



TO: Plan Implementation Committee
New Jersey Planning Commission

CC: Donna Rendeiro, Executive Director, New Jersey Planning Commission

FROM: M. McKinley Mertz, PP, AICP, LEED Green Associate

RE: Holmdel Township, Petition for Map Amendment

DATE: November 20, 2020

It is our understanding the Township of Holmdel has petitioned the Office of Planning Advocacy for an amendment to the State Policy Map to change the designation of Block 57 Lot 2 from the Suburban Planning Area (PA-2) to the Metropolitan Planning Area (PA-1).

The subject property is approximately 3.9 acres in size and fronts on both Middle Road and South Laurel Avenue. The property is located in the northern section of the Township and shares a property line with Hazlet Township. Properties to the north in Hazlet are within the Metropolitan Planning Area (PA-1), while the surrounding properties to the east, south and west in Holmdel Township are within the Suburban Planning Area (PA-2). The subject property is also within the CAFRA boundary.

Our planning objection to Holmdel's requested map amendment is based on the fact that Holmdel is requesting a change for a single parcel, where there is nothing of substance that sets this parcel apart from the surrounding properties that are also currently within the Suburban Planning Area (PA-2). The State Development and Redevelopment Plan (SDRP) notes that planning areas "do not necessarily coincide with municipal or county boundaries but define geographic areas that are suitable for common application of public policy." The State Planning Areas identify geographic areas with common characteristics in order to provide appropriate policy guidance for each area. The SDRP is consistent in this approach. Singling out a very small parcel goes against the SDRP's goals and policy objectives. Therefore, it is our opinion that if an amendment to the State Policy Map is considered, a larger tract of land should be examined for the amendment.

We have reviewed the petition from Holmdel as well as the reports sent from Donna Rendeiro, Executive Director, and her staff to the Plan Implementation Committee. We are in agreement with Ms. Rendeiro and her staff's recommendation that should Holmdel's petition move forward, a broader area of the Township should be redesignated to the Metropolitan Planning Area (PA-1). However, it is our opinion there is reason to redesignate land beyond the railroad right-of-way, as is put forth Ms. Rendeiro and her staff's reports.

The portion of Holmdel Township north of the railroad right-of-way is developed with a significant number of residential developments as well as the Route 35 corridor, which consists of major shopping centers and commercial development. There are several existing and proposed multi-family developments in this portion of the Holmdel, many designed to meet the Township's affordable housing obligations, including the subject property (see attached Map 5). The development pattern here is undoubtedly indistinguishable from that of Hazlet and Middletown's Metropolitan Planning Areas (PA-1) that abut Holmdel. However, the area south of the railroad right-of-way and north of the Garden State Parkway is also developed (with the exception of a few acres of preserved farmland) with considerable residential development as well as the Bayshore Medical Center. A review of aerials (see attached Map 1) and the parcel base (see attached Map



2) indicates that this area is also comparable in geography to the neighboring developments in Hazlet and Middletown's adjacent Metropolitan Planning Area (PA-1).

It is therefore our proposal and request that the Plan Implementation Committee also review and consider the lands north and east of the Garden State Parkway for redesignation to the Metropolitan Planning Area (PA-1). It should also be noted that a significant portion of Holmdel is within the Bayshore Regional Sewerage Authority (BRSA) Service Area, including the entire area north of the Garden State Parkway (see attached Map 3).

The Delineation Criteria set forth in the State Plan for the Metropolitan Planning Area (PA-1) are as follows:

1. Density of more than 1,000 people per square mile
2. Existing public water and sewer systems, or physical accessibility to those systems, and access to public transit systems.
3. Land area greater than one square mile.
4. A population of not less than 25,000 people.
5. Areas that are totally surrounded by land areas that meet the criteria of a Metropolitan Planning Area, are geographically interrelated with the Metropolitan Planning Area and meet the intent of this Planning Area.

The portion of Holmdel north and east of the Garden State Parkway meets each of these criteria when considered in the broader context of the regional planning, as is the SDRP's approach when determining Planning Areas.

1. Density of more than 1,000 people per square mile – The zoning in this area is principally R-40A, along with smaller residential areas zoned R-15, R-30, and R-40B.¹ R-40A requires a minimum lot size of approximately one acre for single-family homes. There are 640 acres in a square mile. It is reasonable to assume that single-family homes on one acre lots are inhabited by an average of 1.6 people, which is the density required to reach 1,000 people per square mile. The less dense existing developments within the R-40B zone are offset by higher density standards in the R-15 (2.5 units per acre) and R-30 (1.2 units per acre) zones, which allow for development on smaller lots thereby increasing the density. In addition, there are several townhouse developments within the area in question at even higher densities.

The area is largely built out, and the lot sizes generally correspond to the zoning standards. A reasonable assumption of occupancy of detached single-family homes and townhouse development equates to a population density of more than 1,000 people per square mile, which meets the standard for PA-1.

According to the 2010 census block level data, the population density of the portion of Holmdel between the Parkway and railroad is approximately 1,400 people per square mile. The most recent 2018 ACS estimates indicate that Holmdel's population has remained steady since 2010, so there is no reason to expect a meaningful change in density since 2010.

2. Existing public water and sewer systems, or physical accessibility to those systems, and access to public transit systems – The sewer service area in Holmdel encompasses all of the Township north

¹ Non-residential zones in this area include P Public Lands and M Medical. These non-residential zones were taken into account and their existence does not change our density analysis.

and east of the Parkway (see attached Map 3). Holmdel does not have a train station, but the NJ Transit stations on the North Jersey Coast Line in Hazlet and Middletown are less than a ten-minute drive from everywhere in Holmdel north of the Parkway.

3. Land area greater than one square mile – The area in question is greater than one square mile and would become contiguous to the broader metropolitan planning area in the neighboring towns.
4. A population of not less than 25,000 people - The area in question would become part of the larger Metropolitan Planning Area, which exceeds 25,000 people.
5. Areas that are totally surrounded by land areas that meet the criteria of a Metropolitan Planning Area, are geographically interrelated with the Metropolitan Planning Area and meet the intent of this Planning Area – Holmdel is the outlier in this portion of Monmouth County. The lands immediately to the north, west, and east in the surrounding townships are in the PA-1 (with the exception of a small portion of Middletown Township, which consists mostly of the AT&T Labs corporate campus).

The Garden State Parkway is a physical barrier that divides Holmdel and the surrounding towns. The area north of the Parkway is more densely developed, and the character of the built environment and the zoning are consistent with these patterns of development. The Metropolitan Planning Area (PA-1) already encompasses the portions of the neighboring towns north of the Parkway, which share the rail and state highway corridors with Holmdel and have similar development patterns. The most logical extension of the planning area based on the characteristics in the State Plan would include all of the lands north and east of the Parkway within Holmdel.

Attachments

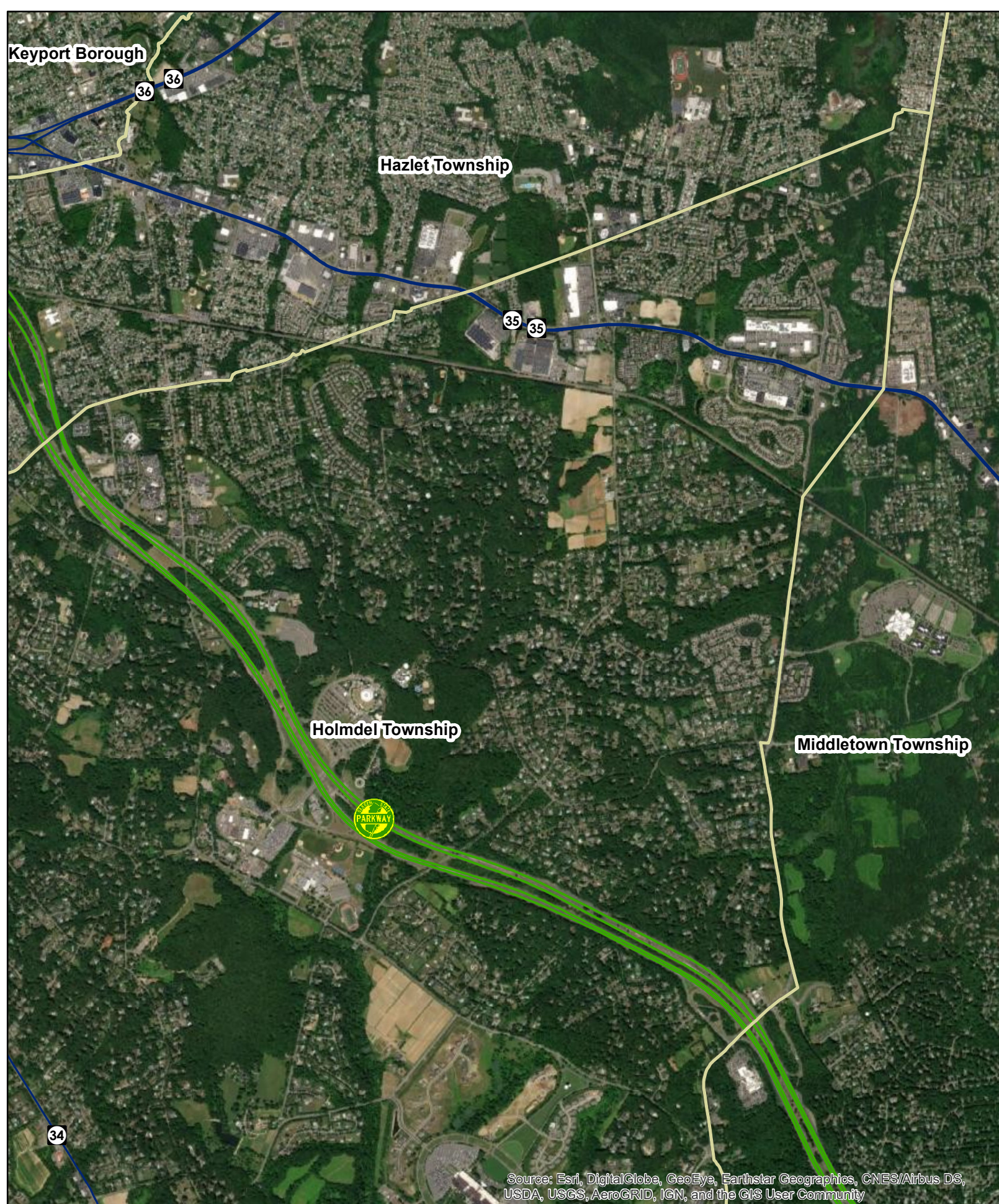
Map 1: Aerial of Northern Holmdel and Surroundings

Map 2: Planning Area Parcel Map

Map 3: Sewer Service Area Map

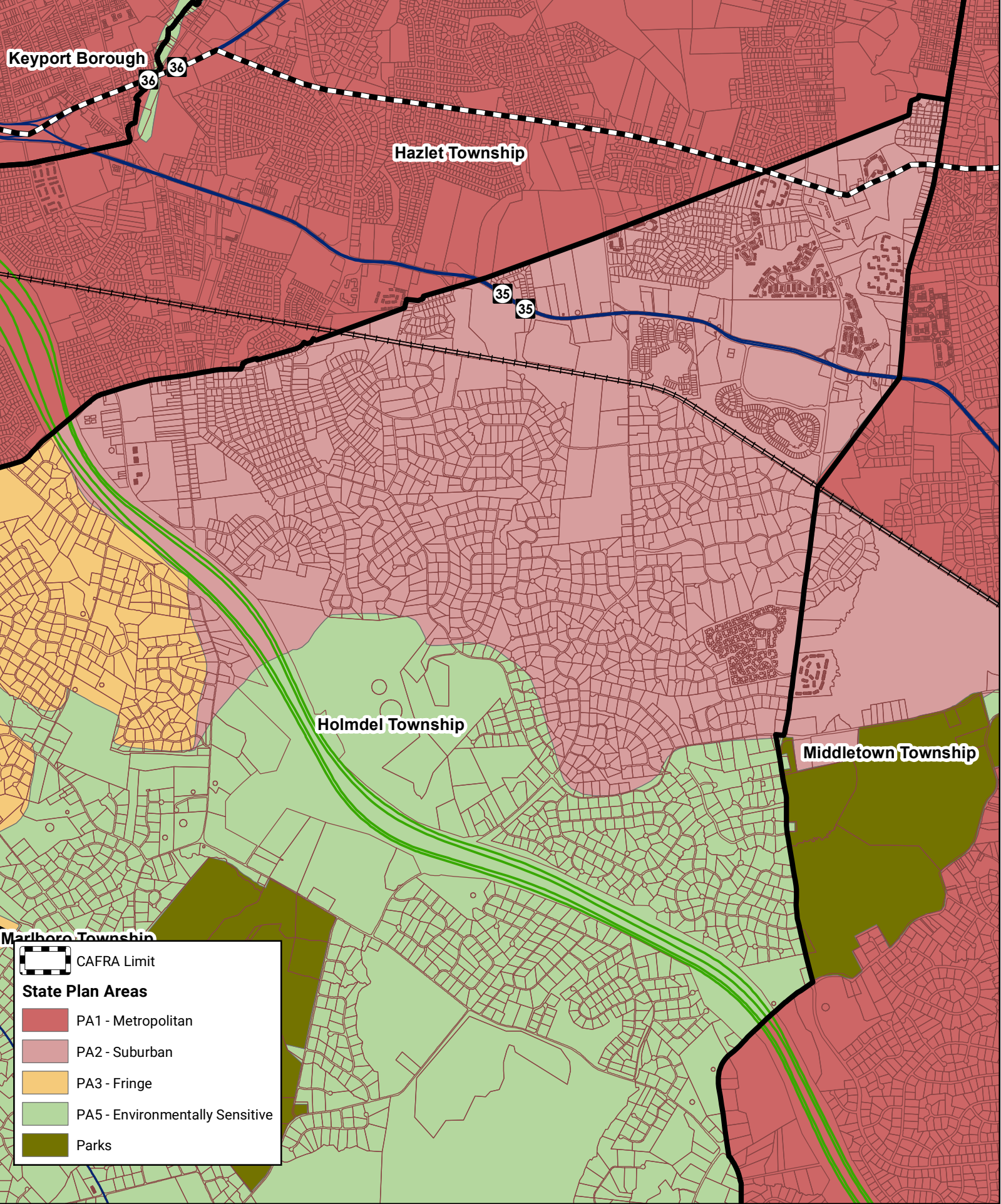
Map 4: Zoning Map of Holmdel


Map 5: Holmdel Affordable Housing Sites








0 1,250 2,500 Feet

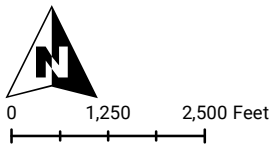
Holmdel and Environs
Aerial
"Map 1"



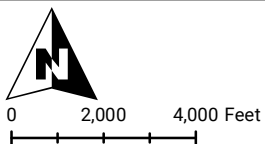
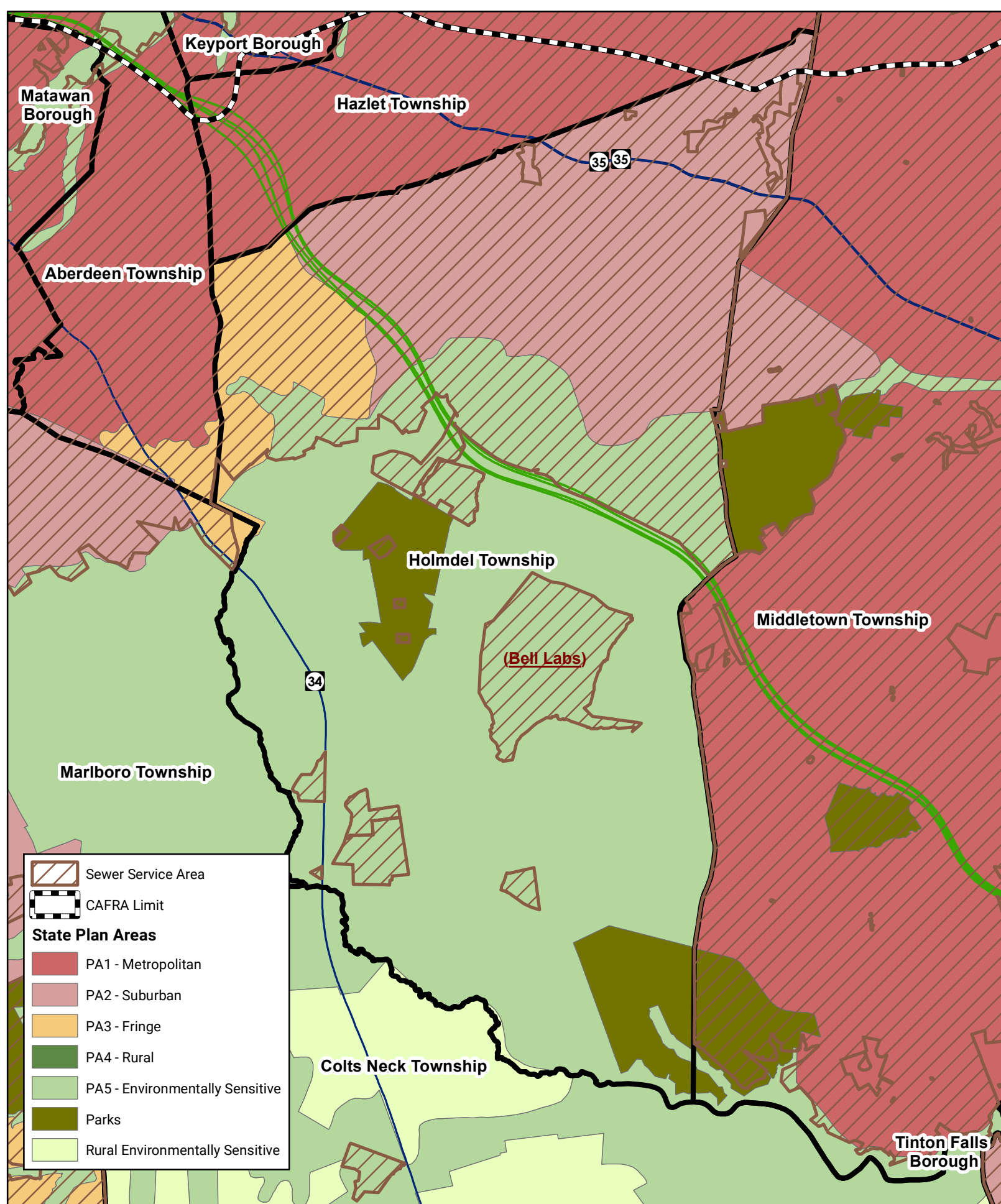
 CAFRA Limit

State Plan Areas

-  PA1 - Metropolitan
-  PA2 - Suburban
-  PA3 - Fringe
-  PA5 - Environmentally Sensitive
-  Parks



State Planning Area & CAFRA
Parcel Map
"Map 2"



State Planning Area & CAFRA
Monmouth County Sewer Service Area
"Map 3"

TOWNSHIP OF HOLMDEL

Monmouth County, New Jersey

ZONING MAP

R 4	RESIDENTIAL & AGRICULTURE	O 30	OFFICE
R 4H	HAMLET CONSERVATION	B 1	NEIGHBORHOOD (VILLAGE) BUSINESS
R 4R	RURAL CONSERVATION	B 2	NEIGHBORHOOD BUSINESS
R 40A	RESIDENTIAL & AGRICULTURE	C 1	COMMERCIAL/INDUSTRIAL
R 40A(2)	RESIDENTIAL & AGRICULTURE	LIH	LOW IMPACT HIGHWAY
R 40B	RESIDENTIAL & AGRICULTURE	LIH-PUD	REDEVELOPMENT DISTRICT
R 30	RESIDENTIAL	OL 1	OFFICE LABORATORY
R 30SC(1)	RESIDENTIAL OVERLAY	OL 2	OFFICE LABORATORY
R 30SC	RESIDENTIAL & SENIOR CITIZEN	OL 3	OFFICE LABORATORY
R 11	RESIDENTIAL	RL 40	RESEARCH LABORATORY
R 15	RESIDENTIAL	M	MEDICAL
R MH	RESIDENTIAL & MOBILE HOME	P	PUBLIC LANDS
R TH	SINGLE FAMILY & TOWNHOUSE		
R TH(1)	RENTAL OVERLAY		
RO 3	RETAIL OFFICE		
TMHO-3	TRANSITIONAL MIXED HIGHWAY ORIENTED		

Adopted by
Holmdel Township Committee
March 1, 2007
Ordinance No. 2007-02

