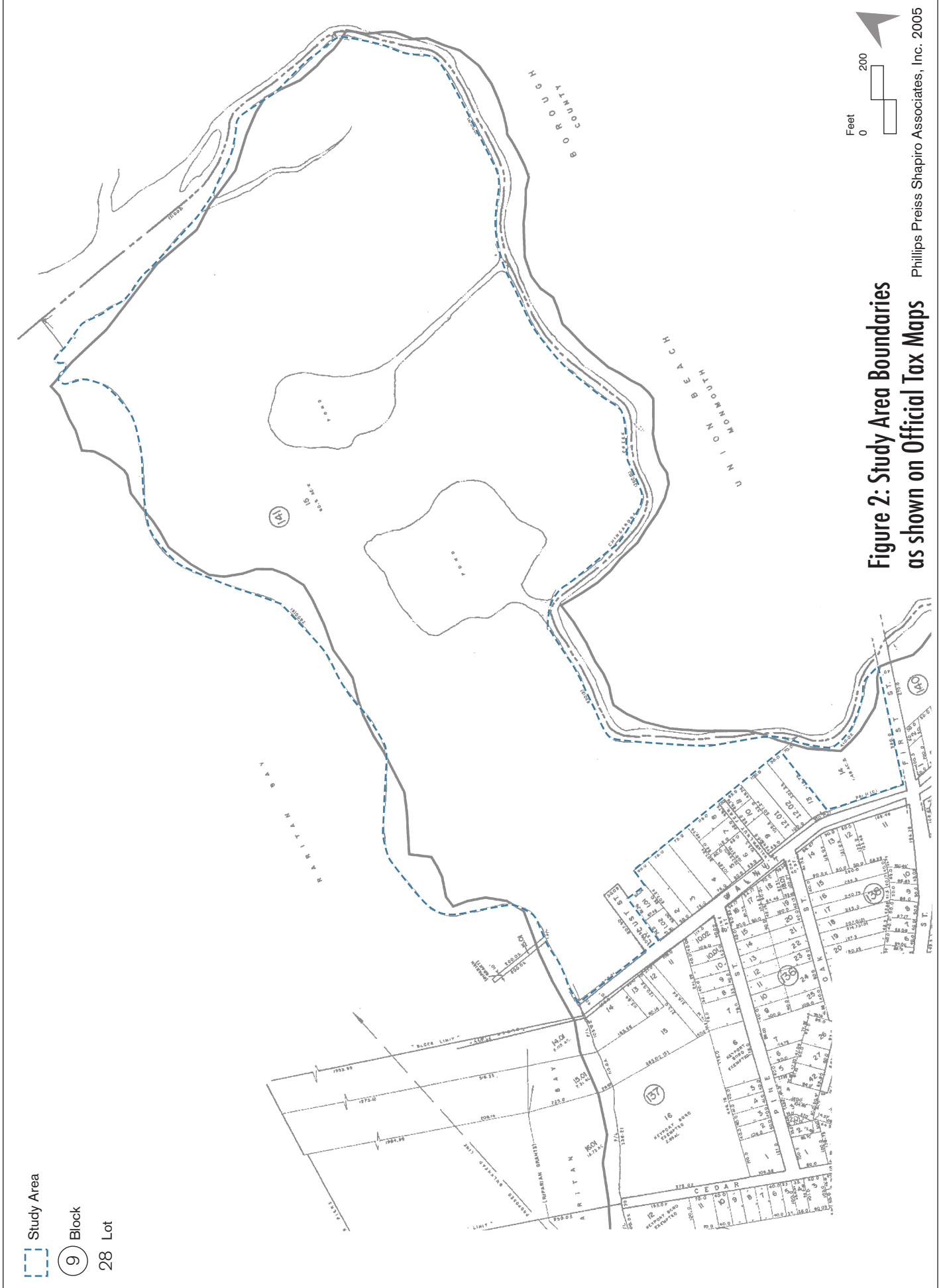
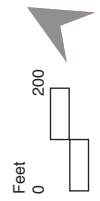


Figure 2: Study Area Boundaries
as shown on Official Tax Maps



2 Goals of the Redevelopment Plan and Relationship to Local Objectives

2.1 REDEVELOPMENT PLAN GOALS AND OBJECTIVES

The specific goals and objectives of the Redevelopment Plan are as follows:

1. To facilitate the environmental cleanup of the redevelopment area in an expeditious manner.
2. To stimulate an appropriate level of development that provides public benefits to the Borough and does not overwhelm the Borough's infrastructure.
3. To reduce the negative impacts of existing dilapidated buildings and unproductive lands on the adjacent residential neighborhood.
4. To reduce the negative impacts of existing industrial uses on the adjacent residential neighborhood.
5. To provide for continuous public access to the waterfront and to utilize design techniques that guard against the privatization of the waterfront.
6. To provide for the development of active recreation facilities within the redevelopment area to serve the future residents of the redevelopment area and the Borough.
7. To protect the creeks and wetlands on the property from the negative impacts of improper development.
8. To foster appropriate relationships between buildings, streets, parking areas, walkways and landscaped areas, both within the development and in the context of the surrounding area.
9. To provide for an increase in the economic base of the redevelopment area and the entire Borough by redeveloping underutilized and non-productive properties.
10. To encourage the revitalization of the redevelopment area in a manner that is compatible with the character of adjacent properties and land uses.
11. To expand opportunities for the development of age-restricted housing within the Borough.

2.2 RELATIONSHIP TO LOCAL OBJECTIVES

Keyport's local objectives for the redevelopment area are expressed in its Master Plan. The last major Master Plan revision was in 1989 and the last reexamination of the Master Plan was in 2001. The 1989 Master Plan recommended the following with respect to the Aeromarine site:

- The existing industrial zoning of the site was in conflict with the Coastal Zone Management Plan of the New Jersey Department of Environmental Protection and the bayfront recreation and open space policies of the Monmouth County Planning Board.
- Development of the site for industrial purposes would permanently deny public access to and enjoyment of the waterfront areas and would bring commercial traffic through residential areas.
- The property should be rezoned as a planned district requiring development to be based on an overall plan providing for residential development, open space and recreation facilities, provision of on- and off-site traffic and circulation, and submission of an environmental impact statement addressing the landfill.
- Due to environmental conditions on the site, its overall density should be restricted to the density permitted within the RA District.
- Regulations should ensure future access and enjoyment of waterfront areas as a function of the development of the land.

The 2001 reexamination of the Master Plan, reviewing the 1989 document, stated that there was still a need to develop a policy and vision statement for the Aeromarine property and, to that end, recommended that an area in need of redevelopment study be conducted for the property.

In accordance with the 2001 Reexamination Report, this redevelopment plan seeks to refine and fulfill the objectives and concepts set forth in the 1989 Master Plan. The specific goals and objectives addressed by this redevelopment plan were generated by a community-driven waterfront redevelopment planning process guided by a Steering Committee which issued its final recommendations in October 2004. As set forth above, Keyport presently has definite local objectives as to appropriate land use, density of population, and recreational and community facilities. This Plan addresses and serves each of these objectives, as set forth herein.

3 Land Use and Development Plan

3.1 EXISTING LAND USES

For the purposes of discussing existing land use, the property can be divided into four distinct portions, as indicated on Figure 3, Existing Land Use.

The southern portion encompasses Lot 14 in its entirety and has frontage on First Street, Walnut Street and the Chingarora Creek. This portion of the property is ± 1.5 acres in size and is vacant, with areas of wetland growth, particularly at the margin adjacent to Chingarora Creek. There also appears to be some areas of fill on the property, which may be a portion of a former rail right-of-way. The lot is partially fenced. The condition of the property is fair.

The eastern portion of the property encompasses two-thirds of area of Lot 15 (± 40 acres). This section consists of an extensive landfill, surrounded on three sides by water (the Chingarora Creek and Raritan Bay), and is adjacent to industrial development on the remaining portion of Lot 15. The landfill occupies the majority of the upland site area east of the complex of industrial buildings (the approximate extent of landfill activities, based on a review of aerial photography, is shown on Figure 3). The landfill is not in operation and fenced off from the remainder of Lot 15. The property is above the grade of the remaining portions of Lot 15, with some growth scattered throughout the property. There is information indicating that the landfill is improperly capped and occasionally leaches contaminants into Raritan Bay.

The western portion of the property encompasses one-third of Lot 15 and includes the area between Locust Street and the landfill area, and extends from Chingarora Creek to the south to Raritan Bay to the north. This portion is accessed from Locust Street. It is improved with a complex of industrial buildings that make up what is known as the "Aeromarine industrial park." There are approximately five major buildings and approximately eight smaller buildings. At the eastern end are three structures. There is a garage structure housing an auto body business. There are two structures adjacent to the garage: the abandoned deteriorated skeleton of a "hangar" type structure; and to the south, a one-story warehouse building. The "hangar" is in very poor condition, and the warehouse is in fair condition. To the west is a complex of eight attached multi-story structures. These structures vary in condition from poor to fair, with indications of some improvements in certain areas. The structures appear to be fully occupied by a number of industrial tenants. There are extensive areas surrounding these properties that have open, outdoor storage of equipment and materials. There are two small freestanding buildings at the south end of this portion of the property, generally in poor condition. In addition, there are open areas of land at the northern end of this portion of the property. These areas are adjacent to Raritan Bay and are somewhat wooded. Immediately to the south are parking areas and the "main" road through the property, which also provides access to the landfill portion of the property. There are additional circulation routes around the various structures, including a north-south driveway immediately adjacent to the residences on Walnut Terrace and Walnut Street.

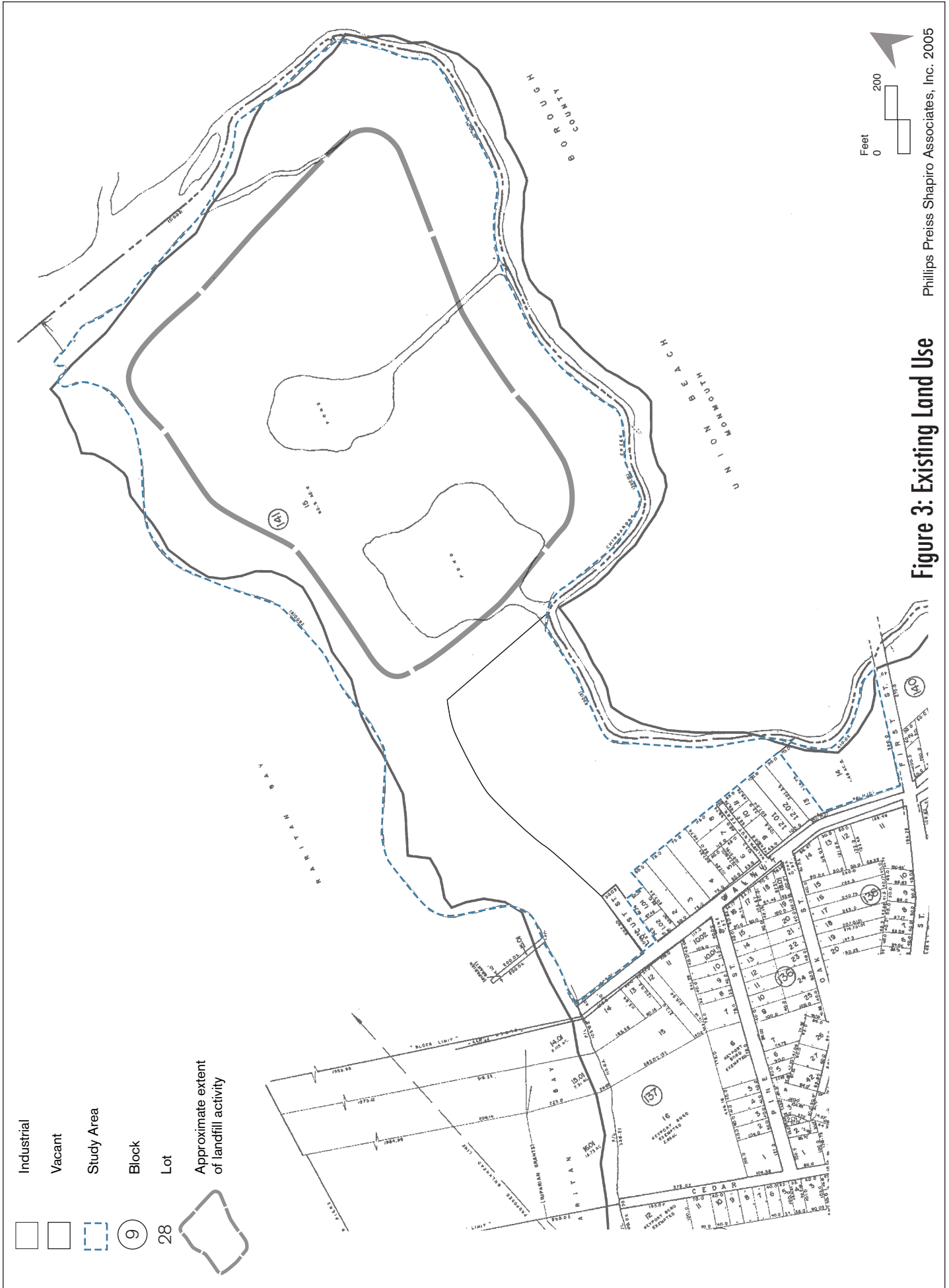


Figure 3: Existing Land Use

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Lastly, a portion of the property located to the northeast of Walnut Street and Locust Street, fronts on Raritan Bay and is improved with two abandoned structures, both of which may have been formerly utilized as residences. The northern structure, adjacent to Raritan Bay, appears to have been “stripped” of interior surfaces, and attempts were made to partially renovate the building. The rear structure, adjacent to the Locust Street entrance to the property, is a wood frame shell, which also evidences some attempts at renovation in the past. Both structures appear to have been vacant for a number of years.

3.2 OVERALL DEVELOPMENT REQUIREMENTS

As described in the Redevelopment Study for the Aeromarine area, the subject site is currently in a stagnant condition that detracts from the general welfare. The majority of the site is a former landfill that is in need of environmental remediation. The major industrial structure on the site, an airplane hangar, is severely dilapidated. Many of the remaining buildings, some of which house active industrial uses and some of which are vacant, are in poor condition. The area is no longer an appropriate location for heavy industrial use in any regard, having poor truck access, no rail access, and being located next to an existing residential neighborhood. Accordingly, it is the intent of the redevelopment plan that the existing structures and parking lots on the site will be demolished, and the site will be wholly redeveloped in accordance with the requirements of this plan. The existing tenants will be relocated in accordance with this Plan and to the extent required by law.

This Redevelopment Plan proposes that the site be developed in a comprehensive manner that will provide the residential, open space and recreation uses envisioned in the 1989 Master Plan and the recent waterfront redevelopment planning process. To the maximum extent possible, detrimental impacts on surrounding existing land uses shall be avoided. Moreover, it is the intent of this redevelopment plan that the benefits of redevelopment accrue not only to the developer and future residents of the site, but also to the adjacent existing neighborhood and to the Borough as a whole. The specific requirements shall include the following:

- 1) The deleterious environmental conditions on the site shall be remediated.
- 2) Access for the general public shall be provided along the length of the Raritan Bay and Chingarora Creek waterfronts. The minimum right-of-way adjacent to the Raritan Bay waterfront shall be 70 feet, which may include a roadway. To ensure that public access to the water is maintained, a public roadway is strongly recommended to be situated between any residential development and the waterfront. The minimum baywalk promenade width along the Raritan Bay shall be 30 feet. A public walkway accessible to pedestrians shall be provided along the Chingarora Creek with a minimum width of 12 feet.
- 3) At least 31 acres¹ of open space which is accessible to the general public shall be provided, of which at least 20 acres must be free of environmental constraints such as wetlands, steep slopes, or lands that cannot be utilized due to CAFRA

¹ One-half the area of the site.

- restrictions. (Notwithstanding the foregoing, capped landfill may be included in the 20 unconstrained acres, provided that active or passive recreational uses be provided on the landfill.) The required open space shall include public active recreation facilities—potentially to include sports fields, a community center, and/or other facility intended to reflect the history of the site—and shall be designed to emphasize the natural qualities of the landscape.
- 4) Residential development shall be physically integrated with the natural conditions and public areas on the site so as to create a unique new neighborhood rather than a privatized and standardized enclave.
 - 5) Intersection and roadway improvements at Walnut Street, First Street, Stone Road and other impacted roadways shall be provided to accommodate the any anticipated vehicular and pedestrian traffic to and from the redevelopment area.
 - 6) View and access corridors to the Raritan Bay and Chingarora Creek waterfronts shall be provided throughout the site.
 - 7) The maximum impervious coverage on the site shall be 50 percent.
 - 8) The maximum number of dwelling units permitted on the site shall be 310. This corresponds to a residential density of approximately 5 units per acre.
 - 9) A minimum of 10 percent and a maximum of 50 percent of the dwelling units shall be age-restricted to those 55 and older.
 - 10) No more than 60 percent of the dwelling units shall be located in residential buildings of three or more units that are not townhouses.
 - 11) Dwelling units with more than two bedrooms in an individual unit are not permitted.
 - 12) The maximum amount of nonresidential space within the redevelopment area, excluding live-work units and recreation facilities such as pavilions and clubhouses, shall be 50,000 square feet of floor area.

An illustrative conceptual plan showing how these requirements could be met in the context of the site is provided in Figure 4. Redevelopers are not required to adhere to this conceptual plan and are encouraged to have their design professionals modify the conceptual plan or to devise their own project plans that fulfill the requirements outlined above. In particular, it is recognized that more detailed evaluation of the environmental conditions on the site may be required to determine a feasible and beneficial design.



Figure 4: Illustrative Conceptual Plan



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3.3 LAND USES

I. DESCRIPTION

The primary land uses within the Redevelopment Area shall be residential, recreational and open space uses. Single-family, townhouse, and multiple residences are all permitted. The illustrative conceptual plan in Figure 4 suggests that residential uses be located on a swath of land extending from the bend in the Chingarora Creek in the central portion of the site to point near where the creek empties into the Raritan Bay near the extreme northeast of the site. This plan illustrates how a design could maximize the potential for scenic and dramatic views of both the creek and the bay and avoid the need to remediate the soils on the portion of the site that is currently in industrial use to the high standards required for residential uses. It also avoids impacting the existing residential neighborhood to the west. The illustrative conceptual plan suggests relatively compact residential development so as to maximize the amount of open space that can be provided, while providing for a diversity of housing unit types and holding the overall site density to a level that is comparable to that in the RA District. Further details with regard to the requirements for the proposed housing is provided in the following sections of this Redevelopment Plan.

The illustrative conceptual plan also provides for two major open space areas, one in the northwestern portion of the site and the other in the southeastern portion. The northwestern open space area provides for additional public access to the bayshore, while the southwestern area provides for public access to the creek. Passive and active recreation facilities, along with the necessary parking to serve such facilities, would be distributed throughout both areas. The specific locations of the open space areas shown in Figure 4 are by no means required, but redevelopers are encouraged to utilize the open space requirement to provide access to the waterfront and to locate recreation facilities in more than one part of the site.

Additional, supplementary land uses are also permitted as described below. These land uses are intended to complement the main permitted residential and recreation uses. A possible waterfront location for a restaurant is indicated in Figure 4.

II. LIST OF PERMITTED USES

A. Permitted principal uses:

- 1) Dwellings, subject to the requirements of Section 3.6 below and the following:
 - a) At least 10 percent but no more than 50 percent of the dwelling units shall be age-restricted to those 55 and older.
 - b) No more than 60 percent of the dwelling units shall be located in residential buildings of three or more units that are not townhouses.
 - c) Dwelling units with more than two bedrooms are not permitted.
- 2) Live-work units, subject to the following:

- a) The redeveloper shall be permitted to substitute one live-work unit for each dwelling unit, up to a maximum of 5 percent of the total proposed dwelling units within the redevelopment area.
 - b) No portion of the live-work unit shall be sublet or rented out for any other purpose.
 - c) In addition to the occupant of the live-work unit, no more than one full-time employee, or the equivalent thereof, shall be employed in the live-work unit.
 - d) The live-work unit shall have proper sound insulation and ventilation to insure the safety and quiet enjoyment of the residential portions of the building.
 - e) Residential and nonresidential activities shall be separated so as to prevent fumes, noise, dust or other noxious byproducts from reaching the residential portions of the building.
- 3) Outdoor active recreation facilities, including ball fields, tennis and basketball courts, track-and-field facilities, bocce courts, swimming pools and similar facilities. However, facilities which are likely to monopolize large portions of the site for a single recreation use, such as golf courses and driving ranges, are not permitted. See Section 3.4 below for further discussion of the active recreation facilities.
 - 4) Passive recreation facilities, including walking trails and lawns.
 - 5) Beaches.
 - 6) Conservation areas, including wetlands and forested areas.
 - 7) Restaurants, bars, marinas and other water-dependent uses, convenience stores, tackle/bait shops and offices, subject to the following:
 - a) Such uses shall be subject to all restrictions on such establishments in the Borough's ordinances.
 - b) Such uses may occupy the first floor of residential buildings or may be located in standalone buildings, subject to the requirements in Section 3.6 of this Plan.
 - c) Such uses together with the uses permitted in A(8) below shall not occupy more than 50,000 square feet of floor area within the redevelopment area.
 - 8) Light fabrication and craft-oriented uses, including artisan studios, craft shops, cabinet and furniture making, woodworking, and pottery, subject to the following:
 - a) Such uses shall be subject to all restrictions on such uses in the Borough's ordinances, including all standards specified in the General and Supplementary standards of the ordinance.

- b) Such uses together with the uses permitted in A(7) above shall not occupy more than 50,000 square feet of floor area within the redevelopment area.
 - c) Such uses shall be separated from all residential and live-work units by a suitably landscaped buffer at least 100 feet in width.
 - d) Such uses shall not be located in buildings which also have residential or commercial uses.
 - e) Outdoor uses shall be screened in accordance with the requirements of subsection 25:1-14.6 of the zoning ordinance.
- 9) Civic and community uses including a community center, museum, or other use reflective of the history of the site.

B. Permitted accessory uses:

- 1) Clubhouses, swimming pools and other recreation facilities and areas for exclusive use by residents, provided that such facilities and grounds are not counted toward the minimum area requirements for open space.
- 2) Accessory buildings such as gazebos and pavilions.

3.4 OPEN SPACE

This redevelopment plan envisions two main types of open space: (i) linear open space providing continuous access to the waterfront of the Raritan Bay and the Chingarora Creek; and (ii) large areas dedicated to active and passive recreation. Each of these will be discussed separately below.

I. LINEAR OPEN SPACE

As described, continuous public access is required along both the Raritan Bay and Chingarora Creek waterfronts. The minimum public right-of-way along the Raritan Bay waterfront is 70 feet, which may include a roadway. Along the Raritan Bay, a baywalk promenade at least 30 feet in width is required. The promenade may take the form of a boardwalk, paved walkway, and/or a cleared and graded path, depending on site conditions, adjacent uses, and expected level of use. Along the length of the Chingarora Creek within the subject property, a trail with a cleared width of 12 feet shall be provided. The trail may be paved or take the form of a wooden boardwalk or clear and graded path as may be permitted by environmental laws and regulations.

Additional trails should be provided throughout the site to connect residences, recreation facilities, other facilities, and the creek and bayfront. These trails should connect to and incorporate sidewalks along public streets. Illustrative locations for such trails are indicated in Figure 4. Trail width should be adequate to comfortably accommodate users.

II. ACTIVE AND PASSIVE RECREATION FACILITIES

Basic requirements for active and passive recreation facilities are provided in Sections 3.2 and 3.3 above. The specific facilities to be provided will be detailed in a Redeveloper's Agreement between the redeveloper and the Borough. However, as detailed in Section 3.2, the minimum area to be devoted to such facilities is 20 acres.

In general, recreation facilities should be designed so as to blend into the landscape. The natural features of the site have a curvilinear quality due to the curvature in both the Chingarora Creek and the shoreline of the Raritan Bay. To accentuate this quality, ample vegetation should be provided surrounding the recreation facilities. The conceptual plan in Figure 4 shows the illustrative general location and design concepts for active and passive recreation facilities.

3.5 ACCESS, CIRCULATION AND PARKING

The access and circulation system should accommodate the expected multiple uses on the site while minimizing impacts to surrounding areas. Because the site will include major public recreation facilities and is located in close proximity to the Henry Hudson Trail, access and circulation should be particularly sensitive to the needs of bicyclists and pedestrians in addition to vehicles.

I. ACCESS

This document includes a projected new roadway that would extend into the site from the intersection of Walnut Street and First Street. It is recognized, however, that this specific roadway plan may not be feasible. Access to the site, which shall be detailed in a comprehensive traffic impact study and plan, may ultimately be provided from either Walnut Street or First Street.

Regardless of the access point chosen, significant improvements will likely be needed to improve conditions at the intersections of Walnut Street, First Street and Stone Road. These closely spaced intersections currently have an anachronistic layout that will likely be unsuitable for the increased traffic expected from the redevelopment plan. Additionally, the Henry Hudson Trail, a multi-use trail on a former railroad line, is located just across the Keyport-Union Beach boundary just to the south of this intersection. Intersection improvements will be needed to accommodate the expected pedestrian and bicycle traffic to and from the subject site and the trail as well as to provide a convenient and safe pedestrian/bicycle connection.

The design and location of the new access point(s) will need to be detailed in a traffic impact study and plan to be submitted by the redeveloper and subject to the review and approval of the Borough's traffic engineers and professional advisors. However, as a way of starting the discussion about access, the illustrative conceptual plan provided in Figure 4 suggests that a signature traffic calming device such as a modern roundabout be considered for this intersection. At intersections with moderate amounts of traffic, modern roundabouts (distinguished from traditional traffic circles, which are much larger than modern roundabouts and intended to carry greater levels of traffic at higher speeds) can provide aesthetic and safety benefits for both motorists and pedestrians by slowing traffic while minimizing delays.

Moreover, an attractively landscaped modern roundabout at this location could provide a signature gateway for the residential and recreational development within the redevelopment area as well as for the Borough of Keyport as a whole.

To provide access for pedestrians, a pathway would extend along the east side of the new roadway and Walnut Street from the subject property across First Street to the Union Beach boundary, where an existing footbridge extends across the Chingarora Creek next to Stone Road. As part of the redesign of the intersection, a safety refuge island for pedestrians could be provided in the center of First Street just east of the roundabout. Regardless of the design chosen, a safe means for pedestrians to cross First Street must be provided.

The redeveloper may propose other access points. However, the Locust Street access point, if retained, may only be utilized as a secondary access point. A primary access point to the Walnut Street/First Street intersection or directly to First Street must also be provided.

II. CIRCULATION

Because recreation is expected to be a major land use component of the site, the circulation system on the site should be aligned closely with the open space system. The illustrative conceptual plan provided in Figure 4 of this Redevelopment Plan provides an example of such a possible circulation system. The proposed new roadway extends into the site from the southwest and follows a gently meandering path to the waterfront. East of this roadway, a modified grid aligned to the bayfront and the creek forms the framework of the residential component of the redevelopment area. Within the residential area, alleys are provided behind dwellings in order to hide garage entrances in the rear.

Any entrance roadway along the waterfront should run parallel to the bayshore, with no intervening residential development, to emphasize the waterfront promenade and provide a dramatic setting for the dwellings which face the roadway. Similarly, a roadway to provide access to the southeastern area of active and passive recreation facilities is proposed to run along the Chingarora Creek with no intervening residential development. The specific roadway layout shown in Figure 4 is not required but is intended to illustrate the preferred general principles to be followed.

The streets within the residential portion of the redevelopment area should conform to neotraditional design principles. Cul-de-sacs are prohibited. Instead of cul-de-sacs, a grid system should be provided so as to maximize the walkability of the development. Streets should have specific origins and destinations so as to connect key points. For example, most of the streets in the conceptual plan begin or end at the creek or at the bayfront. To emphasize this, the redeveloper is encouraged to provide gazebos, groves of trees, or other visual features at the termini of streets.

The residential streets should be arranged so as to provide walkable block lengths within the residential portion of the development. The maximum block size within the residential portion of the development shall be 150,000 square feet in area, and no block should be greater than 500 feet in length.

Sidewalks shall be provided on both sides of all streets within the residential portion of the development. A sidewalk or paved trail shall be provided on at least one side of other streets. The minimum sidewalk width within the residential area should be 8 feet for residential buildings of three or more units which are not townhouses and 5 feet for single-family and townhouse residences. Walkways along other streets should be at least 8 feet in width.

Alleys should have cartways measuring 12 feet in width and rights of way measuring 24 feet in width. Other street widths must conform to the New Jersey Residential Site Improvement Standards for streets with on-street parking. However, the redeveloper is encouraged to consider a deviation from these standards if it can be shown that a deviation would advance the purposes or objectives of this Redevelopment Plan. For example, in certain instances it may be desirable to provide narrower streets than permitted by RSIS. In such event, the Borough will assist the redeveloper in seeking any necessary exception, waiver, or approval for Special Area Standards from the Department of Community Affairs.

Gated or private roadways are prohibited.

III. PARKING

Parking for residences shall be provided within garages on the ground floor of buildings, which shall face rear alleys. Residential parking shall be provided at the ratios called for under the New Jersey Residential Site Improvement Standards. Overflow parking should generally be accommodated on the street. Should it be necessary, the developer may propose auxiliary parking lots.

Parking for the supplementary uses and for the active and passive recreation uses shall be accommodated on the streets adjacent to such uses and/or in surface parking lots. Wider streets with angled or 90-degree parking are permitted adjacent to the recreation areas, provided that they conform to the landscaping requirements for parking lots. The size of surface lots should be minimized, and they should be located at the borders the recreation facilities. Parking areas with more than 40 spaces shall provide landscaped areas in islands and around the edges of the lot. Any parking row with more than 20 parking spaces shall be interrupted by one island for at least every 20 parking spaces. Additionally, one tree shall be provided for each 10 parking spaces within the islands and around the edges of the lot. Parking lots should be integrated into the landscape to the extent possible and should be screened from public view by vegetation and/or buildings, as appropriate.

3.6 BUILDINGS

To provide for compact development that maximizes the available open space for public use and recreation on the site, residential buildings should be aligned closely to the street network. Front and side setbacks should be minimized, and attached housing is encouraged. To provide for an attractive streetscape, garage entrances should be hidden at the rear of buildings along alleys.

- A. The maximum building height, as defined in the Keyport Zoning Ordinance, for a permitted use shall be the lesser of the following heights:

- 1) Residential buildings:
 - a) Single-family detached dwellings and townhouses: 2.5 stories or 30 feet.
 - b) Buildings of three or more units other than townhouses: 3 stories or 36 feet.
 - 2) Nonresidential buildings: 1 story or 20 feet.
 - 3) Mixed-use buildings: 4 stories or 48 feet.
 - 4) Exception. For any building which contains parking on the ground floor, the permitted building height shall be increased by 1 story or 12 feet. To receive this bonus, parking must occupy at least 50 percent of the ground floor.
 - 5) Within 200 feet of existing adjacent residences, the maximum height shall be 2.5 stories or 30 feet, consistent with the adjacent RA district, and the height exception for ground floor parking shall not apply.
- B. Variation in building height is encouraged, as is the provision of rooftop cupolas, which should be carefully situated so as not to block view corridors from other buildings.
- C. The maximum length of any face of a building shall be 200 feet, except that a building with no residences may be up to 250 feet in length. Any building over 100 feet in length shall provide vertical features such as pilasters, columns, offsets, or changes in color or materials periodically along the building face if such face is adjacent to a public street or public open space, for the purpose of segmenting and improving the aesthetics of the horizontal expanse.
- D. The minimum horizontal separation between buildings shall be as follows:
- 1) Between two townhouse structures: 10 feet.
 - 2) Between any two residential buildings with three or more units which are not townhouses: 20 feet.
 - 3) Between any two single-family detached residential buildings: 12 feet.
 - 4) Between a residential building with three or more units which are not townhouses and a single-family attached or detached residential building: 40 feet.
 - 5) Between any two nonresidential buildings: 20 feet.
 - 6) Between an exclusively nonresidential building and a residential building: 40 feet, except that an industrial building shall require a 100-foot separation from any residence.
- E. The developer should select a unique design theme to provide architectural and visual interest for the project. In developing a theme, the developer is encouraged to utilize one or more of the following design references:

- 1) The architecture of existing buildings in Keyport that date to the first half of the 20th century and earlier.
 - 2) Nautical themes and references to Keyport's historic water-dependent industries such as fishing and shipbuilding.
 - 3) Aeronautical themes and references to the former Aero-Marine facility on the site.
- F. The facades of all buildings should adhere to the following design standards:
- 1) All buildings shall have articulated base courses and cornices or soffits.
 - 2) Architectural detailing should be used to provide visual interest.
 - 3) Horizontal facades should be broken down into segments having vertical orientation, and vertically oriented facades shall be broken down into horizontal components through use of appropriate design features.
 - 4) Expansive blank or nearly blank walls are prohibited.
 - 5) Appearance of the side and rear elevations of buildings shall receive architectural treatments comparable to that of any proposed front facade if said elevations are generally within public view.
 - 6) Building façade materials shall be brick, wood, stone, cement or stucco. Metal and vinyl are prohibited.
 - 7) The proportions of windows and doorways relative to building massing should conform to historical precedents to the extent practicable given modern standards set by applicable building code. Plate glass windows without muntins or simulated muntins are prohibited.

Parking shall be provided within residential buildings at ground level. Garage entrances should be at the rear of buildings, facing alleys.

3.7 ENVIRONMENTAL CONSIDERATIONS

As described, the remediation of all areas of the redevelopment area shall be required. The specific method of remediation for each portion of the redevelopment area shall be specified in the Redeveloper's Agreement between the redeveloper and the Borough.

Trees shall be provided throughout the site. Where appropriate, existing stands of trees should be preserved. Street trees are required along all streets in residential areas and along the entrance roadway at a ratio of one tree for every 40 feet.

As described, the maximum impervious coverage on the site shall be 50 percent. Creative approaches to handling stormwater runoff are strongly encouraged. A portion of the active recreation facilities may be utilized for stormwater detention and recharge, provided the same does not impede the intended recreational use of the facilities. Redevelopers are also encouraged to consider reconstructing wetlands on the site, as

necessary, to provide for stormwater detention. To provide for compact development in the residential portion of the site, a stormwater interceptor system should be installed. Stormwater detention and recharge within the residential development area is discouraged, as this would result in the need to disperse development over a wider area. Rather, stormwater should be directed to appropriate locations for detention and recharge elsewhere on site.

3.8 PHASING

Where construction is contemplated in stages, the redeveloper shall be required to submit for approval by the Borough, and to be included in a redevelopment agreement between the Borough and the redeveloper, a proposed phasing schedule which sufficiently demonstrates that each stage will be self-sustaining in relation to access, internal circulation, parking, sanitary sewer, stormwater facilities, landscaping, off-tract improvements, and any other essential services, and that adequate protection is provided to ensure that each individual stage is properly related to every other stage of the redevelopment project. In the event an applicant seeks to modify the phasing schedule, such modification shall require the approval of the Keyport Borough Council.

3.9 ON-SITE, OFF-SITE AND OFF-TRACT IMPROVEMENTS

The redeveloper shall be responsible for providing all infrastructure required for the development of the site, including but not limited to water and sewer. The redeveloper shall also be required, at the Borough's discretion, to make or contribute towards whatever off-site improvements may be necessary to accommodate the redevelopment of the site. Additionally, the redeveloper shall be required to provide traffic, infrastructure and fiscal impact studies indicating the level of need for off-tract improvements and shall make such improvements as deemed necessary by the Borough and its professional consultants for the project.

3.10 AFFORDABLE HOUSING

The Borough intends to address its affordable housing obligation on a Borough-wide basis through the adoption of a housing element, fair share plan, and appropriate implementing ordinances. Following the time that these documents are adopted, any new development within this Redevelopment Area will be subject to any applicable provisions contained therein.

4 Redevelopment Actions

4.1 OUTLINE OF PROPOSED ACTIONS

I. DEMOLITION

It is proposed that the site be completely cleared of existing buildings and parking lots. The landfill may be removed or relocated and capped, as deemed appropriate by the developer (as well as by applicable state and/or federal regulators). The Plan proposes a significant change in use over the current conditions, and there is no reason to retain any of the existing structures, some of which are in very poor condition and most of which are not appropriate for residential use and do not relate appropriately to the waterfront. A developer may, however, propose to retain any of the existing structures if so desired, provided such structure(s) are utilized for the purposes allowed by this Plan and are related effectively to the overall project design. With respect to vegetation, it is proposed that the existing wetland areas and stream corridors be preserved or enhanced. Other vegetation may be removed and replaced as necessary.

II. NEW CONSTRUCTION

Construction of new structures and other improvements will take place as proposed in the Future Land Use section of this redevelopment plan. Environmental remediation will take place as necessary to effectuate the plan. Infrastructure will be constructed as determined by the Borough's professional consultants for the project. The redeveloper must adhere to the overall parameters for development presented in the Land Use and Development section of this Plan but are encouraged to otherwise refine the design concepts presented therein in developing a unique project proposal. Once a redeveloper is selected, the redeveloper will be required to enter into a Redeveloper's Agreement with the Borough which stipulates the precise nature and extent of the improvements to be made and their timing and phasing as permitted therein.

4.2 PROPERTIES TO BE ACQUIRED

The Borough reserves the right, up until such time as the redevelopment of the redevelopment area be deemed complete, to acquire any privately owned lots in the designated Redevelopment Area should it be necessary to facilitate redevelopment. The only properties subject to acquisition include tax lots 14 and 15 in Block 141 as shown on the official tax maps of the Borough of Keyport.

4.3 OTHER ACTIONS

In addition to the demolition, new construction and acquisition described above, several other actions may be taken by the governing body to further the goals of this plan. These actions may include, but shall not be limited to: (1) provisions for public infrastructure necessary to service new development; (2) environmental remediation; (3) vacation of public utility easements and other easements and rights of way as may be necessary for redevelopment.

4.4 RELOCATION

Should the Borough acquire properties within the redevelopment area, it will undertake the following steps to provide for relocation:

- At the time of property acquisition, the actual extent of displacement will be determined.
- A Workable Relocation Assistance Plan (WRAP) will be prepared and submitted to the New Jersey Department of Community Affairs for approval.
- The Borough will comply with the requirements of the state's relocation statutes and regulations as applicable, and will provide all benefits and assistance required by law.

There are no residences within the Redevelopment Area and therefore this Plan does not require the relocation of any private residents of Keyport.

5 Relationship to Development Regulations and Other Plans

5.1 RELATIONSHIP TO THE KEYPORT MASTER PLAN

New Jersey redevelopment law provides that “all provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan.” A redevelopment plan which is inconsistent with or not designed to effectuate the master plan may be adopted by affirmative vote of the majority of the full authorized membership of the governing body with the reasons for so acting set forth in the redevelopment plan.

As described in Chapter 2, this redevelopment plan is intended to fulfill and refine the objectives for the site as expressed in the 1989 Keyport Master Plan and the 2001 Reexamination Report.

The 1989 Master Plan sets forth the following objectives for the Aeromarine area:

- The property should be rezoned as a planned district requiring development to be based on an overall plan providing for residential development, open space and recreation facilities, provision of on- and off-site traffic and circulation, and submission of an environmental impact statement addressing the landfill.
- Due to environmental conditions on the site, its overall density should be restricted to the density permitted within the RA District.
- Regulations should ensure future access and enjoyment of waterfront areas as a function of the development of the land.

This Redevelopment Plan is generally consistent with these objectives. It creates what is in effect a planned development district requiring residential development, open space and recreation facilities, and provision of traffic and circulation improvements. The landfill and other environmental conditions must be addressed by the redeveloper selected to redevelop the site in accordance with this Plan. The maximum permitted residential density on the site will be 5 units per acre, which is the same as that permitted in the RA District. This plan also mandates that public access to the waterfront be provided and encouraged along the length of the bayfront and that access also be provided along Chingarora Creek.

The 2001 Reexamination Report recommends that the Aeromarine area be studied to determine whether it is an area in need of redevelopment in accordance with N.J.S.A. 40A:12A et seq. As described, the study has been conducted and this plan is designed to effectuate redevelopment on the subject property.

5.2 RELATIONSHIP TO THE BOROUGH OF KEYPORT ZONING ORDINANCE

The redevelopment area is currently located in the RA(PID) District. Upon the adoption by ordinance, this redevelopment plan shall supersede all applicable provisions of the existing RA(PID) District in the redevelopment area and the Borough's official zoning map shall be thereby amended to include the redevelopment area in its own zoning district.

Whenever any specific use, bulk or development provision of this redevelopment plan diverges from any provision of the Borough's zoning or site plan ordinances, the provisions of this redevelopment plan shall apply. Whenever the Borough's zoning and site plan ordinances specify use, bulk or development standards for items that are not regulated by the provisions of this redevelopment plan, the applicable ordinances shall apply. Notwithstanding the foregoing, any deviation from any provision of this redevelopment plan is subject to the provisions of Section 6.8 below.

5.3 RELATIONSHIP TO MASTER PLANS OF ADJACENT MUNICIPALITIES

The redevelopment area is bounded on the east and south by the Borough of Union Beach. The area of Union Beach that is adjacent to the southern and southwestern parts of the redevelopment area consists of single-family residences and is designated within the R-S Residential District. The area of Union Beach that is adjacent to the eastern and southeastern parts of the redevelopment area is currently undeveloped and is designated within the M-2 Heavy Industrial District. By changing the site from industrial to residential, the redevelopment plan improves the consistency of the redevelopment area with the R-S District, but it is less consistent with the M-2 District than the prior zoning. However, the portion of the M-2 District in Union Beach adjacent to the subject property is severely environmentally constrained with wetlands and marshes and is therefore unlikely to be developed in the future for industrial or any other use. Also, the Chingarora Creek forms a natural boundary and buffer between the redevelopment area and the M-2 District.

5.4 RELATIONSHIP TO THE MONMOUTH COUNTY MASTER PLAN

While the County does not have a Master Plan, it did adopt a Growth Management Guide in the 1980s. A list of goals, objectives and policies was added to the Guide in December 1995. The goals, objectives and policies of the Guide relate to centers, comprehensive planning, economic development, farmland preservation and agricultural development, housing, solid waste, transportation, air and water resources, and historic cultural, scenic and natural resources.

With respect to centers, the Guide seeks to promote new and revitalize older urban areas into well designed mixed use centers with an easily accessible compact, but varied, core of residential, commercial and community services which provide employment and create a specific identity. Specific objectives include capacity-based planning for centers; the promotion of infrastructure investment in centers; the promotion and maintenance of a variety of housing types in centers; the promotion of mixed-use pedestrian oriented development in centers; the provision of a transportation system that

links centers to each other and to regional facilities; the preservation of environmentally sensitive features; and the reuse of historic structures.

This redevelopment plan promotes the redevelopment of a portion of the historic urban area of Keyport with housing and community services. The development will be relatively compact and will encourage pedestrian movement; the community facilities to be located in the development will be within walking distance of the residences. The redevelopment plan recognizes that, given the location and surrounding development context of the redevelopment area, housing, rather than employment-generating uses, should be the predominant land use for the area. The new housing to be provided in the redevelopment area will, however, support and help to revitalize the overall economy of Keyport.

With respect to water resources, the Guide promotes the preservation and improvement of coastal water resources, including public access to such resources, as well as the protection, restoration and enhancement of wetlands and stream corridors. The redevelopment plan supports these objectives by providing public access to the waterfront, promoting the environmental cleanup of the area, and ensuring that wetlands and stream corridors are protected.

5.5 RELATIONSHIP TO THE STATE DEVELOPMENT AND REDEVELOPMENT PLAN

Among the State Plan's intentions is to revitalize the state's existing urban areas by directing growth and development to those areas. Although the redevelopment area is located within an urban municipality, it is currently designated within the Environmentally Sensitive Planning Area on the State Plan Policy Map. Within the Environmentally Sensitive Planning Area, the State Plan seeks to protect natural systems and environmentally sensitive features by guiding development and redevelopment into Centers and establishing Center Boundaries and buffers and greenbelts around those boundaries. A full range of housing choices should be provided, primarily in Centers, and maximum active and passive recreational and tourism opportunities should be provided. With regard to redevelopment in the Environmentally Sensitive Planning Area, the State Plan encourages environmentally appropriate redevelopment in existing developed areas to accommodate growth that would otherwise occur in the Environs. Redevelopment activity is encouraged that supports transit, provides a range of uses, and has physical design features that enhance public safety, encourage pedestrian activity, and reduce dependency on the automobile.

This Redevelopment Plan promotes the sensitive redevelopment of an existing industrial and landfill site within the Environmentally Sensitive Planning Area. It promotes preservation of much of the site for active and passive recreation uses as well as environmental conservation and remediation. The portions of the site to be redeveloped with housing would generally conform to the design standards for Centers. The developed areas will be compact and relatively dense. A mix of land uses is permitted, and the design will encourage pedestrian activity. Although the site is somewhat isolated and not located on a transit corridor, the density and design proposed for the site would likely support transit in the form of shuttle buses to nearby transit hubs, or the introduction of ferry service.

According to the New Jersey Department of Community Affairs, the redevelopment area is slated to be changed from its current designation to the Metropolitan Planning Area designation as part of the forthcoming revision of the State Development and Redevelopment Plan and the State Plan Policy Map. This change, proposed by the Borough, has been revised and conditionally accepted by the Monmouth County Planning Board, the Office of Smart Growth, and other state agencies. As the Metropolitan Planning Area, along with the Suburban Planning Area, is intended to absorb a significant share of the state's future growth, the Redevelopment Plan would be fully consistent with this proposed change.

Overall, the purpose of the Redevelopment Plan is to redevelop an underutilized and stagnant portion of Keyport, and its broad intention is to place unproductive lands into productive use in order to help revitalize the Borough. This redevelopment plan proposes the replacement of deteriorated, stagnant and unproductive land uses to enhance the entire Borough. Its objectives are therefore consistent with the goals, strategies and policies of the State Plan (both in its current and anticipated future Planning Area designation for the redevelopment area), in its stated goal to revitalize the State's cities and towns by protecting, preserving and developing the valuable human and economic assets in cities, towns and other urban areas.

6 General Provisions

6.1 DEFINITIONS

Except for those words defined below in this Section 6.1, words that appear in this Redevelopment Plan shall be defined in accordance with the definitions that appear in the Borough's zoning and site plan ordinances, or, where these ordinances do not provide a definition, in accordance with the definitions in the Municipal Land Use Law.

The following words are specifically defined in this Redevelopment Plan.

LIVE-WORK UNIT shall mean a dwelling unit designed to provide space in which to conduct a business or trade, including offices, studios, crafts workshop area or laboratory space.

MIXED-USE BUILDING shall mean a building which has residences on the upper floors and nonresidential uses occupying at least 50 percent of the ground floor.

6.2 EASEMENTS

No building shall be constructed over a public easement in the redevelopment area without prior written approval of the Engineer of the Borough of Keyport.

6.3 SITE PLAN AND SUBDIVISION REVIEW

Prior to commencement of construction, site plans for the construction and/or rehabilitation of improvements within the redevelopment area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.), shall be submitted by the applicants for review and approval by the Keyport Unified Planning Board.

Any subdivision of lots and parcels of land within the redevelopment area shall be in accordance with the requirements of this Redevelopment Plan and the subdivision ordinance of the Borough of Keyport, except that where this redevelopment plan contains provisions that differ from those in the subdivision ordinance, this plan shall prevail.

6.4 APPROVALS BY OTHER AGENCIES

The redeveloper shall be required to provide the Borough with copies of all permit applications made to federal, state and county agencies upon filing such applications, as will be required by the redeveloper's agreement to be executed between the redeveloper and the Borough.

6.5 ADVERSE INFLUENCES

No use or reuse shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

6.6 NON-DISCRIMINATION PROVISIONS

No covenant, lease, conveyance or other instrument shall be affected or executed by the Mayor and Council of the Borough of Keyport or by a developer or any of his successors or assignees, whereby land within the redevelopment area is restricted by the Mayor and Council of the Borough of Keyport, or the developer, upon the basis of race, creed, color, or national origin in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use of any part of the redevelopment area on the basis of race, creed, color or national origin.

6.7 DURATION OF THE PLAN

The provisions of this Plan specifying the redevelopment of the redevelopment area and the requirements and restrictions with respect thereto shall be in effect for a period of 40 years from the date of approval of this plan by the Mayor and Council of the Borough of Keyport.

6.8 DEVIATION REQUESTS

The Keyport Unified Planning Board may grant deviations from the regulations contained within this Redevelopment Plan where, by reason of exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, pre-existing structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan, would result in peculiar practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Keyport Unified Planning Board may also grant such relief in an application relating to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by a deviation from the strict requirements of this Plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of the Redevelopment Plan. An application for a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accord with the requirements of public notice as set forth in N.J.S.A. 40:55D-12.a. and b.

Notwithstanding the above, deviations from the uses permitted in the Redevelopment Area shall be permitted only by means of an amendment of the Redevelopment Plan by

the Borough Council, and only upon a finding that such deviation be would be consistent with and the furtherance of the goals and objectives of this Plan.

6.9 ESCROWS

The redeveloper shall be responsible to post sufficient escrows to cover any and all costs of the professional consultants retained by the Borough to review the proposed redevelopment project and advise the Borough on any and all aspects of the redevelopment process.

7 Other Provisions

In accordance with N.J.S.A. 40A:12A-1 et seq., known as The Local Redevelopment and Housing Law, the following statements are made:

- The Redevelopment Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved traffic and public transportation, public utilities, recreation and community facilities and other public improvements. The Plan has laid out various programs and strategies needed to be implemented in order to carry out the objectives of this Plan.
- The Redevelopment Plan is substantially consistent with the Keyport Master Plan.
- The Redevelopment Plan lays out the proposed land uses and building requirements for the redevelopment area.
- All privately owned lots within the redevelopment area are subject to acquisition by the Borough of Keyport as part of the redevelopment effort.
- As indicated in Chapter 5, this Redevelopment Plan is substantially consistent with the Master Plan for the Borough of Keyport. The Plan also complies with the goals and objectives of the New Jersey State Development and Redevelopment Plan.
- This Redevelopment Plan shall supersede all provisions of the Zoning Ordinance of the Borough of Keyport regulating development in the area addressed by this Redevelopment Plan. In all situations where zoning issues are not specifically addressed herein, the Keyport Zoning Ordinance shall, however, remain in effect. No variance from the requirements herein shall be cognizable by the Keyport Unified Planning Board. Final adoption of this Plan by the Borough Council of the Borough of Keyport shall be considered an amendment of the Borough of Keyport Zoning Map.
- If any section, paragraph, division, subdivision, clause or provision of this Redevelopment Plan shall be adjudged by the courts to be invalid, such adjudication shall only apply to the section, paragraph, division, subdivision, clause or provision so judged, and the remainder of this Redevelopment Plan shall be deemed valid and effective.

8 Procedure for Amending the Approved Plan

This Redevelopment Plan may be amended from time to time upon compliance with the requirements of state law. A non-refundable application fee of \$1,500 shall be paid by the party requesting such amendment, unless the request is issued from an agency of the Borough. The Keyport Borough Council, at its sole discretion, may require the party requesting the amendments to prepare a study of the impact of such amendments, which study must be prepared by a professional planner licensed in the State of New Jersey.