

Master Plan

Reexamination Report & Update



Borough of Belmar

Monmouth County, New Jersey

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Adopted by the Planning Board: _____

The original of this report was signed and sealed in accordance with N.J.S.A. 45:14A-12.

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1. Introduction

The Municipal Land Use Law (MLUL) requires every municipality in New Jersey that has adopted a Master Plan and land development regulations to periodically review and revise, if necessary, those documents every ten years (N.J.S.A. 40:55D-89). The latest comprehensive Master Plan for the Borough of Belmar was adopted in 1989. A Master Plan Reexamination Report and Update was adopted on March 20, 2000 and the most recent Reexamination Report and Update was adopted on August 21, 2006, consistent with the MLUL requirements. This edition of the Master Plan Reexamination Report and Update amends and updates the Master Plan and Land Use Element to be consistent with previous and proposed amendments to the Belmar Borough Land Development Ordinance, as well as recent redevelopment initiatives within the Borough.

This reexamination of the Borough of Belmar Master Plan conforms to the requirements of the MLUL and addresses the five requirements of N.J.S.A. 40:55D-89 by including the following sections:

- A. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
- B. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- C. The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for such plan or regulations as last revised, with particular regard to the density and distribution of population and land resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in State, County and municipal policies and objectives.
- D. The specific changes recommended for the Master Plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
- E. The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Law”, P.L. 1992, c.79 (C.40A:12A-1 et seq.) into the land use plan element of the municipal Master Plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

While the Municipal Land Use Law requires a general reexamination of the Master Plan and development regulations every ten years, reexaminations can be more frequent than once every ten years. It can be as frequent as an individual municipality feels it to be warranted. It is important that a Master Plan be kept up to date and flexible so that it can respond to changing conditions and reflect the best current thinking on land use issues. The Master Plan should be a document that is easily amended so that it can respond

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to both concerns and opportunities. A review once every ten years is adequate in some communities, while for other municipalities more frequent review is recommended.

The aforementioned requirements of the Municipal Land Use Law are addressed in the sections of this report that follow. This reexamination report considers the Master Plan Reexamination Report adopted by the Planning Board in August of 2006 and March of 2000.

2. Problems and Objectives since 2006 Master Plan Reexamination & Update

This section of the 2016 Master Plan Reexamination report examines the major problems and objectives relating to land development in Belmar that were included in the last Master Plan Reexamination Report. The 2006 Master Plan Reexamination Report and Update conducted an analysis to supplement the existing list of Objectives and identified specific problems that faced the Borough in 2000.

2.1. Master Plan Goals

The 2006 Master Plan Reexamination Report and Update listed issues to be addressed, which are as follows:

- 1.) The Zoning Map shall be amended to display the area designated as the Seaport Village Redevelopment Area.
- 2.) The Planning Board should consider the development and implementation of a floor-area ratio (FAR) ordinance that would limit the maximum permitted FAR and lot coverage for properties used for residential purposes.
- 3.) The Borough should explore a plan to address flooding.
- 4.) The Borough should continue its efforts towards achieving and maintaining substantive certification by the Council on Affordable Housing and should commence plan endorsement.
- 5.) In recognizing the site-by-site development of the Seaport Redevelopment Area, the Borough should initiate an application for an area-wide CAFRA permit so impervious coverage requirements are calculated for the entirety of the redevelopment area in lieu of individual sites.
- 6.) It is recommended that next statutorily-required review of the Master Plan includes a comprehensive revision of all Master Plan elements.
- 7.) The Borough should modify its Development Regulations to ensure compliance with ADA regulations.
- 8.) In keeping with ADA standards and to decrease the Borough's liability and to improve the pedestrian environment, it is recommended that strong emphasis be placed on the repair of misaligned and/or missing sections of sidewalks and walkways throughout the residential neighborhoods.

2.2. Priorities since Hurricane Sandy

Hurricane Sandy, an extratropical cyclone, struck the coast of New Jersey on October 29, 2012. The Borough of Belmar, like many other coastal communities in New Jersey and New York, suffered significant amounts of substantial damage to homes, businesses, and public property. Substantial damage is referred to as a property that requires improvements that total 50% or more of the market value prior to the damage.¹ Approximately 683 households within the Borough of Belmar had major/severe damage,

¹ FEMA. Chapter 3: NFIP Substantial Improvement/Substantial Damage: Requirements and Definitions. Page 3-5.

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according to the U.S. Census American Community Survey, 2006-2011 Averages and FEMA Individual Assistance Records as of March 12, 2013.² There was a reduction of \$9,526,335 in assessed values due to Sandy for over 220 properties in Belmar, or 0.9% of the total 2012 Pre-Sandy assessed values. According to the National Flood Insurance Program Loss Statistics, as of August 31, 2014, Belmar had 896 total Policies and 471 total losses, with total claims payments of \$17,466,021.³ As of February 14, 2014, Belmar had 41 non-mitigated Repetitive Loss Properties (RLP), with 106 total losses, and total payments of \$3,733,107.⁴

To encourage reconstruction and redevelopment associated with recovery from the storm, the entirety of the Borough was designated as an Area in Need of Rehabilitation in 2013. This designation was made in part to provide a financial incentive in the form of tax abatements for property owners looking to rebuild. Reconstruction efforts underway since Hurricane Sandy have also underscored the need for a reexamination of the Borough's development regulations.

The map below demonstrates the extent of the storm surge in the Borough during the Hurricane. Although the beach, boardwalk, and pavilions suffered heavy erosion and damage, the buildings along much of the beachfront are at a slightly higher elevation than other parts of town. Ocean Avenue rests upon the crest of the original dune line, whereas the neighborhoods surrounding the coastal lakes sit at the lowest elevations in the Borough. Due to the elevation and faults in the drainage systems, the major flooding occurred primarily along Silver Lake and Lake Como, as well as the riverfront of Shark River, and was unable to drain. The Borough is currently working on projects to address the flooding of the coastal lakes by constructing new outfall pipes. Additionally, the Borough has reconstructed the boardwalk, replenished the beaches, and is reconstructing two of the boardwalk pavilions.

Since Hurricane Sandy, the Federal Emergency Management Agency (FEMA) has revised the flood zones in order to more accurately depict the impacts of various storm occurrences, as well as the Preliminary Advisory Base Flood Elevations (ABFEs). According to FEMA, "The BFE is the regulatory requirement for the elevation or floodproofing of structures. The relationship between the BFE and a structure's elevation determines the flood insurance premium."⁵ The expected surge from a 100-year storm, or 1% Chance, now generally follows the storm surge outline of Hurricane Sandy, which was considered to be a 100-year storm. While the updated flood zones have not yet been officially adopted, they are being used along with the new BFEs by many municipalities as the new standards. New construction must meet these standards in order to qualify for insurance and for municipalities to be eligible for Community Rating System (CRS) points.

² *Community Development Block Grant Disaster Recovery Action Plan*. New Jersey Department of Community Affairs. April 29, 2013.

³ *Multi-Jurisdictional Hazard Mitigation Plan – Monmouth County, New Jersey*. URS. 2014 Plan Update – Draft. Table 3a.14. Page 3a-57. Source: FEMA/<http://bsa.nfipstat.com/reports/1040.htm#34>

⁴ *Multi-Jurisdictional Hazard Mitigation Plan – Monmouth County, New Jersey*. URS. 2014 Plan Update – Draft. Table 3a.15. Page 3a-59. Source: FEMA/<http://bsa.nfipstat.com/reports/1040.htm#34>

⁵ FEMA. Department of Homeland Security. <http://www.fema.gov/base-flood-elevation>.

Along with the updated BFEs, post-Sandy reconstruction has resulted in most buildings being elevated on pilings at varying heights, inciting new design challenges that need to be addressed in the Borough's zoning code and design standards. Belmar participates in the National Flood Insurance Program (NFIP) Community Rating System (CRS) and enforces codes and ordinances regarding the same. To start, Belmar has adopted the 2013 ABFE maps and has adopted modifications to their residential home height ordinance to encourage home elevations. All building regulations pertaining to wind, flood and hurricane are enforced by the building department.⁶

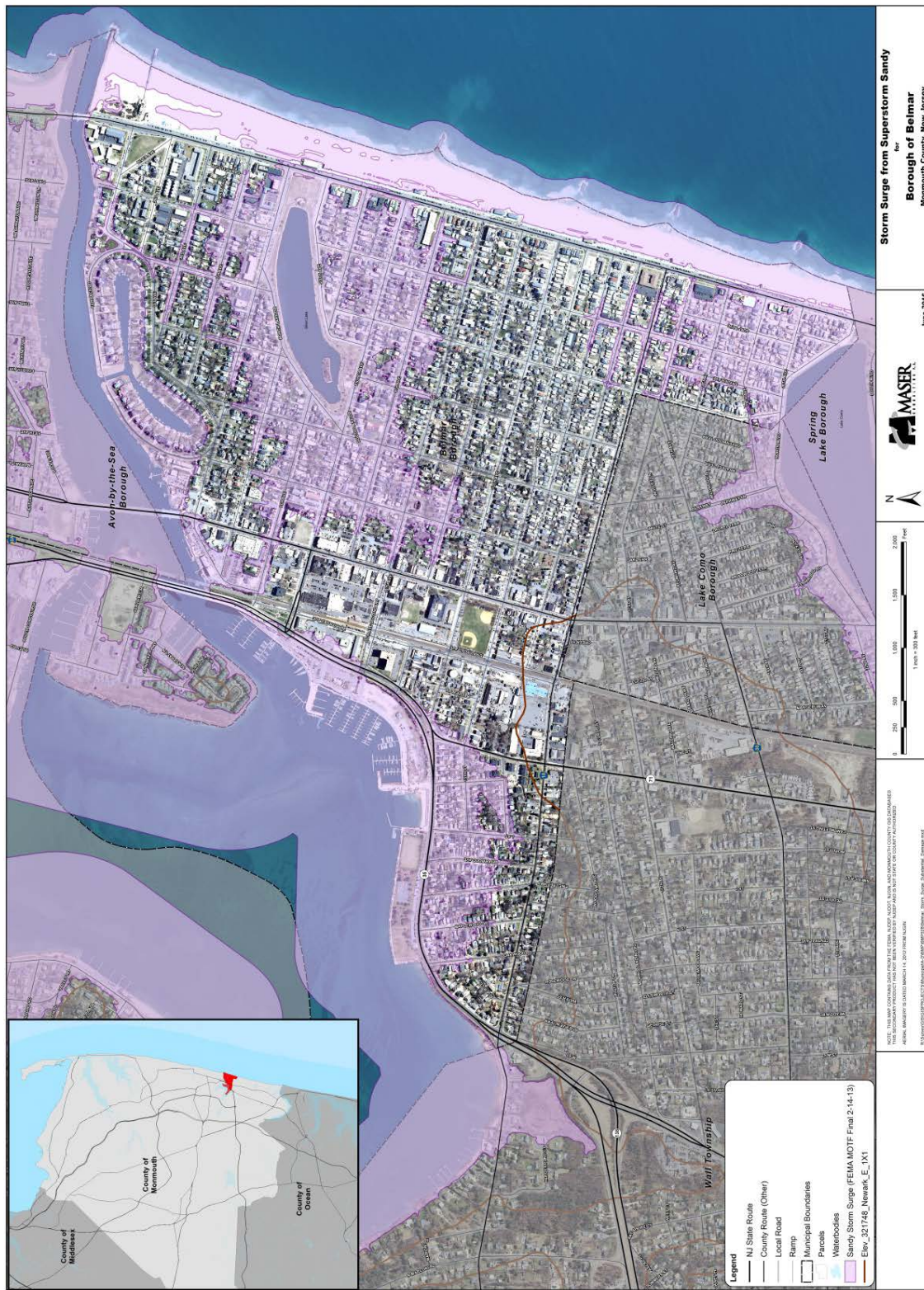
As of 2014, 20.38% of all buildings in Belmar are located in either the A/AE or VE flood zones, with a value of \$103,391,654 at risk.⁷ In addition to future storms, sea level rise also poses a formidable threat to the Borough. It is estimated that there will be \$20,293,194.04 in potential losses by 2050 with sea level rise of 2 feet.⁸

⁶ Ibid. Table 3d.8.

⁷ *Multi-Jurisdictional Hazard Mitigation Plan – Monmouth County, New Jersey*. URS. 2014 Plan Update – Draft. Table 3c.11. Source: FEMA/<http://bsa.nfipstat.com/reports/1040.htm#34>

⁸ Ibid. Table 3c.14.

Map 1: Storm Surge Map



3. The Extent of Increase or Reduction of Problems & Objectives

This chapter of the report looks at the extent to which problems and objectives have been reduced or increased since the time of the last Master Plan Reexamination in 2006.

The twenty-four (24) recommendations originally identified in the 2000 were revisited in 2006 as to the extent of increase or reduction of problems and objectives. The recommendations from the 2000 and 2006 Reexamination and Updates have been reviewed again for completeness and validity in 2016. The recommendations are summarized below, along with a status evaluation as of 2016 (*italicized*), some of which are still valid or need additional study.

3.1. Recommendations from 2000 Master Plan Update

The following recommendations from the 2000 Master Plan Reexamination Report and Update, as shown in the 2006 Master Plan Reexamination Report and Update, have been further reviewed for their current status. The 2016 updates and follow-up recommendations are shown in *italics*.

1. Update the existing land use inventory and map to update the Land Use Plan Element and the Land Use Plan Map;

The existing Land Use Plan Map, prepared and adopted in 1989 as part of the Master Plan, has been updated in 2016 to show existing land uses with a zoning overlay, as prepared by Maser Consulting, P.A.

2. Restore consistency between the Borough's Development Regulations and the Land Use Master Plan Element:
 - a. Suggested amendments to the descriptions of the Central Business Districts and the Marine Commercial Districts of the Land Use Plan Master Plan Element to incorporate apartments-residences above commercial structures as permitted uses;
 - b. Suggested revision to the description of the location of the Multi-Family Districts to reflect re-zonings that occurred along Ocean Avenue, and the presence of single-family residential uses; and
 - c. Suggested revision as it refers to the location of the Beachfront Commercial Districts of the Land Use Master Plan Element to recognize the necessity to protect adjacent residential from nuisances associated with commercial uses.

The suggested revisions have been formally recognized in the Borough's Development Regulations and Land Use Plan Map, but are still recommended for adoption into the Land Use Plan Element and have been included in the 2016 Update.

Item (a) "Apartments-residences above commercial structures" has been incorporated as a Permitted Use in the Borough's Development Regulations in the following commercial zoning districts: CBD-1, CBD-2, B-C, MC-1, MC-2, PO-75. This use, also referred to as "mixed-use", should be encouraged throughout the commercial districts to build higher density that supports a strong, diversified economy and user base.

Additionally, the Seaport Village Redevelopment Plan in these areas also permits and encourages mixed-use. With the designation of the Seaport Village Redevelopment Area Expansion in July of 2016, it is recommended to continue to incorporate apartments/residences above CBD-1, CBD-2, MC-1, MC-2, and PO-75 commercial structures. The 2016 Land Use Master Plan Element Update also makes reference to this.

Item (b) has been addressed through the extraction of the Multi-Family District in its entirety from the 2016 Land Use Plan Element Update, the Borough's Development Regulations, and the Land Use Plan Map. Multi-Family is no longer a district or a permitted-use in the Borough, as part of an attempt to encourage Belmar's transition into a year-round municipality with single-family residential uses with diverse dwelling unit types and design criteria. "Multi-family" continues to be a Conditional Use in the R-75 Residential Zone.

Item (c) has not yet been adopted into the Land Use Master Plan Element, save for the 2016 Update. However, the specific location at which Beachfront Commercial (B-C) is permitted has been defined in the Borough's Development Regulations by Ordinance No. 2000-15 and Resolution No. 2000-245 and were addressed in the 2006 Master Plan Reexamination Report and Update. The 2006 Master Plan Reexamination Report states that the district was created to recognize existing pockets of beachfront commercial uses, but that certain areas were eliminated and re-designated as R-75 to be consistent with existing single-family residential uses and to incentivize the transition from non-conforming commercial uses on the oceanfront to lower density residential housing.

3. Revisit the appropriateness of the Multi-family Districts and encourage residential development that is more appropriate for the Borough;

The Multi-family (MF) districts along Ocean Avenue were revisited in 2006 and determined to be incompatible with the existing land uses and zoning of the neighborhood. The MF districts were re-designated as R-75 single-family residential districts. Since the re-designation, some single-family homes have been built in the former MF districts along Ocean Avenue. Multi-family residences, however, are still an important asset in the Borough, particularly in the northeast section along Ocean Avenue, and allow a mix of uses, housing types, and affordability. Multi-family cluster developments are still permitted as Conditional Uses in the R-75 zone.

4. Modify list of permitted uses in the Marine Commercial District to be consistent with the draft Seaport Redevelopment Plan;

This issue was addressed in the 2006 Master Plan Update. The Seaport Village Redevelopment Plan (formerly known as the Seaport Redevelopment Program – Redevelopment Plan) replaces, or supersedes, the Borough's Development Regulations for the portion of the Borough that is designated as the Seaport Village Redevelopment Area. The Seaport Village Redevelopment Area was amended in July 2016 to include the NJDOT designated Transit Village around the Belmar Train Station, which included Blocks 106, 116, 117, 67, 86, 86.01, 87, 96 and Belmar Plaza.

5. Consider the viability and suitability of the Beachfront Commercial District areas along Ocean Avenue;

This issue was addressed in the 2006 Master Plan Update, which states that the Borough adopted Ordinance No. 2000-15, and Resolution No. 2000-245 to eliminate the Beachfront Commercial (B-C) zoned areas along specified blocks on Ocean Avenue. The former B-C-zoned areas have been re-designated to the R-75 District, although properties within the R-75 District with frontage on Ocean Avenue shall be developed according to the R-1-50 District requirements. The development requirements should be re-evaluated due to the lack of an R-1-50 District. Additionally, a few pockets of commercial land uses remain along Ocean Avenue in Residential zones, which include:

- a. Southwest corner of the intersection 10th Avenue at Ocean Avenue;*
- b. Northwest corner of the intersection of 18th Avenue at Ocean Avenue;*
- c. West side of intersection of 2nd Avenue and River Avenue at Ocean Avenue;*
- d. Pier on boardwalk at 1st Avenue.*

The areas zoned for Beachfront Commercial (B-C), particularly those with mixed-use properties, provide valuable and diverse uses to accommodate residents and tourism at the beachfront. However, the Borough has expressed a desire to retain the single-family residential character of the Borough, particularly along the beachfront. Permitting additional commercial uses would be inconsistent with the existing character and the Borough's long-term vision. It is recommended that the (Conditional Use) Commercial property on the west side of 2nd Avenue and River Avenue at Ocean Avenue be deleted as a pocket of Commercial land use. This area should be left as an area of open space in the Borough.

6. Consider the viability of the R-2-40 and R-2-50 Districts;

The 2006 Master Plan Update noted that this recommendation has been addressed by the Borough through the adoption of Ordinance No. 2000-15, and Resolution No. 2000-245 to eliminate the R-2-40 and R-2-50 Districts. The districts were re-designated as the R-40 and R-50 Districts, respectively, with the exception that properties within the R-50 District along Ocean Avenue shall be developed according to the requirements of the R-1-50 District. However, this should be revised, as the R-1-50 District is now obsolete. The R-50 Districts along Ocean Avenue should be developed according to the R-40 requirements at minimum.

7. Update the Borough's Development Regulations to establish a maximum residential density standard for all zones that permit residential uses;

Since 2006, the Borough has adopted a Residential Floor Area Ratio (F.A.R.) ordinance (40-5.6; Schedule 40-5.1a.1), which establishes a residential density standard for all zones that permit residential uses, with the exception of commercial zones that permit residential above.

8. Amend the Borough's Development Regulations to permit Home Occupations as a Conditional Use within a single-family detached, owner-occupied, dwelling, subject to specific conditions such as:

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- a. Maximum permitted floor area for non-residential use
- b. Noise
- c. Delivery hours and frequency
- d. Customer type/clientele
- e. Number of outside employees
- f. Parking availability
- g. Residential appearance of structure
- h. Hours of operation
- i. Signage
- j. Office use v. retail sales and distribution
- k. Minor site plan review

The Borough's Development Regulations have not been amended to permit Home Occupation as a Conditional Use in any residential district since the time of the initial recommendation. However, Section 40-7.17, Appearance of Dwellings with a Home Professional Office or Home Occupation, regulates item g. Residential appearance of structure. The recommendation to permit Home Occupations is still valid.

9. Revisit the zoning requirements and design standards for signs in all commercial districts;

The zoning requirements and design standards for signs in Development Regulations; 40-7.24, Signs, was amended in 2014 with Ordinance No. 2014-05 and in 2016 with Ordinance No. 2016-02.

10. Consider development of progressive, more efficient design standards specific to certain areas in the Borough, particularly the Ocean Avenue corridor and the downtown business district. Utilize the "Beautiful Downtown Belmar – Design Standards" document, prepared in 1994 by the Downtown Design Committee, as a model;

The 2006 Update notes that the Borough Development Regulations contain guidelines for building design in the Borough. Additionally, the Belmar Seaport Village Design Guide ("Design Guide"), a reference document for the Seaport Village Redevelopment Plan, contains comprehensive design guidelines specifically for Main Street.

The Boardwalk Redevelopment Plan (2013) provided design standards specifically for the boardwalk area along Ocean Avenue on Block 3, Lot 3. The redevelopment plan was based upon an Area In Need of Redevelopment designation of the boardwalk (Block 3, Lot 3) that was subsequently voided by a court. However, the entire Borough was designated as an Area In Need of Rehabilitation around the same time, which would enable the Boardwalk Redevelopment Plan to remain in effect, if determined to be necessary by the Borough Council. "The Executive Summary of the Advisory Committee for the Boro of Belmar Redevelopment Plan" (2014) also outlines Building Standards, Streetscape Standards, and recommendations to "simplify the design standards" (6.3.1) for the Main Street and downtown area. The Streetscape Standards include recommendations including landscaped areas, attractive walkways, providing pocket parks, seating areas, awnings, and artwork, among others.

*As detailed in the **Belmar Redevelopment Advisory Committee Report**, submitted to Mayor and Council in January of 2015, a strong emphasis was placed on Streetscape recommendations (See Section 5 of the Report). It is highly recommended that this section of the Advisory Committee Report be emphasized in the Master Plan with the goal to create an aesthetically pleasing walking experience through the Borough's main business area and Seaport Redevelopment area.*

11. Amend the Borough's Development Regulations to permit uncovered, unenclosed decks to encroach minimally into a rear setback area;

The 2006 Update noted that this recommendation has been addressed through an amendment to the Borough's Development Regulations.

12. Amend the Borough's Development Regulations to comply with the RSIS, the Telecommunications Act, and the newly ratified coastal rules;

Some inconsistencies still exist between Exhibit 40-9-1 (Off-Street Parking Requirements for Residential Land Uses) and Table 4.4 of the RSIS, as mentioned in the 2006 Master Plan Update. Specifically, RSIS calls for Mid-Rise Apartments to apply values from "Garden Apartments". Garden Apartments require 1.8 parking spaces for 1-bedroom units, 2.0 spaces for 2-bedroom units, and 2.1 spaces for 3-bedroom units; whereas Exhibit 40-9-1 assigns the RSIS values of a High Rise to the Mid-Rise. As recommended in the 2006 Update, the Borough may consider amending Section 40-9.2.b.1(b) by eliminating Exhibit 40-9-1 and replacing it with a reference to the requirements of RSIS.

The Borough has also modified Chapter XXXV Flood Damage Prevention (Ordinance 2009-14 §I, Art. 1.0) in 2009. In 35-3 General Provisions, 35-3.2.c. states that "Advisory Base Flood Elevations and Advisory Flood Hazard Maps dated December 12, 2012. These documents shall take precedence over previous panels and FIS in construction and development regulations only. Where the special flood hazard (SFHA) and the advisory flood hazard area (AFHA) maps conflict or overlap, whichever imposes the more stringent requirement shall prevail," which was included after Hurricane Sandy in 2012. The rest of the ordinance should be revisited.

14. The following street abatements are recommended:

- a. 20th & Ocean Avenue
- b. 14th Avenue & Route 71
- c. A Street to 16th Avenue (1600 block)
- d. 12th & Ocean Avenue
- e. 13th & Ocean Avenue
- f. 14th & Ocean Avenue
- g. 15th & Ocean Avenue

Additionally, it was recommended that a series of neckdowns or bottle necks be created at various intersections along Main Street and Ocean Avenue for pedestrian safety. Multiple areas of concern are

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located along Ocean Avenue at its intersection with 8th, 10th, 12th, 16th, 18th, and 20th Avenues; and along Main Street at its intersection with 5th, 8th, 10th, 12th, 13th, and 16th.

Item b. was completed between 2006 and 2016, removing the street connection of 14th Avenue and Route 71 for a private street. The abatement, or closure, of the abovementioned streets may no longer be valid. This recommendation should be revisited by the Borough Engineer for its validity in 2016, especially given the experience of the Borough post-Sandy. The Borough may want to consider the effect of street abatements along Ocean Avenue for stormwater management, public safety and access, and traffic management. Additionally, the implementation and construction of all of these measures at one time would create a financial hardship for the Borough. The Borough should create a Priority List to start initiating some of these measures beginning with the areas that pose the most danger to pedestrian traffic to the least dangerous.

15. Roundabouts are recommended at the following locations:

- a. 5th Avenue & B Street
- b. 5th Avenue & D Street
- c. 6th Avenue & C Street
- d. 9th Avenue & B Street
- e. 9th Avenue & D Street
- f. 12th Avenue & B Street
- g. 12th Avenue & D Street

Item c. of roundabout recommendations is no longer valid, as a roundabout has been constructed at 6th Avenue and C Street. The other recommendations are still valid. However, the implementation and construction of all of these measures at one time would create a financial hardship for the Borough. The Borough should create a Priority List to start initiating some of these measures beginning with the areas that pose the most danger to pedestrian traffic to the least dangerous.

16. Safety islands are needed at the following locations:

- a. In consideration of pedestrian bicycle corridor in the County Plan, a safety island at 1st & Ocean Avenue wide at that point and slowly tapering as it goes south. A break at 2nd Avenue and continuing south break every block.
- b. 12th Avenue between Bayview Avenue & E Street
- c. 10th Avenue, D Street to A Street
- d. 8th Avenue, E Street to A Street
- e. 5th Avenue, E Street to A Street
- f. Diagonal parking should be established on Main Street, 8th Avenue to 11th Avenue on the west side of the street. This plan would include neck down at each intersection south of 8th Avenue to 16th Avenue, which would reduce the open space at the corners to a total of 24 feet for a pedestrian to cross.
- g. Speed platforms, 16th Avenue near River Court and in the 900 block with appropriate signage.

Painted traffic islands have been placed at 5th Avenue at River Avenue/Inlet Terrace; 5th Avenue at North Lake Avenue; 10th Avenue at B Street and D Street; and 12th Avenue at D Street. Raised and planted traffic islands have been placed at 5th Avenue at E Street/Inlet Terrace Road; and 8th Avenue at D Street and North Lake Drive. While safety traffic island are still needed in the other locations, the implementation and construction of all of these measures at one time may create a financial hardship for the Borough. The Borough should create a Priority List to start initiating some of these measures beginning with the areas that pose the most danger to pedestrian traffic to the least dangerous.

17. Implement streetscape improvements along Ocean Avenue including replacement of diagonal parking with parallel parking, bicycle lanes, and traffic calming measures within highly trafficked intersections to allow ease for pedestrian circulations;

This recommendation is still partially valid. In the wake of Hurricane Sandy, Monmouth County Department of Transportation made new streetscape improvements along the rebuilt Ocean Avenue from Bradley Beach Borough south to Spring Lake Borough. The Borough has implemented some streetscape improvements recommended by the County. Diagonal parking still exists along the extent of Ocean Avenue East, but parallel parking along Ocean Avenue West. Bicycle lanes and traffic calming measures were not entirely implemented. However, the shoulder on the east side of the road includes an additional 10 feet between the parking spaces and travel lane and raised pedestrian areas were added at street level along the boardwalk, extending from the boardwalk to the end of the parking area.

18. Monitor NJDOT's designs for the new Route 35 Bridge and ensure limited disturbance to adjacent businesses and residents during the construction phase. Circulation and parking issues should be considered as they related to the Draft Seaport Redevelopment Plan;

As discussed in the 2006 Master Plan Update, the Route 35 Bridge was completed in 2005. The 2006 Update also recommended that the need for parking must be addressed in relation to the proposed commercial and residential development of the Seaport Village Redevelopment Plan. The expanded Seaport Village Redevelopment Area, designated in 2016, will enable the expansion of the Seaport Village Redevelopment Plan to address the need for parking by considering the relocation of the municipal building and parking for public or redevelopment use, while a parking deck may be built on a portion of the Seaport Plaza currently planned for surface parking. The parking deck would have approximately 236 parking spaces over four floors. The Plan calls for retail spaces on the ground floor fronting Seaport Plaza and Seventh Avenue. The Redevelopment Plan allows for recaptured roof space for outdoor recreational activities, if desired, reducing the total parking to 188 spaces. The Plan states that "All parking structures will conform to the Architectural Design Standards in Section 8.3 of this Plan."

A Circulation Plan has not yet been incorporated into the Seaport Village Redevelopment Plan. However, with the latest 2016 expansion to the Redevelopment Area, the Transit Village Area will be incorporated into the extended Seaport Area and will become governed by a newly revised Seaport Village Redevelopment Plan.

19. The Borough's Development Regulations should be amended to include design guidelines regarding above ground wiring and lighting for all new development;

Above ground wiring was addressed in the 2006 Update, which stated that guidelines had been incorporated into Section 40-9.2.a.11. The 2006 Update did not make any mention of lighting, however, which is addressed in Section 40-9.2.a.10.

20. Examine the need for a municipal recreation center;

The 2006 Update stated that if the municipal complex is relocated as part of the Seaport Village Redevelopment Plan, the recreational needs of the Borough should be addressed as part of the Redevelopment Plan. The 2016 Seaport Redevelopment Area Expansion Investigation Report makes reference to the intention to relocate the municipal complex to create a civic center with greater flexibility to use existing recreational facilities.

21. Consider the construction of a municipal swimming pool;

Construction of a municipal swimming pool has not materialized. This issue may be subject to further investigation.

22. Additional recreational facilities should be considered in conjunction with the Seaport Redevelopment Area. Passive recreational facilities should be installed along the proposed pathway from the Central Business District area to the marina;

As part of the Seaport Village Redevelopment Plan, the municipal complex may be relocated. If the complex is relocated, there should be a centrally-located recreational facility inside the redevelopment area.

The Redevelopment Plan proposes the Riverfront Walkway; an extension of Maclearie Park; improvements to the Belmar Marina; street furniture; street graphics; and other waterfront attractions. The Riverfront Walkway is proposed to follow the shoreline of the Shark River Inlet and to pass under the existing rail bridge and vehicular bridge to the Marina. If the route is not feasible, the Walkway route would pass through the Seaport Plaza to Seventh Avenue and follow public sidewalks on the north side of Seventh Avenue under the new bridge to the marina. Additional pathway linkages between the Seaport, Marina, and core downtown will be integrated through common street graphics, lighting, and ground surfaces to the greatest extent possible.

23. Incorporate the description of natural resources and environmental features in the Borough from the 1989 Master Plan as an actual element of the Master Plan.

A document entitled "Belmar: A Natural & Historical Treasure: An Environmental Resource Inventory and Brief Natural and Cultural History of the Borough of Belmar" was prepared by Envirotactics Inc. and adopted by the Borough in October 2008 as an element of the Master Plan.

24. Develop design guidelines for recycling and solid waste areas at nonresidential sites including landscaping, screening and location of such areas.

The 2006 Master Plan Update stated that this recommendation has been addressed in Section 40-8.5 of the Borough Development Regulations.

3.2. Recommendations from 2006 Master Plan Update

The following recommendations from the 2006 Master Plan Reexamination Report and Update have been reviewed for their current status. The 2016 updates and follow-up recommendations are shown in *italics*.

Land Use Plan Mapping Revisions

1. The 1989 Land Use Plan Map was never revised to reflect various ordinances. It is therefore recommended that the 1989 Land Use Plan Map be revised to depict the following:
 - a. Replace a portion of the MC-1 District located in the western portion of the Borough along the Route 71 corridor, and replace it with the Professional Office District (PO-75) (Ordinance No. 2001-21). This ordinance was adopted to allow for the transition of development from marine commercial to office.
 - b. Change R-2-50 District along Ocean Avenue to the R-50 District (Ordinance No. 2004-12).
 - c. Elimination of the MF-1 and MF-2 Districts. Replace with the R-75 District (Ordinance No. 2004-15).
 - d. Elimination of Beachfront Commercial (B-C) District along Ocean Avenue from Fifteenth Avenue northward to include a portion of Block 140 and one lot in Block 130 and along Ocean Avenue from Thirteenth Avenue northward to include a portion of Block 120 and two lots in Block 110. Replace with the R-75 District (Ordinance No. 2004-15).
 - e. Elimination of the R-2-40 and R-2-50 Districts. Replace with the R-40 and R-50 Districts, respectively (Ordinance 2004-15).

All of the above recommendations have been addressed since 2006. A portion of the MC-1 District along Route 71 and River Road has been replaced by the PO-75 zoning. R-2-50 Districts have been replaced by R-50 Districts. MF-1 and MF-2 Districts have been eliminated and replaced by R-75 Districts. The R-75 District has replaced B-C Districts per item d. The R-2-40 and R-2-50 Districts have been replaced by the R-40 and R-50 Districts, respectively.

2. Scattered areas of Beachfront Commercial (B-C) exist along Ocean Avenue to recognize existing beachfront commercial uses. It is recommended that the 1989 Land Use Plan Map be revised to reflect the remaining pockets of the Beachfront Commercial that front Ocean Avenue at the following locations:
 - a. At the southeast corner of the intersection of Ocean and Fourth Avenue;
 - b. Between Eighth and Ninth Avenues;
 - c. Between 16th and 17th Avenues; and
 - d. Between 18th and 19th Avenues.

All of the areas identified above in the 2006 Update have been addressed and included as Beachfront Commercial (B-C) Districts on the Land Use Plan Map. However, a couple of other locations with commercial land use exist along Ocean Avenue outside of the B-C zoning, which are pre-existing non-compliant uses. Redevelopment of such properties shall be according to their respective zoning standards.

3. Once the Redevelopment Plan for the Seaport Village Redevelopment Area is adopted, the Land Use Plan Map shall be amended to depict the designation and location of the Seaport Village Redevelopment Area to acknowledge and incorporate the adopted Redevelopment Plan into the Borough's Master Plan.

The Land Use Plan Map has been amended to include the expanded Seaport Village Redevelopment Plan Area.

Master Plan Amendments

1. The 2000 Reexamination Report was never formally adopted as an amendment to the 1989 Master Plan; however, at this time, adoption of this Reexamination Report will adopt the following recommendations identified in the 2000 Reexamination Report:
 - a. The following Objectives shall supplement the existing 13 Objectives of the 1989 Master Plan:
 14. To enhance the aesthetic qualities of the Central Business District streetscape by encouraging public and private improvements with a unified design theme to promote a "sense of place" unique to Belmar.
 15. To revitalize the Central Business District by exploring economic initiatives such as Business Improvement Districts, Rehabilitation Area designations and the cultivation of a cultural tourism development strategy.
 16. To promote a vital Central Business District by fostering retail sales and service uses at the street level, while acknowledging the appropriateness of residential and office uses at the second or third levels of multi-story structures.
 17. To encourage the utilization of traffic calming techniques, designs and devices to facilitate the safe and efficient circulation of motor vehicles and pedestrians throughout the Borough, particularly along Ocean Avenue, within the Central Business District and through residential areas.
 18. To generate alternative land use strategies to return underutilized or fallow industrial and commercial lands to a tax productive role within the Borough, while promoting compatibility with established surrounding land uses.
 19. To provide for the recreation needs of all segments of the Borough's population, with particular emphasis on the needs of senior citizens and our youth population.

20. To facilitate safe and efficient pedestrian access to the Shark River Waterfront from the Central Business District, and to promote public access to all waterways.
 21. To encourage the utilization of the Borough's housing stock for year-round occupancy, while acknowledging the suitability of seasonal rental residential units in particular locations and instances. The protection of the integrity of the Borough's single family residential districts from over-development is essential to the long-term future of Belmar as a quality shore community.
 22. To comply with the requirements of the New Jersey Council on Affordable Housing.
 23. To mitigate nuisance related issues associated with tourism such as noise, traffic, waste materials and overcrowded living conditions.
- b. The recommended text changes from the 2000 Reexamination Report related to the Central Business Districts, Marine Commercial Districts, and Beachfront Commercial Districts shall be amended. Since the Multi-Family Districts were subsequently eliminated by Ordinance No. 2000-15, the text in the 1989 Master Plan regarding the Multi-Family Districts shall be deleted in their entirety (pp. 7-6 and 7-7 of the 1989 Master Plan).
 - c. Incorporate description of natural resources from the 1989 Master Plan as an actual element of the Borough's Master Plan.

The 1989 Master Plan has not been amended to include items a. or b. and the recommendations are still valid. Recommendation (a.20.) should be expanded to include Main Street, also acting as a gateway to the residential neighborhoods to the immediate east, as per Gail O'Reilly's comments at the Planning Board meeting of July 18, 2016. However, a new Environmental Resource Inventory was adopted in October 2008 as an element of the Master Plan, as per item c.

2. The Borough adopted Ordinance No. 2004-20 to create a Planned Residential Development District as a conditional use in the CBD-2 District along Route 71 corridor, and in a portion of the R-50 District along the southern side of 14th Avenue where it intersects with Ocean Avenue. The Land Use Plan Element of the Master Plan does not envision this type of land use option in the CBD-2 District. The description for the CBD-2 Land Use Category should be amended as follows (amended text in boldface):

The CBD-2 District provides for less intensive downtown development than the CBD-1 area. Building heights would be restricted to a maximum of two stories and would require on-site parking. Automotive services would be a permitted use within CBD-2.

The CBD-2 area are located along Main Street on both ends of the CBD-1 area and would serve as a transitional area between the higher density CBD-1 area and the Residential Districts. A CBD-2 area is also located along New Jersey Route 71.

The Planned Residential Development District is a land use option permitted as a conditional use in the CBD-2 District along the Route 71 corridor and in a portion of the R-50 District. The Planned Residential Development District land use option provides for age-restricted housing developed on 2-4 unit residential clusters designed with common elements.

The recommended text amendments have not been incorporated into the Master Plan, but Planned Residential Development District has been added into the zoning districts of the Development Regulations (§40-5.5) as a conditional use within the recommended section of the CBD-2 zone and R-50 zone.

3. Scattered areas of Beachfront Commercial (B-C) exist along Ocean Avenue to recognize existing beachfront commercial uses. It is recommended that the 1989 Land Use Plan Element of the Master Plan text be revised to reflect the remaining pockets of the Beachfront Commercial that front Ocean Avenue. The description for the Beachfront Commercial Land Use Category should be amended as follows (amended text in boldface):

The Beachfront Commercial District would be located in **scattered areas along Ocean Avenue**. This district would be more in keeping with existing land uses than the present zoning. Permitted uses would include the traditional seasonal uses and contemporary, year-round uses such as specialty shops, convenience stores, and restaurant chains. The Land Use Plan Map designates a Beachfront Commercial District with frontage along Ocean Avenue in the following locations:

- a. At the southeast corner of the intersection of Ocean and Fourth Avenue;
- b. Between Eighth and Ninth Avenues;
- c. Between 16th and 17th Avenues; and
- d. Between 18th and 19th Avenues.

The Land Use Map has been amended to include the above locations as part of the Beachfront Commercial District.

4. The Borough adopted Ordinance No. 2001-21 to replace a portion of the Marine Commercial (MC-1) District with the Professional Office (PO-75) District to allow for the transition from marine commercial to professional office uses. It is recommended that the 1989 Land Use Plan Element of the Master Plan be revised to include a description of the PO-75 Land Use Category. The description for the PO- 75 Land Use Category should read as follows:

The Professional Office District would be located within the western portion of the Borough. This new district would allow for the transition of marine commercial to professional office uses. Permitted uses would include investment offices, photographic and/or portrait studios, tax services offices, professional offices, municipal services, and apartments/residences on the second floor of professional office building. The Land Use Plan Map designates a Professional Office land use category with frontage along Route 71 between Thirteenth Avenue and Route 35.

The Zoning Map and the Development Regulations have been amended to include the Professional Office (PO-75) District; however, the Master Plan has not been amended to include the recommended text.

Recommended Zoning Map Amendments

1. The draft Seaport Village Redevelopment Plan is proposed to supersede the Borough's Development Regulations. Upon adoption of the draft Seaport Village Redevelopment Plan, the zoning map shall display the area designated as the Seaport Village Redevelopment Area and associated land use districts.

The Seaport Village Redevelopment Plan, including the expanded designated Redevelopment Area, which was adopted on July 20, 2016, is shown on the Land Use Plan and Proposed Zoning Map in the Land Use Element Update and supersedes the Borough's Development Regulations.

Land Development Ordinance Changes

1. It is recommended that the Borough Planning Board continue its consideration of a floor area ratio (F.A.R.) ordinance that would limit the maximum permitted F.A.R. and lot coverage for properties used for residential purposes.

Ordinance No. 2013-09 "Development Regulations – definitions, 40-2.4; Floor area ratio, Schedule 5-1.A.1" was adopted on June 19, 2013, which defines and regulates Floor Area Ratio.

2. Upon completion of the required elements of NJDEP's Municipal Stormwater Regulation Program, such as the Stormwater Pollution Prevention Plan, it is recommended that the Borough amend Section 40-9-2.f entitled "Stormwater Management" of its regulations to implement ordinances, regulations and policies that are necessary to retain compliance with NJDEP's Municipal Stormwater Regulation Program.

Section 40-9-2.f was removed from Development Regulations and "Stormwater Management Ordinance of the Borough of Belmar" was relocated to Chapter XLIV in the Borough General Ordinances. The Chapter includes portions of Ordinance No. 2008-04 and Ordinance No. 2009-11 §1. The Chapter is in compliance with the NJDEP's Municipal Stormwater Regulation Program (NJDEP-N.J.A.C. 7:8). The NJDEP Stormwater Management Statute was last amended on June 20, 2016. The Borough should continue to review the latest amendments to ensure compliance.

Other Recommendations

1. It is recommended that the Borough continue to explore means with which to address flooding in flood prone areas in the Borough.

The Borough is undertaking two major flood mitigation projects in two of the most flood-prone areas, which include new outfalls for Silver Lake and Lake Como.

Borough of Belmar

2. It is recommended that the Borough continue its efforts towards achieving and maintaining substantive certification under COAH, in order to preserve the Borough's presumption of validity against a builder's allegation of exclusionary zoning (commonly referred to as a builder's remedy lawsuit).

The Borough of Belmar prepared a Housing Element and Fair Share Plan ("HEFSP") in 2006, consistent with the Third Round Rules adopted by the New Jersey Council on Affordable Housing ("COAH") in 2004 (N.J.A.C. 5:94), which was adopted on August 21, 2006 by the Borough Planning Board and authorized it to be submitted to COAH for Substantive Certification on September 27, 2006.

COAH's Third Round Regulations were invalidated by the Appellate Division and was ordered to revise its Third Round Rules to comply with the Appellate Division Opinion. On May 6, 2008, COAH adopted its revised Third Round Rules (N.J.A.C. 5:97), which became effective on June 2, 2008.

The Borough of Belmar prepared an updated HEFSP pursuant to N.J.A.C 5:96 & 5:97, which was adopted by the Borough Planning Board on December 15, 2008 and was endorsed by the Borough Council on December 29, 2008. The Borough petitioned COAH for Third Round Certification on December 31, 2008. The petition was deemed complete by COAH on May 18, 2009. No objections to the plan were received by COAH within the 60 day comment period, which ended on July 16, 2009.

The Supreme Court made a ruling on March 10, 2015, which allows for judicial review for constitutional compliance, as was the case before the FHA was enacted. It provides municipalities that had sought to use the FHA's mechanisms the opportunity to demonstrate constitutional compliance to a court's satisfaction before being declared noncompliant and then being subjected to the remedies available through exclusionary zoning litigation, including a builder's remedy. The Court's implementing order did not take effect for 90 days to allow the courts to set up a system for the cases. During the first 30 days following the effective date, through June 8, 2015, judges accepted applications only from towns seeking protection from lawsuits by demonstrating compliance with COAH's guidelines. Starting July 9, 2015, interested parties are able file a noncompliance action against a municipality. The Borough not yet filed a petition to the Court for a Declaratory Judgement.

3. It is recommended that the Borough consider commencing the initial plan endorsement process within the next year to year-and-a-half so as to retain Substantive Certification with COAH.

The Borough of Belmar prepared an updated HEFSP pursuant to N.J.A.C 5:96 & 5:97, which was adopted by the Borough Planning Board on December 15, 2008 and was endorsed by the Borough Council on December 29, 2008. The Borough petitioned COAH for Third Round Certification on December 31, 2008. The petition was deemed complete by COAH on May 18, 2009. No objections to the plan were received by COAH within the 60 day comment period, which ended on July 16, 2009. However, due to challenges between COAH and the Supreme Court, Starting July 9, 2015, interested parties are able file a noncompliance action against a municipality. The Borough not yet filed a petition to the Court for a Declaratory Judgement.

4. On a site-by-site basis, redevelopment in the Seaport Village Redevelopment Area is not likely to comply with CAFRA impervious limitations; therefore it is recommended that the Borough initiate an application for a general area-wide CAFRA permit so that the impervious coverage requirements are calculated for the entire Redevelopment Area as opposed to site by site.

The Borough has not initiated an application for a general area-wide CAFRA permit for impervious coverage requirements in the Seaport Village Redevelopment Area. The Borough should apply for an area-wide permit. However, the Seaport Village Redevelopment Plan and zoning regulations are in accordance with the amended CAFRA regulations for "Coastal Towns" as established by NJDEP consistent with the Planning Area 1 guidelines of the State Development and Redevelopment Plan.

5. Based on the age of the last comprehensive Master Plan, it is recommended that the next statutorily-required review of the Master Plan entail a comprehensive revision of all Master Plan Elements.

This recommendation is still valid. At the very least, the Master Plan should be updated with the recommendations made in the 2000, 2006, and 2016 Master Plan Updates.

6. It is recommended to amend the Borough's Development Regulations to comply with, and enforce ADA regulations.

The Borough's Development Regulations have not been amended to comply with ADA regulations. This recommendation is still valid.

7. With assistance of Chief Hill of the Borough Police Department, the 2000 Reexamination Report recommended a series of potential locations for traffic calming devices and measures in the Borough. This Reexamination Report updates those recommendations. The 2000 Master Plan Circulation Element should be amended as follows:

(1) The following street abatements are recommended:

- (a) 20th & Ocean Avenue
- (b) A Street to 16th Avenue (1600 block)
- (c) 12th & Ocean Avenue
- (d) 13th & Ocean Avenue
- (e) 14th & Ocean Avenue
- (f) 15th & Ocean Avenue

The 2000 Master Plan Circulation Element has not been updated with the above recommended changes.

Additionally, it is recommended that a series of neckdowns or bottle necks be created at various intersections along Main Street and Ocean Avenue for pedestrian safety. Multiple areas of concern are located along Ocean Avenue at its intersection with 8th, 10th, 12th, 16th, 18th, and 20th Avenues; and along Main Street at its intersection with 5th, 8th, 10th, 12th, 13th, and 16th.

The above recommendations for neckdowns along Ocean Avenue and Main Street have not been updated in the 2000 Master Plan Circulation Element. Additionally, none of the suggested neckdowns have been constructed, with the exception of 8th and 10th Avenues at Main Street. However, new sidewalks have been constructed along the boardwalk, which essentially act as neckdowns.

(2) Roundabouts are recommended at the following locations:

- (a) 5th Avenue & B Street
- (b) 5th Avenue & D Street
- (c) 6th Avenue & C Street
- (d) 9th Avenue & B Street
- (e) 9th Avenue & D Street
- (f) 12th Avenue & B Street
- (g) 12th Avenue & D Street

Roundabouts have been installed at 6th Avenue and C Street, but have not been installed in any of the other intersections identified above. However, there is a small roundabout in the intersection of 10th Avenue and B Street.

(3) Safety islands are needed at the following locations:

- (a) In consideration of pedestrian bicycle corridor in the County Plan, a safety island at 1st & Ocean Avenue wide at that point and slowly tapering as it goes south. A break at 2nd Avenue & Ocean Avenue and continuing south breaking every block.
- (b) 12th Avenue between Bayview Avenue & E Street
- (c) 10th Avenue, D Street to A Street
- (d) 8th Avenue, E Street to A Street
- (e) 5th Avenue, E Street to A Street

The above recommendations for safety islands have been updated in the 2000 Master Plan Circulation Element.

(4) Recommended Ocean Avenue Improvements

The Borough should continue to explore designs identified in the 2000 Reexamination Report for Ocean Avenue, providing for parallel parking, bicycle lanes and traffic calming measures within highly trafficked intersections to allow ease for pedestrian circulation. Specific improvements for the Ocean Avenue corridor are reiterated from the 2000 Reexamination Report as follows:

1. Replace all diagonal parking on the ocean side of Ocean Avenue with parallel parking for the entire length of the community.

2. Establish a uniform width of cartway of 52' and provide one 12-foot travel lane and one 6-foot bicycle lane in each direction for a 36-foot "travel way," plus an 8-foot parallel parking lane on each side.
3. "Neck-down" the cartway at many streets along Ocean Avenue to reduce the curb-to-curb distance for pedestrian crossings to 40 feet. This will also increase the visibility of pedestrians waiting to cross the street, improve their view of approaching traffic, and create wider and safer sidewalks where pedestrians congregate waiting to cross the street. The neck-down treatment will also create well-defined and protected parking lanes.
4. Pave all intersections with concrete pavers using contrasting colors to define pedestrian crosswalks and to draw attention to the concentration of pedestrian activity at each intersection.
5. Sidewalk improvements:
 - a. South of 17th Street, restore the raised wooden boardwalk to its original width of approximately 24 feet by utilizing piles and beams already in place. North of 17th Street, leave the boardwalk in its present configuration.
 - b. Install a new poured-in-place concrete curb on the east side (ocean side) of the street located 52 feet from the existing curb on the west side of the street.
 - c. Fill-in the area between the boardwalk and the new curb with a new concrete-paver sidewalk to provide for safe, comfortable pedestrian movement between parked cars and the raised boardwalk.
 - d. Install handicap access ramps meeting the requirements of the Americans with Disabilities Act (ADA) at all pedestrian crosswalks at all intersections, and provide for similar wheelchair accessibility to the raised boardwalk and elsewhere as needed.
 - e. Install a minimum of two new bollards at each intersection to provide an effective protective device for pedestrians waiting to cross the street, to create a visual guide marking the edge of the roadway for motorists, and to serve as a guidepost for snow plowing in the winter months.
 - f. Install raised planting beds (maximum height of 2 feet) on the ocean side of each intersection to provide protection for pedestrians waiting to cross the street, to channel pedestrians to designated crosswalks, and to provide a convenient device for displaying street names and seasonal flowers to add color and visual interest to the street.

- g. Install new sidewalks where currently lacking and replace any existing substandard sections of sidewalks.
- 6. Install new pedestrian scale lights where absent all along the oceanfront at the edge of the boardwalk and on the new parallel sidewalk to intensify the level of illumination along the east side of the street and to add visual interest and opportunities for the installation of banners and other forms of "heraldry."

The language in the 2006 Master Plan Circulation Element remains the same. None of the recommended improvements for Ocean Avenue have been implemented, with the exception of items c. and d.

After Hurricane Sandy, the entirety of the boardwalk was rebuilt. South of 18th Avenue, the boardwalk is approximately 20 feet in width. North of 18th Avenue, the boardwalk is approximately 30 feet in width. The raised sidewalk transition areas between the boardwalk and ocean side parking include gravel areas where planting beds may be installed. The concrete curbs for the sidewalks on the east side (ocean side) of the street are approximately 48 feet from the existing curb on the west side of the street; although, the curb on the east side does not run the entire length of the boardwalk. In addition to the recent partial ocean side sidewalk additions, the entire length of Ocean Avenue has sidewalk improvements on the west side.

4. The Extent of Significant Changes in Assumptions, Policies & Objectives

The third step in the reexamination process, known as Section “C”, reviews the extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the Master Plan or changes in State, County and municipal policies and objectives. Since 2006, two key State and a number of municipal planning policies have either been updated or significantly changed.

4.1. Demographic Changes

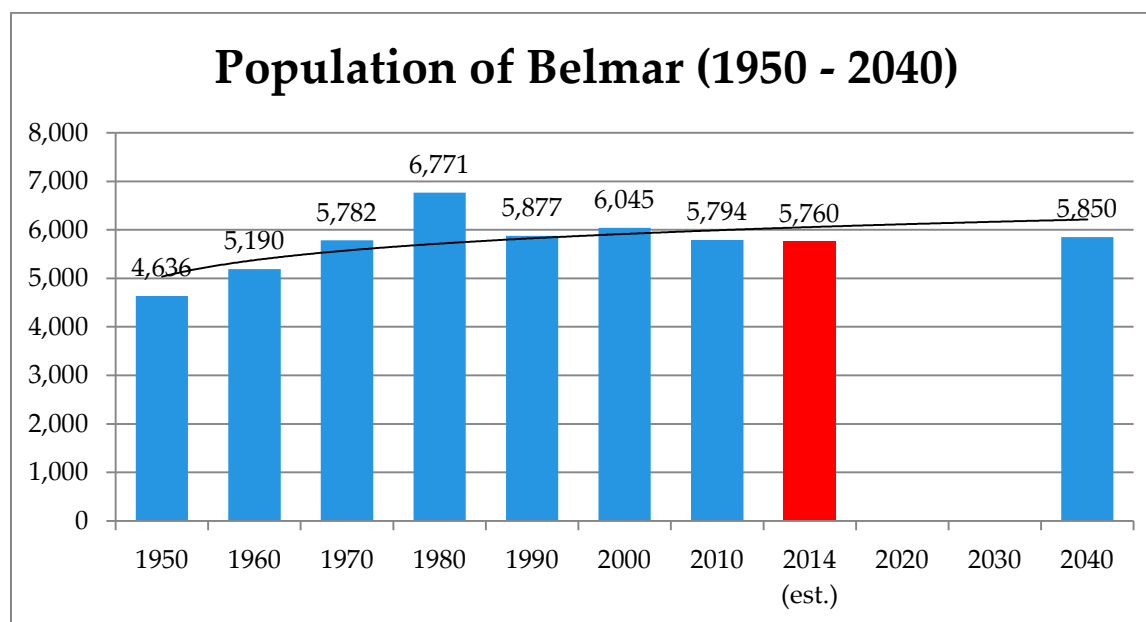
The following section presents a number of vital statistics describing demographic change in the Borough from 2000 through 2010 with 2014 estimates and assesses the extent to which Hurricane Sandy and recovery have affected Belmar in the short-term.

According to the most recent five-year population estimates for 2014, released by the U.S. Census Bureau American Community Survey (ACS), the total population of the Borough of Belmar was 5,760. This results in a population density of 3,497 persons per square mile. These estimates indicate a slight decrease (-0.6%) in the number of residents living in the Borough in 2010. The latest decennial census data for the Borough is from the 2010 Census, which counted 5,760 residents living in 2,695 households within Belmar. The 2010 population also represented a decline of 251 residents (-4.2%) from the 2000 Census population of 6,045 residents. Belmar’s population peaked in 1980, when 6,771 residents were recorded living in the Borough.

The chart and graph below show the population growth and decline for the Borough over the past 60 years.

Table 1: Borough of Belmar Population Change, 1950 – 2014

POPULATION 1950 - 2014			
Year	Population	Change	% Change
1950	4,636	-	-
1960	5,190	554	11.9%
1970	5,782	592	11.4%
1980	6,771	989	17.1%
1990	5,877	(894)	-13.2%
2000	6,045	168	2.9%
2010	5,794	(251)	-4.2%
2014 (est.)	5,760	(34)	-0.6%
Source: http://lwd.dol.state.nj.us/labor/lpa/census/2kpub/njsdcp3.pdf			



The population of the Borough is currently below the level of population in 1970; however, the number has fluctuated several times. The decline since 2010 may be partially indicative of the damage and displacement of Hurricane Sandy in 2012, but also follows a larger trend of decline in previous years. The table below shows the decline in total population in more recent years, between 2009 and 2014. By contrast, the population between 2000 and 2005, according to the 2006 Master Plan Update, was fairly stable around 6,000 residents. This estimate does not include the short-term residents during the summer, however, when the population of the Borough swells each year, likely by thousands. In 2006, the Borough estimated a population of 60,000 in summer months.⁹

POPULATION 2009 – 2014			
Year	Population	Change	% Change
2009 (est.)	5,944	-	-
2010	5,844	(100)	-1.7%
2011 (est.)	5,827	(17)	-0.3%
2012 (est.)	5,796	(31)	-0.5%
2013 (est.)	5,771	(25)	-0.4%
2014 (est.)	5,760	(11)	-0.2%

Source: U.S. Census Bureau

In 2006, the North Jersey Transportation Planning Authority (NJTPA) forecasted that the Borough of Belmar would have a population of 6,050 residents by the year 2015.¹⁰ Based on the 2014 estimate of 5,760 residents, the 2015 estimate will not be met. In 2013, the NJTPA provided an updated long-range

⁹ Borough of Belmar. "Sustainable Living by the Sea: Belmar's Blueprint for Building a Livable, Affordable and Inclusive Community." July 2006.

¹⁰ Roberts, David G. and Rapp, Ryan W. Borough of Belmar Master Plan Reexamination Report and Update. August 21, 2006.

population forecast of 5,850 residents living in 2,700 households by the year 2040.¹¹ This means the Borough would hypothetically add 90 residents in the next 25 years. From an annual point of view, Belmar would have to grow by roughly three residents every year to meet this forecast. Based on recent trends, the NJTPA projections are unlikely to be realized. Nonetheless, a logarithmic population trendline of the past 60 years indicates that it is possible that the estimate could be met.

Composition of Population

The population in Belmar has been aging drastically, having gone from a median age of 38.5 in 2000 and 38.4 in 2010 to 44.2 in 2014. In fact, the population of all age groups under the age of 45 (as defined in Table 2 below) have been decreasing since at least the 2000 Census. The most noticeable change for the years 2000 to 2010 was the Under 5 age group, with a decrease of 26 percent and ages 5 to 19 from 2000 to 2014 with a loss of 31 percent. The significant change in school-aged children between 2010 and 2014 (from 842 to 588) may have to do with the loss of property from Hurricane Sandy, forcing families to relocate.

Table 2: Borough of Belmar Selected Population and Age Characteristics, 2000 – 2014

<i>Belmar Population by Age 2000-2014</i>	2000	2010	Percent Change (%) 2000-2010	2014 (Estimate)	Percent Change (%) 2000-2014
Total Population	6,045	5,844	-3%	5,760	-5%
Under 5	293	216	-26%	253	-14%
5 to 19	857	842	-2%	588	-31%
20 to 44	2,570	2,460	-4%	2,148	-16%
45 to 59	1,154	1,128	-2%	1,256	9%
60 to 74	690	649	-6%	1,031	49%
75to 85+	481	549	14%	484	1%
Median Age	38.5	38.4	0%	44.2	15%
Householder (Alone) 65+	357	325	-9%	373	4%
<i>Source: U.S. Census Bureau</i>					

In addition to a decrease in total population between 2000 and 2004, the racial composition of the Borough has been changing. The populations of people of one race that are white, black or African American, Asian, or some other race have been decreasing; whereas, the populations of Hispanic or Latino/a (of any race), American Indian and Alaska Native, and those who are of two or more races have been increasing.

¹¹ <http://www.njtpa.org/getattachment/Data-Maps/Demographics/Forecasts/Forecasts-for-RTP-rounded.pdf.aspx>

Table 3: Borough of Belmar Selected Population and Race Characteristics, 2000 – 2014

<i>Belmar Population by Race 2000-2014</i>	2000		2010		2014		Percent Change (%) 2000-2014
	Number	Percent	Number	Percent	Number	Percent	
Total population	6,045	100.0	5,794	100.0	5,760	100.0	-4.7
RACE							
One race	5,935	98.2	5,649	97.5	5,643	98.0	-4.9
White	5,533	91.5	5,044	87.1	5,286	91.8	-4.5
Black or African American	209	3.5	202	3.5	191	3.3	-8.6
American Indian and Alaska Native	11	0.2	14	0.2	15	0.3	36.4
Asian	62	1.0	53	0.9	45	0.8	-27.4
Native Hawaiian and Other Pacific Islander	0	0.0	8	0.1	0	0.0	0.0
Some other race	120	2.0	328	5.7	106	1.8	-11.7
Two or more races	110	1.8	145	2.5	117	2.0	6.4
Hispanic or Latino (of any race)	414	6.8	971	16.8	1,076	18.7	159.9
Not Hispanic or Latino	5,631	93.2	4,823	83.2	4,684	81.3	-16.8
White alone	5,274	87.2	4,520	78.0	4,380	76.0	-17.0
<i>Source: U.S. Census Bureau</i>							

Educational Attainment

The population 25 years and over was approximately the same in 2015 as it was in 2000 at 4,553 persons. However, the population aged 18 to 24 years has declined 38% between 2010 and 2014 alone.¹² It is notable that between 2000 and 2010, the population over the age of 25 with a Bachelor's degree as their highest level of educational attainment increased only 0.2%, while it increased 7.7% between 2010 and 2014 to a total of 30%. The percent of the population with a high school degree or a higher rose 1.0% between 2000 and 2014, while the percent of the population with a Bachelor's degree or higher rose from 34.0% to 43.7% between 2000 and 2014, or a 9.7% increase.

<i>Educational Attainment Borough of Belmar, New Jersey (2000 - 2014)</i>	2000	2010			2014		
	Total	Total	Male	Female	Total	Male	Female
Population 18 to 24 years	-	638	319	319	398	173	225
Less than high school graduate	-	7.1%	11.0%	3.1%	9.0%	13.9%	5.3%
High school graduate (includes equivalency)	-	24.5%	37.9%	11.0%	33.7%	42.2%	27.1%
Some college or associate's degree	-	33.4%	24.5%	42.3%	21.4%	11.6%	28.9%
Bachelor's degree or higher	-	35.1%	26.6%	43.6%	35.9%	32.4%	38.7%
	-						
Population 25 years and over	4,553	4,252	2,129	2,123	4,553	2,343	2,210
Less than 9th grade	4.7%	3.1%	2.9%	3.2%	3.6%	3.0%	4.3%
9th to 12th grade, no diploma	6.0%	4.6%	5.6%	3.7%	6.0%	7.4%	4.5%

¹² U.S. Census Bureau 2000 and 2010. American Community Survey 2009-2014.

High school graduate (includes equivalency)	25.4%	35.0%	34.1%	35.8%	27.6%	29.3%	25.7%
Some college, no degree	22.9%	16.4%	14.9%	17.8%	13.4%	9.9%	17.1%
Associate's degree	6.9%	7.6%	9.2%	6.0%	5.6%	5.0%	6.2%
Bachelor's degree	22.1%	22.3%	23.5%	21.0%	30.0%	32.0%	27.9%
Graduate or professional degree	11.9%	11.1%	9.8%	12.5%	13.7%	13.3%	14.2%
Percent high school graduate or higher	89.3%	92.3%	91.5%	93.1%	90.3%	89.5%	91.2%
Percent bachelor's degree or higher	34.0%	33.4%	33.3%	33.5%	43.7%	45.3%	42.1%

Source: U.S. Census Bureau

4.2. Housing

Housing data available between 2000 and 2014 provides valuable insight into and confirmation of some of the socioeconomic and population trends occurring in Belmar. In addition to long-term trends, much of the housing stock throughout coastal areas of the Borough was significantly impacted by Hurricane Sandy in 2012. The extent of the damage, in turn, led to the temporary displacement and hardship of a large population. Subsequent demolitions and rebuilding related to the storm damage have overwhelmed the Borough and led to a significant increase in permits.

Total Housing Units

Between 1990 and 2000 there was an increase of 108 housing units within the municipality from 3,888 to 3,996. However, Belmar lost 65 housing units between the 2000 and 2010 Census. In 2010, the Borough contained 3,931 housing units. By 2014, it is estimated that the Borough gained an additional 34 units to 3,965 since 2010.

Table 4: Housing Units in Belmar, 1990 – 2014

HOUSING UNITS 1990 - 2010		
Year	Housing Units	Change
1990	3,888	-
2000	3,996	108
2010	3,931	(65)
2014 (est.)	3,965	34

Source: US Census Bureau

Despite the extensive damage by Hurricane Sandy, the number of housing units has rebounded past 2010 levels. However, the greatest decline in number of units occurred in 2011, with an estimated loss of 150 units, according to the U.S. Census Bureau ACS. 2012 saw an additional decline of 5 units, but 105 and 84 were added in 2013 and 2014, respectively. However, only seven (7) demolition permits were issued in 2011 and nine (9) in 2012. The decrease in units could be partly attributed to the conversion of multi-family housing to single-family housing that was prominent during that period, while the subsequent

increase in units may represent a quick turn-around of Sandy-damaged homes that were rebuilt post-2012.

The fewest total housing units were available in the year 2012, which may have been due to Hurricane Sandy, although the number had also dropped between 2010 and 2011. The total number of units began to increase again in 2013 and 2014, which had more units than in 2010.

Table 5: Housing Units in Belmar, 2010 - 2014

HOUSING UNITS 2010-2014		
Year	Housing Units	Change
2010	3,931	-
2011	3,781	(150)
2012	3,776	(5)
2013	3,881	105
2014	3,965	84
<i>Source: US Census Bureau</i>		

Units in Structure

There is no available data for Units in Structure from the 2000 U.S. Census; therefore the change in the composition of housing stock cannot be analyzed between 2000 and 2010. However, there are estimates for the years 2010 through 2014. Below is a table detailing Units in Structure for the years 2010 to 2014.

Table 6: Residential Units in Structure, 2010 – 2014

UNITS IN STRUCTURE, 2010-2014						
	YEAR					
	2010	2011	2012	2013	2014	Change in Units (2010-2014)
UNITS IN STRUCTURE						
<i>Total housing units</i>	3,842	3,781	3,776	3,881	3,965	+123
1-unit, detached	1,982	1,944	1,923	2,128	2,136	+154
1-unit, attached	167	174	148	183	182	+15
2 units	610	617	688	564	754	+144
3 to 4 units	152	185	137	180	131	-21
5 to 9 units	134	121	142	112	113	-21
10 to 19 units	197	222	203	235	223	+26
20 or more units	517	475	487	429	426	-91
Mobile home	83	43	48	50	0	-83
Boat, RV, van, etc.	0	0	0	0	0	0
<i>Source: U.S. Census Bureau (ACS)</i>						

According to the data, there were 123 total housing units added between 2010 and 2014, with increases of 1-unit detached and attached, as well as 2-units structures, and 10- to 19-unit structures. All other multi-family structures decreased in number of units, with a loss of 21 units in 3- to 4-unit structures; a loss of 21 units in 5- to 9-unit structures; a loss of 91 units in 20- or more unit structures; and a loss of 83 units (all) of mobile homes.

Occupancy & Tenure

Between 2000 and 2010, the number of occupied housing units within Belmar dropped by 58 dwellings. Although the total occupied units fell, the percentage of occupied housing stock remained the same at 69% between 2000 and 2010. Simultaneously, the number of vacant units fell by 31 units from 1,236 in 2000 to 1,205 in 2010, while the percentage of vacant housing units also remained the same at 31% of all units during the same time period. As a Jersey Shore municipality, many units are used seasonally, whether by owners or renters. The percentage of vacant units in Belmar is exceptionally high compared with Monmouth County as a whole, which had 25,842 vacancies out of 258,410 total housing units in 2010, or 10.0%, and 6.9% in 2000.¹³

Overall, the total amount of vacancies and vacancies as a percentage of total housing units has decreased slightly from 30% in 1990 and 31% in 2000 and 2010 to 28% in 2014. Of the 1,094 vacant units in 2014, 53 (4.8%) were for sale; 106 units (9.7%) were for rent; and 34 (3.1%) were rented, but unoccupied.¹⁴ The majority of vacant housing units were for seasonal, recreational, or occasional use – 765 units (69.9%) of the total vacant dwellings – while an additional 136 units (12.4%) are classified as “other vacant”. Although there were fewer vacant units for seasonal, recreational, or occasional use in 2014 than in 2010 (a decrease of 15 units from 780), the amount as a percentage of the total has increased from 64.7%. However, the total number of seasonal vacant units is higher than in 2000 (729 units) and only slightly higher as a percentage of all vacant units (69.4%).

Of the occupied units in 2000, 47.5% were owner-occupied and 52.5% were renter-occupied. In 2010, 46.8% were owner-occupied, while 53.2% were renter-occupied. By 2014, the difference between renter- and owner-occupied shrank, such that 49.2% were owner-occupied and 50.8% were renter-occupied. The average household size of owner-occupied units was 2.25 persons in 2000, 2.19 in 2010, and 2.05 in 2014; whereas, renter-occupied dwellings had an average household size of 1.86 persons in 2000, 2.10 in 2010, and 1.95 in 2014. However, this is often exceeded during the summer months.

¹³ U.S. Census Bureau. 2000 and 2010 U.S. Census.

¹⁴ U.S. Census Bureau. 2000 and 2010 U.S. Census; 2014 American Community Survey.

Table 7: Housing Occupancy in Belmar, 1990 - 2014

HOUSING OCCUPANCY 1990 - 2010				
Housing Units	1990	2000	2010	2014 (est.)
Occupied	2,718	2,695	2,637	2,871
Owner-Occupied	1,236	1,322	1,233	1,413
Renter-Occupied	1,482	1,373	1,404	1,458
Vacant	1,170	1,236	1,205	1,094
Total	3,888	3,931	3,842	3,965
Vacant as % of Total	30%	31%	31%	28%
Source: US Census Bureau				

It is estimated that the number of occupied units increased and vacant units decreased between 2010 and 2014, according to the U.S. Census ACS 5-year estimates. There were 2,871 occupied units in 2014, almost equally divided between owners and renters, and 1,094 vacancies.

Household and Family Size

“Nonfamily household” versus “family household” is a good indicator of the occupancy structure and general makeup of a population in a census area as it relates to housing. Households refer to any occupied housing unit; whereas, family household refers to a household in which there is at least 1 person present who is related to the householder by birth, marriage or adoption.

Table 8: Households, 2000 – 2014

	2000		2010		2011		2012		2013		2014	
Total Households	2,946	100.0%	2,637	100.0%	2,622	100.0%	2,635	100.0%	2,759	100.0%	2,871	100.0%
Family Households	1,318	44.7%	1,237	46.9%	1,274	48.6%	1,252	47.5%	1,211	43.9%	1,223	42.6%
Nonfamily Households	1,628	55.3%	1,400	53.1%	1,348	51.4%	1,383	52.5%	1,548	56.1%	1,648	57.4%
Average Household Size	2.05	-	2.22	-	2.22	-	2.19	-	2.09	-	2.00	-
Average Family Size	2.92	-	2.91	-	2.95	-	3.03	-	2.94	-	2.84	-
Owner Occupied Household Size	2.25	-	2.18	-	2.20	-	2.07	-	1.97	-	2.05	-
Renter Occupied Household Size	1.86	-	2.25	-	2.23	-	2.29	-	2.19	-	1.95	-
Source: U.S. Census Bureau												

In Belmar, the total number of households has decreased between 2000 and 2012, but has been increasing again since. Additionally, the percentage of family households increased until 2012 and has since been decreasing. The trend of average family size corresponds with this, as well, where the average size was 3.03 in 2012 and 2.84 in 2014. On the other hand, the percentage of nonfamily households was decreasing until 2012 and has since been increasing. The average household size overall increased until 2012 and has since been decreasing and averaged 2.00 in 2014. Non-family households comprise the majority of households in Belmar with 57.4 percent in 2014. Although there have been increasingly

more conversions of multi-family buildings to single-family dwellings, this data may indicate that many residents share rental properties among friends and non-family members. The 2010 U.S. Census indicated that, nationally, nonfamily households comprise 33.6 percent of all households and have an average of 2.58 persons, while family households comprise 66.4 percent and have an average of 3.14 persons. The number of family households has decreased nationally by nearly 10 percent since 2000, thereby increasing the number of nonfamily households by nearly 10 percent. Therefore, Belmar has a much higher percentage of nonfamily households with a larger household size, but a smaller family household size, but is following similar national trends.

Age of Housing

According to the 2014 U.S. Census ACS 5-year estimates, the greatest number of homes in the Borough was built in 1939 or earlier, with 36.5% of the housing stock, followed by 15.9% built between 1970 and 1979. In total, 85.4% of the housing stock was built prior to 1979.

According to the 2014 estimates, there were no housing units built in 2010 or later. However, this is not the case due to the amount of construction that occurred post-Sandy. In fact, building permits were found through the New Jersey Department of Community Affairs Division of Codes and Standards Construction Reporter for the years between 2010 and 2015. New home construction totaled eighty-two (82) housing units – all of which are 1- and 2-family. Although the amount of construction since 2010 appears that it will be much less in a ten-year period than in 2000-2009 and 1990-1999, the amount of construction surged after Superstorm Sandy in 2012, as shown in Table 9 below. In 2011, there were six (6) permitted new units, whereas there were ten (10) in 2012 and twenty-five (25) in 2013.

Table 9: Age of Housing Structures in Belmar

Year Structure Built	Estimate	Percent
Total housing units	4,047	100.00%
Built 2010 or later*	82	2.03%
Built 2000 to 2009	354	8.75%
Built 1990 to 1999	164	4.05%
Built 1980 to 1989	64	1.58%
Built 1970 to 1979	631	15.60%
Built 1960 to 1969	491	12.13%
Built 1950 to 1959	586	14.48%
Built 1940 to 1949	229	5.66%
Built 1939 or earlier	1,446	35.73%
<i>Source: U.S. Census Bureau (ACS) 2014; *NJ Dept. of Community Affairs</i>		

Table 10: Housing Units Authorized by Building Permits, 2010 – 2015

Housing Units Authorized by Building Permits			
Year	Total	1&2 family	Multifamily
2010	9	9	0
2011	6	6	0
2012	10	10	0
2013	25	25	0
2014	16	16	0
2015	16	16	0
Source: NJ DCA Building Permits: Yearly Summary Data (http://www.state.nj.us/dca/divisions/codes/reporter/building_permits.html)			

4.3. Economic Profile

The Great Recession has been largely to blame for a rise in unemployment and loss of industry and jobs across much of the United States, including the Borough of Belmar. The Recession, which occurred between 2008 and 2012, has had long-lasting effects on employment, the housing market, and other parts of the economy. This has been a major change since the 2006 Master Plan Update. The impact of Hurricane Sandy in 2012 may have caused additional setbacks in the economy and employment due to severe structural damage and/or limited tourism seasons.

Employment

According to the 2014 U.S. Census Bureau 5-Year American Community Survey (ACS), the unemployment rate in the Borough of Belmar was 11.2%. This was down from the 2013 ACS estimate at 12.9%, which was the highest unemployment rate of the past five years. However, the 2014 unemployment rate is still higher than that in the 2010 U.S. Census at 6.4% and the 2000 U.S. Census at 3.3%.

According to the ACS estimates, there were 3,146 civilian employed persons 16 years and over in 2014. Over one-quarter of the population (25.7% in 2014 – up from 19.6% in 2010 and 20.8% in 2000) was employed in educational services, and health care and social assistance. Arts, entertainment, and recreation, and accommodation and food services employed the second largest population (17.4% – down from 23.0% in 2010 and 20.8% in 2000), followed by retail trade (11.0% – up from 10.0% in 2010, but down from 11.6% in 2000), and professional, scientific, and management, and administrative and waste management services (9.9% – up slightly from 9.8% in 2010, but down from 12.6% in 2000).

Income

Since the 2000 U.S. Census, the median household income rose by 4.8% from \$61,721 to \$64,659, adjusted for inflation. However, the ACS estimates that the median household income has dropped -7.9% by 2014 to \$59,557.

This is in contrast, however, to the median family income between 2000 and 2014, adjusted for inflation. In 2000, the median family income was \$61,250 – similar to the median household income for the

Borough. By 2010, in the midst of the Recession, the median family income dropped to \$59,929, or - 2.2%. As of the 2014 ACS estimate, the median family income resurged by approximately 56% to \$93,472.

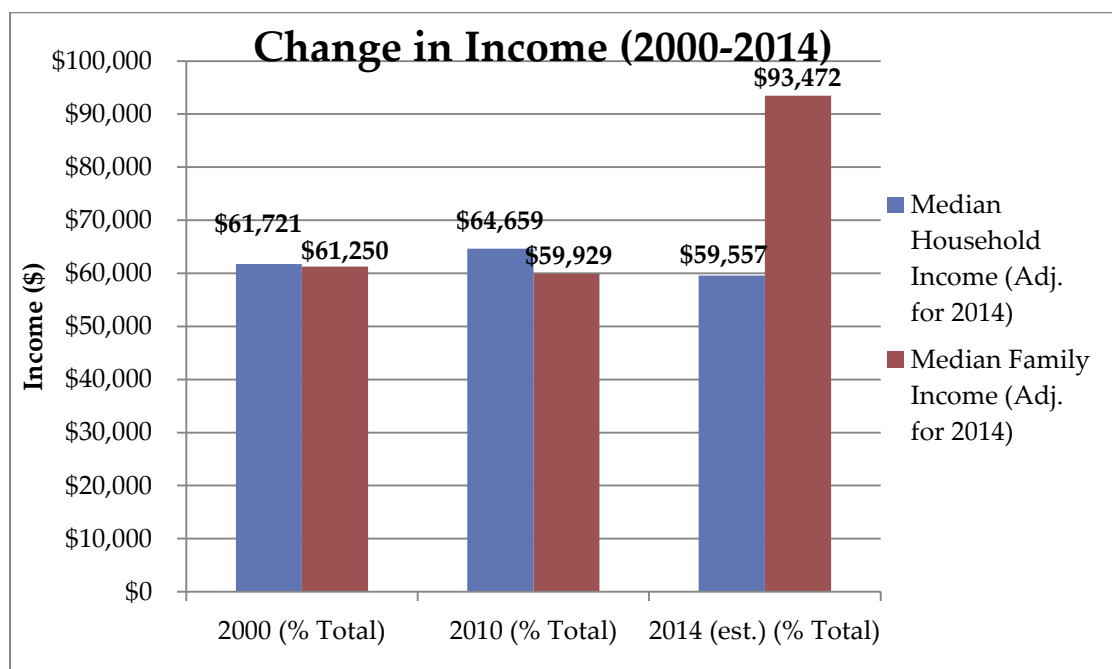
The dramatic spike in Median Family Income, coupled with a decline in Median Household Income, may be the result of a number of local, regional, and national policies and economic trends. One possible reason may be the conversion of multi-family structures along Ocean Avenue and eastern Belmar to single-family structures. Simultaneously, there have been a few redevelopment projects along Main Street and central Belmar with high-end apartments – both of which may be attracting more affluent residents. The south end of Belmar has had many homes be converted or rebuilt from summer rentals to larger, year-round residences. There has been a decline in seasonal housing units, with more year-round residents and high-end second homes, which require residents to have higher incomes. The 2008 COAH Housing Plan for Belmar confirms this trend of gentrification, as described in the Housing section.

Table 11: State, County, and Borough Median Household and Family Incomes

Income 2000 - 2014				
Borough of Belmar				
		2000	2010	2014
Borough of Belmar	Median Household Income	\$61,721	\$64,659	\$59,557
	Median Family Income	\$61,250	\$59,929	\$93,472
County of Monmouth	Median Household Income	\$64,271	\$82,265	\$85,605
	Median Family Income	\$76,823	\$102,074	\$107,343
State of New Jersey	Median Household Income	\$55,146	\$69,811	\$72,062
	Median Family Income	\$65,370	\$84,904	\$87,999
<i>Source: U.S. Census Bureau 2000 and 2010 U.S. Census; 2014 ACS</i>				

The difference between the median household income and median family income in Belmar has been somewhat atypical of that for Monmouth County and the State of New Jersey. For the most part, between 2000 and 2014, median incomes have been lower in Belmar than in both the County and State, as shown in Table 11. Whereas both median household and family incomes have increased at a similar rate for the County and State, Belmar experienced a decline in family income and then significant increase and a minimal increase in household income in 2010 and then a decrease in 2014.

The trend of higher family incomes has been significantly more noticeable since 2012, after Hurricane Sandy. Older homes owned by lower-income homeowners or older multi-family dwellings may have sustained more damage from the storm, allowing for single families to purchase properties recently zoned for single-family residential for new construction or conversion. The raised, new construction homes, particularly along Ocean Avenue, generally have a higher appraised value, which in turn widens the gap in income.

Figure 1: Change in Median Household and Family Income for Belmar, 2000-2014 (U.S. Census Bureau)

4.4. Borough Initiatives

Since the 2006 Master Plan Update, the Borough of Belmar has completed a number of planning documents and redevelopment plans. The following sections describe each of the Borough initiatives.

National Flood Insurance Program (NFIP) Community Rating System (CRS)

In 2015, the Borough of Belmar became one of eleven communities in Monmouth County to participate in the Community Rating System (CRS) through the National Flood Insurance Program (NFIP). The Borough has participated in NFIP since 1972. Out of a rating of 1 (best-rated) to 9, the Borough has a score of 6 and has a policy holder savings of \$51,320.¹⁵ Additionally, through the Monmouth County CRS Municipal Assistance Program, the community now participates in the High Water Mark Initiative

Update to Flood Damage Prevention Ordinance (Chapter 35)

Through Ordinance No. 2013-03 §5, the Borough participates in the National Flood Insurance Program (NFIP) and has already modified building heights post-Hurricane Sandy. The Borough adopted the Advisory Base Flood Elevations (ABFE) and Advisory Flood Hazard Maps dated December 12, 2012, which take precedence over previous panels and FIS in construction and development regulations only. Where the Special Flood Hazard Area (SFHA) and Advisory Flood Hazard Area (AFHA) maps conflict or overlap, whichever imposes more stringent requirements prevails.

¹⁵ Meeting Notes (DRAFT) - CRS CEDS (Comprehensive Economic Development Strategy) Update. Monmouth County CRS Users Group. July 23, 2015. <http://co.monmouth.nj.us/documents/24%5CCRS%20Users%20Group%2007-23-15.pdf>

Environmental Resource Inventory

In October 2008, the Borough of Belmar adopted an Environmental Resource Inventory and Brief Natural and Cultural History (ERI), entitled “Belmar: A Natural & Historical Treasure”, prepared by Envirotactics, Inc. The document was prepared with the assistance of a Smart Growth Planning Grant from the Association of New Jersey Environmental Commissions. The ERI is an assessment and inventory of all natural resources in a given area or community that identifies and records the status of these natural resources and makes recommendations for their management. Information about the flora, fauna, soils, and water, as well as maps and tables, were organized around seven geographic areas of the Borough. These areas include: Beach, Eastern Residential Area, Downtown Commercial Area, Western Residential Area, Shark River and Inlet, Silver Lake, and Lake Como. The document was adopted into the Borough Master Plan, but is intended to be reviewed and updated periodically.

Area in Need of Rehabilitation

In 2013, the Borough of Belmar declared the entirety of the municipality an “Area in Need of Rehabilitation”, due to the substantial damage caused by Hurricane Sandy. This designation was made, in part, to facilitate 5-year tax abatements to assist homeowners trying to rebuild their properties.

Ocean Avenue Pavilions Reconstruction

The Borough of Belmar is rebuilding two of the four pavilions along the boardwalk on Ocean Avenue that were destroyed during Hurricane Sandy. A pavilion at 5th Avenue will include an open community room, beach badge sales, concession, and restrooms. A pavilion at 10th Avenue will include a police substation, First Aid, Lifeguard station, concession, and restrooms.

Belmar Marina/Pier 9 Reconstruction

The Belmar Marina, located on the north side of River Road along Shark River, is in the Seaport Village Redevelopment Area. The Belmar Marina building was severely damaged during Hurricane Sandy and is being rebuilt in 2016 and will be used as a comfort station, including restrooms, laundry, and showers, for the transient boat slips. There are seventy-two (72) transient boat slips in the marina with new docks, which were added since 2006. Additionally, Pier 9, located at the marina, is host to a mobile restaurant and cocktail bar – uses which were adopted into the amended Seaport Redevelopment Plan when the Marina and Maclearie Park were added to the Plan as an Area In Need of Rehabilitation in 2012. The improvements at Belmar Marina also included the addition of a new fuel line and a bulkhead near the pier and a riverfront walkway. The boat ramp and pier at K Street, on the western end of the marina/Riverwalk area, was also rebuilt to fit a double-wide slip and was re-bulkheaded.

Lake Como Outfall

The project is located at Lake Como Lake, a 30-acre coastal lake along the Atlantic Ocean that is bordered by the Boroughs of Belmar and Lake Como to the north and Spring Lake to the south in Monmouth County. The drainage area of the lake encompasses 1.732 square miles (1,108.6 acres) of a fully developed Urban Area; the area includes portions of Belmar, Lake Como, West Belmar, Wall Township, Spring Lake Heights, and Spring Lake.

A second outfall pipe is proposed to increase the amount of stormwater that can be removed from the lake before and during a storm event. The residential properties that border the lake have routinely experienced flooding during heavy rain and storm events. The proposed outfall will be located at the eastern end of the lake on the northern portion owned by the Borough of Belmar. The outfall will discharge approximately 100 feet east of the Mean Low Water line of the Atlantic Ocean.

Silver Lake Outfall

Silver Lake is a coastal lake located at the northern end of the Borough. In addition to flooding from regular storm events, Hurricane Sandy caused a storm surge up to an elevation of 12 feet, which overflowed the lake and flooded the surrounding area for several days after the event. The existing outfall pipe into the Atlantic Ocean often suffered from breakage and was easily clogged by sand and hindered by wave action, while Ocean Avenue, which separates the lake from the Atlantic Ocean, is at a higher elevation and also prevents drainage of floodwater.

The Borough Council awarded a contract to complete the installation of a 48" HDPE drainage outfall pipe down 'A' Street to discharge in the Shark River Inlet, instead of directly into the ocean. The design is notable in that it includes several controls to allow precise adjustment of the elevation of the water in the lake, allowing Borough workers the ability to lower the lake in anticipation of large storms. It also includes a 48" cast iron check valve to prevent tidal storm surge water from flowing back through the pipe and causing flooding in the lake. A new drainage system has been installed on 'A' Street from Silver Lake to Shark River to improve drainage conditions along the street. The street was then repaved and ADA-compliant ramps installed at each corner of each intersection on 'A' Street along the length of the construction. The project was completed in 2015.

Street Improvements

In addition to some of the traffic calming addressed in Parts 2 and 3, there have been several other improvements made to major streets in the Borough. Streetscape improvements were made between 16th and 10th Avenues along Main Street and are currently under construction between 10th to 7th Avenues along Main Street. Street improvements and drainage improvements have been made along 16th Avenue and paving, sidewalk, and curb improvements made to 13th Avenue.

Parking Lot Improvements

The parking lot at Belmar Plaza and the lot at Municipal Building between 6th Avenue and River Road have been improved to maximize parking, include landscaped traffic islands, and sidewalks, and included perforated piping for drainage.

4.5. County Changes

Monmouth County Draft Master Plan 2015

The County released a draft version of its updated Master Plan in 2015 with an element specific to Community Resiliency post-Hurricane Sandy.

Monmouth County CRS Municipal Assistance Program

The National Flood Insurance Program (NFIP) administers the Community Rating System (CRS) which scores and classifies towns on their effectiveness in dealing with the mitigation of flood hazard events. In participating towns, earning CRS points lowers flood insurance premiums for homeowners and businesses located in Special Flood Hazard Areas (SFHAs), or areas where NFIP's floodplain management regulations must be enforced and the area where the purchase of flood insurance is mandatory (FEMA, 2015).¹⁶

Municipal participation in the CRS program is voluntary; however, the municipality is entirely accountable for their role in the management and implementation of credited activities to keep their CRS classification status. The Borough of Belmar has participated in the NFIP since May 12, 1972, and began participating as a new CRS community in 2015. Belmar has a CRS status of 6 out of 9 (1 being the best rating with largest discount) and has a policy holder savings of \$51,320.

In 2014, the Monmouth County Board of Chosen Freeholders passed a Resolution and Municipal Program Guidelines for the County to serve as a CRS planning and support system, which includes quarterly group meetings for Monmouth County CRS Users, facilitated by the County Division of Planning and Office of Emergency Management. Through the Users Group meetings, municipalities are able to exchange strategies for program advancement and have the opportunity to ask the County for professional assistance, with no cost accrued to the municipality. The Monmouth County CRS Municipal Assistance Program is the first regional assistance program in Region II. All New Jersey municipalities participating in the CRS program are already eligible for advanced points due to strict building requirements in the State. Creditable activities within the CRS program include stormwater management techniques, flood data maintenance, open space preservation, low density zoning, and flood protection information and outreach, to name a few.

In 2015, Monmouth County launched a High Water Mark (HWM) Initiative, in which the Borough of Belmar participates, in conjuncture with FEMA's High Water Mark program and Monmouth University's Urban Coast Institute, as a way for CRS towns to gain points when they install high water mark signs in their community that show flood heights from severe storm events (such as Sandy). The HWM Initiative raises awareness of flood risk and conducts mitigation actions within the community. Through the initiative, FEMA funded the creation of the signs, the County formed a committee to design a uniform sign, and Urban Coast Institute surveyed the location of the HWM, with no cost incurred to municipality. The Monmouth County HWM Initiative is available to any municipality; however, the municipality must adopt a resolution to be a partner in the initiative, and is responsible for outreach and project completion.

Monmouth County Growth Management Guide

Monmouth County's last version of the Growth Management Guide (Master Plan) was completed in 1995 and is now outdated. However, the Guide is in the process of being updated in 2016 and was open to public comment until May 31, 2016. Several Elements have been completed since Belmar's last Master Plan Update in 2006, and especially in response to the impacts of Hurricane Sandy in 2012 to address

¹⁶ Ashman, Brittany and Barris, Joe. Monmouth County Draft Master Plan 2015. Chapter 12.0 Community Resilience. Pp. 11-13.

resiliency to future storms. Such elements include, but may not be limited to: “Superstorm Sandy Health & Wellbeing Assessment Report”; “Sustainable Places”; “Community Resiliency”; “Community Sustainability”; “Monmouth County Open Space Plan”; and “Coastal Monmouth Plan”.

Coastal Monmouth Plan

The Coastal Monmouth Plan was completed for the County of Monmouth in 2007 and revised in 2010. A study was initiated through the Monmouth County Planning Board (“MCPB”) to culminate in a plan for the future development of the County’s Atlantic coastal region. The region spans 27 miles of the New Jersey shoreline in Monmouth County and includes four major rivers – the Navesink, Shrewsbury, Shark and Manasquan Rivers. Thirty of the 53 Monmouth County municipalities and 40% of the entire County population are within this region, including the Borough of Belmar.

The Plan was funded through a Smart Futures Grant from the New Jersey Office of Smart Growth (“NJOSG”), with the goal to plan for sustainable development, balancing development with the unique environmental resources of the region. However, this Plan was written and revised prior to Hurricane Sandy.

Monmouth County Multi-Jurisdictional Hazard Mitigation Plan

The Monmouth County Master Plan recommended that the approved Monmouth County Multi-jurisdictional Hazard Mitigation Plan (HMP) update be adopted as an Element of the Monmouth County Master Plan; recognizing that the HMP is the broadest approach to implementing community resiliency activities at both the local and county level. “The HMP evaluates community susceptibility to natural hazards and the extent to which these events will occur. It identifies municipal vulnerability to the effects of natural hazards and the goals, objectives, and actions required to minimize risk and the potential for future losses.”¹⁷

The HMP was updated in 2014 with data and information from the effects of Hurricane Sandy on the County. The Borough of Belmar participated in the County HMP and provided data, including assessed values pre-Sandy and estimated losses to properties, as well as other hazard data.

4.6. State Changes

There have been two major changes in State policies and objectives since 2006. The first is the rule modifications proposed by the Council on Affordable Housing, published on June 2, 2014. The second State change is a policy change with the creation of the Draft Final State Strategic Plan: State Development and Redevelopment Plan.

Council on Affordable Housing (COAH)

In 2006, the Borough of Belmar prepared a Housing Element and Fair Share Plan, consistent with the Third Round Rules adopted by the New Jersey Council on Affordable Housing (“COAH”) in 2004 (N.J.A.C. 5:94). On August 21, 2006, the Borough Planning Board adopted a Housing Element and Fair Share Plan

¹⁷ 12.0 Community Resiliency. 11.16.15 DRAFT Recommendation Summaries. Monmouth County Master Plan Update. Recommendation 12.1 – Purpose. Page 1.

("HEFSP"), and on September 27, 2006, the Borough Council endorsed the HEFSP and authorized it to be submitted to COAH for Substantive Certification.

Prior to acting on the Borough's Petition for Substantive Certification, COAH's Third Round Regulations were invalidated by the Appellate Division in In Re: Adoption of N.J.A.C. 5:94 and 5:95 by the New Jersey Council on Affordable Housing, 390 N.J. Super. 1 (App. Div.) certify. Denied, 192 N.J. 72 (2007). COAH was ordered to revise its Third Round Rules to comply with the Appellate Division Opinion. On May 6, 2008, COAH adopted its revised Third Round Rules (N.J.A.C. 5:97), which became effective on June 2, 2008.

In October of 2008, COAH adopted numerous amendments to its substantive and procedural regulations to address the Third Round fair housing requirements in New Jersey. The Third Round methodology, adopted in September 2008, required that a municipality's fair share consist of three elements: the 1) rehabilitation share, 2) any remaining Prior Round obligation that was not provided for, and 3) the Growth Share or Third Round, which is based upon one affordable housing unit for every four market-rate units built and one affordable unit for every 16 new jobs created. In addition to these new rules, COAH gave new rehabilitation, Prior Round and Third Round obligation numbers to each municipality. Additionally, the State Legislature passed Assembly Bill A-500 (P.L. 2008 c.46) that made significant changes to COAH's rules.

Subsequently, Belmar Borough prepared an update HEFSP pursuant to N.J.A.C 5:96 & 5:97. The updated HEFSP was adopted by the Borough Planning Board on December 15, 2008 and was endorsed by the Borough Council on December 29, 2008. The Borough petitioned COAH for Third Round Certification on December 31, 2008. The petition was deemed complete by COAH on May 18, 2009. No objections to the plan were received by COAH within the 60 day comment period, which ended on July 16, 2009.

In 2009, appeals were filed regarding the Revised Third Round Rules' methodology. The case worked its way through the Appellate Division and finally went before the Supreme Court. Oral argument occurred in November 2012 and an order was finally issued by the Supreme Court on September 26, 2013. The Supreme Court ruled that the key set of rules establishing the growth share methodology as the mechanism for calculating "fair shares" was inconsistent with the Fair Housing Act (FHA) and the Mount Laurel doctrine. The Supreme Court instructed COAH "to adopt new third round rules that use a methodology for determining prospective need similar to the methodologies used in the first and second rounds," within five months. In March 2014, the N.J. Supreme Court extended the deadline for adoption of rules to November 2014. COAH proposed new third round rules (N.J.A.C. 5:99) in the June 2, 2014 New Jersey Register and held a public meeting to adopt the rules on July 2, 2014. The new rules failed to be adopted due to insufficient votes at the July 2, 2014 meeting.

After COAH failed to promulgate its revised rules by the November 2014 deadline, the Supreme Court made a ruling on March 10, 2015, which allows for judicial review for constitutional compliance, as was the case before the FHA was enacted. The ruling allows low- and moderate-income families and their advocates to challenge exclusionary zoning in court, rather than having to wait for COAH to issue rules that may never come. It also provides a municipality that had sought to use the FHA's mechanisms with the opportunity to demonstrate constitutional compliance to a court's satisfaction before being declared

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noncompliant and then being subjected to the remedies available through exclusionary zoning litigation, including a builder's remedy.

The Court's implementing order did not take effect for 90 days to allow the courts to set up a system for the cases. During the first 30 days following the effective date, through June 8, 2015, judges accepted applications only from towns seeking protection from lawsuits by demonstrating compliance with COAH's guidelines. Starting July 9, 2015, interested parties are able file a noncompliance action against a municipality. The Borough is currently evaluating its options for affordable housing compliance.

The largest controversy surrounding affordable housing is the municipalities' statutory obligation to provide its fair share of the regional affordable housing need. The obligations have been in flux for many years and still have not been resolved. The affordable housing obligation is composed of three separate obligations: the Prior Round, the Present Need (aka Rehabilitation Share), and the Prospective Need (Third Round).

In Belmar's 2008 HEFSP, the Borough planned to address a rehabilitation share of 55 units, a prior round obligation of 59 units, and a third round (growth share) obligation of 15 units. The Borough prepared a vacant land inventory as part of its 2008 HEFSP, which resulted in a realistic development potential of 0 units and an unmet need of 59 units for the prior round. It is anticipated that the Borough will continue to seek the vacant land adjustment of the prior round obligation and would utilize accessory apartments and affordable units in redevelopment projects to address the unmet need.

Since the growth share methodology was invalidated, COAH's proposed new rules (N.J.A.C. 5:99) calculated the obligations based on the second round methodology. N.J.A.C. 5:99, therefore, established a rehabilitation share of 32 units and a third round obligation of 24 units. However, as COAH failed to adopt those rules, the obligations are now being debated in the courts. According to the latest report from Econsult Solutions, Inc. dated May 16, 2016, Belmar needs to address a rehabilitation share of 60 units and a third round obligation of 73 units. According to the May 17, 2016 report from the Fair Share Housing Center, Belmar has to address a rehabilitation share of 41 units and a third round obligation of 163 units. These numbers will eventually be negotiated between the interested parties and the municipality, and will be settled by the court.

As there is very limited vacant land available for new construction, the Borough will be constrained to meeting its third round obligation by requiring affordable housing as a component of redevelopment projects, subsidizing existing units through a market to affordable program, and requiring affordable units through an inclusionary affordable housing ordinance. The Borough would also continue to participate in Monmouth County's housing rehabilitation program, which offers substantial residential rehabilitation to eligible homeowners in the County.

State Development and Redevelopment Plan

In March of 2001 the New Jersey State Development and Redevelopment Plan (SDRP) was adopted, which amended the previous plan adopted in 1992. In 2010, the State released a new draft State Plan, which has been going through public comment and hearing. The Draft Final State Strategic Plan: State

Development and Redevelopment Plan was approved in November of 2011 and is awaiting final adoption. As this is the most recent SDRP, it has been reviewed for the purposes of this report. The document contains only four goals, which are:

- Goal #1: Targeted Economic Growth – Enhance opportunities for attraction and growth of industries of statewide and regional importance.
- Goal #2: Effective Planning for Vibrant Regions – Guide and inform regional planning so that each region of the State can experience appropriate growth according to the desires and assets of that region.
- Goal #3: Preservation and Enhancement of Critical State Resources - Ensure that strategies for growth include preservation of the State’s critical natural, agricultural, scenic, recreation, and historic resources, recognizing the roles they play in sustaining and improving the quality of life for New Jersey residents and attracting economic growth.
- Goal #4: Tactical Alignment of Government – Enable effective resource allocation, coordination, cooperation and communication among those who play a role in meeting the mission of this Plan.¹⁸

It should be noted that this new plan does not include a map, nor does it include planning area designations as the 2001 plan did.

Planning and Sustainable Communities

The New Jersey Department of Environmental Protection has profiled the Borough of Belmar as a Sustainable Community, specifically highlighting the Borough-produced documents: “Sustainable Living by the Sea: Belmar’s Blueprint for Building a Livable, Affordable and Inclusive Community” (July 2006) and “Seaport Redevelopment Design Guide”.

The Borough Council authorized the preparation of a “Green Building and Sustainability Element” of the Belmar Master Plan, which is expected to be adopted in 2016. This Element is the most recent that was authorized by the Municipal Land Use Law and includes a comprehensive assessment of municipal policies and operations with specific recommendations for reducing the carbon footprint. The most complete guidance for developing such documents is provided by Sustainability New Jersey, working in collaboration with Rutgers University and the New Jersey Chapter of the American Planning Association.

¹⁸ <http://nj.gov/state/planning/publications/192-draft-final-ssp.pdf>, page 20.

5. Master Plan Update and Ordinance Changes

The Reexamination shall describe the specific changes recommended for the Master Plan or Development Regulations, if any, including underlying objectives, policies and standards, or whether a new Plan or Regulations should be prepared.

5.1 Land Use Plan Mapping Revisions

1. The recommendations from the Borough Advisory Committee on Redevelopment should continue to be advanced.
2. The recommendations of the Seaport Village Redevelopment Plan should continue to be advanced, in order to provide uniformity of design standards in the marina/train/downtown area; to provide means for redevelopment opportunities that will meet existing and proposed standards for land use and storm resiliency; and to allow appropriate mixed-uses, such as residential above commercial structures, as defined by the Plan.
3. The Land Use Plan Map has been amended to depict the designation and location of the expanded Seaport Village Redevelopment Area, adopted by the Borough Council on July, 20, 2016.
4. The Land Use Plan Map should be revised to show Block 127.02, Lot 10 as Medium-Density Residential as it currently exists, rather than Commercial. The current land use is inconsistent with the PO-75 zoning.
5. The Land Use Plan Map should show Block 137, Lot 2 as two different lots (e.g. Lot 2.01 and 2.02) with the lot abutting 16th Avenue as Parks and Recreation and the lot on 15th Avenue as Public – Exempt.
6. The Land Use Plan Element should be amended to include adjustments since Hurricane Sandy and with an analysis of damage and vulnerability of residential areas. Vulnerable areas could be candidates for different land uses, if they have not already been rebuilt. There is also an opportunity to retreat residential uses from vulnerable areas to protect the safety and well-being of lives. Any discrepancies in the Land Use Plan in light of Hurricane Sandy should be addressed. An analysis of the existing Zoning Plan as to the Land Use Plan should be considered.
7. Residential areas shall be shown on the Land Use Plan Map as either “High-Density”, “Medium-Density”, or “Low-Density”, as defined by the following:
 - a. **Low-Density:** 0-6 units per acre (includes zones R-100, R-75, including Multi-Family Cluster Developments, and R-70)
 - b. **Medium-Density:** 7-12 units per acre (includes zones R-50, R-40, and R-36)
 - c. **High-Density:** Greater than 12 units per acre
8. Pre-existing Multi-Family properties with 2 or more units, whether or not compliant with the Conditional Use §40-6.13 Multi-Family Cluster Development, are shown with a hatched overlay on the Existing Land Use Map. Only those which are compliant with the

location requirements are shown with a hatched overlay on the Updated Land Use Plan Map.

5.2 Master Plan Amendments

1. It is recommended that the Borough consider a *Green Building and Sustainability Plan Element* to be amended into the Master Plan. This Element was created by Sustainable Jersey and is an optional component of the Master Plan, but it is a good first step at introducing sustainability concepts into local planning documents in Belmar. The Sustainability Plan Element will define “sustainability” as it is applicable to the Borough and explain the importance, incorporate a vision for the future of the community, identify goals and objectives, and address a list of core topics, such as climate change, renewable energy, green building, and land use.
2. The street abatements described in the Master Plan Updates of 2000 and 2006 should be revisited by the Borough Engineer for validity and viability in 2016. The abatement, or closure, of the mentioned streets may no longer be appropriate, especially given the experience of the Borough post-Sandy. The Borough may want to consider the effect of street abatements along Ocean Avenue for stormwater management, public safety and access, and traffic management.

5.3 Zoning Map Amendments

1. In the previous Master Plan Update, a recommendation was made to “consider the viability and suitability of the Beachfront Commercial District areas along Ocean Avenue.” A few pockets of commercial land uses remain along Ocean Avenue in Residential zones, which include:
 - a. Southwest corner of the intersection 10th Avenue at Ocean Avenue;
 - b. Northwest corner of the intersection of 18th Avenue at Ocean Avenue;
 - c. West side of intersection of 2nd Avenue and River Avenue at Ocean Avenue.

The Borough may want to revisit this recommendation in the wake of Hurricane Sandy and the need for flood-proofing of buildings and homes. This should also be considered as per recent economic changes and the desirability of mixed-uses.

2. The zoning for Blocks 136 and 156 should be re-evaluated. The Zoning Map does not show the zoning for Block 136, Lots 7 and 8, nor Block 156, Lots 8 and 9, although they are shown as being in a zone together. However, the tax assessor’s data shows each lot as being in a different zone. Block 136, Lot 7 should be re-zoned into the R-50 residential zone to be consistent with the rest of the block and Block 156, Lots 8 and 9 should be re-zoned into the R-75 zone. The R-75 zone, with an amendment to §40-6.13, would allow “townhouse style” multi-family cluster development to be built on these lots facing Railroad Avenue. These existing lots are already two- to three-times larger than the

other lots on Block 156 and would be more appropriately zoned for 75-foot subdivisions or for multi-family. Townhouses may provide a buffer between the railroad and single-family residential, while being appropriate for the mixed-use, high-density area between Sixteenth Avenue, Main Street, and Railroad Avenue.

3. The Central Business District (CBD-2) Zone boundary should be amended to remove Block 135, Lot 13 and Block 155, Lots 5 and 6 and add them to the R-75 Residential Zone. It should also be amended to include the entirety of Block 125, Lot 7; Block 115, Lot 9; and Block 155.01, Lots 11, 12, and 13 to the CBD-2 Zone and remove them from the R-75 Zone. The CBD-2 should also be amended on the Zoning Map to include the entirety of Block 148, Lot 19.01; whereas it currently divides the lot into CBD-2 and R-50. Block 148, Lot 2 should be added to CBD-2 and removed from the R-50 Zone.
4. Block 137, Lot 2 should be subdivided into two lots (e.g. Lot 2.01 and 2.02) to accommodate the two different uses, which occupy opposite sides of the Block.
5. The Zoning Map should be amended to reflect that the Seaport Redevelopment Area (SRD District) has replaced the Marine Commercial – 2 (MC-2) Zone, which previously covered the commercial properties along the Shark River Inlet prior to the adoption of the Seaport Redevelopment Plan.
6. The need for the Marine Commercial – 1 (MC-1) Zone along River Road/N.J. Route 35 should be revisited, given the expansion of the Seaport Village Redevelopment Area, which imposes the SRD zoning overlay over the majority of the MC-1 District. Only one property, which is non-compliant with the MC-1 land uses, is subject to the MC-1 Zoning Regulations alone.

5.4 Land Development Ordinance Changes

1. It is recommended that consideration be given by the Borough for “home offices”, used not for the retail of goods, as permitted in residential districts.
2. Planned Residential Developments (Age 55 and Older) Districts (PRD) should be removed from §40-5.2.a., Description of Districts, in the Borough Development Regulations Zoning Districts, as there are no PRD zones within the Borough. However, it is recommended that PRDs be a permitted use within residential zones.
3. The MC-2 (Marine Commercial District) was superseded by the Seaport Redevelopment Plan, although it is listed as a district under §40-5.2 (Description of Districts). It is recommended that this be revisited and that the Regulations be reconciled with the Seaport Redevelopment Plan, which is expected to undergo a comprehensive re-drafting in 2016.
4. It is recommended that the Borough update Ordinance §35-3.2.c. to include the most recent Revised Preliminary FIRM issued on January 30, 2015.
5. In order to facilitate rebuilding homes for residents that have had substantial damage, Section §40-4.1.c.6.(a) *Approval Required* and §35-4.4 *Variance Procedure* should be revised to allow for the elevation of homes with the lowest floor, including basement, to

the Base Flood Elevation or Advisory Base Flood Elevation levels, whichever is more restrictive, plus one (1') foot (§35-5.2.a.1.), without appeal for variance relief, such that it meets the additional criteria for Approval and the Standards and *Provisions for Flood Hazard Reduction* (§35-5).

6. Section §40-6.13.a. *Multi-Family Cluster Development* should be amended to read as follows:
 - a. "A multi-family cluster development is permitted as a conditional use to allow for the transition from existing high density residential uses, exceeding seven (7) dwelling units per lot, hotels and boarding houses and to provide for the creation of a multi-family attached "townhouse style" cluster development within the R-75 residential zone, for properties east of "A" Street with frontage on 10th, 11th and/or 12th Avenue **and for properties with frontage on East Railroad Avenue between 15th Avenue and 16th Avenue, to be designated MF-75 Zoning District** and developed with a shared access lane providing entry to attached accessory garage structures. However, properties with frontage on Ocean Avenue must develop the structures closest to Ocean Avenue to be single family detached structures in accordance with R-75 Zoning District standards, except as provided herein, and, the remainder of the property may be developed pursuant to the **Multi-Family Cluster Development MF-75 standards.**"
7. A discrepancy exists between the Zoning Map and the Ordinance No. 2009-20, adopted October 28, 2009, "Adopting an Updated Zoning Map and Supplementing Chapter 40 – Development Regulations of the Borough of Belmar". The Ordinance calls for reference to "SVR Seaport Village Redevelopment Area" in Section 40-5.2, Description of Districts in the Borough of Belmar Development Regulation, whereas the Zoning Map calls out the "SRD Seaport Redevelopment Area". It is recommended that the designation "SRD" remain on the Zoning Map and Regulations for consistency and that Ordinance 2009-20 be revised to "SRD" rather than "SVR".

5.5 Other Recommendations

1. It is recommended that the Borough revise or create new design standards that incorporate elevated buildings, first floor uses, etc. in order to accommodate FEMA regulations, adopted flood hazard maps, and predicted sea level rise.
2. It is recommended that a Green Building and Environmental Sustainability Element (GBESE) be adopted into the Borough Master Plan. The Municipal Land Use Law was amended in August 2008 to include the GBESE in the list of permitted Master Plan Elements. According to Sustainable Jersey, "The Element is intended to guide land-use decisions and provide the basis for ordinances addressing sustainability and land use issues...Municipalities have the authority to adopt laws and regulations to protect public health and welfare and to promote the general welfare in their communities outside of the planning and zoning powers. These types of environmental and health based

regulations and ordinances pertain to all property in a municipality. Examples of some environmental regulations include tree protection ordinances, stream corridor protection ordinances, recycling ordinances, wildlife protection ordinances, etc.” As part of the GBESE, the Borough should include a LEED Checklist for Building Design and Construction and Neighborhood Development from the U.S. Green Building Council.

3. It is recommended that the Borough complete a Resiliency Statement to be adopted into the Master Plan Update that further elaborates on the Borough’s plans to increase resiliency against natural hazards. The Resiliency Statement may include previous projects and plans for communication, flood mitigation, changes to ordinances to facilitate raising homes for residents, et cetera.
4. It is recommended that the Borough of Belmar become a Community Rating System (CRS) eligible community. Communities under the CRS which implement floodplain management actions that go beyond the minimum requirements of the NFIP are eligible for discounts on flood insurance premiums for properties within that community.
5. Odd-shaped properties should be realigned to fit the requirements of their respective zone, when the opportunity arises.
6. The Schedule of Zoning District Requirements should be amended to remove references to zones “R-1-50” and “R-2-50” and that any other zone which references the aforementioned zones be revised. The R-1-50 and R-2-50 zoning districts are now obsolete. The R-50 zone along Ocean Avenue uses the R-1-50 standards, which should be updated to follow the Development Regulations for a more appropriate zoning standard.
7. The Borough should continue to place overhead powerlines underground along Main Street in the Seaport Village Redevelopment Area in order to improve the aesthetics of the central corridor.

6. Redevelopment/Rehabilitation Plans and Areas

The Reexamination Report shall include the recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the Local Redevelopment and Housing Law, P.L. 1992, c. 79 (C.40A:l2 A-1 et al.) into the land use plan element of the municipal master plan, and recommended changes if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

6.1. Existing Redevelopment Plans

Advisory Committee for the Boro of Belmar Redevelopment Plan: Executive Summary

Belmar adopted Resolution 2014-65, “Creating a new advisory committee for the purpose of discussing the redevelopment of Belmar”. The Advisory Committee made a recommendation that the Seaport Village Redevelopment Area be expanded to include most of the downtown core, but that it be broken into “neighborhoods”. The Committee felt that the original Redevelopment Plan had become overly complex and outdated. The Borough was no longer interested in acquisition or condemnation of properties, as was originally proposed; it was felt that large-scale redevelopers were no longer necessary; and the reorganization of public parking and transition to properties operated by public-private partnerships was a new priority.

Area in Need of Rehabilitation

In 2013, the Borough of Belmar declared the entirety of the municipality an “Area in Need of Rehabilitation”, due to the substantial damage caused by Hurricane Sandy. This designation was made, in part, to facilitate 5-year tax abatements to assist homeowners trying to rebuild their properties.

Boardwalk Redevelopment Plan

In 2013, the boardwalk on Block 3, Lot 3 along the oceanfront was deemed an “Area in Need of Redevelopment” by the Borough after Hurricane Sandy destroyed the oceanfront. The Borough adopted a revised Boardwalk Redevelopment Plan for Block 3, Lot 3 in 2014, but the Redevelopment Area designation was overturned by the Appellate Division. However, since Block 3, Lot 3 remains designated with the rest of the Borough as an Area In Need of Rehabilitation, the Borough should determine if the Plan should remain in place or be repealed.

There have also been referendums on the redevelopment of the boardwalk pavilions, related to the boardwalk redevelopment, which now precludes any acquisitions.

Seaport Village Redevelopment Plan

The Seaport Village Redevelopment Plan, which was originally adopted in 2003, has been amended eight (8) additional times since 2006. It was most recently amended on March 7, 2012 and is expected to undergo a comprehensive re-drafting in 2016. The Redevelopment Plan originally began prior to the Great Recession, which began in 2008, with a very different economic outlook than exists today. At the time, redevelopment of the entire area was expected to happen with a master developer. However, with the worsening economic situation, the master developer was unable to fulfill the responsibility. In more

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recent years, redevelopment has occurred by individual property owners and is expected to continue. The original Redevelopment Plan was also created at a time of a different statute, which allowed the Borough to exercise eminent domain. The Plan has now been simplified to accommodate redevelopment by property owners and amended to extend the redevelopment boundary for the cohesiveness of the downtown and changed to non-condemnation.

In 2016, Resolution 2016-79, dated April 5, 2016, was passed to investigate the addition of “the area within the Borough south of Eighth Avenue between Main Street and Route 35 or Railroad Avenue extending south to Twelfth Avenue, specifically including Blocks 106, 116, 117, 67, 86, 86.01, 87, 96 and Belmar Plaza as shown on Tax Map Sheets 13, 17 and 21” into the Seaport Village area as an “Area in Need of Redevelopment”. This area was formerly known as the Transit Village Redevelopment Area, of which the Council had approved the amendment into the Seaport Village Redevelopment Area. However, in 2007 the Appellate Division overturned the decision of the redevelopment area designation after the 2007 Gallenthin v. Paulsboro decision. The 2016 investigation was authorized by the Borough Planning Board to study the former Transit Village Study Area again, but in accordance with the 2013 Non-Condensation Redevelopment Area amendment of the Local Redevelopment and Housing Law (LRHL).

The Plan has historically included the area from Eighth Avenue to both sides of Tenth Avenue and incorporated the Belmar Train Station. The extension to Twelfth Avenue is intended to include the elementary school and surrounding properties, with consideration of the relocation of the Borough Hall from the downtown area to a location that could consolidate uses and establish a civic center. In effect, this move will make available the downtown property and adjacent parking area for redevelopment and allow more productive uses of the Borough parking lots, which could be done through a property swap. The Area in Need of Rehabilitation designation, as well as the Redevelopment Plan, allows the Borough to be able to convey public property for a public-private partnership without public bid. Meanwhile, the combined redevelopment area would also allow more uniform design standards between the marina, train station, and downtown area. The Borough will also use long- and short-term property tax incentives through tax agreements when in the mutual interest of a redeveloper and the Borough, as well as grant and loan programs to encourage rehabilitation of private property consistent with the uses and design standards of the Plan.¹⁹

¹⁹ “Seaport Redevelopment Program Redevelopment Plan Update.” Borough of Belmar. Draft Revision August 2, 2012. P. 37.

7. Land Use Plan Element Update

The Land Use Plan Element of a community Master Plan is one of the key elements of the Master Plan, which serves as the foundation and basis for the Zoning Ordinance. The significance of the Land Use Plan Element is noted by the Municipal Land Use Law which states that a Master Plan shall generally comprise of at least a Statement of Objectives, Principles, Assumptions, Policies and Standards, and a Land Use Plan Element, with other elements being optional. Generally, the purpose of the Land Use Plan Element and Map is to show the existing and proposed location of uses of land in the future.

In the case of Belmar, which has been developed for many years to near full-extent, the future land use pattern can be anticipated to replicate the existing land use pattern for the most part, with the exception of some potential areas of redevelopment. According to the 2014 Monmouth County Multi-Jurisdictional Natural Hazard Mitigation Plan Update, there were an estimated 212 vacant parcels in the Borough and all 212 were in Delineable Hazard Areas.²⁰ 18 of the parcels are protected as Open Space, leaving 194 potentially developable vacant parcels – all of which have been identified for growth.²¹ Development in the Borough has been characterized as a mix of greenfield development, infill, and redevelopment. None of the parcels have been identified for limited growth or conservation. Some land uses may also need to be revisited due the known and expected impact of storms and flooding in the future, as demonstrated by the impact of Hurricane Sandy.

A comparison between the amount of different land use types in the past and present can be seen through either a review of property tax classifications from the Tax Assessor's office or zoning and Borough land use layers on GIS or NJ-GeoWeb.

7.1 Historic and Existing Land Use Patterns

The following is a listing of Municipal Zoning Classifications for the Borough. A review shows that there are seven (7) Commercial zones, and one (1) Public Use, and eight (8) Residential zones. Including the streets and water areas covered by zoning, the Commercial Zones (CBD-1, CBD-2, B-C, MC-1, MC-2, SVR, and PO-75) together comprise approximately 0.15 square miles (97.07 acres) of the total and Public Use/Recreation uses (PB zones) cover 0.07 square miles (43.02 acres); whereas, the Residential Zones (R-100, R-75, R-70, R-50, R-40, R-36, and R-1-50) cover at least 0.55 square miles (353 acres) of the Borough's total land area of 1.045 square miles.

According to the 2016 MOD IV data from the County, all properties can be divided into at least nine (9) total land use categories, or property classes, which include Vacant Land, Public School/Public Property, Church & Charitable Property, Other Exempt, Residential (1-4 Family), Commercial, Apartment, and Railroad, as well as some unclassified properties as "Null". Not including the area of the beach or streets, the total land mass of which these uses occupy is 0.72 square miles of land in the Borough. The division

²⁰ "Multi-Jurisdictional Hazard Mitigation Plan – Monmouth County, New Jersey." URS. 2014 Plan Update – Draft. Table 3d.9. Page 3.d-40.

²¹ *Ibid.* Table 3d.10. Page 3.d-43.

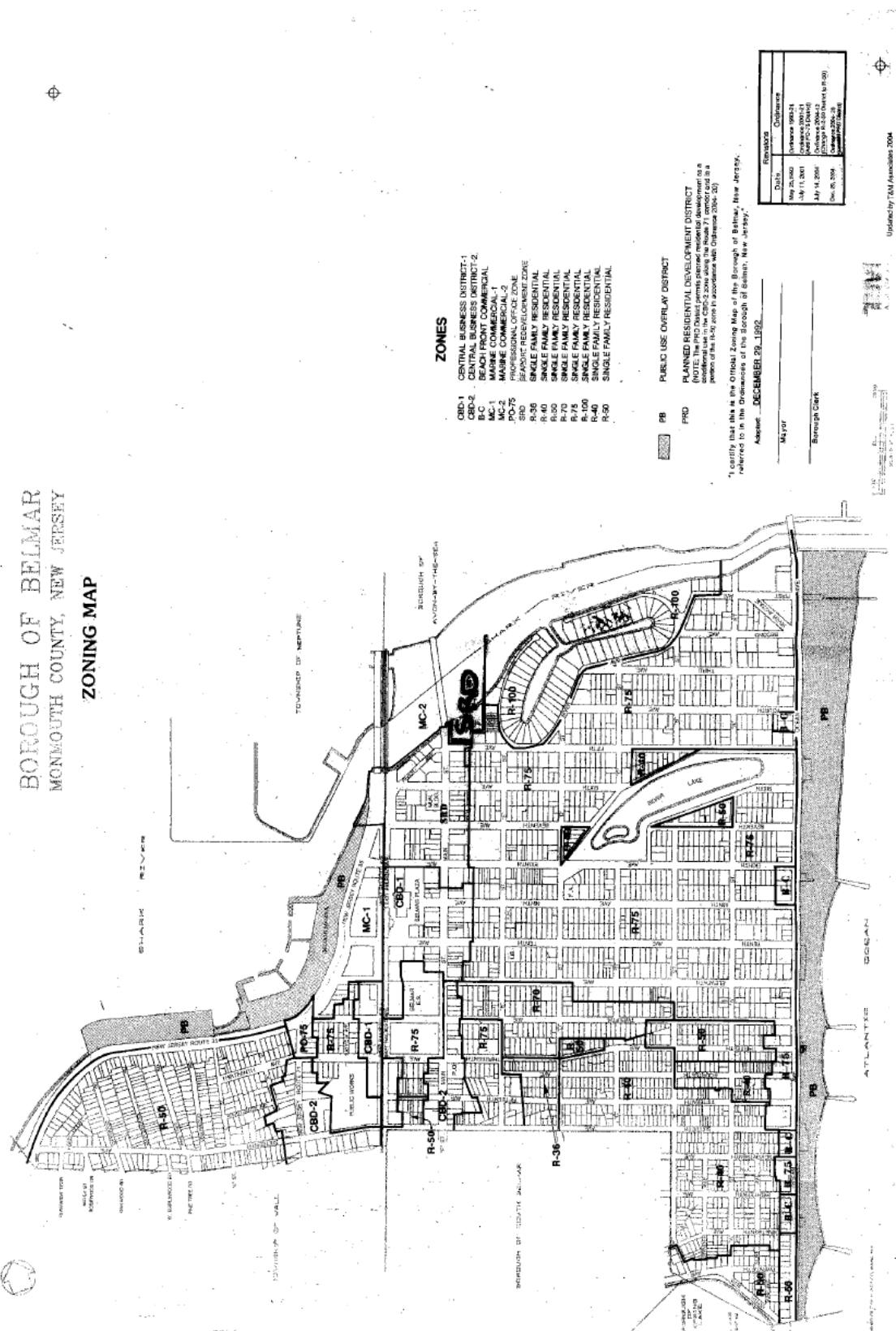
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of land uses provides a good snapshot of Belmar as a residentially-based community. Using this total, the exclusively Residential uses (1-4 Family) occupy 64.65% (0.46 square miles) of the Borough and Apartments occupy only 2.69% (0.02 square miles). Public properties, including public schools and parks, occupy the next largest amount of land at 18.87% (0.14 square miles). Only 83.1% (0.596 square miles) of the Borough is developable, with the remaining land protected under the NJDEP. Table 12 below provides a breakdown of the land uses and the amount of space that they occupy in the Borough based on 2016 MOD IV County data.

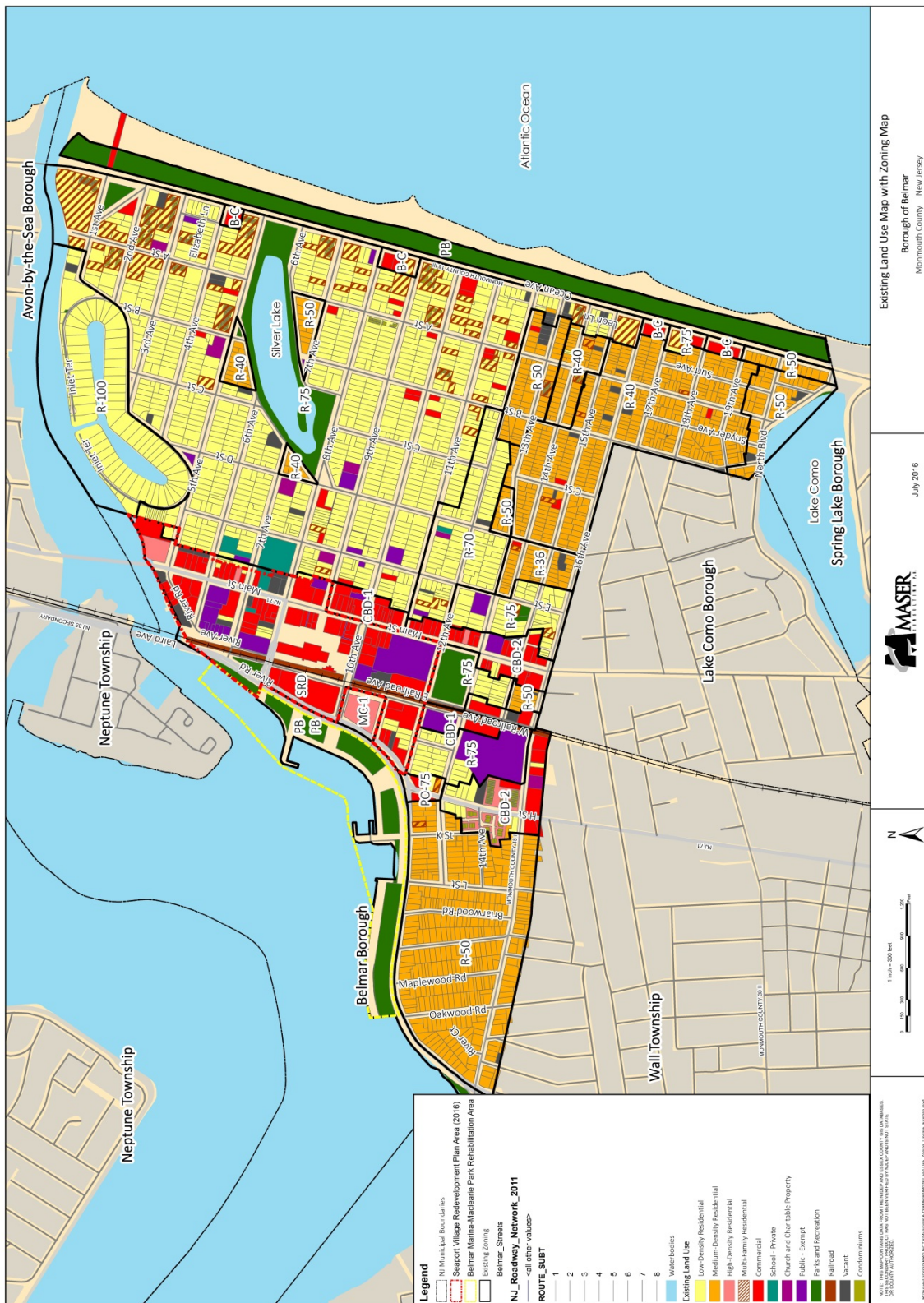
Table 12: Existing Land Use Areas in Borough of Belmar

Property Class	Type	Units	Square Feet (SF)	Acres (Ac)	Square Miles (Sq. Mi.)	Percentage
1	Vacant Land	64	491582.3112	11.285	0.01763	2.46%
15A, 15C	Public School Property; Public Property	51	3765885.732	86.453	0.13508	18.87%
15D	Church & Charitable Property	12	301333.486	6.918	0.01081	1.51%
15F	Other Exempt	3	40310.88532	0.925	0.00145	0.20%
2	Residential (1-4 Family)	2558	12898659.97	296.112	0.46268	64.65%
4A	Commercial	153	1731533.245	39.751	0.06211	8.68%
4C	Apartment	29	536727.9011	12.322	0.01925	2.69%
5A	Railroad	1	179917.1279	4.13	0.00645	0.90%
Null	Null	126	6873.626859	0.158	0.00025	0.03%
Total		2997	19952824.28	48.054	0.71571	100.00%

**BOROUGH OF BELMAR
MONMOUTH COUNTY, NEW JERSEY
ZONING MAP**



Map 3: Belmar Existing Land Use Map with Zoning Map



Residential Land Use

Although the Residential Zones are more expansive and contain various other land uses, the majority of taxable properties are in Residential districts, according to the Land Use Map. The existing Residential land uses (including Apartments) cover approximately 67.34% (308.4 acres, or 0.48 square miles) of the total Borough land mass and 80.58% of the developable lands (all land excluding streets, beaches, and properties on the State ROSI database). With the exception of a few select properties, most of the Borough is developed at this time and it is primarily single-family residential. Single-family residential properties alone occupy approximately 58.68% (270 acres, or 0.42 square miles) of the Borough. The R-40, R-50, and R-75 zones are the most prevalent zones in the Borough, with lot sizes of 4,000 square feet, 5,000 square feet, and 7,500 square feet, respectively.

Historically, boarding homes were fairly common throughout many of the residential districts, particularly on larger lots in the eastern portion of the Borough between Main Street and Ocean Avenue. Many of these were eventually converted into multi-family buildings or inns. Inns and Bed and Breakfast establishments are still common. Although they are a commercial land use, they are often found in what is now the residential R-75 zone, as a Conditional Use.

More recently, over the past fifteen years former multi-family buildings (formerly MF-1 and MF-2 zones) and rental properties have been converted to single-family seasonal or part-time homes. This has created a significant decrease in population density, although larger multi-tenant apartments building still exist and there has been an increase in development. According to the 2014 American Community Survey by the U.S. Census Bureau, the total population has been decreasing slightly, while vacancies have also been decreasing slightly, yet the number of homes for seasonal use as a percentage of vacant homes has increased since 2010 and 2000.

Below is a short description of each residential land use group and zoning district:

a. Low-Density Residential

The R-70, R-75, and R-100 zones are considered to be low-density in the Borough of Belmar, with anywhere from eight (8) to twelve (12) units per acre.

R-100 – 10,000 Square Feet: On the lowest end of the spectrum, the R-100 zone, located around the Belmar Basin on the north side of the Borough along Shark River, has the largest lot sizes with a minimum of 10,000 square feet, equating to approximately 2.6 units per acre. This district is bordered by Shark River, “B” Street, River Avenue, Terrace Road, and Fifth Avenue.

R-75 – 7,500 Square Feet: The Master Plan designates four areas as R-75 with typical lot sizes of 50’ x 150’. Two of the districts are located between Main Street and New Jersey Route 71 and have parks incorporated within them. A third area contains lots with frontage along “E” Street and Twelfth Avenue through Sixteenth Avenue. The fourth and largest district spans from River Avenue south to Twelfth Avenue, east to Ocean Avenue, and west to mid-way

between “E” Street and Main Street. This district comprises the largest contiguous district within the Borough.

R-70 – 7,000 Square Feet: The R-70 zone is less common, but similar to the R-75 zone with minimum lot sizes of 7,000 square feet. Typical lot sizes are 70’ x 100’. The Master Plan designates only one district of R-70, located between Eleventh Avenue, Thirteenth Avenue, “B” Street, and mid-way between “E” Street and Main Street. This area serves as a transition zone between the higher density R-36, R-40, and R-50 Districts and the lower density R-75 District.

b. Medium-Density Residential

The R-36, R-40, and R-50 zones are considered Medium-Density for the Borough of Belmar, with approximately four (4) to six (6) units per acre.

R-50 – 5,000 Square Feet: The Master Plan designates five areas as R-50. The predominant lot size is 50’ x 100’, resulting in 5,000 square feet. Most of these areas exist in the southern half of the Borough, including the largest district which is bordered by New Jersey Route 35, the boundary between Belmar and Wall Township. Other small districts exist along the boundary of Belmar and Spring Lake Borough; in the area of Twelfth and Thirteenth Avenue east of “C” Street; adjacent to the south side of Silver Lake; and portions of blocks south of Fifteenth Avenue between Railroad Avenue and Main Street and north of Thirteenth Avenue between “D” Street and “B” Street.

R-40 – 4,000 Square Feet: The R-40 Residential areas are found in three locations. The largest is located from the north side of Thirteenth Avenue to mid-way between Nineteenth and Twentieth Avenues, east to mid-way between “A” Street and Ocean Avenue, and west to “D” Street. The predominant lot size is approximately 40’ x 100’. In addition, two small areas were established adjacent to Silver Lake because of odd-shaped land parcels.

R-36 – 3,600 Square Feet: The R-36 zone is the smallest residential zone in total, located exclusively over three blocks between 16th Avenue and 13th Avenue and “D” Street and “E” Street on the southern border of the Borough with Lake Como. Lots in the R-36 zone have a minimum lot size of 3,600 square feet (40’ x 90’ lots) and contain mostly medium-density single-family homes.

Commercial Land Use

The second major land use is the Commercial Land Use, which includes exclusively commercial properties. These account for approximately 8.68% (39.75 acres, or 0.06 square miles) of the Borough. All of the Commercial land uses in the Borough of Belmar can be sub-grouped into three main areas and categories. For the purpose of the land use inventory, downtown businesses and Ocean Avenue corridor businesses comprise about 86% of the commercially-zoned areas in the Borough and include offices, services, restaurants, and retail establishments. Below is a short description of each group and zoning district:

c. Downtown Businesses

Downtown Businesses are generally divided into two Central Business Districts (CBD-1 and CBD-2), as well as the Seaport Village Redevelopment District (SVR) overlay, and the Professional Office Zone District (PO-75). These are generally split up between Main Street, New Jersey Route 35/River Road, and Route 71. Apartments/residences on the second floor of Commercial or Professional Office Structures are permitted in all Commercial Districts. There are also several Bed & Breakfast/Inn Commercial uses within some of the Residential zones, which are Conditional Uses. Other Commercial uses within Residential zones are pre-existing non-compliant uses.

The Central Business District located along Main Street has been the historical focal point of retail, commercial, and office uses within the Borough. The Land Use Plan Element designates two Central Business Districts based on intensity of use, existing land uses, and adjacent land uses. The Downtown Districts are shown as CBD-1 and CBD-2, but also include PO-75 and parts of the area within the Seaport Village Redevelopment District (SVR) overlay.

Main Street is one of the critical corridors whose visibility establishes Belmar's identity for visitors and residents. Development along Main Street should enhance the pedestrian environment and produce groupings of buildings and spaces which are visually and functionally compatible. Design guidelines and standards and public improvements, such as those found in the Seaport Village Redevelopment Plan, should encourage a "downtown" theme.

CBD-1: This Central Business District will provide for a core area of downtown-type development including such uses as offices, business services, specialty shops, banks and financial services, and restaurants, and apartments/residences above commercial structures. This district will allow for structures with heights of 2 ½ to 4 stories, pedestrian traffic flow throughout the area, and intensive parking around the perimeter of the Business District. The district would complement the adjacent Marine Commercial District and Seaport Village Redevelopment District, and provide for overflow parking and additional "night time" activities for the residents.

The CBD-1 area is located between Ninth Avenue and Eleventh Avenue between Main Street and "E" Street, halfway through the block. It also extends from Eleventh Avenue to Fifteenth Avenue along West Railroad Avenue.

CBD-2: The CBD-2 District provides for less intensive downtown development than the CBD-1 area. Building heights would be restricted to a maximum of two stories and would require on-site parking. Automotive services would be a permitted use within CBD-2, but also

The CBD-2 areas are located along both sides of Main Street on the southern end of the CBD-1 area, between Eleventh Avenue and Sixteenth Avenue, and would serve as a transitional area between the higher density CBD-1 area and the Residential Districts. A CBD-2 area is also located along New Jersey Route 71 and Sixteenth Avenue.

PO-75: The Professional Office District allows offices and professional services, as well as municipal services and facilities, photographic/portrait studios, and residential above commercial or professional office structures. The minimum lot

requirement is 40 feet in diameter and the maximum principal building height is 35 feet or 2 ½ stories. The PO-75 District is located along Route 71 between Route 35 North and Thirteenth Avenue.

SRD: The Seaport Village Redevelopment District supersedes any zoning previously defined in those areas. The SRD encourages mixed-uses, such as residential above retail, as well as tourism-related uses concentrated around the marina, downtown, and railroad, and the aggregation of public uses. The SRD is an area of slightly higher density and mix of uses than the Central Business Districts or Residential districts. The SRD is located between the Shark River and the north side of Twelfth Avenue, and the east side of River Road to the east side of Main Street.

d. Ocean Avenue Corridor

Ocean Avenue, along with Main Street is a corridor whose development must be managed to project a positive image of Belmar. The Avenue's location parallel to the Borough's major recreational attractions – the boardwalk, the beach, and the ocean – assures the corridor's visibility. The Avenue's western edge should allow for complementary land uses at defined locations. The Master Plan established districts for both residential and commercial use along Ocean Avenue. Building and site design along the oceanfront should be guided to enhance the corridor's identity and the amenity it provides. Review of future design elements should include facades and signage, and help create a unified public streetscape, in terms of landscaping and furnishings. Design review of development proposals along Ocean Avenue should encourage features that enhance the corridor's visual and pedestrian environment. It should discourage strip commercial designs and visual clutter. Additionally, properties along the oceanfront should be designed in a way that is resilient to future climate change and flooding due to storms.

B-C: The Beachfront Commercial (B-C) Zones previously replaced Resort Commercial zones along Ocean Avenue. This district is more in keeping with the existing land uses than the previous zoning. Permitted uses include traditional seasonal uses, and contemporary, year-round uses such as restaurants, specialty shops, and convenience stores. The Land Use Plan Element designates a Beachfront Commercial District with frontage along Ocean Avenue between Nineteenth Avenue and Eighteenth Avenue; Seventeenth Avenue and Sixteenth Avenue; Ninth Avenue and Eighth Avenue; and the south side of Fourth Avenue.

e. Marine Commercial

For the purpose of the land use inventory, the Marine Commercial land uses include all businesses relying on water access (i.e. marina and waterfront) and are found within the MC-1 and MC-2 Marine Commercial Districts. Marinas and waterfront commercial businesses account for 14% of the commercially-zoned areas in the Borough of Belmar – exclusionary of structures over the water, i.e. piers, docks, etc. These zones are located exclusively west of Main Street, along River Road/Route 35 and Shark River.

The Marine Commercial Districts reflect and encourage day-time and night-time recreational activities which will complement the adjacent Seaport Village Redevelopment District (SRD) and Central Business District (CBD-1). The Land Use Plan Element designates two Marine Commercial Districts based on the intensity of use and existing land use.

MC-1: The Marine Commercial – 1 District promotes such uses as hotels, restaurants and boutiques, and preserve existing uses such as municipal parks and the Belmar Marina. The MC-1 District is located west of Railroad Avenue.

MC-2: The Marine Commercial – 2 District incorporates and preserves marine maintenance repair and sales facilities and automotive services. The MC-2 District was superseded by the Seaport Village Redevelopment Plan.

Public Use/Open Space/Recreation Land Use

The third land use to be investigated is the Public Use/Recreation Land Use. These are primarily Borough or State-owned properties, but may also include some private owners with public access and include the boardwalk, beaches, parks, Riverwalk/Belmar Marina area, and various other open spaces.

There are twelve (12) lots zoned Public Use Overlay District (PB), which include the beachfront boardwalk and the marina area. PB zoned lots comprise 0.07 square miles, or 9.78% of the land mass. On the other hand, the Borough identifies twenty-one (21) lots as Parks and Recreation, which fall into various residential and commercial districts and include all PB-zoned lots. In total, these occupy 0.11 square miles, or 15.37% of the land, which was also identified in the 2005 Monmouth County Park System Inventory of existing Open Space. The Borough's target for Open Space was 19.20 acres, meaning the Borough already had a surplus of 50.51 acres and 363.1% of the target was owned by the Borough.²² The oceanfront beaches, which occupy an additional 0.07 square miles, or 9.78%, were not included in this total. Active recreational spaces contain approximately 14 acres, or 0.02 square miles. The land designated as wetlands, including areas around the coastal lakes, account for a very small percentage of land area and make up only 1% (4.47 acres, or 0.007 square miles) of the gross land area of Belmar. In total, approximately 16.78% (74.2 acres, or .12 square miles) of the Borough, on twenty-two (22) lots including the beaches, wetlands, and parks and recreation spaces, is currently undevelopable because it is part of the NJDEP (New Jersey Department of Environmental Protection) Green Acres ROSI (Recreation and Open Space Index).

7.2 Recommended Future Land Use

The Borough of Belmar is, to a major extent, fully developed as urban land with only isolated parcels of land available for redevelopment. The focus of the recommendations for future land use patterns concentrate on preserving the character of the existing neighborhoods, while molding the redevelopment of the community to manage blight and vacancies; to enhance the utilization of land and character of the Borough; and to increase resiliency to natural hazards.

Of the 194 vacant parcels within the Borough described in the 2014 Monmouth County Multi-Jurisdictional Natural Hazard Mitigation Plan Update, 100 percent are identified for growth, although all of them are located within a Delineable Hazard Area. It is likely that many of the vacant parcels were due to damage from Hurricane Sandy and that they have since been redeveloped. However, where feasible

²² "Multi-Jurisdictional Hazard Mitigation Plan – Monmouth County, New Jersey." URS. 2014 Plan Update – Draft. Table 3d.6. Page 3.d-14. Source: Monmouth County Park System, 2005.

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some of these parcels should be reconsidered for limited growth or conservation, depending on the nature and intensity of the potential hazard and the land value, or have appropriately updated development standards.

The most significant change in land use would be the expansion of Mixed-Use (residential above commercial structures) in the downtown core. Although there is a large number of pre-existing Mixed-Use properties, they are shown as Commercial land. The Seaport Village Redevelopment Area permits Mixed-Use throughout the entire Redevelopment Area and the Borough should encourage the density and diversity of uses in this defined area. In the Residential districts, the Borough should encourage new single-family homes to replace older multi-family homes, as the opportunity arises, to fit with the existing neighborhood fabric.

Residential

1. The Borough is primarily residential in character, with the majority of units east of Main Street and west of Ocean Avenue, and which are primarily single-family. Since 2006, a number of development patterns and trends have occurred. Multi-Family is no longer a district or a Permitted Use in the Borough, as part of an attempt to encourage Belmar's transition into a year-round municipality with single-family residential uses with diverse dwelling unit types and design criteria. The rezoning of the Multi-Family (M-F) zones to R-75 Single-Family Residential has resulted in a large turnover of multi-family homes to single-family homes, particularly along Ocean Avenue. However, there still remain significant clusters of mid- to high-density multi-family buildings and complexes in the northeast section of the Borough near Ocean Avenue in the R-75 District. "Multi-family" continues to be a Conditional Use in the R-75 Residential Zone, but single-family is still encouraged at this time. Pre-existing Multi-Family properties that meet the Conditional Use location requirements of §40-6.13 are shown with a hatched overlay on the Updated Land Use Plan Map.
2. Mixed-Use ("apartments-residences above commercial structures") should continue to be encouraged in the Central Business Districts (CBD-1 and CBD-2) along Main Street, "H" Street/Route 71, Sixteenth Avenue, as well in the Beachfront Commercial (B-C) zone along Ocean Avenue. Mixed-Use of this kind is already permitted in these zones, as well as in the MC-1 and PO-75 zones, and allows more density of uses and residents that support a strong, diversified economy and user/consumer base. These areas, particularly along the identified streets, are displayed as Mixed-Use on the Land Use Plan. The Seaport Village Redevelopment Plan also permits and encourages mixed-use that supersedes existing zoning.
3. The Seaport Village Redevelopment Plan allows mixed-use (residential above retail) as a permitted use.
4. Where appropriate, particularly around the coastal lakes, residential areas that were heavily impacted by Hurricane Sandy should be considered for transition to non-Residential uses or have stricter development guidelines. The Borough should encourage a reduction in residential uses, or intensity of uses, where they are the most vulnerable.
5. A change in land use from commercial (storage) and vacant to residential should be encouraged on Lots 8 and 9 of Block 156 with the recommended expansion of the R-50 zone, which will make the zoning of the Block more consistent and the properties better utilized.

Commercial

1. Existing commercial structures with residential above, as well as other properties that are within one of the Commercial zones that permit "Apartments/residences on second floor of Commercial or Professional Office structure", or within the Seaport Village Redevelopment Area, that may benefit from the designation and are in reasonable proximity to transit and/or other commercial or mixed-use lots, or which are currently located on blocks with a variety of existing uses that have not already been addressed, are shown as "Mixed Use" on the updated (future) Land Use Plan Map.

2. Block 127.02, Lots 7, 8, 9, and 10 and Block 128, Lot 1 are to be shown as Professional Office, as designated by the zoning district, PO-75.
3. The Beachfront Commercial (B-C) Districts shall remain in the existing areas, as identified and adopted by Ordinance by the Borough, to recognize the necessity to protect adjacent residential from nuisances associated with commercial uses, unless otherwise resolved by the Borough.

Public/Recreational

1. There are opportunities to explore a move of the Borough Hall out of the core Seaport Village Redevelopment Area in order to repurpose the Borough-owned lots and parking areas for redevelopment and/or a parking garage that is shared through a public-private partnership, as well as to consolidate Borough-owned properties elsewhere. This recommendation should continue to be explored as opportunities arise in the future.
2. The Borough should continue to carefully maintain and provide enhancements to public spaces, such as Maclearie Park, the Belmar Marina, Silver Lake, Lake Como, and the beachfront.
3. Tourism-related enterprises should be encouraged in the Seaport Village Redevelopment Area near the downtown, marina, and Maclearie Park. A water taxi service, which has been proposed in the past, has the potential to connect tourists to areas along Shark River, while maintaining the quiet residential character elsewhere.

Redevelopment Areas

1. It is recommended that with the expansion of the Seaport Village Redevelopment Area to include the area from Eighth Avenue to both sides of Twelfth Avenue and the Belmar Train Station, inclusive of the elementary school, that the Borough consider relocating the Borough Hall from the downtown area to a location that could consolidate uses and establish a civic center, such as an area adjacent to the existing school. The relocation of the existing Borough Hall will make available the downtown property and adjacent parking area between Main Street and River Road and 6th Avenue and 7th Avenue for redevelopment and allow more productive uses of the parking lots. This transaction could be done through a property swap.
2. With the inclusion of the Transit Village Area into the Seaport Village Redevelopment Area, as described, the Borough should follow the design recommendations and pursue uniform design standards between the marina, train station, and downtown area.
3. It is also recommended that the Borough pursue public-private partnerships (PPPs) in order to reconfigure and improve the Borough-owned parking lots in the downtown area.
4. The Seaport Village Redevelopment Plan allows mixed-use (residential above commercial) as a permitted use. All lots within the Seaport Village are eligible to be redeveloped for mixed-uses and property owners should be encouraged to do so.
5. Zoning along the railroad/Railroad Avenue is currently a mix of residential, industrial, and commercial. Block 117 has six residential lots wedged between the retail and storage center of a lumberyard, an automobile retailer, and a convenience store. It is recommended that the Borough address the conflicting mix of uses by allowing the reconfiguration of the lots or a mixed-used zone.

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6. It is recommended that the Borough consider expanding the properties governed by the Seaport Village Redevelopment Plan, based on the Borough-wide Rehabilitation Area designation, to include properties along the eastern edge of the Seaport Village Redevelopment Area in Blocks 55, 65, 75, and 85 for the best and maximum use of land for redevelopment; to allow for the assemblage of properties into regularly-shaped lots in order to comply with zoning regulations; and to unify building regulations and design standards for the entirety of the block, such as proper screening of adjacent parking lots, businesses, and residences. The Redevelopment Plan would allow for these Blocks to be developed with appropriate medium- to high-density “mixed-uses” (including residential above retail), or a reconfiguration of properties.
7. It is recommended that the Borough include properties along the eastern edge of the Seaport Village Redevelopment Area in Blocks 95, 105, 115, 125, 135, 155.01, and 155 between Main Street and “E” Street and Blocks 126, 136, and 156 between Main Street and the N.J. Transit Railroad within the comprehensive re-drafting of the Seaport Redevelopment Plan based upon the Borough-wide Area In Need of Rehabilitation designation. These Blocks are adjacent to the expanded Seaport Redevelopment Area and contain a mix of uses throughout. In Blocks 136 and 156, low-density residential is found between commercial properties that anchor each end of the Block with uses such as outdoor and indoor storage facilities, gas stations, and restaurants. The Redevelopment designation would allow for these blocks to be developed with appropriate medium- to high-density “mixed-uses” (including residential above retail), or a reconfiguration of properties. Additionally, several adjacent properties in Blocks 136 and 156, including the commercial lots, are located in a zone which is unclear, and do not comply with adjacent zones. Properties in the ROSI database should be exempted from redevelopment, except to increase public open space.