

COMPREHENSIVE MASTER PLAN / BOROUGH OF OCEANPORT, MONMOUTH COUNTY / NEW JERSEY / 1965

OCEANPORT

PLANNING CONSULTANTS: CANDEUB, FLEISSIG, ADLEY & ASSOCIATES



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Exhibit 10

BOROUGH OF OCEANPORT

COMPREHENSIVE MASTER PLAN

Monmouth County, New Jersey

1965

Planning Consultants: Candeub, Fleissig, Adley & Associates

<u>TABLE OF CONTENTS</u>	<u>Page</u>
<u>INTRODUCTION</u>	1
<u>BACKGROUND FOR PLANNING</u>	
Oceanport's Regional Location	3
Physical Characteristics of Land in Oceanport	4
Land Use in Oceanport	5
A Growing Population	7
Economic Analysis	11
Oceanport's Planning District Analysis	17
Emerging Development Considerations	23
<u>ELEMENTS OF THE COMPREHENSIVE PLAN</u>	
Oceanport's Land Use Plan	27
An Analysis of Oceanport's Traffic	33
Oceanport's Traffic Plan	41
Oceanport's Community Facilities	47
Educating Oceanport's Youth	49
Recreation Facilities in Oceanport	55
Oceanport's Public Buildings	59
Oceanport's School Plan	61
Oceanport's Recreation Plan	63
Oceanport's Public Buildings Plan	67
<u>CARRYING OUT THE PLAN</u>	69
Illustrative Capital Improvements Program	69
Other Financial Resources Available to Oceanport	71
Regulatory Controls	72
Zoning	72
Subdivision Regulations	73
Official Map	73
Other Codes and Ordinances	74
Urban Renewal	75
Continuing Planning Program	76
Adoption of the Master Plan	77
<u>MAPS</u>	<u>Opposite Page</u>
Regional Location	3
Natural Features	4
Generalized Existing Land Use	6
Land Use Plan	28
Traffic Plan	42
Communities Facilities Plan	58

TABLESPage

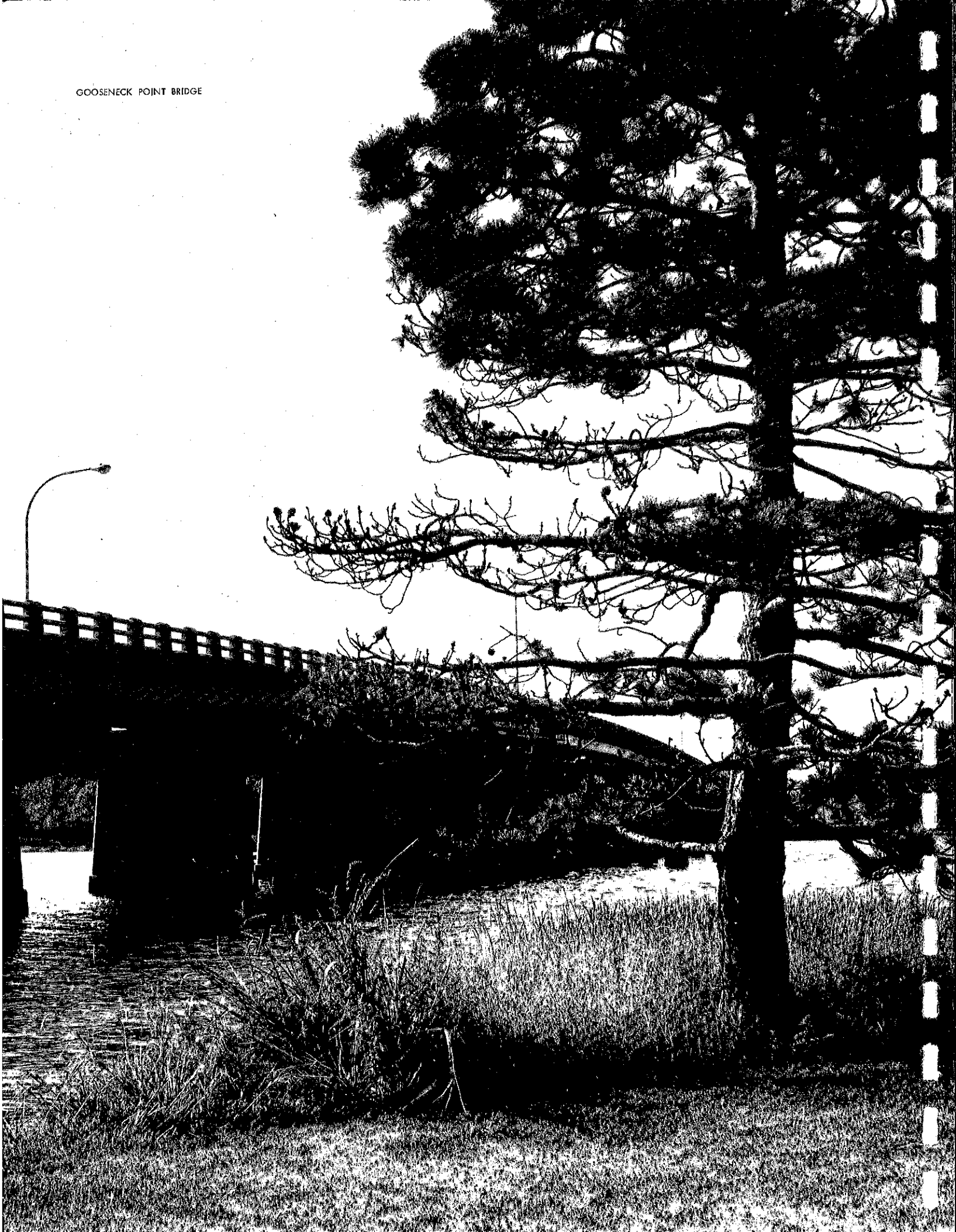
Table 1	Existing Land Use, Oceanport, N.J., 1963	6
Table 2	Natural Increase and Migration of Population in Oceanport, N.J., 1950-1960	8
Table 3	Population Changes in the Borough of Oceanport, Neighboring Communities, Monmouth County and New Jersey, 1950-1960	8
Table 4	Population Growth in Oceanport Borough, 1930-1960	9
Table 5	Labor Force Trends, Monmouth County, 1960-1962	12
Table 6	Estimated 30th Highest Peak-Hour Traffic Volumes in 1983 and Traffic Carrying Capacity of Existing Streets, Oceanport, N.J.	40
Table 7	Distribution of On-Roll Elementary School Pupils By Grade Groups, Oceanport, N.J., 1955-1963	52
Table 8	Estimated Future Elementary School Enrollments Oceanport, N.J., 1965-1985	53
Table 9	Estimated Classroom Needs, Oceanport, N.J., - 1985	61

APPENDIX TABLES

79

Table A	Age of Housing, Oceanport, N.J., 1960	80
Table B	Condition of Housing, Oceanport, N.J., 1960	80
Table C	Structural Characteristics, Oceanport, N.J., 1960	81
Table D	Family Income, 1959, Oceanport Borough, Monmouth County, and New Jersey	82
Table E	Employment, by Type of Industry Oceanport Borough and Monmouth County, 1960	83
Table F	Average Annual Unemployment Rates, Monmouth County and United States, 1956-1962	84
Table G	Municipal Budget Analysis, Borough of Oceanport, New Jersey, 1955-1963	85
Table H	Authorized and Issued Debt Retirement Schedule for Oceanport Local School District	86
Table I	Estimated Assessed Valuation, Borough of Oceanport, 1963-1969	86
Table J	Existing Right-of-Way and Pavement Widths, Major Arterial and Collector Streets Oceanport, N.J., 1963	87
Table K	Estimated Average Annual Daily Traffic Oceanport, N.J., 1963	88

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INTRODUCTION

In the Spring of 1963, the Oceanport Borough Planning Board, with technical aid from its consultants, undertook the development of a comprehensive Master Plan. This report represents the culmination of more than two years study of the physical, social and economic resources of Oceanport.

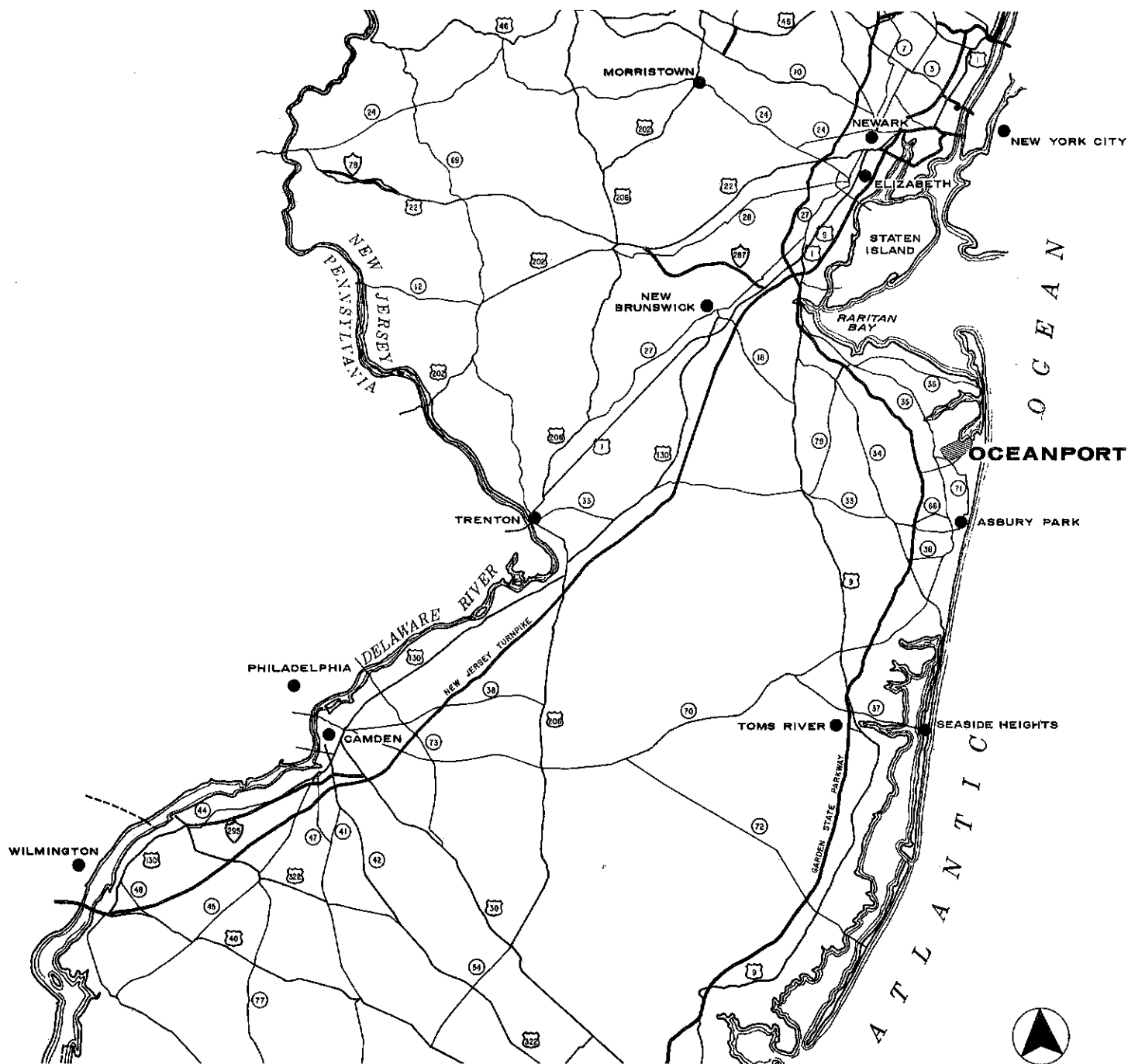
The primary function of the comprehensive plan lies in its utility as a general guide for the Planning Board, borough officials, and Oceanport's citizens to the future growth and development of the borough. As a guide, the Master Plan should be considered part of Oceanport's continuing planning program, subject to review and periodic change as new conditions require such change.

The major components of the comprehensive Master Plan consist of the following elements:

- The Land Use Plan which indicates the amount and location of land in Oceanport allocated to residential, commercial, industrial, and public uses in the twenty-year planning period. The land use plan should serve as a basis for zoning controls in the borough.
- The Community Facilities Plan which analyzes the adequacy of existing schools, parks, public buildings and utilities and where necessary, recommends a program for their improvement and expansion in the future.
- The Traffic Plan which evaluates existing streets and traffic flow in the borough and recommends a plan to improve traffic circulation within the borough related to local as well as regional needs.

In addition to these plan elements, the comprehensive Master Plan also contains proposals for carrying out the plan proposals including effectuation through capital improvements programming, zoning controls, continuing planning, and other similar procedures.

REGIONAL LOCATION



OCEANPORT'S REGIONAL LOCATION

The Borough of Oceanport is located along the inlet of the Shrewsbury River in the northeastern portion of Monmouth County. Seven communities border Oceanport including Long Branch, West Long Branch, Eatontown, Shrewsbury, Monmouth Beach, Rumson, and Little Silver.

Within a larger context, Oceanport is situated in the New Jersey portion of the New York Metropolitan Region. Linked by major highways and bridges to other portions of the county and the region, Oceanport has been strongly influenced by the rapidly expanding residential, commercial, and industrial development in the region.

These regional forces of growth and expansion were greatly accelerated at the close of World War II when the bulk of population transfers began to take place. The combination of industrial decentralization and the increase in the American family's mobility were important stimuli to this suburban movement. The construction of the Garden State Parkway and the extension of Route 36 to Long Branch coupled with Route 35 further improved Oceanport's location to the larger region. Today, Oceanport is located approximately 45 miles from Newark, 35 miles from New Brunswick and 40 miles from Trenton. Furthermore, the borough is within 5 or 10 miles of New Jersey's famed ocean beaches. Future proposals by the New Jersey State Highway Department to extend Route 18 to Eatontown and other highway proposals will further increase Oceanport's accessibility to the remainder of the state and region.

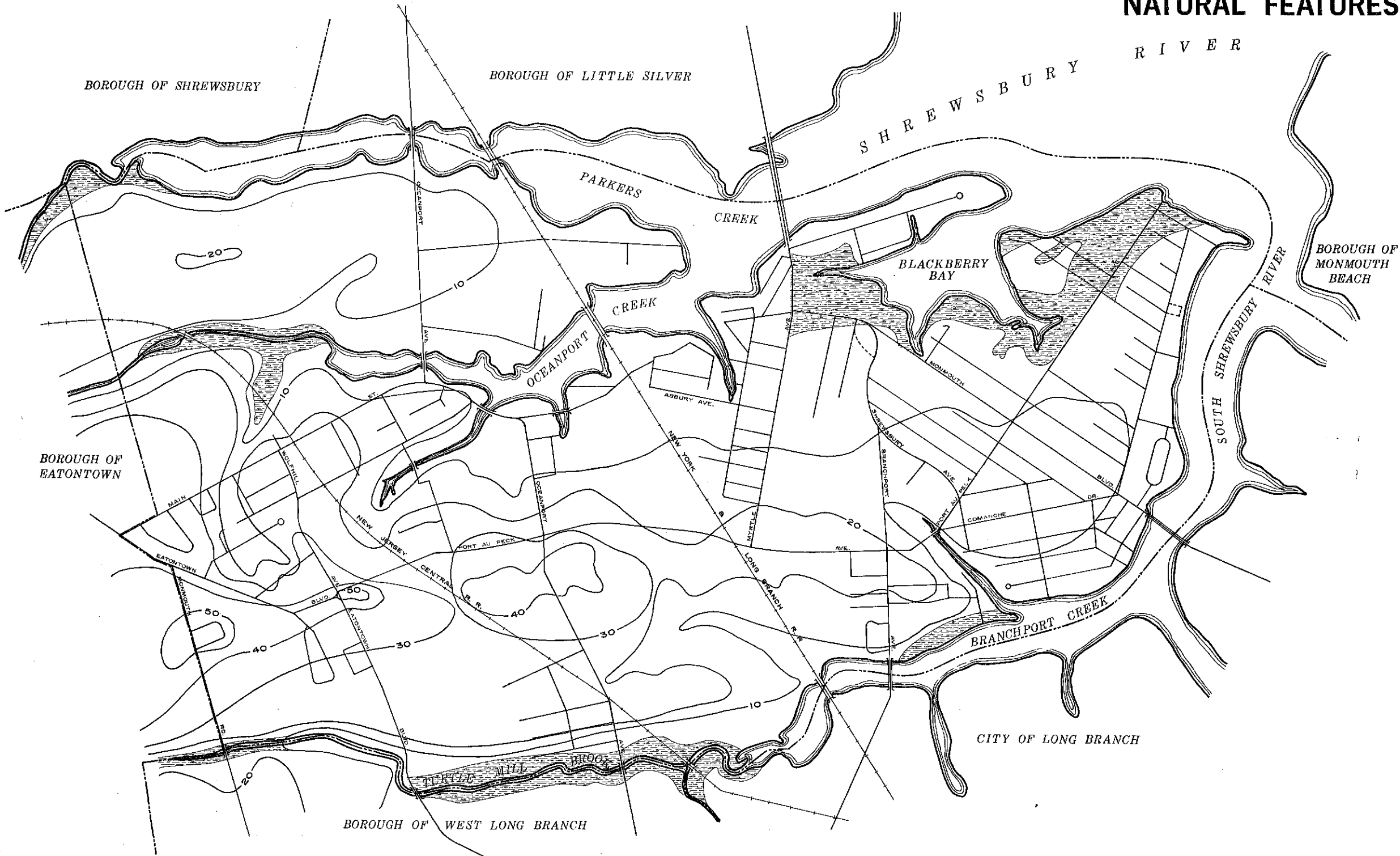
PHYSICAL CHARACTERISTICS OF LAND IN OCEANPORT

Surrounded by water on more than one-half of its boundaries, most of Oceanport's topography is relatively level and flat. Elevations range from mean sea level to approximately 55 feet above sea level in the central and western portions of the borough.

Since the borough is relatively flat, some areas in the borough, bordering the waterfront, contain soils with poor drainage characteristics. These areas contain either low-lying marshy soils or soils with impervious drainage and poor structural stability. Of the 550 acres of vacant land in Oceanport, almost half of this area must be considered as having development limitations which will require fill, stabilization and other techniques of improvement for development purposes.

Several areas in these locations may be appropriate for special types of residential and recreational uses. Reclamation for marine residential development have proven feasible in other New Jersey coastal communities. These areas also offer the borough an excellent opportunity of developing suitable recreational resources to serve the present and future citizens of Oceanport.

NATURAL FEATURES



LAND USE IN OCEANPORT

Oceanport Borough occupies more than 2,400 acres of land and water, approximately 3.75 square miles. Today, almost two-thirds of Oceanport's land area is developed. This development includes many attractive homes, some limited commercial development, and the Fort Monmouth and Monmouth Park Jockey Club complexes. The latter two functions are singularly the major occupants of land in Oceanport. These two facilities occupy more than 3 out of every 8 acres of Oceanport's land area.

Oceanport Is Basically A Residential Community

More than one-fourth of Oceanport's total developed land area, or 357 acres, are in residential use. Excluding Fort Monmouth and Monmouth Park Jockey Club, residential development is the most extensive developed land use in Oceanport. Commercial development occupies 0.6 per cent of the total developed area. There is no industrial development in the community.

Vacant Land Is Rapidly Being Developed

A relatively large portion of the borough - almost one square mile - remains undeveloped. These land include vacant land, agricultural uses, which can readily be converted to more intensive development, and "paper" or undeveloped streets. This vacant land gradually has been shrinking as new homes and streets are constructed. Because this vacant land is still sizeable, the manner in which this land is developed will strongly influence the character of Oceanport in the future.

The location and type of present land use in Oceanport is shown on the accompanying map and summarized in Table 1.

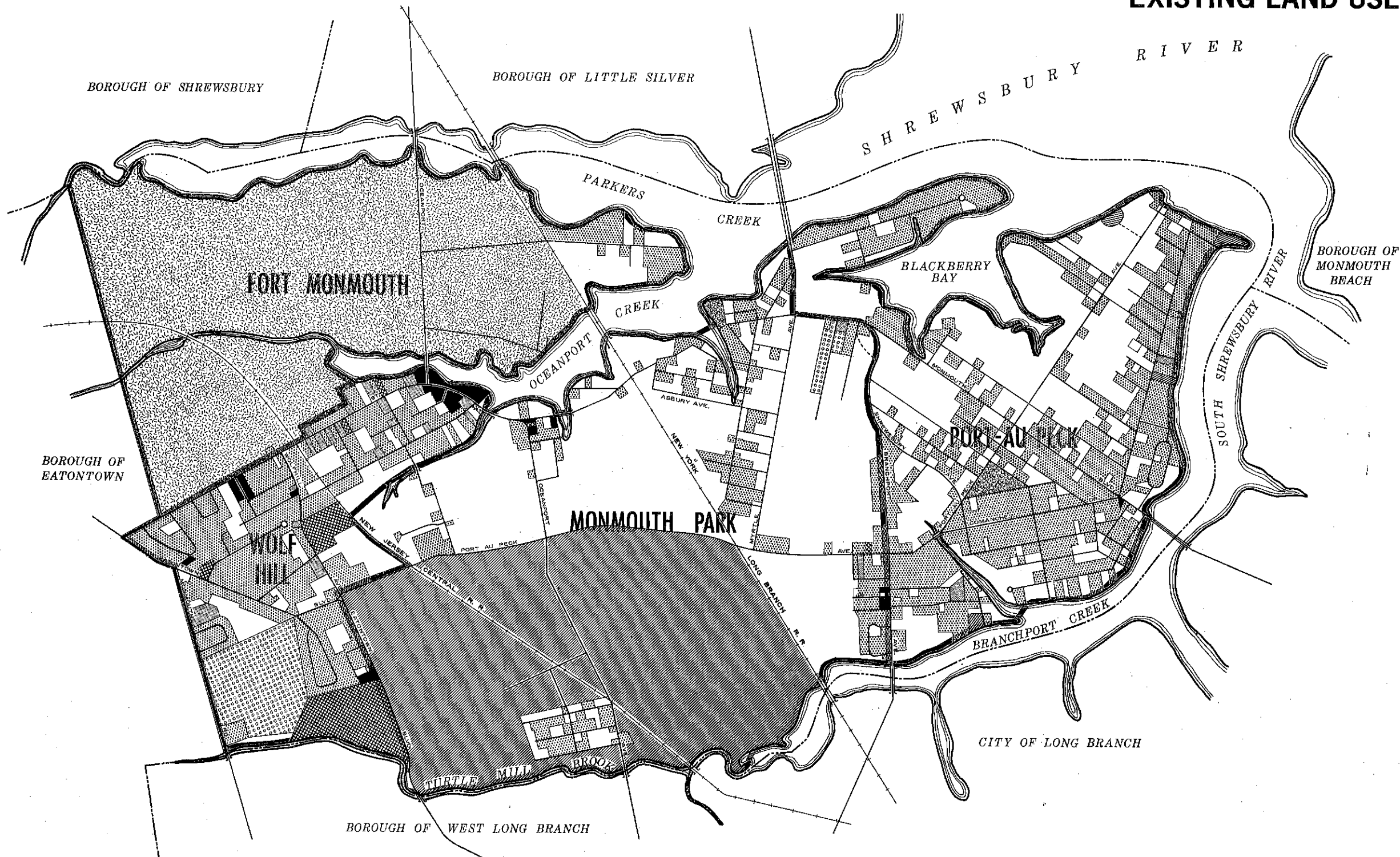
Table 1

Existing Land Use
Borough of Oceanport, New Jersey

<u>Land Use Category</u>	<u>Total Area (In Acres)</u>	<u>Per Cent of Total Land Area</u>	<u>Per Cent of Developed Area</u>
Single-Family Residential	350.4	17.6	25.8
Two or more family Residential	7.0	0.4	0.5
Commercial	8.3	0.4	0.6
Public	11.5	0.6	0.8
Semipublic	25.5	1.3	1.9
Railroad	37.7	1.9	2.8
Streets	160.1	8.1	11.8
Commercial-Recreation	349.9	17.6	25.8
Military Installation	<u>406.9</u>	<u>20.5</u>	<u>30.0</u>
Total Developed Area	1,357.3	68.4	100.0
			<u>Per Cent of Undeveloped Area</u>
Agriculture	35.1	1.8	5.6
Paper Streets	42.2	2.1	6.7
Vacant	<u>549.4</u>	<u>27.7</u>	<u>87.6</u>
Total Undeveloped Area	<u>626.7</u>	<u>31.6</u>	<u>100.0</u>
Total Land Area	1,984.0	100.0	
Water	<u>418.4</u>		
Gross Area	2,402.4		

Source: Field Survey, Candeub, Fleissig, Adley & Associates,
May, 1963

EXISTING LAND USE



A GROWING POPULATION

While Oceanport is still a relatively small suburban community, the last twenty years has seen the borough's civilian population more than double. This rapid growth rate is expected to continue in the future which will have an important bearing on planning for traffic, schools, parks, and other municipal services in the borough.

Regional Factors Are Responsible For Rapid Growth

Located on the northeastern coastal shore of Monmouth County, Oceanport's population growth has and will continue to be influenced by regional forces. This regional growth has been spurred on by a relatively large amount of available vacant land in the county and improved access made possible by the Garden State Parkway.

In the last decade alone, Monmouth County grew by almost 110,000 persons, which represents a 48.4 per cent growth rate. During this same period, Oceanport and eight neighboring communities registered a comparable rate of population growth adding more than 20,000 new persons - a 52 per cent increase. Population increases ranged from 13.9 per cent in Sea Bright to 239.5 per cent in Eatontown. During this period it is estimated that the civilian population in Oceanport increased by 47.0 per cent. Indicative of the rapid rate of development of the shore communities in Monmouth County is the fact that although Oceanport and its immediate surrounding neighbors occupy only 6.1 per cent of the land area of the county, their combined population increase amounted to 18.6 per cent of the county increase.

Population Growth Is Largely Due To In-Migration

The bulk of Oceanport's population expansion has been the result of new residents moving into the borough. Approximately 3 out of every 5 new residents in the borough moved to Oceanport in the 10 year period from 1950 to 1960. The remaining population increase was due to the natural increase of Oceanport's population, that is, the net increase of resident births over deaths.

The population increase has affected Oceanport in a number of ways. New families have required additional municipal services such as schools, parks, police and fire protection, and library facilities. This growth has also expanded the local market for consumer goods and services. These population changes are indicated in Table 2.

Table 2

Natural Increase and Migration
of Population in Oceanport
1950-1960

Estimated Civilian Population in 1960	3,755
Estimated Civilian Population in 1950	<u>2,560</u>
Decennial Population Increase	1,195
Natural Increase*	414
Births (661)	
Deaths (247)	
Net In-migration	<u>741</u>
Per cent increase due to in-migration	62.0

*Excess of births over deaths

Source: U.S. Census of Population and Housing; New Jersey State
Department of Health

Estimates: Candeub, Fleissig, Adley & Associates

Table 3

Population Changes in the Borough of
Oceanport, Neighboring Communities, Monmouth
County, and New Jersey
1950-1960

<u>Governmental Unit</u>	<u>Population</u>		<u>Absolute Change</u>	<u>Per Cent Change</u>
	<u>1950</u>	<u>1960</u>		
OCEANPORT	7,588	4,937	-2,651	-34.9
Neighboring Communities	38,930	59,229	20,299	52.0
Shrewsbury	1,613	3,222	1,609	99.8
Little Silver	2,595	5,202	2,607	100.5
Rumson	4,044	6,405	2,361	58.4
Sea Bright	999	1,138	139	13.9
Monmouth Beach	806	1,363	557	69.1
Long Branch	23,090	26,228	3,138	13.6
West Long Branch	2,739	5,337	2,598	94.9
Eatontown	3,044	10,334	7,290	239.5
Monmouth County	225,327	334,401	109,074	48.4
New Jersey	4,835,329	6,066,782	1,231,453	25.5

Source: U.S. Census of Population, 1950, 1960

Oceanport's Population Growth

According to the United States Census of Population, Oceanport's population increased from 3,159 persons in 1940 to 7,588 persons in 1950 and declined to 4,937 persons in 1960. A large portion of these erratic population shifts have been caused by changes in military personnel stationed at Fort Monmouth. Estimates of Oceanport's civilian population show that the borough's permanent residents have steadily increased from approximately 1,775 person in 1940 to 3,755 persons in 1960. These trends are indicated in Table 4.

Table 4

Population Growth in the Borough of Oceanport, New Jersey

<u>Year</u>	<u>Estimated Civilian Population</u>			<u>Total Population</u>		
	<u>Number of Inhabitants</u>	<u>Increase Number</u>	<u>Per Cent</u>	<u>Number of Inhabitants</u>	<u>Increase Number</u>	<u>Per Cent</u>
1940	1,775	-	-	3,159	-	-
1950	2,560	785	44.2	7,588	3,429	140.2
1960	3,755	1,195	46.7	4,937	-2,651	-34.9

Source: U.S. Census of Population and U.S. Census of Housing
Estimates: Candeub, Fleissig, Adley & Associates

Future Population Estimates

Population in the New York Metropolitan Region is projected to increase by approximately 37 per cent in the next 20 years. Most of this growth is anticipated to take place in what the Regional Plan Association calls "the intermediate ring," of which Monmouth County is a part. Estimates of future population in 1985 for Monmouth County range from 736,000 estimated by the New Jersey State Department of Conservation and Economic Development to 1,185,000 by the Regional Plan Association.

Oceanport's future population will be related to these expanding population pressures of the larger metropolitan region. The decreasing availability of vacant land in the region, coupled with greater employment opportunities and transportation accessibility, will continue to expand

Oceanport's housing market. By 1985, it is anticipated that most of Oceanport's land which is suitable and appropriate for residential development will be improved and that Oceanport will have a civilian population ranging from 7,500 to 8,000 persons.

ECONOMIC ANALYSIS

Employment opportunities in the larger region are one of the principal causes of the growth and development of a community. In Oceanport, these opportunities are directly related to the larger labor market of Monmouth County.

Employment In Monmouth County

One of the outstanding characteristics of Monmouth County's labor market is the predominance of non-manufacturing employment. Estimates by the Division of Employment Security indicate that less than 15 per cent of the labor force in the county is employed in manufacturing positions. Industries producing electrical goods and machinery are the most important labor employers in manufacturing, providing about one-fourth of all industrial employment in the county. Installations at Fort Monmouth play an important role in this activity. The Monmouth County Planning Board in its Economic Base study for the county stated that "electrical goods and machinery industries are largely concentrated in electronics, drawn to the area by Fort Monmouth".

The second major industrial employer in the county is apparel manufacturers. However, the competitive position of the apparel industry has weakened in recent years. Once the leading industrial employer in the county, the growth of other manufacturing activity coupled with a relative decline in employment within the industry itself has resulted in an overall absolute and relative decline in apparel employment. Nevertheless, the number of apparel plants in the county is twice as extensive as any other types of manufacturing.

Data from the Bureau of Employment Security indicates that approximately 56 per cent of the county's labor force is employed in non-manufacturing positions. Government employment by Federal, state, county and local jurisdictions provides the largest share of this total, approximately 20,300 jobs or almost 1/3 or all the non-manufacturing positions in the county. Fort Monmouth, the largest single employer in the county provides more than 1/3 of all government employment in Monmouth County.

Retail trade provided employment for approximately 17,700 persons in 1962. Employment in retail trade has continued to increase at a substantial rate in recent years as population growth continues. In 1962, retail trade provided more

employment than all manufacturing positions. Services, as in most parts of the country, continue to increase at a relatively rapid rate. It is estimated that in 1962, about 12,200 employees were in services activities as compared to 9,300 in 1960.

Table 5
Labor Force Trends
Monmouth County, 1960, 1962

	<u>1960</u>		<u>1962</u>	
	<u>Average Annual Labor Force</u>	<u>Per Cent of Total</u>	<u>Average Annual Labor Force</u>	<u>Per Cent of Total</u>
Manufacturing	16,100	15.0	16,700	14.9
Elec. Machinery	3,500		4,200	
Apparel	3,800		3,600	
Food Products	1,500		1,800	
Other	7,300		7,100	
Non-manufacturing	56,700	53.0	63,700	56.2
Government	18,700		20,300	
Trade	16,100		17,700	
Service	9,300		12,200	
Other	12,600		13,500	
Other				
Nonagricultural #	19,500	18.3	20,700	18.3
Agricultural	5,500	5.1	4,100	3.6
Total Employed	97,800	91.4	105,200	92.9
Unemployed	9,200	8.6	8,100	7.1
Total Labor Force	107,000	100.0	113,300	100.0

Includes self-employed, unpaid family workers, and household domestics.

Source: New Jersey Division of Employment Security, Department of Labor and Industry.

Other nonagricultural employment including self-employed persons, unpaid family workers, and household domestics, provides a substantial amount of employment in the county - slightly more than 18 per cent of the labor force - which is indicative of many small proprietary establishments.

Agricultural employment has continued to decrease, both in absolute and relative terms, as more and more farm land is absorbed by urban growth.

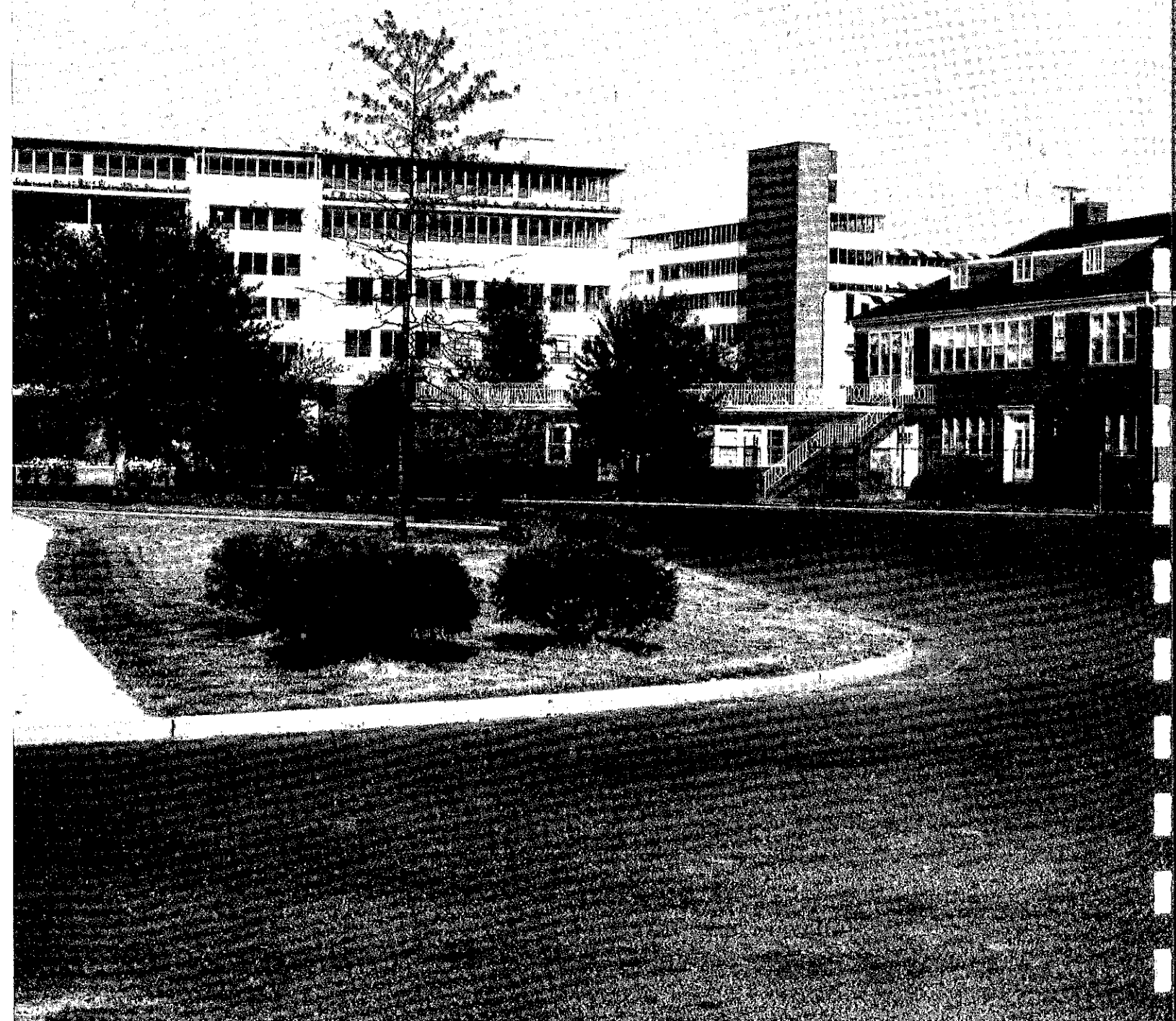
The number of persons unemployed in the labor force as defined by the Bureau of Employment Security has remained at a fairly high level, above the national average. In part, this is due to the cyclical nature of the resort industry in Monmouth County and the lack of a strong, diversified industrial base. Because of this chronic and persistent unemployment, Monmouth County has been declared eligible for various Federal aids and programs under the Area Redevelopment Administration.

Local Employment In Oceanport

Within Oceanport, the two largest employers are Fort Monmouth and Monmouth Park Racetrack. In addition, local business and services provide a limited amount of employment in Oceanport.

Fort Monmouth is the largest civilian employer in Oceanport, and indeed in the entire county. Data received by the Post Commander indicated that, as of October 28, 1963, 7,516 civilian persons were employed with an annual payroll of \$57,932,879. The average civilian income is, therefore, approximately \$7,700, a relatively high income reflecting the large number of skilled technicians employed at the Fort. It is estimated that approximately 12 to 15 per cent of Oceanport's work force or about 150 to 175 persons are employed at Fort Monmouth. The number of military personnel at the Fort fluctuates from time to time due to the large number of students at the Signal School. As of September 30, 1963, there were 6,046 military personnel stationed at the Fort.

Employment data received by Monmouth Park Jockey Club indicates that full-time employment is not significant to the region's economy due to the seasonal nature of the race-track. However, on the local level, employment for Oceanport's residents is relatively high because many full-time permanent staff members reside in the borough.



As a consumer of goods and services, Monmouth Park Jockey Club has a significant influence on the local economy. Most of the purchases in the maintenance line are made locally. In the maintenance supplies for normal operations, about 75 per cent of the materials and supplies are purchased from merchants in the shore area. During a building program, much of the labor and material required is locally secured. This amounts to approximately 60 per cent of the track's total purchases. Normal operation purchases include fertilizer, grass seed, sand, cleaning supplies, hardware items, paper products, building materials, paint and asphalt for road repairs.

One of the most significant influences which Monmouth Park has on Oceanport is its contribution to the borough's tax base, supplying about 40 to 45 per cent of the borough's total assessed valuation. In addition, Monmouth Park provides the State of New Jersey with a substantial revenue on pari-mutual betting - more than \$9 million and one-third of the state's revenue from the four racetracks in New Jersey.

Commerce and service activities have steadily increased in Monmouth County since 1948 as a result of expanding population. However, business activity in Oceanport has not kept pace with this growth. Even with the growth of population in the borough, retail trade has declined in terms of total volume of business, the number of establishments and the total number of persons employed. Employment in retail trade in Oceanport decreased from 37 persons in 1954 to 17 persons in 1958. Total sales also decreased from \$2.27 million in 1954 to \$1.91 million in 1958. The number of retail establishments also declined from 21 to 14. To some degree, the presence of certain types of business and service establishments such as barbers and cleaning establishments, indicates a strong orientation to Fort Monmouth rather than to the civilian community.

Future Land Use Implications

Oceanport and Monmouth County will continue to be influenced by regional forces beyond the area's boundary lines. Improved transportation access, available land suitable for development, and a growing metropolitan population will produce an increased demand for new development.

At present, Fort Monmouth is the largest single employer in Monmouth County. Industrial development, particularly electronics, which are closely allied to the Fort's operations,

represent the fastest growth segment in the manufacturing sector. Thus Federal policy could strongly influence employment in the region, both in government and private industry. Because of the uncertainties in Federal policy as well as the cyclical nature in the resort industry, a more diversified industrial base in Monmouth County would be desirable. However, in the immediate future, it is anticipated that industries closely linked to Fort Monmouth's operations, such as Electronic Associates Incorporated in West Long Branch will continue to be the major growth factor in the county.

The demand for commercial space will continue to increase as a result of general population increase. While Oceanport does not or will not contain a sufficient population base to support a regional shopping facility, the borough is capable of supporting a community shopping center with apparel, furniture and general merchandise shops, as well as supporting facilities such as eating and drinking establishments, and personal, business and financial service functions.

Additional land for housing will continue to be developed as population pressures increase. The type of housing which will be demanded will largely be determined by the age and income distribution of the population. Generally, young married couples, single and unrelated householders, and some older families whose children have married and established separate quarters, will require some form of rental facilities. Because of the anticipated increase in family formations in the next few years, coupled with the increase in the number of elderly persons, an increased demand for rental housing can be expected. Nevertheless, the largest demand for housing will continue to be for single-family houses.

Oceanport is well located in the heart of a large and growing pleasure boating region. However, the lack of direct access to the ocean may retard the demand for such facilities as large marinas, boatels, and the like. Nevertheless, this deficiency may be offset to some degree by the location of the racetrack in Oceanport, which might induce pleasure boats to utilize facilities in Oceanport if they were available. Other demands may arise from nearby residents in surrounding communities for pleasure-boat storage which would be used on the Shrewsbury River for boating, sailing, fishing, and water-skiing. The successful development of the Shrewsbury Riverfront Urban Renewal Project in Long Branch will no doubt prove to be an important indication of such demand.

OCEANPORT'S PLANNING DISTRICT ANALYSIS

The future value and attractiveness of Oceanport, as a place to live and work, will depend on the quality and character of the residential areas in the borough. Oceanport is fortunate in having a generally sound residential development, free from many of the blighting influences so common to many older urban communities. The purpose of the planning district analysis in Oceanport is to aid in identifying problems which may affect future development in the borough. A total of four districts were delineated, based upon land use patterns, major roadways and natural features. These planning areas are identified as the Fort Monmouth, Wolf Hill, Monmouth Park and Port-Au-Peck sections of the borough.

The Fort Monmouth Planning District is bounded on the north and east by Parkers Creek, on the south by Main Street and on the west by the Borough of Eatontown. The district occupies approximately 23 per cent of the borough's land area. More than 97 per cent of the area is occupied by Fort Monmouth.

Private housing is limited to the easternmost portion of the district. This sector is surrounded by water on three sides and the only means of access to the area is presently through Fort Monmouth property. Residential development in the area is generally in sound condition. Limitations to further development of this residential sector include poor soil conditions, limited availability of land, isolation from the remainder of the community, and limited accessibility through Fort Monmouth.

The Wolf Hill Planning District is bounded on the north by Fort Monmouth; on the east, generally, by the extension of Oceanport Creek, the New Jersey Central Railroad, and Eatontown Boulevard; on the south by West Long Branch Borough; and on the west by Eatontown Borough.

The Wolf Hill Planning District is the oldest, most extensively developed and smallest of Oceanport's planning districts. While the predominant housing type is that of the single-family residence, the area contains the only substantial development of multi-family uses in the borough, primarily along Main Street. There are an estimated 409 dwelling units in the district. Except for a small area following Turtle Mill Brook, drainage conditions do not pose any development problems in the district.

Most of the borough's present community facilities are concentrated in the Wolf Hill District including the Borough Hall, one of the borough's two firehouses, and Oceanport's only elementary school. In addition, the borough's shopping area and the only two churches in the borough, are located in the district.

Housing conditions are generally sound throughout the area. However, a small section in and immediately surrounding the business area show some extensive signs of deterioration. Blighting influences include heavy traffic volumes, narrow and poorly aligned streets, high lot coverage and inadequate building setbacks, mixed land uses and inadequate off-street parking facilities. A number of structures are relatively old and some buildings have been converted to multiple-family use. Most of the business establishments served a limited portion of the borough and indeed many establishments are primarily oriented to activities at Fort Monmouth. Commercial expansion is restricted by the lack of available vacant land, and adverse environmental conditions.

The Monmouth Park Planning District is bounded on the north by Oceanport Creek, on the east by Shrewsbury and Branchport Avenue; on the south by Turtle Mill Brook and Branchport Creek; and on the west by the Wolf Hill Planning District.

The planning area is the largest in the borough occupying approximately 811 acres of land. Monmouth Park Racetrack located in the south-central portion of the district, extends a significant influence in the area.

Small pockets of residential development, principally in single-family homes, are scattered throughout the area. The area contains an estimated 238 dwelling units; slightly more than 20 per cent of the borough's housing stock. Almost 40 per cent of the area is vacant and undeveloped. Some sections, particularly along Myrtle Avenue and to a lesser degree near Oceanport Creek have limited development potential due to poor drainage characteristics.

Community facilities in the area include the borough firehouse on Port-Au-Peck Avenue and the post office on Oceanport Avenue. Several commercial establishments are located along Oceanport Avenue near the borough's shopping area in the Wolf Hill District.

Principal streets serving the district include Oceanport, Myrtle, and Port-Au-Peck Avenues, the latter being the only continuous east-west thoroughfare in the borough. Paper

streets or streets which have been dedicated but not improved are found throughout the area, particularly in the Myrtle and Oceanport Avenue sectors. By contemporary standards, many of these paper streets have been poorly designed and arranged.

Housing conditions in the area are generally sound. Because of the abundance of large vacant tracts in the planning district, the future of the area will be greatly influenced by the development of these vacant areas.

The Port-Au-Peck Planning District is located in the easternmost part of Oceanport, and is bounded on three sides by water and on the west by Shrewsbury and Branchport Avenues.

The Port-Au-Peck Planning District contains the largest concentration of dwellings in the borough. There are slightly more than 500 units in this district almost all of which are one-family homes. Housing conditions in the area are generally sound. Development has largely taken place in the eastern and southern portions where soil conditions are more suitable for development. The remaining residential development is scattered in pockets throughout the district. Areas with poor drainage are located in the northern portions of the district along the Shrewsbury River and Blackberry Bay.

Municipal facilities in the area include the four-acre borough recreation center and the recently approved new elementary school on Shrewsbury Avenue. All of the borough's three marine-commercial facilities are located in the Port-Au-Peck portion of Oceanport.

The principal streets serving the area include Monmouth Boulevard, Port-Au-Peck Avenue, Comanche Drive and Branchport Avenue. As in the case of the Monmouth Park area, the Port-Au-Peck Planning District contains many paper streets. In several instances, these streets are excessively long.

Housing Characteristics In Oceanport

Some of Oceanport's housing characteristics, as reported in the U.S. Census of Housing, indicate that:

- Almost two out of every three housing units are owner-occupied;
- Approximately seven out of every eight housing units are in one-family structures;



SINGLE FAMILY HOMES IN OCEANPORT



- More than three out of every ten housing units have been constructed since 1950;
- Most of the housing stock is in sound physical condition with approximately six per cent in need of minor repairs and only 0.5 per cent in a dilapidated state;
- Five out of every six housing units are supplied with public water. However, almost 85 per cent of the housing units rely upon septic tanks for sewage disposal.

Well Maintained Residential Areas Are Characteristic Of Most Of Oceanport's Neighborhoods

Oceanport has an existing base of sound residential development in generally sound condition. New housing construction in the borough has tended to upgrade the neighborhood environment. There are some areas, however, which have been subject to blighting influences that have retarded the normal process of maintenance and improvement.

How Will Oceanport's Present And Future Housing Be Protected?

Experience has shown that private action supported by the concept that sound housing conditions are an expression of community self-interest is the best long-term means of insuring today's housing investment. The progressive actions taken by the borough in providing many of the residential amenities have gone far in maintaining sound housing conditions in Oceanport.

There are conditions, however, where private action may not be adequate to eliminate or upgrade poor housing conditions nor remove the blighting influences which fosters such conditions. In order to revitalize and improve these areas, both private and more extensive public action is needed. Public actions in these areas would consist of some form of renewal treatment. Urban renewal programs essentially consist of three separate but related programs - conservation, rehabilitation, and redevelopment.

"Conservation" action consists largely of enforcement of zoning regulations and building and housing codes in areas of sound housing conditions. Normal municipal activities such as street improvements, maintenance of trees and proper development of recreation facilities are important in maintaining neighborhood values. Conservation programs are

carried on without Federal aid and would be the type of renewal action most consistent with Oceanport's needs.

"Rehabilitation" action is applied to areas where buildings with some deterioration can be restored by repairs and neighborhood improvements. Federal financial assistance is available for rehabilitation areas. Once an area is officially designated as an "urban renewal area", residential property owners become eligible for special FHA mortgage insurance for home repairs. In addition, the government will provide up to three-fourths of the cost of needed neighborhood improvements. These can include spot clearance of badly deteriorated structures, street and utility improvements, and other needed facilities in the neighborhood.

"Redevelopment" action is used in areas where structures are too dilapidated to be economically repaired. Under such a program, the property in a blighted area is acquired either through negotiation or condemnation. Families and businesses are relocated to more suitable locations. The area is then cleared of existing structures and the site is suitably improved and sold either to private or public developers pursuant to a redevelopment plan for the area. All existing structures need not necessarily be acquired and often the rehabilitation program is incorporated with the redevelopment program provided that a compatible and more functional area results from such a program.

The Federal Government provides financial assistance to communities which can meet the various requirements for urban renewal. Under this program, the Federal Government contributes 3/4 the net project cost for such an undertaking (the net project cost is defined as the cost of acquisition, demolition, improvements and administration, less the resale cost of the improved vacant land).

Redevelopment and/or rehabilitation action in Oceanport would be appropriate for certain areas of the Wolf Hill Planning District.

EMERGING DEVELOPMENT CONSIDERATIONS

An examination of existing development patterns and trends in Oceanport and the surrounding region has indicated that there are many forces which will influence Oceanport's future growth.

Development Of Vacant Land

Regional population pressures will play an important role in Oceanport. Since one-third of the borough's land area is presently undeveloped, most of the new growth in the borough will take place in these areas. The future character of Oceanport will, therefore, be strongly influenced by the type, quality and intensity of this development.

Coordinated Development With Monmouth Park

Monmouth Park, strategically located in the geographic center of Oceanport, is the largest private owner of land in the borough. Future development of vacant land in and surrounding the Park will considerably affect the remainder of the community. Future development proposals by Monmouth Park officials should be carefully related to development proposals for the entire community.

Protecting Oceanport's Future Housing

Although Oceanport is relatively free of any concentrations of blight and blighting influences, this does not mean that these conditions will remain constant in the future. Some areas of physical deterioration are already evident in isolated portions of the borough. Experience has shown that private action is the best means of insuring today's housing investment. The municipality can aid this process of protection and improvement by providing adequate code enforcement in recognition of the needs of the time. This is particularly true of zoning and subdivision ordinances and various building, housing, and road ordinances. These regulatory controls should be periodically reviewed and where necessary revised to meet the particular circumstances of that time.

Unity Of The Physical Environment

Oceanport's past growth trends have resulted in a fragmented development pattern. The two principal areas of growth are found at both ends of the borough, namely in the

Wolf Hill and Port-Au-Peck Planning Districts. Small isolated residential clusters separated by vacant areas are concentrated in other portions of the borough. Scattered development of this type is undesirable for a number of reasons. The extension of roads, water lines, and municipal services becomes more expensive to provide. In addition, these clusters are usually too small to warrant provision of desirable community facilities such as parks, playgrounds, and schools.

Continuity Of Major Streets

Major streets serve traffic flows within and through Oceanport. They generally connect the important traffic generators such as retail, industrial and institutional areas in and close to the borough. In order to improve the free flow of traffic, major streets in the borough should be continuous. Alternative routes should be available to relieve congested thoroughfares and to improve emergency vehicle movements.

Waterfront Development

Oceanport's more than 2 1/4 miles of waterfront along Branchport Creek and the Shrewsbury River between Myrtle and Branchport Avenue bridges is one of the principal assets of the community. Although much of this land has development limitations due to poor internal and surface drainage, there are areas which could be reclaimed for lagoon and waterfront residential development. It is also possible that park and open space facilities could be developed to attract new ratables and to improve recreation facilities in the borough.

Disposition Of Paper Streets

Within several areas of the borough, previously platted streets and subdivisions, as yet undeveloped, pose some problems to the future development of the area. In some instances, these paper streets are excessively long and the block patterns which they create are inefficient. In order to insure sound development in the future, it may be necessary that some of the areas with paper streets should be required to be resubdivided to meet the borough's present requirements.

The Development Of A Balanced Housing Supply

Oceanport is primarily a community of one-family, owner-occupied homes. As the borough, and the region continues to grow, the demand for a variety of housing types will increase.

In any community, the demand for housing is determined by the family life-cycle requirements. During the life time of a family, various types of housing accommodations are needed. In the early family years, childless couples or families with small children many times seek some form of rental housing. As the family matures, space requirements demand larger quarters, often in the form of privately-owned homes. As the family unit continues to age, the adult children leave their families who once again may seek rental facilities.

By providing a variety of rental and owner-occupied dwelling units, the family, during the various life-cycle stages will be able to find suitable housing in the community. As a result, the family can maintain unbroken ties to relatives and friends, to church and club, and can continue to patronize merchants and professional persons to whom confidence has been expressed through years of contact.

Community Facilities

Future population growth in Oceanport will require additional municipal services and facilities such as parks, schools, utilities, and other similar services. Plans for these facilities are included in Oceanport's Community Facilities Plan.

Commercial And Industrial Needs

A growing population base in Oceanport will also require suitable shopping facilities. At present, shopping facilities for borough residents are extremely limited. In addition, some areas in Oceanport are suitable for industrial development, which will enhance employment opportunities as well as strengthen the borough's tax base. A plan to improve commercial services to the borough's residents and some limited industrial sites in Oceanport are included in Oceanport's Land Use Plan.

OCEANPORT'S LAND USE PLAN

The future development of land in Oceanport is one of the basic considerations in the comprehensive plan for the borough. The manner in which land is used, the relationship of various use to one another and the relationship of land use to street patterns and community facilities will determine the character and the quality of the borough in the future.

The land use plan for Oceanport serves as the long-range guide for the future development of the borough. The plan designates those areas of the Borough which are most suitable for residential, commercial, and industrial uses; and indicates in a general way how Oceanport's land area might be developed during the next twenty-year period.

Oceanport's Land Use Plan Is Designed To Realize The Following Objectives

The land use plan for Oceanport is based upon the following objectives:

- To preserve, improve and enhance existing and proposed residential neighborhoods by providing adequate open space and needed community facilities;
- To develop a balanced housing supply in Oceanport, thereby allowing the various population groups to find suitable housing in the borough;
- To develop a functional and efficient distribution of land uses which provides for adequate traffic circulation and economical community services;
- To develop a compact and well organized commercial area to serve the shopping service needs of the community;
- To establish and develop new and compatible industrial areas within the borough which will provide additional employment opportunities for Oceanport's residents and also strengthen the borough's tax base;
- To provide a guide for public and private investment in those areas of the community in need of improvement.

Three Residential Densities Are Proposed

Oceanport's residential development has taken place in a relatively orderly manner which has resulted in many fine residential areas. In order to effectively protect residential areas, three densities of residential development are recommended. Density control, or an average number of residential units per acre of land, is of particular importance in planning. Public facilities such as schools, parks and open space, library facilities, water and sewage service, police and fire protection as well as traffic flows are closely related to the proposed residential densities in the borough. Because of the existing regulatory controls and extensive areas of previously platted land, many of the proposed densities will closely correspond to existing zoning controls. The recommended residential densities are as follows:

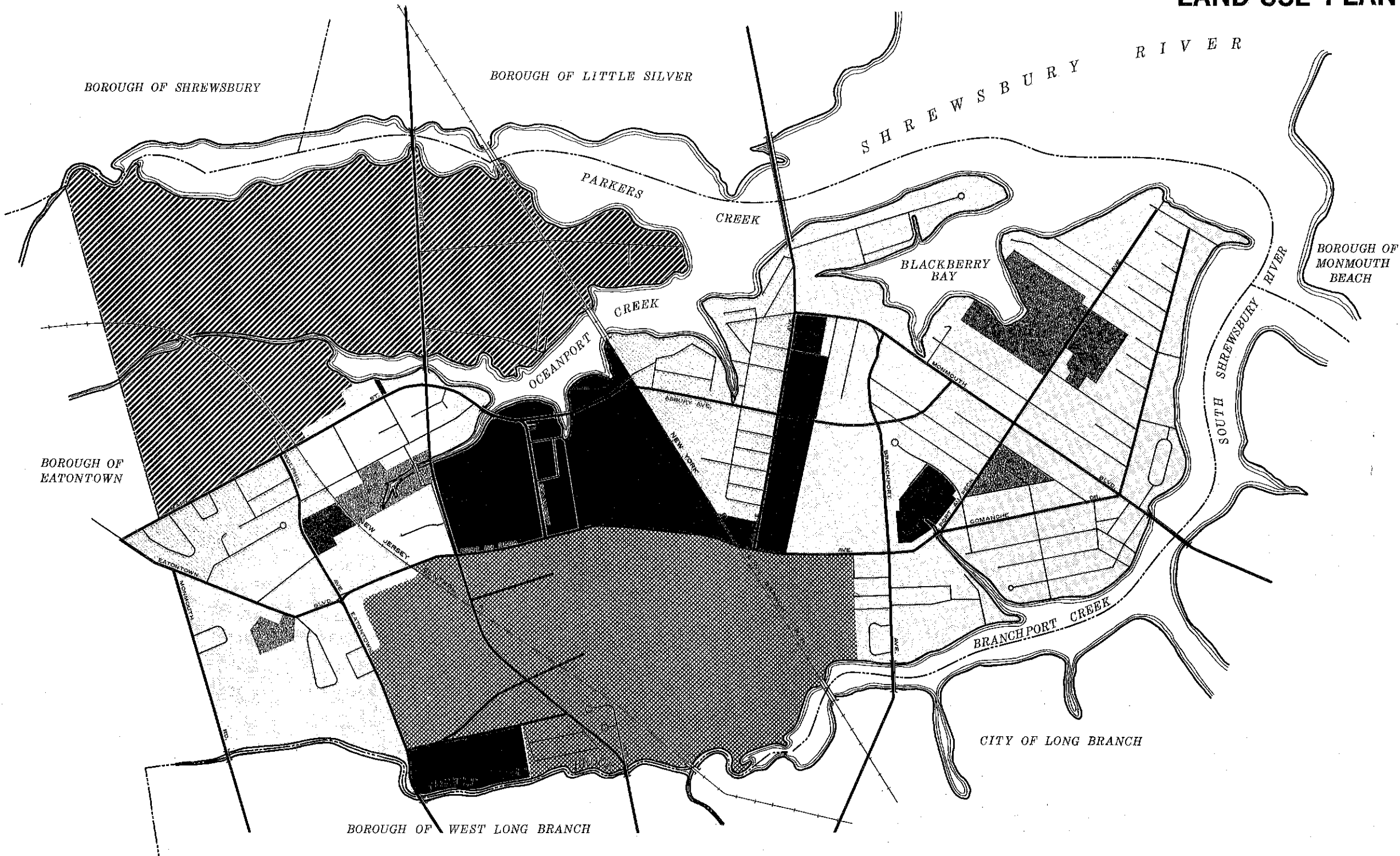
- Low Density Development - 3 dwelling units per acre
- Medium Density Development - 3.5-4.5 dwelling units per acre
- High Density Development - 6.0-15.0 dwelling units per acre

Low Density Residential Development is recommended for the southwesterly portion of the borough generally bounded by Monmouth Road on the west, Turtle Mill Brook on the south, Eatontown Boulevard and the Jersey Central Railroad right-of-way on the east, and the Oceanport Elementary School and property on the south side of Branch Avenue. This density has been proposed because of the relatively large amount of vacant land, the predominance of some marshland areas, and the more remote position of this residential area to the center of the borough.

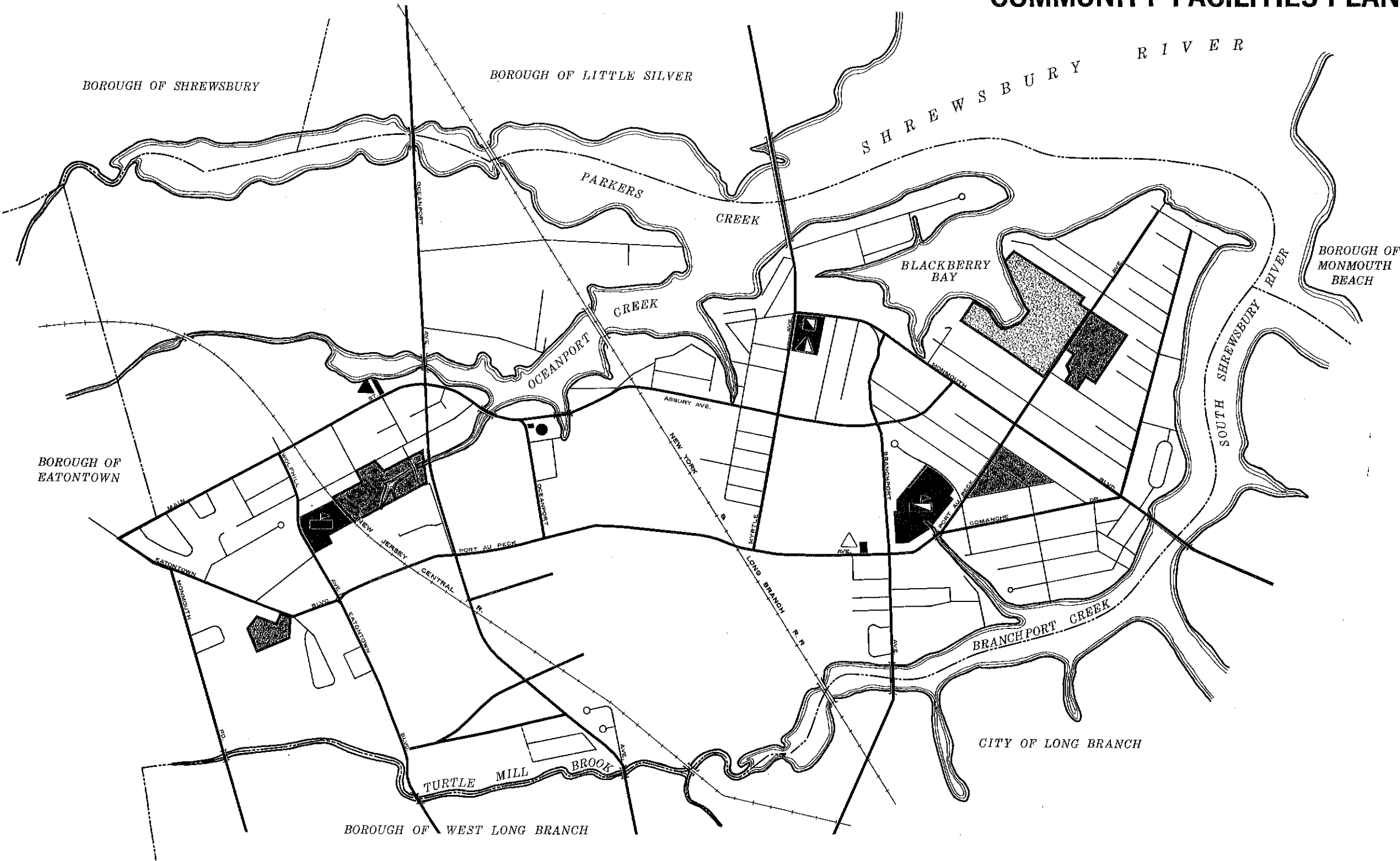
Medium Density Residential Development is recommended for three areas in the borough.

The first area includes the entire section east of Myrtle Avenue, excluding the proposed industrial development in that area, and 600 feet west of Branchport Avenue south of Port-Au-Peck Avenue. A second area is bounded by Myrtle Avenue on the east, Oceanport Creek on the north, the New York and Long Branch Railroad on the west and Port-Au-Peck Avenue on the south by the low-density residential area, and on the west by Eatontown Boulevard.

LAND USE PLAN



COMMUNITY FACILITIES PLAN



Areas suitable for medium densities were determined on the basis of existing development, the nature of previously platted lots, soil conditions, and geographic position with regard to the core of the borough.

High Density Residential Development is recommended for an area generally bounded on the west by the Jersey Central Railroad, on the south by Port-Au-Peck Avenue, on the north by property fronting Main Street and Fort Monmouth and on the east by Oceanport Avenue and Oceanport Creek. Because of the age of many of the structures in the area, maintenance costs tend to be higher than in the newer portions of the borough. In order to provide initiative for private rehabilitation, higher densities are recommended.

A Centralized Community Shopping Center Is Proposed

The present shopping area in Oceanport is too limited and obsolete to serve the expanding commercial needs of the borough. Therefore, a new area is recommended for use as the borough's community shopping center. It is recommended that this commercial development be located in an area bounded by Gold Street on the west, and property approximately 600 to 800 feet east of Oceanport Avenue and Port-Au-Peck Avenue on the south. The principal advantages of this area include its central location to the remainder of the community, its accessibility to two of the borough's major streets and the availability of large and presently vacant land which can be provided with the necessary utilities for stores and shops, off-street parking and loading facilities, and which could be suitably and attractively landscaped.

It is also recommended that the borough explore the possibility of utilizing Federal funds for urban renewal treatment in the present business area. Hemmed in by existing development and the Oceanport Creek, sufficient space is not available to provide the community with sufficient commercial facilities. The urban renewal process could be utilized to financially assist local business by acquiring property at a fair market value as well as by supplying certain relocation expenses which might be coordinated with the proposed shopping center development.

A Commercial-Recreation Area Is Recommended

Monmouth Park Racetrack is one of Oceanport's predominant land uses. Because of the unique nature of this enterprise,

its limited time of operation during the year, and its peak-demand traffic, it is recommended that Monmouth Park Racetrack be considered as a special commercial-recreation use. Commercial activities in this area could include the operation of the racetrack, restaurants, motels, and other similar related uses. All uses developed in conjunction with the racetrack should show a direct relationship to the racetrack as well as complement the track's function during non-seasonal periods.

A sufficient supply of adequate off-street parking should also be maintained for the racetrack and other uses in the future. Landscaped buffer strips should be established particularly with regard to areas immediately adjoining residential sectors.

The proposed commercial-recreation area includes all the area south of Port-Au-Peck Avenue from Monmouth Boulevard to approximately 600 feet west of Branchport Avenue. The proposed 28-acre industrial site would be excluded from this area.

Areas For Light Industrial Development Are Recommended

It has been previously noted that Oceanport presently does not contain any industrial development. In order to enhance the borough's tax base and provide greater employment opportunities in the area, it is recommended that three areas be considered for light industrial purposes. These three areas were chosen because of their accessibility, relatively large areas of vacant land and compatibility with surrounding, almost exclusively nonresidential areas.

The three proposed areas include an area in the southeasterly portion of the borough located east of Eatontown Boulevard and north of Turtle Mill Brook, an area extending along the east side of Myrtle Avenue from the proposed borough civic center to Port-Au-Peck Avenue, and an area of approximately 35 acres located between Port-Au-Peck Avenue and Bridgewater Drive, west of the New York and Long Branch Railroad.

Institutional Recommendations Are Made

The Land Use Plan for institutional use is primarily concerned with Fort Monmouth. Because of Fort Monmouth's

military nature and its significance as an employer of civilian personnel in the area, the land use plan assumes that the government function will continue in the foreseeable future. As previously indicated, residential uses in the easternmost portion of the Fort Monmouth District are isolated from the remainder of the community and can be reached only by going through Fort Monmouth. The land use plan recommends that the area be consolidated with Fort Monmouth should space for future expansion be needed. This recommendation is based upon the following considerations:

- There is only limited amount of vacant land in the area. In order for an area to be economically served by community services such as parks, schools, fire protection, road maintenance, it should contain a minimum of 275 to 300 families. This area, even at full development under existing zoning controls, could not support more than 80 families.
- The area has only limited access through Fort Monmouth.
- The area is isolated from the remainder of the community which creates a problem for extending services and utilities to the area.
- The area is characterized by poor soil and drainage which further inhibits the full and complete development of the area.

The Key Element Of the Land Use Plan - A Unified And Orderly Land Use Structure

The proposed land use plan for Oceanport has been developed to reflect the community-wide goals and objectives of the borough.

The land use plan for Oceanport is a long-range plan for development. Its implementation over the next twenty years or more will depend upon a number of factors including zoning controls, public works construction, urban renewal where it is needed, as well as private initiative in the development of new homes, commercial expansion, and industrial development. By following the land use plan recommendations, Oceanport is likely to improve its living conditions and create a more stable tax structure.

The key element of the plan is the recommendation to create a unified and orderly land use structure for Oceanport. Some of the specific recommendations include a centralized community shopping center, the development of new industrial sites to provide new job opportunities and economic growth and the development of residential areas with densities decreasing from the center of the borough.

Other recommendations are made for the establishment of a commercial-recreation area in the borough, centered around Monmouth Park Racetrack, some expansion of the Fort Monmouth area, and the possible redevelopment of portions of the present shopping area for future residential uses.

AN ANALYSIS OF OCEANPORT'S TRAFFIC

The layout of the existing street system in Oceanport has been determined in part by the borough's orientation to the region and partly by the local development factors in the borough. Surrounded by water for more than one-half of its boundary, most of Oceanport's major streets linking the borough to the surrounding region are in the north-south direction. These include Monmouth Road, Eatontown Boulevard, Oceanport Avenue, Branchport Avenue, Monmouth Boulevard and Myrtle Avenue. The only continuous east-west street in the borough is Port-Au-Peck Avenue - Eatontown Boulevard. Although Main Street does not extend the full length of the borough, it does serve the Wolf Hill Planning District and Fort Monmouth.

Streets Perform Many Functions

Every street in Oceanport serves the essential function of providing access to individual properties. Some streets also act as major collectors for local traffic moving to and from shopping, work and school areas, and some as major through-carriers for vehicles which have no origin or destination in Oceanport. It logically follows that the street which must perform the most functions will generally require a wider pavement and right-of-way widths and fewer obstacles to free traffic flow such as circuitous alignments, steep grades, inadequate sight distances, and dangerous intersections.

Oceanport's Streets Are Classified

Because of the many functions which the street system in Oceanport performs, it was necessary to develop standards for these streets. Oceanport's street system, therefore, is divided into four categories. Standards for right-of-way and pavement widths are proposed for each category and streets are grouped according to the particular function which they perform. It should be noted that these standards are presented as guides and not as hard and fast rules. Variations in the character of abutting development and the volumes and types of traffic may require deviation from the recommended standards.

Expressways

- Function An expressway is designed entirely to the task of moving heavy traffic volumes and has only very limited land access or land service functions. It is often characterized by some degree of access control in the form of median strips and grade separators.
- Standards Right-of-way width - 100 to 250 feet
Pavement width - 12 feet per lane plus shoulders
- There are no expressways presently in Oceanport.

Major Arterial Streets

- Function Major arterial streets serve the principal movements of traffic within and through Oceanport. They generally connect the important retail, industrial and institutional traffic generators in and close to the borough. Most of the bus and truck routes as well as commuting, work and shopping traffic are concentrated on these streets. Since major arterial streets are intended mainly for traffic movement, parking and loading activities are normally subordinated and should be restricted whenever it is necessary to improve traffic flows.
- Standards Right-of-way width - 70 to 80 feet
Pavement width - 48 to 50 feet
- The following streets are considered major arterials in Oceanport:
- Monmouth Road, Branchport Avenue, Monmouth Boulevard, Oceanport Avenue, Eatontown Boulevard

Collector Streets

- Function Collector streets serve to connect different areas of the borough. Usually they do not carry through traffic or heavy traffic volumes as experienced on major arterial streets. Collector streets are often shorter routes which provide service from a number of local streets and connect to major arterial streets.

Standards Right-of-way width - 60 to 66 feet
 Pavement width - 40 to 44 feet

The following streets are considered collectors in Oceanport:

Wolf Hill Avenue, Myrtle Avenue, Comanche Drive, Shrewsbury Avenue, Port-Au-Peck Avenue, Main Street.

Local Streets

Function Local streets basically provide access to individual properties. These streets should be so designed to discourage through traffic wherever possible.

Standards Right-of-way width - 50 feet
 Pavement width - 30 to 32 feet

Streets All streets not designated as expressway, major arterial or collector streets.

Oceanport's Street System Is Evaluated

A number of variables determine the adequacy of a street system to serve its essential purpose of enabling vehicles and pedestrians to move from one place to another quickly and safely. Some of these variables include the streets right-of-way and pavement widths, block lengths, street jogs and intersections.

The Right-of-way Width is a measure of the potential traffic carrying capacity of a street and a limiting factor on pavement widening. The right-of-way is measured from property line to property line and includes sidewalks and planting strips in addition to pavement widths. A right-of-way of 50 feet is generally considered to be the minimum desirable width when new streets are being constructed. Greater widths are necessary for streets which carry through traffic. Most streets in Oceanport have right-of-way widths of 50 feet or more. An analysis of existing streets in the borough indicated approximately twenty local streets with a right-of-way width of less than 50 feet. In the future, subdivisions along these streets should be required to dedicate additional land for future right-of-way widening to bring these streets up to standard width.

Pavement Widths In designing streets it is generally accepted that there should be an allowance of 8 to 10 feet for a parking lane and from 10 to 12 feet for a traffic lane depending upon the volume and speed of traffic. Thus, pavement widths will vary according to the functions that the street must play and the right-of-way width of the street. The portion of the right-of-way which is not paved is divided proportionately on each side of the roadway for sidewalks and planting strips.

Normally, the minimum recommended pavement width for a street is 30 feet. This width permits two moving lanes in each direction and one lane for parking, delivery and emergency stops. In addition to improved traffic and movement, this width also insures adequate space for fire apparatus, snow plows, and police cars to protect the public health and safety of the residents of abutting properties. This minimum pavement width is usually established for local streets which primarily provide access to individual properties.

Because of the additional functions which arterial and collector streets perform they generally require wider pavement widths. For arterial streets, the minimum recommended pavement width is 48 to 50 feet and for collector streets 40 to 44 feet. With the exception of Monmouth Road and Eatontown Boulevard, all of the borough's major and collector street pavement widths are less than these recommended standards.

Block Lengths normally should not be less than 200 feet in length. This criteria is established so as to minimize street intersections, the major location of traffic accidents, and to permit the development of two tiers of lots on each block. Normally, blocks should not be longer than 1,200 to 1,500 feet. This maximum requirement is established to provide convenience of circulation for pedestrian and motorist alike. In addition, blocks of greater length can develop into high-speed streets which is undesirable in residential areas. Where blocks exceed 1,000 feet in length, pedestrian crosswalks should be provided.

There are several areas in the borough which presently have blocks in excess of 1,200 feet. Some of these areas however, have only limited development and street rights-of-way have not been dedicated. Other areas, particularly within

the Port-Au-Peck Planning District, contain a number of dedicated (although not completely developed) streets which exceed this maximum. These include the following:

Wyandotte Avenue	Sagamore Avenue
Algonquin Avenue	Iroquois Avenue
Hiawatha Avenue	Tecumseh Avenue
Monmouth Boulevard	

Street Jogs - Safe traffic planning requires that street intersections with a centerline offset of 125 feet or less should be restricted. This control permits improved traffic circulation and is particularly important on collector and major arterial streets where heavier traffic circulation occurs. The major street jog in Oceanport is located at the intersection of Eatontown Boulevard and Port-Au-Peck.

Street Intersections are generally the major deterrents to the free flow of traffic and the most frequent location of traffic accidents. Street intersections should always meet as nearly at right angles as possible but in no case be less than 60 degrees. Whenever possible, street intersections should be restricted to no more than four intersecting points. The present street system contains a number of poorly designed intersections due to inadequate sight distances and acute angles. These intersections include the following:

- Oceanport Avenue and Main Street
- Shrewsbury Avenue and Monmouth Boulevard
- Shrewsbury Avenue and Branchport Avenue
- Eatontown Boulevard and Monmouth Road

Continuity Of Major Arterial And Collector Streets Should Be Maintained

Streets designed as major arterial and collector streets which serve an entire neighborhood or the entire community should be continuous. This requirement is designed to restrict traffic from filtering through other streets not designed to carry heavier traffic volumes.

Heavier Traffic Volumes Are Principally On North-South Streets

The most significant traffic flows in Oceanport are generally confined to the major through streets in the borough, particularly the north-south streets. These streets are the major connectors with neighboring communities.

Route 36 lying outside of Oceanport's municipal boundary line is the major traffic artery for Oceanport. The Average Annual Daily Traffic (AADT) for Route 36 in the vicinity of Eatontown Boulevard for 1962, ranged from 9,710 vehicles to 11,970 vehicles. Of course, these volumes vary during particular seasons of the year, normally being higher during the summer and lower during the winter months.

Data on existing traffic volumes taken at various locations in and adjacent to Oceanport by the New Jersey State Highway Department and the Monmouth County Planning Board are presented in the Appendix of this report.

Future Traffic Carrying Capacity of Oceanport's Streets

In order to determine the future traffic carrying capacity of Oceanport's streets, estimates of future traffic volumes were made and compared to the estimated carrying capacity of the existing street system.

The results of these estimates and the existing capacity of Oceanport's streets are presented in Table 6. Estimates of streets operating over capacity in the future include Oceanport Avenue and Main Street. Streets which will be operating at near capacity include Branchport Avenue and Monmouth Road.

In its transportation report, the Monmouth County Planning Board indicated that with the exception of Main Street, these streets will be operating over capacity. The report also indicated that Monmouth Boulevard and Eatontown Boulevard will be operating over capacity. These estimates, however, are based upon one moving lane of traffic in each direction. However, since both roadways are relatively

wide, and where on-street parking is prohibited, it is assumed that two moving lanes of traffic in each direction will be sufficient to handle the expected traffic volumes.

The traffic plan which follows is designed to accommodate future traffic flows as related to the future land use plans of the community.

Table 6

Estimated 30th Highest Peak-Hour
Traffic Volumes in 1985 and Traffic Carrying
Capacity of Existing Streets
Oceanport, New Jersey

<u>Street</u>	<u>Government Jurisdiction</u>	<u>1963 Street Capacity</u>	<u>1985 Estimated 30th Hour Peak-Hour Traffic Volume</u>	<u>Net Difference</u>
Oceanport Avenue ¹	County	1,800	2,200	-400
Oceanport Avenue ²	County	1,300	2,600	-1,300
Oceanport Avenue ³	County	2,200	2,400	-200
Monmouth Boulevard ⁴	Local	1,800	1,100	+700
Monmouth Boulevard ⁵	Local	1,800	1,100	+700
Branchport Avenue ⁶	Local	1,300	1,200	+100
Eatontown Boulevard ⁷	County	2,200	1,600	+600
Monmouth Road ⁸	State	2,200	1,400	+800
Monmouth Road ⁹	State	2,200	2,100	+100
Broad Street ¹⁰	State	2,200	1,400	+800
Main Street ¹¹	Local	1,200	1,600	-400

Estimates: Candeub, Fleissig, Adley & Associates

Footnotes: Location - See Table K in the Appendix

OCEANPORT'S TRAFFIC PLAN

Oceanport's traffic plan is designed to create a street system which will be adequate to carry present and future traffic volumes. The proposals which have been developed utilize the existing street system to as great an extent as possible. The plan also establishes standards for streets performing various functions.

Oceanport's Traffic Plan Is Designed To Realize The Following Objectives:

- to provide a street network which will foster safe and efficient traffic circulation;
- to develop a street network which would relate to the land use development in Oceanport;
- to establish design criteria or standards for Oceanport's street system based upon a functional classification. These standards are intended as a guide to the future development of new streets or the improvement of existing facilities;
- to maximize the utility of existing streets, and wherever possible, to reduce the costs of new street construction;
- to contain major traffic flows in primarily non-residential areas thereby improving safety and quiet;
- to connect all segments of Oceanport's street system so as to minimize the costs of municipal services and maximize convenience.

Expressway Recommendations

Oceanport Avenue and its proposed realignment from Main Street to Summerfield Avenue should be classified as an expressway.

Oceanport Avenue - It is recommended that Oceanport Avenue be realigned from the intersection of Oceanport Avenue and Main Street in a generally southerly direction utilizing Gold Street until the intersection with existing Oceanport Avenue near Fairfield or Summerfield Avenue. It is further recommended that existing Oceanport Avenue between Port-Au-Peck Avenue and Springfield Avenue be abandoned. The recommended minimum right-of-way and pavement widths are 120 and 72 feet respectively.

This proposed facility is necessary to provide Fort Monmouth with direct and rapid access to Route 36 as well as to provide convenient access for local facilities such as Monmouth Park Racetrack and the proposed shopping center.

Major Arterial Street Recommendations

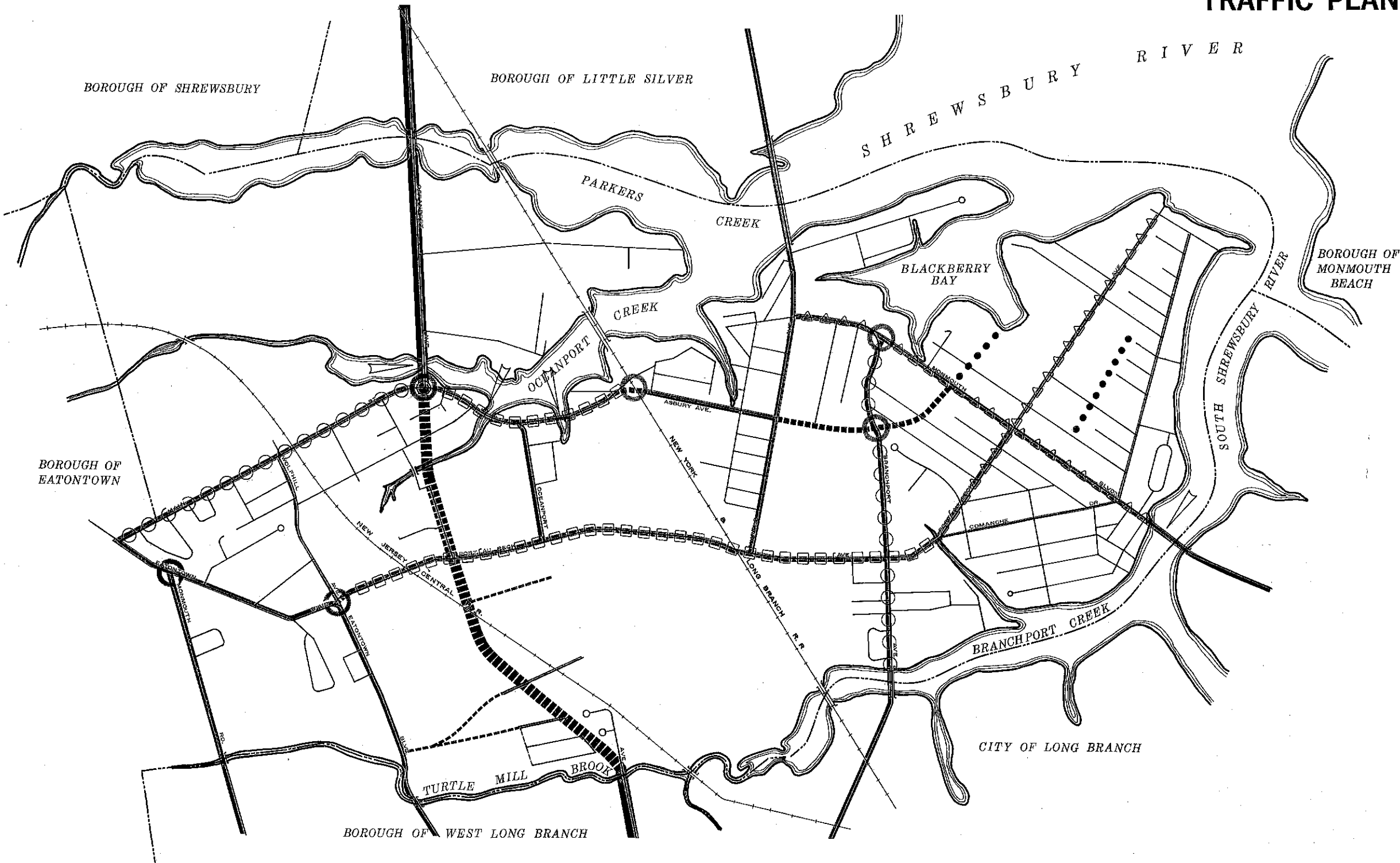
State Route 71 (Monmouth Road), County Route 537 (Eatontown Boulevard), Branchport Avenue, Monmouth Boulevard, Myrtle Avenue, Oceanport Avenue (between Bridgewaters Drive and Port-Au-Peck Avenue), Port-Au-Peck Avenue (between Eatontown Boulevard and Monmouth Boulevard) and Main Street-Bridgewaters Drive-Asbury Avenue and its extension to Monmouth Boulevard are classified as major arterial streets.

Branchport-Shrewsbury Avenue - It is recommended that additional right-of-way width be acquired during the next 20 years in anticipation of future increasing traffic needs. It is anticipated that a minimum right-of-way width of 70 feet should be planned for.

Monmouth Boulevard - It is recommended that the pavement width on Monmouth Boulevard be widened to a minimum of 44 to 48 feet.

Monmouth Road And Eatontown Boulevard - It is anticipated that both roads will operate satisfactorily during the planning period. Both thoroughfares have adequate right-of-way widths. Increasing the traffic capacity of these roads would require two moving lanes in each direction and prohibition of on-street parking.

TRAFFIC PLAN



Branchport Avenue - Shrewsbury Avenue - It is recommended that in conjunction with the proposed extension of Main Street (along Asbury Avenue), that Shrewsbury Avenue be terminated in a cul-de-sac or deadend Street. This would result in a four-way intersection, thereby eliminating the present acute angle intersection at Shrewsbury and Branchport Avenues and would prevent through traffic passing by the new elementary school site.

Monmouth Boulevard - Shrewsbury Avenue - It is recommended that this intersection be channelized to permit northbound traffic on Shrewsbury Avenue, a right-angle turn onto Monmouth Boulevard.

Port-Au-Peck Avenue - Eatontown Boulevard - The present intersection of these two streets is offset by approximately 90 feet. Channelization is recommended with additional right-of-way width acquired from the southerly side where present development is sufficiently setback and where both streets can be "lined-up".

Main Street - "New" Oceanport Avenue - In conjunction with the proposed realignment of Oceanport Avenue, it is recommended that the new intersection be so aligned as to create a right-angle intersection. It is further recommended that Willow Court, east of "new" Oceanport Avenue, be abandoned due to the creation of a small, irregular and generally unusable parcels. These recommendations, however, will be subject to the redevelopment activities recommended for the area.

Monmouth Road - Eatontown Boulevard - It is recommended that this intersection be improved in cooperation with the Boroughs of Oceanport and Eatontown, and the County and State Highway Departments.

Bridgewaters Drive-Asbury Avenue-Long Branch Railroad - It is recommended that the realignment of Bridgewaters Drive to Asbury Avenue contain a mechanical warning device at the intersection of the New York and Long Branch Railroad.

Port-Au-Peck Avenue - It is recommended that the right-of-way and pavement width of Port-Au-Peck be widened to a minimum of 70 and 50 feet respectively, from Eatontown Boulevard to Monmouth Boulevard.

Main Street - It is recommended that Main Street be extended from Bridgewaters Drive to Myrtle Avenue as an extension of Asbury Avenue. It is also recommended that a new street be extended from Myrtle Avenue to Branchport Avenue and ultimately from Branchport Avenue to Monmouth Boulevard.

The extension of Main Street will result in a second continuous thoroughfare in an east-west direction which would improve circulation between the two portions of the borough. During the racing season this road would serve as a less congested traffic route for the borough residents since Port-Au-Peck Avenue often becomes impassable. The extension of Main Street would also permit emergency vehicles greater access through the community. The minimum right-of-way and pavement width should be 70 feet and 50 feet respectively.

In conjunction with the proposed extension of Main Street, it is recommended that Shrewsbury Avenue, in the vicinity of Branchport Avenue be terminated in a cul-de-sac or dead-end street to eliminate a possible five-way intersection.

Collector Street Recommendations

Port-Au-Peck Avenue (east of Monmouth Boulevard), Comanche Drive, Wolf Hill Avenue, Springfield Avenue and Crescent Place are designated as collector streets.

Port-Au-Peck Avenue (east of Monmouth Boulevard) - It is recommended that the pavement width of this portion of Port-Au-Peck Avenue be widened to a minimum of 40 feet, particularly in conjunction with the development of the proposed community park.

Springfield Avenue and Crescent Place - It is recommended that both streets be improved to collector street standards in order to provide access between Eatontown Boulevard and the proposed realignment of Oceanport Avenue.

Local Street Recommendations

The remaining streets not designated as expressway, major arterial streets or collector streets are designated as local streets. It has been noted that several of the borough's local streets are inadequate in terms of design standards for minimum right-of-way and pavement widths. However, since the primary function of local streets is providing access to individual properties, proposals for local streets will be concerned only with streets which are not readily accessible or are too narrow to provide safe access, particularly emergency vehicles, or where pre-platted local streets create undesirable block and lot patterns.

Termination Of Certain Local Streets In The Springfield

Avenue Area - It is recommended that if the Oceanport Avenue realignment is constructed, that access to this facility be restricted to Springfield Avenue with the remaining local streets terminated as indicated on the Traffic Plan Map. It is further recommended that the right-of-way for Woodbine Way be terminated and a new local street be constructed at the westerly extension of Summerfield, Springfield and Fairfield Avenues.

Some Pedestrian Walkways Are Recommended

Many of the blocks created by Oceanport's streets are excessively long. Wherever possible, new local cross streets should be created to reduce the overall block length to no more than 1,000 to 1,200 feet. Where this is not possible, it is recommended that pedestrian walkway rights-of-way be established in several portions of the borough as indicated on the traffic plan map.

Intersection Improvements Are Recommended

Improvement of six intersections is recommended in Oceanport. Most of these intersections are acute angle intersections; that is, streets which intersect at less than 60 degrees. Although most of these intersections are two or three-legged intersections, their relative angle to one another make them dangerous for turning and merging traffic. These intersection proposals are as follows:

New Bridge Facilities Are Recommended - Four new bridge facilities are recommended for Oceanport. These recommendations include the proposed new Pleasure Bay Bridge extending from Monmouth Boulevard to the City of Long Branch and three smaller bridges along Oceanport Avenue and Bridgewaters Drive. In the development and improvement of these streets, care should be taken that adequate street widths are maintained to prevent traffic congestion at these points and where applicable, sufficient elevation to permit watercraft to pass.

OCEANPORT'S COMMUNITY FACILITIES

Oceanport's community facilities include public parks, playgrounds, public schools, fire stations and the municipal building. These facilities are needed to provide for the health, safety, education and general welfare of the borough's citizens.

Objectives Of Oceanport's Community Facilities Plan

The objectives of Oceanport's community facilities plan are as follows:

- to establish a comprehensive and coordinated system of community facilities to meet the needs of the borough for the next two decades;
- to establish a community facilities plan designed to provide each neighborhood and the community as a whole with adequate facilities and service;
- to provide an integrated structure for all borough municipal services and functions so as to facilitate inter-municipal cooperation and increased efficiency;
- to facilitate the cooperation among surrounding communities where it is uneconomical for services to be provided by one municipality;
- to reduce the cost of municipal service through the utilization of borough-owned lands, density zoning, and other techniques in acquiring and developing land for municipal use.

OCEANPORT GRAMMER SCHOOL



EDUCATING OCEANPORT'S YOUTH

Although the responsibility for public school facilities in the Borough of Oceanport is legally vested with the Board of Education, certain elements of the school system directly affect the long-range physical and financial plan for the borough. The adequacy of the school plant with respect to the location of school buildings, pupil distribution, and the relationship to neighboring land uses are considerations which are closely related to the planning program. Expansion of the school system must be coordinated with other community improvements and with existing and anticipated financial resources. Furthermore, a progressive public school program and a modern school plant play an important role in the development of tomorrow's citizens, and are important in attracting new residents and industry to the borough.

Oceanport's Elementary School System Operates On A K-8 Program

Oceanport's school plan presently consists of one elementary school, the Oceanport Grammar School, which provides educational facilities for all the borough's primary grades, kindergarten through the eighth grade. High school students, grades nine through twelve, attend the Regional Shore High School in West Long Branch. The Borough of Oceanport is one of four cooperating communities in the regional high school program. The other communities include West Long Branch, Monmouth Beach and Sea Bright.

Oceanport Grammar School - The Oceanport Grammar School, located on Wolf Hill Avenue, was constructed in 1911 as a four-room schoolhouse. Since its original construction, three separate additions have been made. In 1932, four classrooms were added. In 1948, an additional five classrooms, a cafeteria and annex, and a combination gymnasium-auditorium were constructed. In 1958, a new wing was added to the school, which contains nine classrooms, a home economics room, industrial arts room, and an administrative area.

The Oceanport Grammar School occupies a site of 7.7 acres including an area of approximately 4.0 acres used for recreational purposes. Special purpose rooms include a library, cafeteria, combination gymnasium-auditorium, home economics and industrial arts room. The building also houses the

administrative functions of the school system. The building is well maintained and is in good condition.

Enrollment at the beginning of the 1963 school year totaled 641 pupils. A report issued by the Board of Education in February of 1964, indicated a total of 705 pupils enrolled in the school. Based upon standard recommendations for classroom size, the Oceanport Grammar School is presently operating above capacity. This has resulted in the temporary use of two substandard classrooms in the school and a third class which is conducted outside of the school in a nearby church.

A variety of recreation facilities are available on the site and appear to be adequate for the school's needs. However, the parking area for the school is not large enough for the school's present size and should be enlarged. Because of the lack of sufficient parking space, some cars presently must park in the school's driveway as well as on Wolf Hill Avenue.

The Capacity Of Oceanport's Grammar School Is Determined

The capacity of the Oceanport Grammar School has been determined by applying New Jersey State Department of Education standards of classroom size. While a class of 25 pupils is desirable (not including kindergarten), 30 is considered the tolerable maximum number of pupils per classroom for effective teaching on the elementary level. The desirable class size for kindergarten is 20 pupils and the maximum is 25. With two sessions of kindergarten a day, the class size for kindergarten grades could be doubled.

The total capacity of any school structure, however, is not only dependent on the number of pupils per classroom, but is also related to the size of each classroom and the scheduling pattern utilized in the school program. The capacity of a building, therefore, should not be thought of as being a fixed quantity, but rather as having some flexibility within a limited range.

It will be noted that 30 pupils per classroom is considered the maximum tolerable level for effective teaching. However, it is rarely possible for every classroom to house 30 pupils since the pupil distribution fluctuates from class to class. Therefore, in order to determine the

Oceanport Grammar School

Age of Building : Constructed in 1911
: Additions - 1932, 1948, 1958.

Number of Stories : A maximum of two stories, and a
basement.

Number of Standard Classrooms : 22

On-roll enrollment, September,
1963 : 641

Capacity : Desirable - 580
: Practical - 640

Pupil Enrollment by Grade as : (3) K - 83 (3) 5 - 78
of February, 1964. (Figures in (3) 1 - 96 (2) 6 - 69
parenthesis represent number (3) 2 - 75 (2) 7 - 62
of classrooms) (3) 3 - 86 (2) 8 - 66
(3) 4 - 90 (24) Total - 705

Site Area : Approximately 7.7 acres

Off-street Parking Facilities : 25 automobile spaces.

Recreation Facilities : Softball field, blacktop area
for games, swings, slides,
jungle-gym, basketball.

practical capacity of the Oceanport Grammar School, an average of 27.5 pupils per classroom for grades 1-8 and 22.5 pupils per classroom for kindergarten has been used. It is estimated that the practical capacity of the Oceanport Grammar School is 640 pupils with two kindergarten classes.

This practical capacity closely approximates existing enrollment patterns. The combination of increasing pupil enrollments coupled with the variation in classroom size explains the present use of two substandard classrooms in the school and a third classroom presently being conducted outside of the school. For planning purposes, the practical operating capacity for the Oceanport Grammar School will be considered to be 625 pupils.

Enrollment Increases In The Last Eight Years

Elementary on-roll enrollments (grades K-8) have increased from 378 pupils in 1955 to 641 pupils in 1963. This represents an absolute increase of 263 pupils in the eight-year period or about 33 students annually. In recent years, these increases have occurred at an even greater rate. Thus in 1961, the on-roll enrollment was 510 pupils. Two years later, this enrollment increased to 641 pupils, an increase of 131 pupils in two years. These increases may be attributed to both a rising birth rate in the borough and an in-migration of families with pre-school and school-age children.

The distribution of elementary school enrollments by grade groups is presented in Table 7.

Table 7

Distribution of On-Roll Elementary School Pupils By Grade Groups Oceanport, New Jersey, 1955-1963

School Year <u>Beginning</u>	<u>Grades</u>			<u>Total*</u>
	<u>K-2</u>	<u>3-5</u>	<u>6-8</u>	
1955	129	147	102	378
1956	138	143	115	396
1957	133	139	137	409
1958	144	148	147	439
1959	164	166	146	476
1960	199	161	154	514
1961	199	160	151	510
1962	218	199	165	582
1963	227	235	179	641

*As of September of each year.

Source: Superintendent of Schools

Future Enrollments Are Estimated

Estimates of future school enrollments are affected by a number of variables including birth rates, land development policies, family size, the number of children attending non-public educational facilities, and the number of federally-impacted children of Army personnel. By utilizing several methods of estimating future enrollments, a range of anticipated future enrollments has been developed. The projected enrollments presented in Table 8 are based upon five-year intervals.

Table 8

Estimated Future Elementary School Enrollments Oceanport, New Jersey, 1965-1985

<u>Year</u>	<u>Estimated Future Elementary School Enrollments</u>
1965	725
1970	970
1975	1,160
1980	1,290
1985	1,400

Source of Estimates: Candeub, Fleissig, Adley
& Associates



RECREATION FACILITIES IN OCEANPORT

Recreation has become a vital element in our daily living. The future is expected to bring increased leisure time to most families and consequently an increase in demand for recreation facilities. Every community, therefore, should provide adequate facilities to meet the recreation needs and demands of its citizens. A good recreation plan will mean better health, relaxation and community spirit for adults and children alike; it will provide attractive areas and facilities which will encourage families to live in the community and to take pride in it; and it will generally benefit the local tax base by increasing the value of residential properties on the periphery of well-planned facilities.

The availability of vacant land in Oceanport has placed the borough in a very favorable position to determine its future recreation facilities. Rapid growth in the borough has and will continue to consume valuable and needed recreational sites unless a broad, meaningful and all inclusive recreation plan can be established.

Oceanport's Existing Recreation Facilities

At present, the Borough of Oceanport contains two recreational facilities which are available for public use. These facilities include approximately 4 acres of play area on the Oceanport Grammar School site, and approximately 4.1 acres of playfield recreation space at the Oceanport Community Center on Port-Au-Peck Avenue.

Oceanport Grammar School Site - The Oceanport Grammar School contains approximately four acres of playground and playfield recreational area in the rear portion of the school property. Playground facilities include swings, slides, see-saws, a jungle-gym and a hard-surfaced area for group games. Playfield facilities include a softball and basketball area. The area principally serves the grammar school during school hours and the immediate surrounding neighborhood after school hours.

Oceanport Community Center - The Oceanport Community Center is situated on a 4.1 acre triangular parcel at the intersection of Comanche Drive and Port-Au-Peck Avenue in the easterly portion of the borough. Centrally located in this area, the site contains a variety of playground apparatus such as swings and slides and a large ballfield.

Area Standards Are Proposed

Over a period of years, several standards have been developed as guides in determining the amount of land needed for parks and recreation space. The National Recreation Association, one of the outstanding experts in this field, recommend a total of 10 acres of recreation space per 1,000 population. With an anticipated population of about 8,000 persons by 1985, Oceanport's total recreation facilities should total about 80 acres.

Recreation Facilities Are Classified

The demand for recreation space in any community varies according to the age and social needs of the community. Because of the variety of these needs, several types of recreation facilities should be available. The facilities are normally divided into four categories, each of which is designed to meet one or more age and social group needs.

Local Playgrounds - The neighborhood playground is a 3 - 7 acre area for active recreation for children ranging from 5 - 15 years of age. It is normally located within a maximum of 1/2 mile of its users, assuming access is convenient and safe, and is generally developed in conjunction with an elementary school. Group sports are sometimes provided for activities such as softball, basketball and tennis.

Local Parks - The purpose of local parks is to provide open space and passive recreation areas within easy walking distance of 11 homes. Sites of 2 to 7 acres are recommended for this purpose. Neighborhood parks can be utilized as a break in the landscape for natural settings such as floral and water displays and are frequently combined with neighborhood playgrounds particularly where close parental supervision of children's activities is required. Attractive landscape treatment is an essential requirement particularly with regard to surrounding uses. The service radius for neighborhood parks is usually 3/8 to 1/2 mile.

The site has been designed to serve a cross-section of various age-group recreation needs in the borough. The site, although not completely developed can be utilized for informal group sport activities, particularly football and other similar games. A small grandstand for spectators is provided near the softball area.

Community Playfield - The community playfield is designed to serve as a larger area for organized sports and special community-wide activities. The site should consist of 10-20 acres with extensively developed facilities and should be easily accessible to all borough residents.

The service radius of a playfield ranges from 1 - 1½ miles. It is generally desirable to locate a playfield as part of a high school athletic field.

Large Parks - A large community park should provide at least 3 acres per 1,000 persons of recreational space within 30 to 60 minutes travel distance of its users. Frequently, they are located to take advantage of unusual natural areas for picnicking, hiking and walking. A variety of specialized activities such as bathing areas, swimming pools, skating ponds, golf courses and pleasure boat docks can also be developed within these areas depending upon the size and natural features of the site or sites. The large community park is often designed to accommodate some or all of the family's recreational needs, and as such often contains playground and playfield activities as well as the specialized functions which it performs.

Although significant progress has been made in recent years to promote the recreation needs of the community, particularly with the development of the Oceanport Community Center, there is still a need for additional space and a greater variety of facilities to meet the present and future recreational demands in the borough.

Location Standards Are Established

Locational requirements for recreation facilities normally are determined by the number of persons which are served as well as the age level of the population. Wherever possible, these facilities should be centrally located to the area which is served. Furthermore, accessibility to a recreational facility should not be located along a major traffic artery which would require pedestrians, particularly children, to cross the heavily traveled street to gain access to such facility. Furthermore, certain facilities, such as playgrounds, are more effectively located in close proximity to elementary schools, since multiple-use of the playground can be maintained.

Because playgrounds and local neighborhood parks normally serve the younger age groups, a maximum service radius of 1/2 mile in a single-family area is recommended. Larger facilities such as playfields, usually serve a larger and generally older population. The recommended service radius for these facilities is normally 1 to 1½ miles. Community-wide parks which serve a variety of age and social group needs usually are centrally located to the community as a whole except where topography, natural features, and sufficient land area may otherwise dictate their location.

OCEANPORT'S PUBLIC BUILDINGS

Oceanport's Borough Hall Is Presently Housed In The Hook And Ladder Firehouse

Oceanport's municipal building is presently housed in a building owned by the Oceanport Fire Department. The two-story brick and masonry building was built in 1950 and is located on Main Street near the borough's commercial area. The site area is approximately 0.7 acres extending from Main Street to Oceanport Creek.

The municipally occupied portion of the building consists of the borough tax office and police headquarters on the first floor and a meeting room, the borough clerk's office and a storage room on the second floor.

In general, the municipally occupied portions of the firehouse are too small to serve the borough's present and future needs. Many offices are presently crowded. Storage space, and room for office machinery are inadequate. Police facilities which are provided in one small room are extremely crowded. The meeting room, with an approximate capacity of 50 persons, is inadequate for public meetings and large gatherings. Room is also lacking for the retention of municipal records. Finally, there is a lack of privacy necessary for the conduct of the municipality's business, particularly between the borough's citizenry and the borough's various departments.

The rear portion of the lot is used in part to store materials for the road department and in part for parking purposes. There is an estimated 25 to 30 spaces for parking which often is not adequate, particularly at public meetings. Parking must therefore be accommodated on Main Street. Future expansion of storage on the site would further decrease the availability of space for parking.

Oceanport's Volunteer Fire Department

Oceanport's Fire Department operates under a volunteer system. There are two fire stations in the borough. The Oceanport Hook and Ladder Company, located on Main Street, and the Port-Au-Peck Hose Company No. 1 on Port-Au-Peck Avenue. The locations of the two fire stations provide good access to all portions of the borough in accord with the standards for firehouse location recommended by the National Board of Fire Underwriters.

Notification of fire is received by the police department and dispatched by a central alarm system.

The Oceanport Hook and Ladder Company, located on Main Street, occupies a building which was constructed in 1950. Two additional bays have recently been added to the original two bays, giving the building a total storage capacity of four vehicles. At present the company maintains two fire trucks and an ambulance. In addition to the space presently utilized by the borough, the fire department also maintains a recreation room in the building. With the construction of the proposed municipal center, it is anticipated that the structure and site will be adequate for the fire department's needs for the next twenty years.

The Port-Au-Peck Chemical Hose Company No. 1 is located on Port-Au-Peck Avenue near Branchport Avenue. The wood and brick building is located on a lot of approximately 1/6 acre. The two-story structure contains two bays in which are housed two fire trucks. The building also contains a meeting and a recreation room. The original date of construction is not known. Off-street parking facilities are not available on the site and the side yard setbacks for the 50-foot wide lot are not sufficiently wide to permit access to the rear for parking.

Oceanport's Library Facilities

The Friends of Oceanport Public Library Association, a non-profit private agency, presently operate and maintain Oceanport's library facilities. In operation less than a year, the organization is temporarily located on Oceanport Avenue in a rented facility in the commercial sector of the borough. The book stock which presently numbers about 2,600 volumes has been obtained through donations as well as monies obtained through the sale of duplicate books. Space in the rented facility is too crowded, even after the short duration of use. The construction of the library on the proposed civic center site will be a notable addition for the borough.

OCEANPORT'S SCHOOL PLAN

Classrooms Will Be Needed In The Future

As the borough continues to grow, and the number of pupils increase, additional construction of classrooms and facilities will be needed. Table 9 shows the estimated classroom needs in Oceanport by 1985 based upon future enrollment estimates.

It will be noted that if no new facilities were constructed by 1985, it is estimated that a total of 27 new classrooms, exclusive of special purpose rooms, will be needed.

Table 9

Estimated Classroom Needs Oceanport, New Jersey - 1985

<u>Grade</u>	<u>1985 Estimated Enrollment</u>	<u>Present No. of Standard Classrooms*</u>	<u>Classrooms* Needed by 1985</u>	<u>Deficit*</u>
K	160	2	4	2
1-8	<u>1,240</u>	<u>20</u>	<u>45</u>	<u>25</u>
Total	1,400	22	49	27

*Does not include specialized rooms which are not utilized for the entire period of the day.

Source: Candeub, Fleissig, Adley & Associates

Faced with an acute shortage of space at present, the Oceanport Board of Education recently purchased a 10.5 acre tract of land on Shrewsbury Avenue. The construction of a new school facility on this site will serve to relieve the present overcrowded conditions in the Oceanport Grammar School. It is estimated that the construction of a new school facility at this site will be adequate to serve the borough's needs for the next 12 to 15 years.

However, estimates of future enrollments are not readily applicable beyond six to eight years. Should the projected enrollments in Oceanport prove to be conservative, a third elementary school site should be considered.

For the purpose of the borough's school plan, a site of 10 acres, presently in municipal ownership, located on the southside of Port-Au-Peck Avenue in the vicinity of Horicon, Pocahontas, and Wyandotte Avenues, reserved for future recreation purposes could be utilized. Should a third school site not be needed in the future, this site could readily be incorporated with other recreation facilities in the area, or could be sold to private interests.

Construction of the Shrewsbury Avenue site should initially provide from 10 to 14 classrooms. In the future, a determination will have to be made whether an addition to this school will be adequate to contain future expansion needs of the borough or whether a third school facility will be necessary.

OCEANPORT'S RECREATION PLAN

Oceanport's recreation plan has been designed to meet the present and future recreation and open space needs of the borough's citizens. The plan has been developed with the view of providing all areas of the borough and various age levels with suitable facilities for their needs. Because of the borough's several miles of waterfront, particular emphasis has been placed upon using these resources. Wherever practical, use has been made of municipally-owned land.

A New Community Park For Oceanport

It is recommended that an area of approximately 30 to 35 acres, located on the westerly side of Port-Au-Peck Avenue in the vicinity of Wyandotte Avenue, Serand Avenue and Port-Au-Peck Place be reserved and developed as a community park. The natural advantages of waterfront location on Blackberry Bay and the overall size, make the site ideal for a community park. In addition, the site is almost totally in municipal ownership which will further reduce the necessity for land acquisition. The site could readily be developed with facilities for family use such as picnicking, boating, sailing, and swimming as well as for group activities such as tennis and softball.

It is recommended that a detailed development plan be prepared for the proposed park to insure unified development. Special consideration should be given to developing the waterfront for boating facilities and for swimming.

Neighborhood Parks And Playgrounds Are Proposed

In addition to the proposed community-wide recreation facilities, a total of five neighborhood recreation facilities are recommended.

- It is recommended that playground facilities at the Oceanport Grammar School be retained and expanded to include an additional 8 to 10 acres along the Oceanport Creek inlet. The site would provide the Wolf Hill planning district with additional recreation space for playground and park facilities.

- It is recommended that approximately 4 to 5 acres be developed for park and recreation use in the Eatontown Boulevard area. Since a large portion of this area is presently undeveloped and in a single ownership, it is possible that such a site might be acquired, in part, through a density zoning procedure.
- It is recommended that the proposed school site on Shrewsbury Avenue be developed with playground facilities with an area of 4 to 6 acres.
- It is recommended that the community center site be retained.
- It is recommended that approximately 10 acres on the easterly side of Port-Au-Peck Avenue, in the vicinity of the proposed community park be retained for future recreation purposes. If an additional school facility is needed, the area could be utilized as a combined neighborhood park and school site.

Open Space Proposals

In addition to the landscaped treatment which a portion of the racetrack has already provided, it is further recommended that additional planting and screening be provided, particularly along parking areas fronting Port-Au-Peck and Oceanport Avenue.

Present And Future Recreation Needs Can Still Be Provided

The Borough of Oceanport is in a favorable position to develop a broad and all-inclusive program for recreation facilities to serve the present and anticipated future growth of the community. Unlike many suburban communities which have experienced considerable growth in the last few years with little thought of the recreation needs of the future, Oceanport can establish and protect these resources through a coordinated recreation program for the borough. The proposed plan would provide Oceanport with a total of approximately 80 acres for its recreation needs. This would provide the borough with an adequate supply and distribution of recreation space for the future. A good

proportion of this land is presently municipally owned and almost all areas are not readily suitable for other types of development because of marginal soil conditions. While the demand for all the proposed recreation facilities has not as yet been felt, the acquisition and retention of sites will insure the borough's future population of an adequate supply of recreational facilities for the future.



OCEANPORT HOOK AND LADDER COMPANY

OCEANPORT'S PUBLIC BUILDINGS PLAN

The Development Of A Borough Center Is Recommended

In recognition of the need to provide the borough with enlarged administrative and service functions in a contemporary setting, the borough has undertaken the development of a new borough center at the intersection of Monmouth Boulevard and Myrtle Avenue. The unification of various municipal functions in a community the size of Oceanport is important for the efficient operation of governmental activities. In turn, the combination of municipal functions is important to local residents. From the community's standpoint, the location of the borough center will provide:

- A central location easily accessible from all points in the borough.
- A site which is located along several major arterial streets.
- A site of approximately 6 acres which will be large enough to support the anticipated present and future civic facilities and one which will act as a focal point of community pride and activity.

The borough center, which is presently under construction, will house the new borough hall, the police department, the borough library and the municipal garage.

The proposed one-story brick structure has been designed with a total floor area of slightly more than 8,600 square feet. Approximately 120 parking spaces for on-site parking are available for public use. The building has been designed to permit future expansion if necessary.

The proposed municipal garage will be located in the rear portion of the site and is provided with a separate means of access. The garage structure would be a six-bay, one-story facility which would house all maintenance equipment, tools, and equipment necessary in the operations of such a facility.

The New Borough Library Will Be An Important Asset To Oceanport

The addition of a municipal library facility for Oceanport will be an important asset for the borough. However, studies of small and moderate size communities indicate that the ultimate floor space requirements will have to be increased to accommodate the present and future demand for library space. While the present design should be considered an important and noteworthy addition to the borough's library needs, it should not be considered the ultimate size, particularly since room for expansion is available for this portion of the building. In addition to the need for additional space for the future, the expansion should provide additional rooms for separate areas of activity, particularly with regard to various age levels. Since the requirements for children's reading facilities differ from those for adults, the final development of the library should be designed for various levels of activity.

Future Fire Station Needs In Oceanport

While both firehouse facilities in Oceanport are well located to serve present and future land use patterns in the borough, the Port-Au-Peck site should eventually be considered for replacement. However, it is estimated that the facility can be maintained for most of the planning period. The borough, however, should consider that within the next 20 years this facility should be relocated at a site with a central location and sufficient site area. Since the Oceanport Fire Department presently functions on a volunteer basis, the proposed site should preferably be located where daytime volunteers would be readily available. The relocation for the proposed firehouse in the proposed civic center complex would meet all of these objectives. Centrally located in the borough, with good accessibility, sufficient land area and available daytime personnel, this location would prove a valuable site for a firehouse in the Port-Au-Peck section of the borough.

CARRYING OUT THE MASTER PLAN

PROGRAMS OF ACTION

The implementation of the Master Plan includes the use of capital improvements programming, the use of regulatory controls such as zoning and subdivision regulations, the use of the official map procedure, and a continued program of planning.

The Capital Improvements Program Is An Important Means Of Effectuation

One of the most important means of effectuating the Master Plan is through the development of a Capital Improvements Program. Preceding sections of the Master Plan have recommended a number of public improvements which will be needed in the next twenty years. Since these expenditures are sizable and because they involve a wide range of improvements, an overall program establishing priorities of development is necessary to coordinate these activities. The capital improvement program provides such a schedule of public improvements for a community over a period of time.

The State of New Jersey, recognizing this vital function presently requires all municipalities contemplating capital improvements to file a five-or six-year capital budget with the Division of Local Government.

The development of the program involves three interrelated steps:

- Assessing the ability of the community to undertake such a program including an analysis of revenues, expenditures, development trends, and bonding capability.
- Evaluating needed improvements in the borough by various departments, and
- Developing a comprehensive capital improvements program based upon a priority listing of needs and the financial resources to implement these programs.

By anticipating future revenues and expenditures, a capital program for Oceanport avoids an accumulation of capital improvements which can only be met through crisis fiscal measures. As a result of this programming, the borough's indebtedness can be maintained at a relatively modest level while providing the required facilities at the proper time. Capital improvement programming has the following advantages:

- priorities for projects can be established on the basis of both need and costs;
- lower costs can be achieved by avoiding crisis financing;
- needed tax income and bond issues can be anticipated without causing erratic fluctuations in the tax rate;
- real estate sites needed for various improvements can be acquired when the market is favorable. Similarly, the borough can reserve its tax delinquent land or unused municipal property for future use;
- sufficient time is available for proper design of proposed facilities.

Looking to the future for the next twenty-year period, the Master Plan has recommended a number of major capital improvements. In order to safeguard the borough's financial stability, it is important that these improvements be carefully scheduled. This is accomplished in many communities through the use of a five-year capital improvements program.

This program consists of a schedule of improvements to be constructed during a specified period in the future, arranged by estimated costs and priority of construction so as to come within the financial capacity of the municipality. Each year the capital improvements program is reviewed and the proposals for the current year are adopted as a part of the budget. Annual review of the program is required in order to make adjustments, which may be necessitated by changes in the municipality's needs and financial capacity, as well as to project the program forward for an additional year.

In this manner the five-year capital improvements program is projected forward eventually to include all of the improvements proposed in the Master Plan. In order to guide

future decision-making on the part of municipal officials, an illustrative capital improvements program was submitted to the Planning Board in October, 1964.

OTHER FINANCIAL RESOURCES AVAILABLE TO OCEANPORT

In addition to the use of local tax resources for the implementation of Master Plan proposals, there are a number of state and Federal programs which provide financial assistance to local communities. Some of these programs which may prove of value to Oceanport in implementing various phases of the Master Plan include:

- Federal Open-Space Program
- New Jersey Green Acres Program
- Federal Urban Renewal Programs
- Federal Public Works Programs
- Federal Sewage and Water Pollution Control Programs and
- Area Redevelopment Administration Programs

The detailed requirements for eligibility and participation in these programs have been separately submitted to the Planning Board.

REGULATORY CONTROLS

ZONING

One of the principal means of effectuating control of land development in Oceanport is through the use of zoning controls. Zoning, as a legal and administrative tool for land development control is significant in implementing the goals and objectives of the Master Plan.

A separate detailed report has been submitted to the Planning Board with suggested revisions and additions to the existing zoning ordinance.

The principal elements of the proposed zoning ordinance include the establishment of three single-family residential zones, one multiple family residential zone, two commercial zones including a new commercial-recreation zone and a new light industrial zone. Within certain residential zones, specific controls are recommended for multiple-family uses and cluster-zone developments.

The development of two commercial districts in Oceanport is in recognition of the need for a separate zone for business consumer goods and services which are principally oriented to the borough's residents and a commercial zone which is principally oriented to the activity of Monmouth Park Jockey Club.

The development of controls for industrial development is in recognition of the need for a balanced land development in the borough as established in the land use plan.

Other additional recommendations include the development of buffer zones between certain land uses, controls for planned development groups and expanded off-street parking and loading requirements for various land uses.

SUBDIVISION REGULATIONS

The process of land subdivision in which raw, unimproved land is converted into tomorrow's homes and businesses is one of the most important factors in the growth of the community. Few activities have a more lasting effect upon the future development of the community.

The subdivision ordinance, established by the borough in 1954, is therefore one of the most important tools in guiding new growth in Oceanport. These regulations have been reviewed and found to be adequate.

OFFICIAL MAP

The "Official Map and Building Permit Act" (N.J.S.A. 40:55-1.30 to 1.42) provides for the establishment of an official map showing the proposed location of parks and playgrounds, drainage rights-of-way and widths of streets. The official map can be used in two ways:

- To stay the issuance of a building permit on the site of a proposed park or playground or in the bed of a proposed street, street realignment or drainage right-of-way for a period of one year. Within the year, the borough must take action to acquire the right-of-way of the proposed site or forfeit its right in the area.
- To require that all yard areas and adjoining streets shall be measured from official map lines where the official map shows a future widening or realignment of the existing street.

It is therefore recommended that Oceanport adopt an official map ordinance. Such a map would show detailed street widths and other information which may require engineering surveys.

OTHER CODES AND ORDINANCES

Other codes and ordinances which are enforced in Oceanport include a sanitary code, plumbing code, building code, electrical code, as well as ordinances regulating septic tanks, water, and heat and oil systems.

However, Oceanport does not presently have an effective code to enforce minimum housing standards in existing housing. A housing code, which has been adopted in many New Jersey municipalities would establish standards for some of the following:

- size and occupancy of habitable rooms;
- plumbing, wiring, heating and sanitary facilities; and
- maintenance and repair.

A properly prepared code would also provide the necessary legal machinery to enforce these regulations. It is recommended that the borough establish a housing code for Oceanport.

It is also recommended that, as in the past, borough codes and ordinances be periodically reviewed in light of changing needs.

URBAN RENEWAL

One of the tools available to Oceanport for eliminating poor housing and encouraging proper development of land is through Federal urban renewal programs. The program consists of three interrelated plans of action: conservation, rehabilitation, and redevelopment.

Conservation applies to areas of predominantly sound housing and stable neighborhood values. In these areas, urban renewal activities are aimed at blight prevention through code enforcement and community improvements. This action should be applied to most portions of Oceanport.

Rehabilitation applies to areas where there is a degree of deterioration, but in which adequate standards and restoration of tax values can be achieved largely by rehabilitation of existing structures with some spot clearance rather than large-scale clearance. Some areas along Main Street and outlying areas of the existing downtown would be appropriate for possible rehabilitation treatment.

Redevelopment applies to areas which can only be upgraded by clearance and redeveloping the land with new buildings. Under this program the Federal Government will pay up to three-quarters of the net cost incurred by the program.

The only area in the borough which may qualify for urban renewal funds for redevelopment is portions of the present shopping area. It is recommended that the borough make application to the Urban Renewal Administration to undertake such a program.

CONTINUING PLANNING PROGRAM

The completion of the Comprehensive Master Plan is a significant step in Oceanport's planning program. The goals and objectives established in the Master Plan should not be viewed as the end of the planning process, but rather as a beginning. Constant review is necessary to keep in tune with changing conditions.

One method of insuring that Oceanport's future growth and development will be in conformance with Master Plan objectives is through continuing planning. The implementation of Master Plan proposals, capital improvement programming, subdivision review, and zoning recommendations are among the continuing responsibilities of the Planning Board.

The New Jersey Division of State and Regional Planning has recognized the need for continuing planning. In order to encourage such planning, the Division has made grants available to communities for professional and technical advice and consultation under the Program of Assistance for Continuing Planning - the 50-40 Program.

Under the program, the state will make grants to communities on a diminishing basis. In the first year of the program, the state will advance up to fifty per cent of the annual expenditure for permanent, continuous planning. For the second year, and for each succeeding year, the state will advance an amount equal to ten per cent less than that of the preceding year until the sixth year, when the municipality will bear the entire cost of the program. If the program is maintained over the six year period, all advances are then considered grants. If, however, the program is discontinued at any time during the six year period, all advances must be repaid.

In order to most effectively insure implementation of the Master Plan, it is recommended that Oceanport Borough consider the use of the 50-40 Program to facilitate its continuing planning program.

ADOPTION OF THE MASTER PLAN

New Jersey Statutes provide for the adoption of all or part of the Master Plan by the Planning Board following a public hearing. The Master Plan can also be amended from time to time as the need arises, but again, only after a public hearing.

The state statute (N.J.S.A. 40:55 - 1.13) provides that:

"Whenever the planning board after public hearing shall have adopted any portion of the master plan, the governing body or other public agency having jurisdiction over the subject matter, before taking action necessitating the expenditure of any public funds, incidental to the location, character or extent of one or more projects thereof, shall refer action involving such specific project or projects to the planning board for review and recommendation, and shall not act thereon without such recommendation or until forty-five days after such reference have elapsed without such recommendation. This requirement shall apply to action by a housing, parking, highway or other authority, redevelopment agency, school board or other public agency, federal, state county or municipal."

The adoption of the Master Plan is important in giving formal status and recognition to the role of the Planning Board in guiding the development of the borough. It is also important from the viewpoint of gaining widespread citizen understanding and support for the Master Plan as an explicit statement of the borough's development goals.

Adoption does not automatically lead to effectuation of the plan. The Planning Board must continue to be alert to changing conditions and to particular opportunities to carry out various parts of the plan. In addition, comprehensive review and revision of the Master Plan itself will periodically be necessary every few years.

APPENDIX

Table A

Age of Housing
Oceanport, New Jersey
1960

<u>Year Structure Built</u>	<u>Number</u>	<u>Per Cent</u>
1955-March, 1960	239	19.4
1950-1954	137	11.1
1940-1949	135	11.0
1939 or earlier	721	58.5
Total	1,232	100.0

Source: U.S. Census of Housing, 1960

Table B

Condition of Housing
Oceanport, New Jersey
1960

<u>Condition</u>	<u>Number</u>	<u>Per Cent</u>
<u>Sound</u>	1,152	93.5
With all plumbing facilities	1,118	
Lacking only hot water	7	
Lacking other plumbing facilities	27	
<u>Deteriorating</u>	74	6.0
With all plumbing facilities	67	
Lacking only hot water	2	
Lacking other plumbing facilities	5	
Dilapidated	<u>6</u>	<u>0.5</u>
Total	1,232	100.0

Source: U.S. Census of Housing, 1960

Table C
Structural Characteristics
Oceanport, New Jersey
1960

<u>Number of Rooms</u>	<u>Number of Housing Units</u>	<u>Per Cent Distribution</u>
1 Room	10	0.8
2 Rooms	40	3.2
3 Rooms	64	5.2
4 Rooms	148	12.0
5 Rooms	250	20.3
6 Rooms	331	26.9
7 Rooms	198	16.1
8 or more rooms	<u>191</u>	<u>15.5</u>
Total	1,232	100.0
<u>Median</u>		
All units	5.8 rooms	
Owner-occupied	5.9 rooms	
Renter-occupied	5.4 rooms	

Source: U.S. Census of Housing, 1960

Table D

Family Income, 1959
Oceanport Borough, Monmouth County, and New Jersey

Income Range	Oceanport		Monmouth County		New Jersey	
	Number of Families	Per- Cent	Number of Families	Per Cent	Number of Families	Per Cent
Less Than \$1,000	12	1.2	2,962	3.5	44,049	2.8
\$ 1,000-1,999	59	5.8	3,871	4.6	59,262	3.7
\$ 2,000-2,999	35	3.5	5,195	6.2	77,133	4.9
\$ 3,000-3,999	80	7.9	6,814	8.1	108,202	6.9
\$ 4,000-4,999	79	7.8	8,405	10.0	150,152	9.5
\$ 5,000-5,999	78	7.7	10,538	12.6	202,608	12.8
\$ 6,000-6,999	96	9.5	10,097	12.0	189,794	12.0
\$ 7,000-7,999	127	12.5	8,232	9.8	163,672	10.4
\$ 8,000-8,999	126	12.4	6,666	8.0	134,772	8.5
\$ 9,000-9,999	99	9.8	5,006	6.0	103,116	6.5
\$10,000-or more	<u>222</u>	21.9	16,115	19.2	348,466	22.0
TOTAL	1,013	100.0	83,901	100.0	1,581,226	100.0

Median Family Income 1959	\$7,531	\$6,143	\$6,786
1949	N.A.	\$3,324	\$3,670

N.A. - Not Available

Source: U.S. Census of Population, 1950, 1960

Table E

Employment By Type of Industry
 Oceanport Borough and Monmouth County
 1960

<u>Industrial Classification</u>	<u>Total Number</u>		<u>Per Cent Distribution</u>	
	<u>Oceanport</u>	<u>Monmouth County</u>	<u>Oceanport</u>	<u>Monmouth County</u>
Manufacturing	248	26,506	20.9	23.2
Durable Goods	(174)	(13,720)	(14.7)	(12.0)
Non-durable Goods	(74)	(12,786)	(6.2)	(11.2)
Wholesale & Retail Trade	244	21,531	20.6	18.9
Public Administration	207	10,766	17.5	9.4
Construction	104	9,068	8.8	7.9
Professional and Related Services	101	12,568	8.5	11.0
Finance, Insurance, and Real Estate	76	5,790	6.4	5.1
Transportation, Communication and Other Public Utilities	62	8,448	5.2	7.4
Entertainment and Recreation Services	51	1,138	4.3	1.0
Personal Services	39	6,952	3.3	6.1
Business and Repair Services	35	2,949	3.0	2.6
Agriculture, Forestry, and Fisheries	16	3,520	1.3	3.1
Mining	--	71	0.0	0.1
Industry Not Reported	3	4,797	0.2	4.2
Total	1,186	114,104	100.0	100.0

Source: U.S. Census of Population, General Social and Economic Characteristics, 1960.

Table F

Average Annual Unemployment Rates
Monmouth County And United States
1956 - 1962

<u>Year</u>	<u>Monmouth County</u>	<u>United States</u>
1956	7.0	4.2
1957	7.7	4.3
1958	10.2	6.8
1959	8.6	5.5
1960	8.6	5.6
1961	8.6	6.7
1962	7.1	5.6

Sources: Employment and Earnings, Sept.1963, United States
Department of Labor and Division of Employment Security
Department of Labor and Industry, New Jersey, 1963.

Municipal Budget Analysis
Borough of Oceanport, New Jersey
1955 - 1963

Table G

<u>Year</u> <u>Expended</u>	<u>Total</u> <u>Operations</u> <u>Including</u> <u>Contin-</u> <u>gencies</u>	<u>Capital</u> <u>Improve-</u> <u>ments</u>	<u>Munici-</u> <u>pal Debt</u> <u>Service</u>	<u>Statutory</u> <u>Expendi-</u> <u>tures and</u> <u>Deferred</u> <u>Charges</u>	<u>General</u> <u>Expendi-</u> <u>tures for</u> <u>Municipal</u> <u>Purposes</u>	<u>Reserve</u> <u>For Uncol-</u> <u>lected</u> <u>Taxes</u>	<u>Total</u> <u>Municipal</u> <u>Purpose</u> <u>Expendi-</u> <u>tures</u>
1955	\$ 126,777	\$ 8,500	\$ 3,175	\$ 4,433	\$ 142,885	\$ 34,895	\$ 177,780
1956	132,084	62,319	3,561	4,732	202,696	47,748	250,444
1957	148,074	14,400		66,404	228,878	46,300	275,178
1958	178,375	2,000		18,034	198,409	45,848	244,257
1959	158,067	6,000		43,639	207,707	47,370	255,077
1960	163,801	55,512		10,842	230,155	50,327	280,482
1961	199,682	30,083		13,559	243,324	52,622	295,946
1962	205,175	13,000		33,751	251,926	67,999	319,925
1963*	222,195	17,000		19,582	258,776	63,623	332,400

* Appropriated

Source: Annual Reports of the Division of Local Government, State of New Jersey,
and Local Budgets

Table H

Authorized And Issued
Debt Retirement Schedule
For Oceanport Local School District

<u>Year</u>	<u>Existing School Debt</u>	<u>Outstanding Principal</u>
1964	\$264,228	\$215,000
1965	230,915	190,000
1966	198,495	165,000
1967	166,968	140,000
1968	136,333	115,000
1969	106,590	90,000
1970	82,740	70,000
1971	69,555	60,000
1972	56,825	50,000
1973	44,550	40,000
1974	32,730	30,000
1975	21,365	20,000
1976	10,455	10,000
1977		

Source: Borough Auditor

Table I

Estimated Assessed Valuation
Borough Of Oceanport, 1963 - 1969

<u>Year</u>	<u>Estimated Assessed Valuation*</u>
1963	\$26,286,205
1964	27,200,000
1965	28,400,000
1966	29,800,000
1967	31,200,000
1968	32,000,000
1969	33,000,000

Estimates: Candeub, Fleissig, Adley & Associates

* Assumes a stable equalization ratio of 100 per cent.

Table J

Existing Right-Of-Way And Pavement Widths
Major Arterial And Collector Streets
Oceanport, New Jersey, 1963

<u>Street</u>	<u>Right-Of-Way Width (in feet)</u>	<u>Pavement Width (in feet)</u>
<u>Major Arterial</u>		
Branchport Avenue	50	30
Eatontown Boulevard	67	45
Main Street	50	30
Monmouth Boulevard	60	35
Monmouth Road	67	45
Oceanport Avenue	60	35
<u>Collector</u>		
Comanche Drive	70	29
Myrtle Avenue	50	29
Port-Au-Peck	50-70*	29
Shrewsbury Avenue	50	29
Wolf Hill Avenue	50	29
*50 feet to Comanche Drive, 70 feet to end.		

Table K

Estimated Average Annual
Daily Traffic
Oceanport, New Jersey, 1963

<u>Location</u>	<u>Average Annual Daily Traffic</u>	<u>Estimated 1963 Average Annual Daily Traffic</u>	<u>Estimated 1963 30th Highest Peak- Hour Volume</u>
Oceanport Avenue ¹	7,590 (1957)	8,800	1,320
Oceanport Avenue ²	10,840 (1962)	11,100	1,665
Oceanport Avenue ³	9,510 (1962)	9,750	1,463
Monmouth Boulevard ⁴	4,050 (1962)	4,150	622
Monmouth Boulevard ⁵	3,690 (1962)	4,150	622
Branchport Avenue ⁶	5,236 (1961)	4,600	690
Eatontown Boulevard ⁷	5,850 (1962)	6,000	900
Monmouth Road ⁸	5,270 (1962)	5,400	810
Monmouth Road ⁹	4,800 (1957)	5,500	825
Broad Street ¹⁰	7,790 (1962)	8,000	1,200
Main Street ¹¹	5,570 (1956)	6,600	990
Route 36 ¹²	11,970 (1962)	12,330	1,850
Route 36 ¹³	9,710 (1962)	10,000	1,500

Estimates: Candeub, Fleissig, Adley & Associates

Footnotes: Location

- ¹Opposite Fairfield Avenue, Borough of Oceanport
- ²East of Present Shopping Area, Borough of Oceanport
- ³North of Fort Monmouth, Borough of Little Silver
- ⁴East of Myrtle Avenue, Borough of Oceanport
- ⁵East of Pleasure Bay Bridge, City of Long Branch
- ⁶North of Branchport Creek Bridge, Borough of Oceanport
- ⁷North of Route 36, Borough of West Long Branch
- ⁸North of Route 36, Borough of West Long Branch
- ⁹West of Irma Place, Boroughs of Eatontown and West Long Branch
- ¹⁰East of Main Street, Boroughs of Eatontown and Oceanport
- ¹¹East of Eatontown Boulevard, Boroughs of Eatontown and Oceanport
- ¹²West of Eatontown Boulevard, Borough of West Long Branch
- ¹³East of Eatontown Boulevard, Borough of West Long Branch

Source: New Jersey State Highway Department; Monmouth County
Planning Board

This Master Plan for Oceanport, New Jersey is supplemented by detailed background memoranda which include the following reports:

Planning Memorandum One - October, 1963

- Introduction
- Present Land Use
- Natural Features
- Population Analysis
- Planning District Analysis and Housing Conditions
- Emerging Development Considerations

Planning Memorandum Two - January, 1964

- Land Use Plan

Planning Memorandum Three - February, 1964

- Traffic Analysis and Plan

Planning Memorandum Four - April, 1964

- Community Facilities Analysis and Plan
- Public Schools
- Recreation
- Public Buildings

Planning Memorandum Five - June, 1964

- Economic and Fiscal Analysis

Planning Memorandum Six - June, 1964

- Review of Proposed Local Street Vacations

Planning Memorandum Seven - July, 1964

- Suggested Revisions to the Oceanport Zoning Ordinance

Planning Memorandum Eight - September, 1964

- Illustrative Capital Improvements Program
- Other Financial Resources Available to Oceanport Borough
- Regulatory Controls
- Official Map
- Continuing Planning Program
- Adoption of the Master Plan

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