

MASTER PLAN REEXAMINATION REPORT

**Borough of Sea Girt
Monmouth County, New Jersey**

Prepared by

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Community Planning Consultants
732-828-2200

2001

Note: Called Joe Barris Mon Co Pl Bld. 4/2/04
Re-exam. report not on file w/ county. Called
Scott Thompson

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

Fred Heyer, P.P. #3581

BOROUGH OF SEA GIRT, MONMOUTH COUNTY, NJ

MASTER PLAN REEXAMINATION REPORT

2001

INTRODUCTION

This report is prepared consistent with N.J.S.A. 40:55D-89 and constitutes the Borough of Sea Girt's periodic reexamination of its master plan and development regulations.

The NJ Municipal Land Use Law requires that at least every six years the governing body provide for the general reexamination of its master plan and development regulations by the Planning Board which shall prepare and adopt, by resolution, a report on the findings of such reexamination, copy of which report and resolution shall be sent to the County Planning Board and the clerk of each adjoining municipality. The Borough of Sea Girt prepared its last Master Plan Reexamination Report in 1995. The reexamination is therefore required during 2001.

PERIODIC REEXAMINATION

The statute requires that the Reexamination Report contain the following:

- 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 been increased subsequent to that date.
- c. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in the 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, standards, or whether a new plan or regulations should be prepared.
- e. The recommendations of the Planning Board concerning 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.

A. The Major Problems and Objectives Related to Land Development in Sea Girt at the Time of the Adoption of the Last Reexamination Report

At the time of the last Master Plan Reexamination Report the principal concerns were related to land development in the Borough focused on the preservation of Sea Girt's established character. The Borough is a mature, attractive community and concerns were related to incompatible residential development and potential development of the National Guard facility.

B. The Extent to Which Such Problems and Objectives Have Been Reduced or Increased

In the time period since the adoption of the last Master Plan Reexamination Report, some of the concerns regarding development have been exacerbated. Teardowns of existing housing have become more common and the structures, which have replaced the previous buildings, are out of scale with the surrounding development.

The concern regarding the potential sale of the National Guard facility has been largely addressed. There has been significant investment in the facility and it would appear that at least for the foreseeable future, the base will remain a government facility.

C. The Extent to Which There Have Been Significant Changes in the Assumptions, Policies and Objectives Forming the Basis for the Master Plan or Development Regulations

In the time since the last Master Plan Reexamination Report, the second State Development and Redevelopment Plan process has been completed.

The Borough is currently in the adoption process of a Housing Plan Element/Fair Share Plan.

As stated earlier, the concern regarding potential development of the National Guard facility, not a likely possibility during the six-year planning horizon.

D. Specific Changes Recommended for the Master Plan and Development Regulations

This Master Plan reexamination report recommends changes in three specific areas to address land use issues which have arisen. The first revision deals with the zoning designation of the 165 + acre parcel known as District 4 in the Borough's Zoning Ordinance. The parcel is the site of the State Military Encampment and is located south of Sea Girt Avenue, east of the railroad, north of Stockton Lake and west of the Atlantic Ocean.

Based upon an assessment of the impacts that would be generated by the development of District 4 in accordance with the recommendations of the 1995 Master Plan Reexamination, it is recommended that a new land use designation be adopted to acknowledge the existing developed character of the parcel and to provide for the most appropriate use of the parcel in the future. The new recommended designation is an Open Space and Government Use category. This district would permit all the existing uses of the parcel and other open space and government uses, including active and passive recreation.

Based upon our review, there is no reason to believe that the use will cease any time in the foreseeable future. However, if it is found that the parcel is no longer necessary for its present function, then the most appropriate use would be a State Park or recreation facility. The parcel represents one of the single largest tracts in common ownership along this area of the coast. If the State decides that it should not be used for its present military function, then the site is ideally suited for active and passive recreation as shown on the draft Master Plan Map.

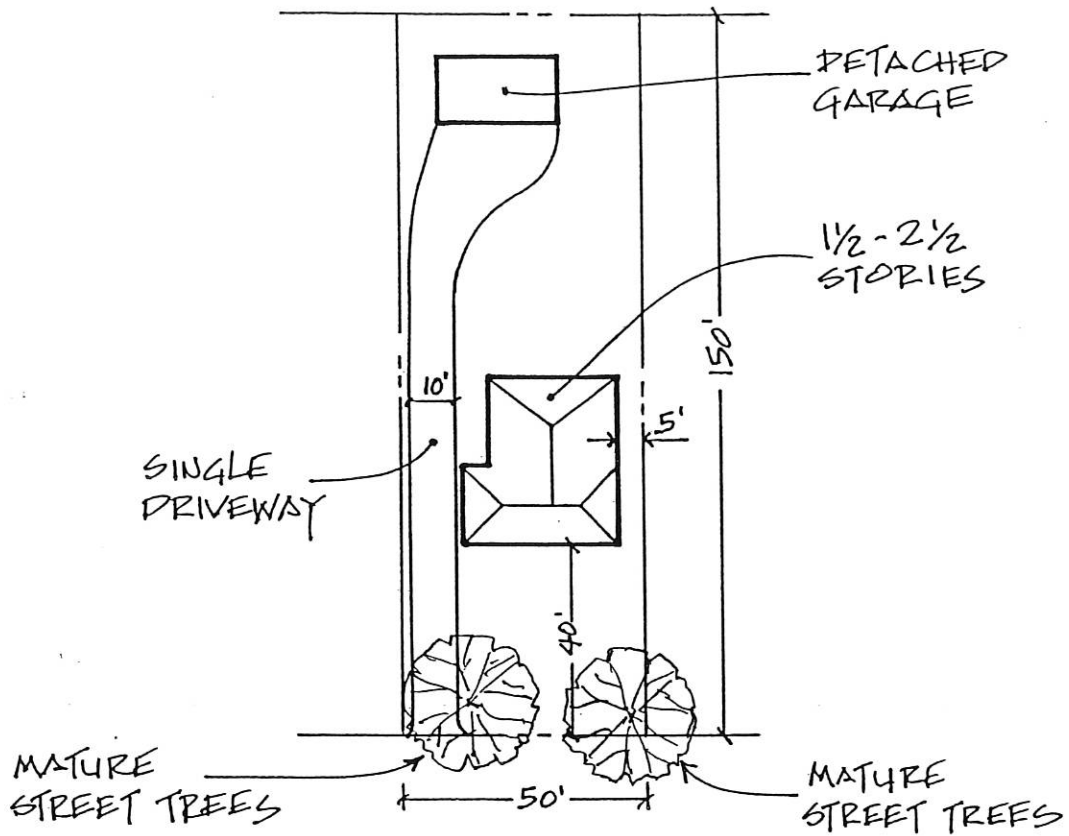
A second significant change to the Borough's Land Use Plan Element deals with the issue of incompatible single-family development. Sea Girt is experiencing a trend toward infill development and redevelopment at a scale which is incompatible with the established residential character of the Borough and in a way that significantly alters the Borough's mature streetscape.

A typical Sea Girt home is located on a 50 by 150 foot lot, as shown on the diagram labeled "Typical Sea Girt Lot." The homes are generally set back approximately 40 feet from the street right-of-way with an attached or detached garage located to the rear of the principal structure. Side yards are typically five or more feet on one side and 8 to 15 feet on the driveway side of the dwelling. Widths of curb cuts are generally at a minimum and large lawn areas and mature street trees are located adjacent to the road right-of-way.

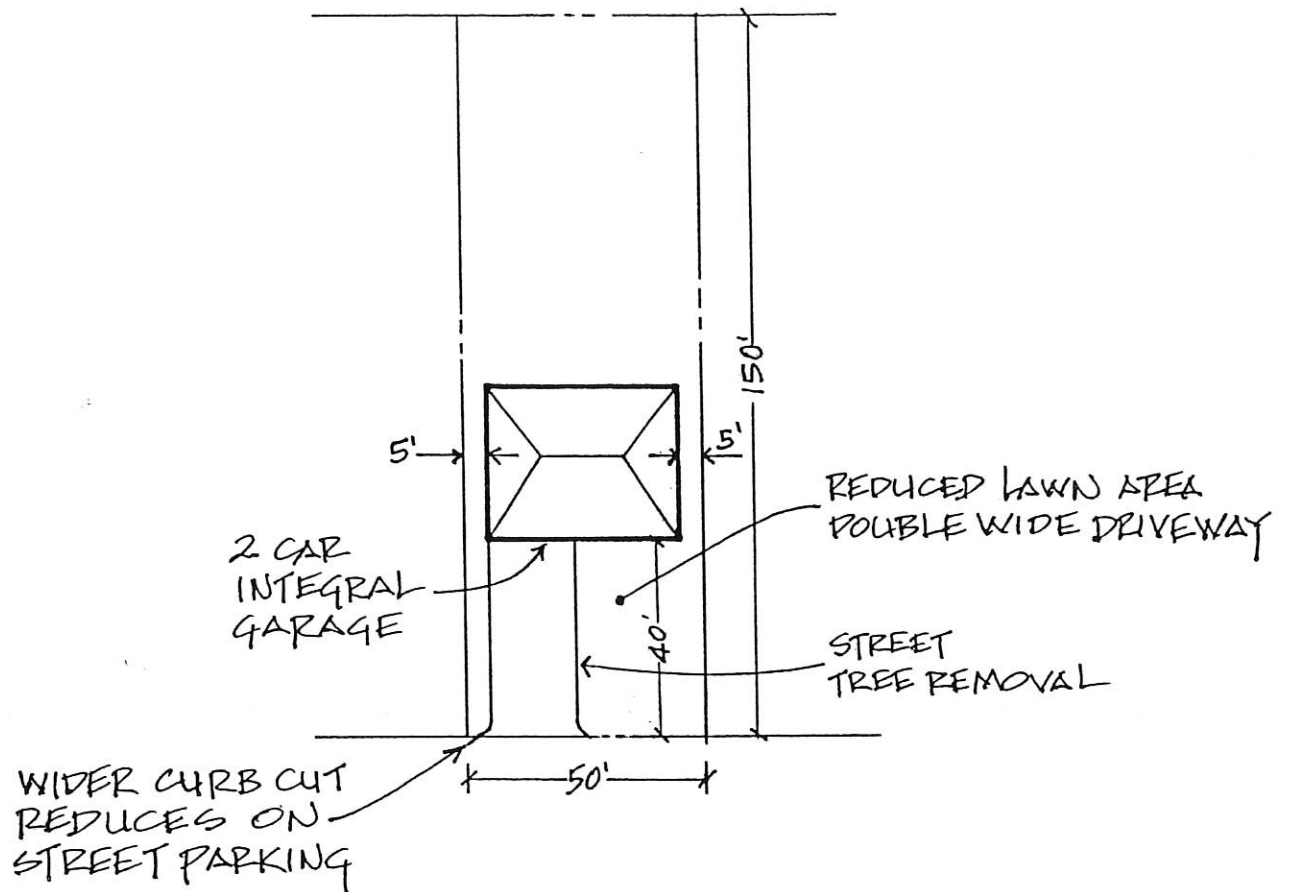
A problem arises when a lot is either developed or redeveloped or when multiple lots are assembled. In the development of a single lot, it is possible for a home to be set back 40 feet off the street with side yards of five feet each. An integral two-car garage could be located with its doors facing the right-of-way, as shown on the diagram labeled "Incompatible Infill Lot."

A two-car driveway occupies much of the front yard area. This creates a situation where the building's facade when viewed from the street is more massive, garage doors become one of the dominant features of the streetscape. Large amounts of pavement eliminate much of the green area between the homes and the right-of-way and street trees may be removed. Curb cuts become wider on the street and on-street parking is reduced.

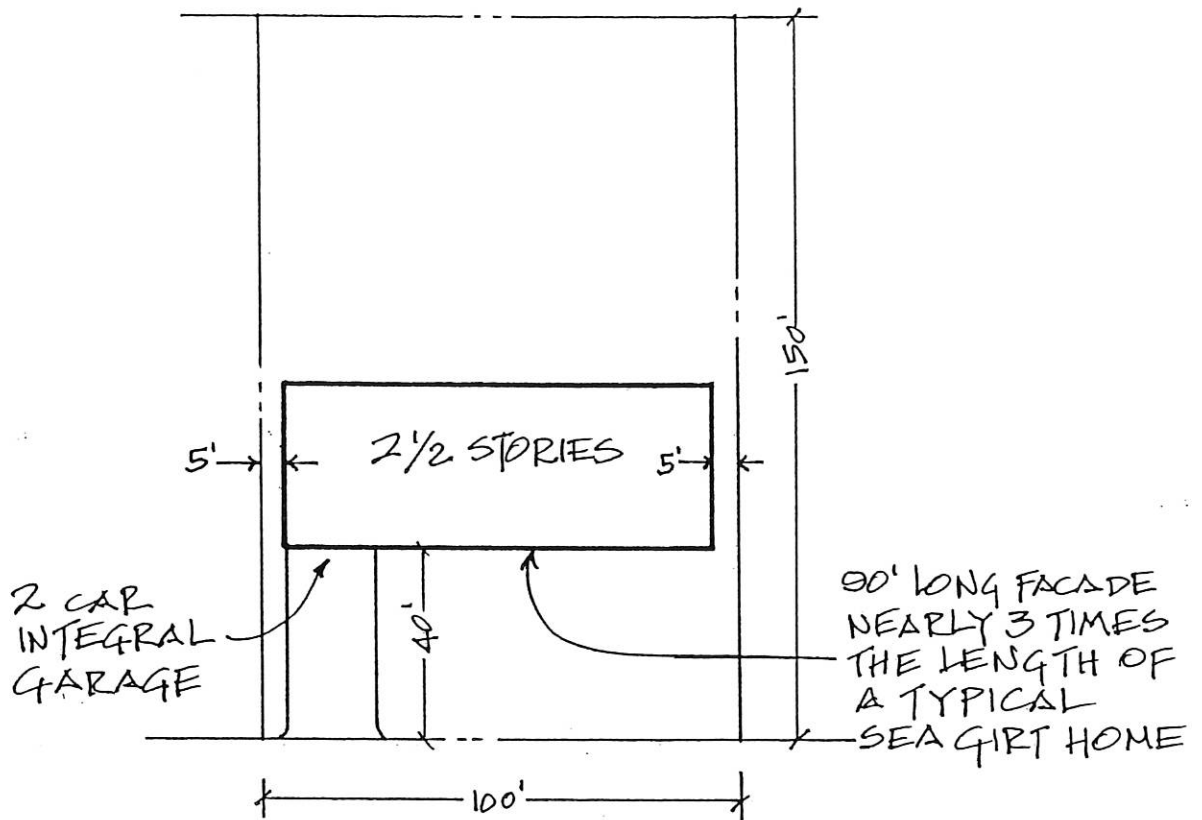
Typical Sea Girt Lot



Incompatible Infill Lot



Merged "Double" Lot Redevelopment



In a scenario where two parcels are assembled, it is possible to produce a home which has a 90 foot wide facade. This is nearly three times the average home width as shown on the diagram labeled "Merged Double Lot Redevelopment." When coupled with an integral garage, the result is a form of development which is intrusive given the current neighborhood context.

In an effort to stem the problem of incompatible development, the Borough previously adopted a floor area ratio standard. The floor area ratio varies with lot size. The standard allowed for a lower floor area ratio on larger lots than on smaller ones. For a 50 x 150 foot lot, the floor area ratio standard is .56. For a 100 x 150 foot lot, the floor area ratio is .48. Adjustments were made in the floor area ratio to permit integral garages up to 600 square feet.

It is recommended that the floor area ratio standards be deleted for two reasons. First, floor area ratios, like densities, should be uniform throughout a zone. The concept of varying floor area ratio with lot area is probably not an acceptable one from a legal perspective. Second, by virtue of the adjustment for integral garages, the floor area ratio standards were encouraging development to take an undesirable form.

Two revisions to the Zoning Ordinance are suggested which will guide residential development into a more compatible form. The first revision is a change to the side yard standards. At present, the minimum side yard requirement in the residential zone is five feet. Although many existing structures have one side yard of approximately five feet, most do not have both side yards at five feet. In many instances, the driveway to a detached garage located to the rear occupies one side yard typically placing the principal structure about 10 feet off that lot line. A revised standard would place the minimum side yard at five feet; however, a minimum combined side yard setback of 15 feet or 20 percent of the lot width, whichever is greater, is recommended. In this way, the existing pattern of spacing between homes is maintained and the ability to create very massive facades on merged lots is reduced somewhat.

The existing principal building coverage of 20 percent should be retained but accessory buildings should be exempted from the coverage limitation. In this way, the use of detached garages is encouraged but not specifically required.

The second residential change relates to the way height is regulated. At present, the height is measured as the vertical distance from the center point of the front setback line to the maximum elevation of the building. This can lead to very high structures when the natural grade is altered in the front yard area and structures are placed on pilings or high basements. For that reason, it is recommended that a structure's height conform to the limit when measured along any of the building's walls or above the existing grade of the adjacent street cartway. This is illustrated in the Building Height diagram on the following page.

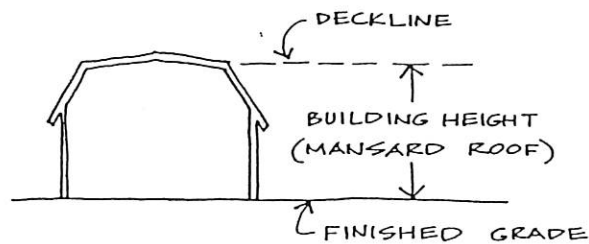
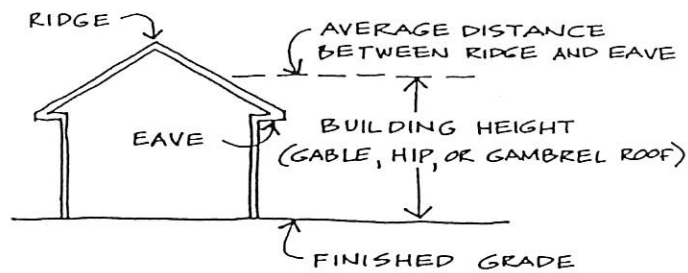
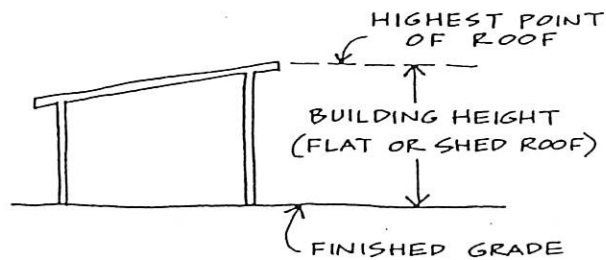
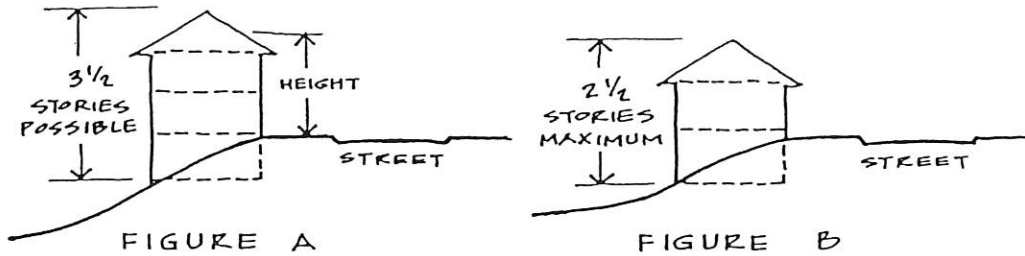
In order to provide a generally accepted definition of height and to not penalize structures which create architectural interest by way of pitched roofs, the following definition is recommended:

Building height: The vertical distance to the top of the highest roof beams on a flat or shed roof, the deck level on a mansard roof, and the average distance between the eaves and the ridge level for gable, hip and gambrel roofs. The maximum height permissible should be 30 feet as opposed to 35 feet (see diagram).

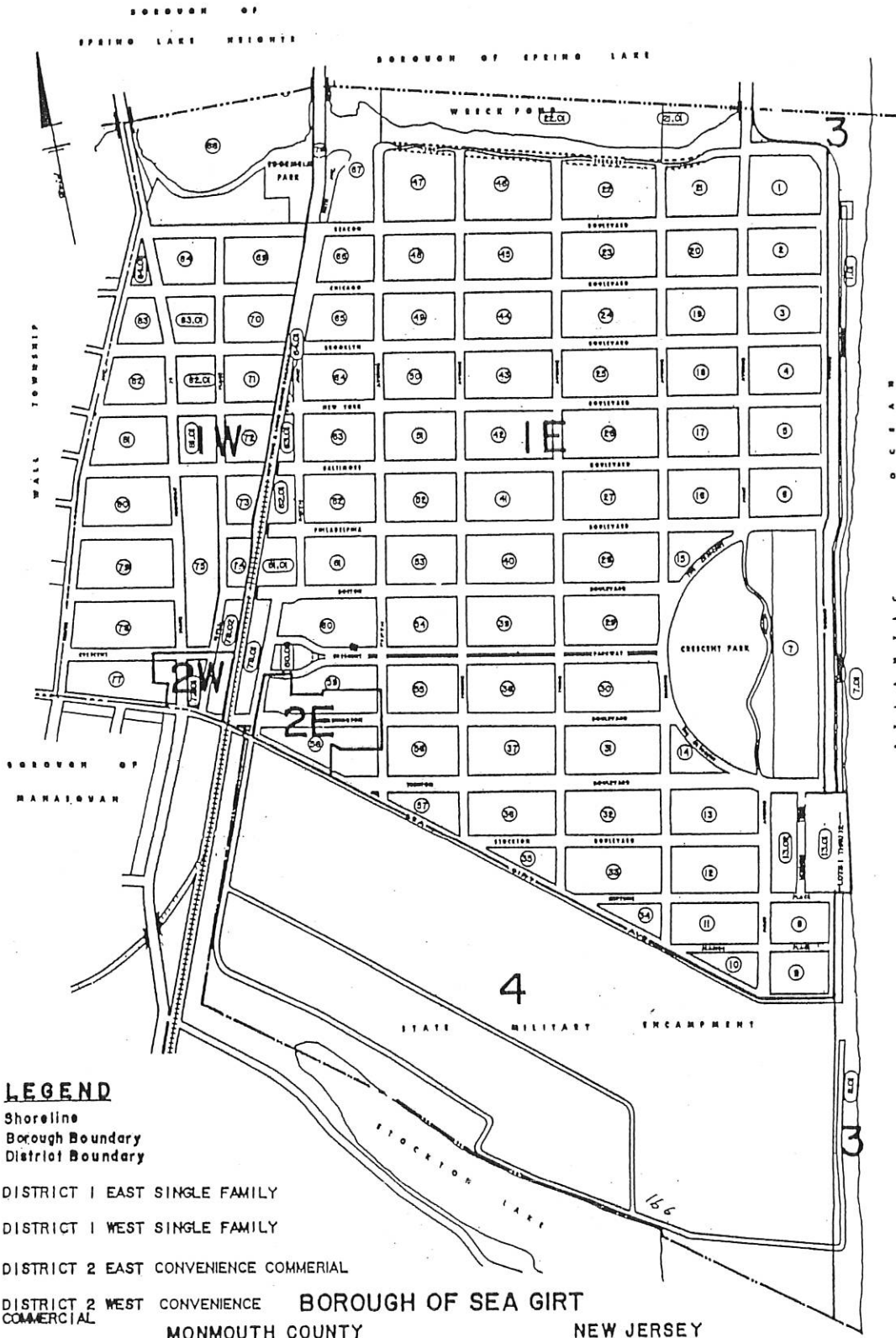
A third recommendation deals with residential accessory structures. Over time these structures have evolved from relatively modest detached garages, sheds and gazebos to elaborate pool houses and facilities that approach being separate dwelling units.

In an effort to clarify and reaffirm the Borough's policy it is recommended that accessory building be limited to private garages, changing rooms ancillary to swimming pools, bathrooms and storage sheds. With the exception of garages, no accessory building should exceed 100 square feet in area and no accessory structure should have any cooking facilities or habitable living space. Garages should be limited to a two car garage either attached or detached. Accessory buildings will be limited to 16 feet in height.

In the case of properties with detached garages, the maximum area for all accessory buildings should be 600 square feet.



BUILDING HEIGHT



LEGEND

— Shoreline
 --- Borough Boundary
 --- District Boundary

DISTRICT 1 EAST SINGLE FAMILY

DISTRICT 1 WEST SINGLE FAMILY

DISTRICT 2 EAST CONVENIENCE COMMERCIAL

DISTRICT 2 WEST CONVENIENCE COMMERCIAL

BOROUGH OF SEA GIRT

MONMOUTH COUNTY

NEW JERSEY

Master Plan Draft

November 1998

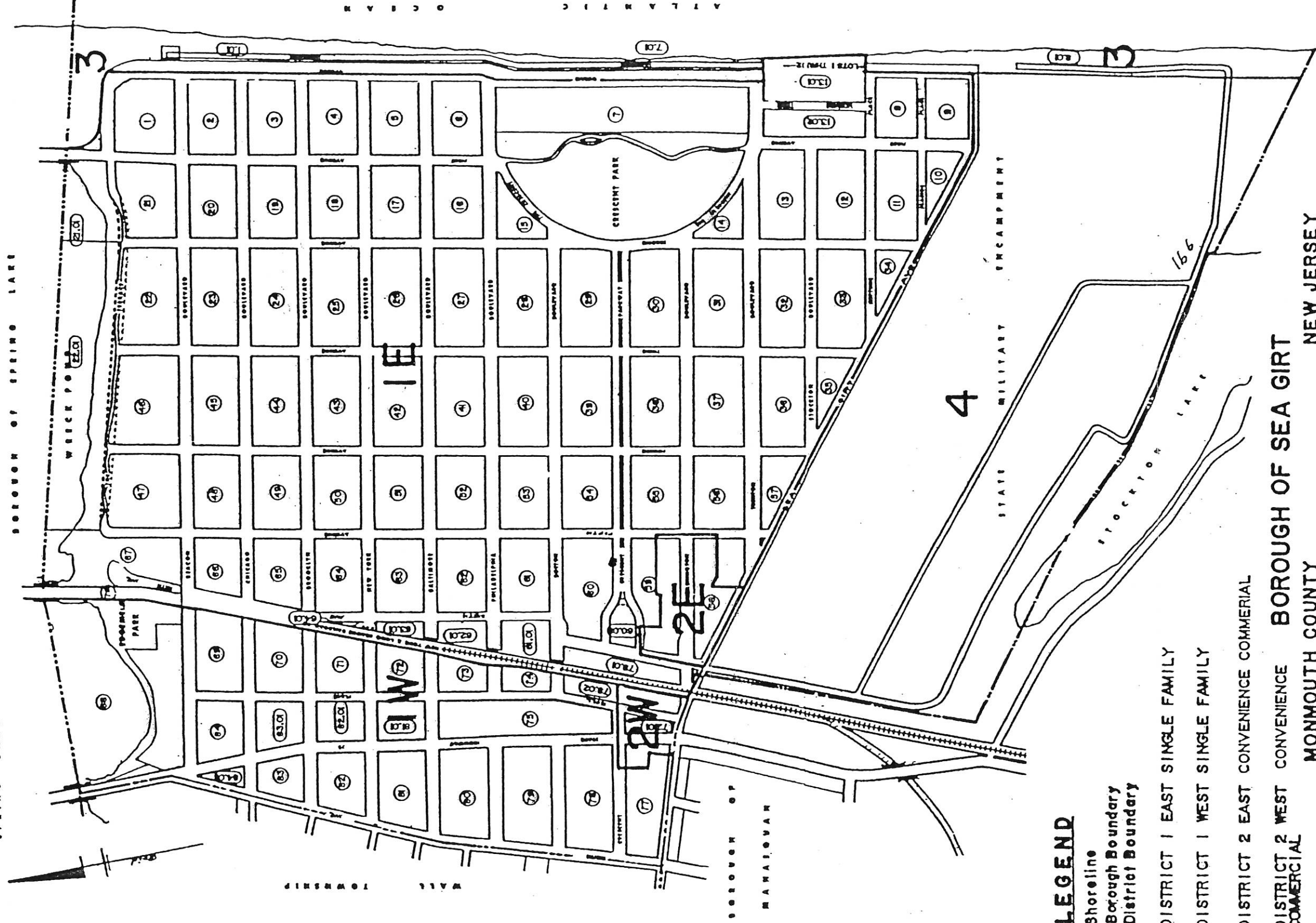
Scale in Feet
 0 25 50 75 100

BIRDSALL ENGINEERING, INC.

William T. Birdsall
 WILLIAM T. BIRDSALL P.E. LIC. NO. 25535
 BOROUGH ENGINEER

BOROUGH OF
SPRING LAKE HEIGHTS

BOROUGH OF SPRING LAKE



LEGEND

Shoreline
Borough Boundary
District Boundary

DISTRICT 1 EAST SINGLE FAMILY

DISTRICT 1 WEST SINGLE FAMILY

DISTRICT 2 EAST CONVENIENCE COMMERCIAL

DISTRICT 2 WEST CONVENIENCE COMMERCIAL

DISTRICT 3 BEACH

DISTRICT 4 OPEN SPACE/
GOVERNMENT USE

MONMOUTH COUNTY NEW JERSEY

Master Plan Draft

November 1998

Scale in Feet
1" = 100'

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BOROUGH ENGINEER