



# Commercial Corridors Resiliency Plan Route 36 and Union Avenue

Borough of Union Beach  
Monmouth County, New Jersey

**May 2015**

# Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

Prepared for:



The Borough of Union Beach  
Monmouth County, New Jersey

Prepared by:



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*The original of this document was signed  
and sealed in accordance with New Jersey Law.*

*May 2015*

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Borough of Union Beach, Monmouth County, New Jersey

**ACKNOWLEDGEMENTS**

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### Introduction

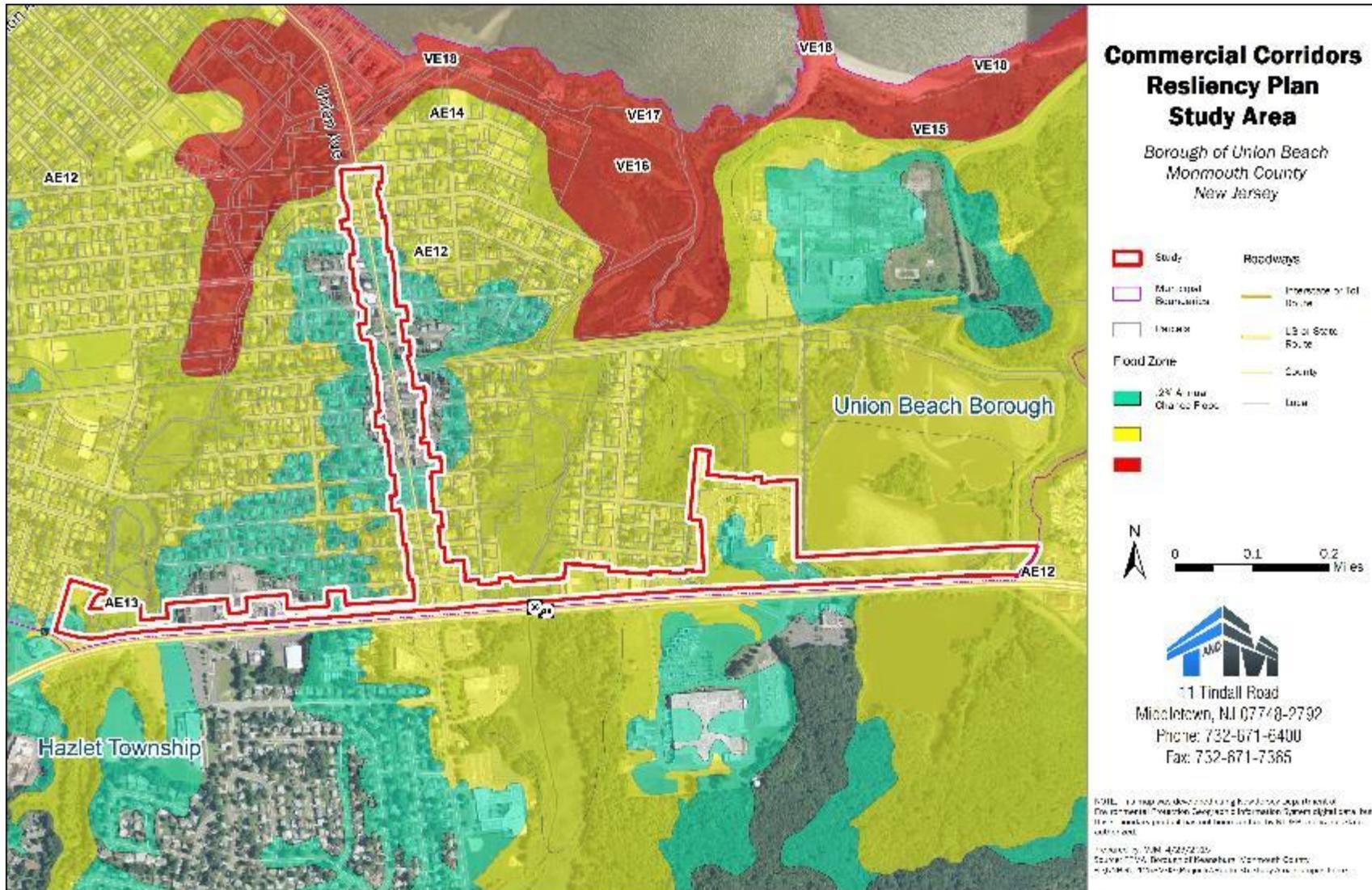
Following the devastation of Superstorm Sandy, the Borough of Union Beach was provided with an opportunity to rebuild the community in a resilient and sustainable manner. The Strategic Recovery Planning Report (SRPR) for Union Beach, adopted in April 2014, identified the need to develop a plan to “renew efforts to make the Route 36 Corridor redevelopment area a priority.” The action further defined the Plan to “involve promoting new business and economic development as well as non-residential design standards.” Following Superstorm Sandy, areas of the Route 36 corridor were flooded and several buildings need to be demolished as a result. At the onset of the Plan effort, it was determined that such a plan should take on a broader scope, incorporating the other major commercial corridor in the Borough, Union Avenue, to provide a comprehensive strategy for economic growth.

Commercial uses are the engine of many communities, providing jobs, goods and services critical to neighborhoods and a sense of place. Throughout the region, retailers and their inventory, primarily located on the ground floor and basement of buildings, are particularly vulnerable to storm impacts. Resiliency of commercial businesses, more specifically defined herein as the ability of businesses to continue to operate during and immediately following a major storm event, is key to supporting the vitality of municipalities. It is important for the Borough of Union Beach to be able to maintain a stable and diverse tax base while also providing residents with the supplies and services that are desperately required following a natural occurrence. Flood protection and commercial revitalization can be mutually beneficial, by supporting the continued operation of local businesses while providing the resources necessary to increase safeguards against inundation.

**Resilient businesses make strong communities.** The Commercial Corridors Resiliency Plan combines flood protection and commercial revitalization in Union Beach to provide a stronger response to the next major storm event.

The study area for the Commercial Corridors Resiliency Plan is defined as the State Highway 36 corridor within the jurisdiction of Union Beach and the Union Avenue corridor from State Highway 36 to Prospect Avenue, as depicted in Figure 1 - Study Area / Flood Hazard Areas. This study area is largely composed of land that exists outside of a Special Flood Hazard Area of the Federal Emergency Management Agency’s (FEMA) preliminary Flood Insurance Rate Maps (FIRMs). In addition, the area is already provided with access to infrastructure, including multi-modal transportation facilities.

Figure 1 - Study Area / Flood Hazard Areas



### Plan Goals and Objectives

This Commercial Corridors Resiliency Plan (CCRP) will serve as a long-term vision plan for targeted development in Union Beach given the latest natural hazard data and economic trends. This Plan focuses on strategic commercial revitalization in the Borough, driving appropriate land development in areas most suitable for growth. This Plan satisfies many of the goals and objectives of the Master Plan while providing a new approach for this area of the Borough.

The goals of this Plan are as follows:

- Protect, enhance and encourage sustainable, resilient commercial development along vital corridors
- Provide for critical amenities and services for recovery following major storm events
- Encourage growth in strategic areas to promote long-term recovery by increasing tax base and reduce repetitive loss
- Foster pedestrian-oriented environment to provide economic viability and develop a sense of place

The Plan addresses the local and regional goals and their context for the corridors, identifies existing conditions, promotes commercial uses, identifies target areas for development, outlines design standards for buildings and streets and contains an implementation action matrix to provide the Borough with a framework of next steps to bring the vision to reality.

### Elements of the Plan

There are three key elements to the Union Beach Commercial Corridors Resiliency Plan to satisfy the goals set forth above:

#### 1. Identification of key places along the corridor for targeted development opportunities

This Plan proposes nodes of development in areas less prone to flooding that will serve as centers of activity and create a sense of place along the commercial corridors in the Borough by increasing density and mixture of uses while retaining the Borough's small town character. Areas where redevelopment designation studies may be considered were identified. In addition, gateway opportunities for the commercial corridors were identified and distinctive elements are proposed. Areas where green infrastructure and public parks may be restored or newly constructed were identified.

2. Development of circulation and street design standards for the Route 36 and Union Avenue corridors

This Plan proposes areas for uniform streetscape design improvements (such as lighting, trash and recycling receptacles, benches, etc.) to improve public safety, create a sense of place and enhance the economic viability of the corridors. The design standards include identification of proposed pedestrian connections and sidewalk improvements, as well as areas where needing new striping and crosswalks are recommended. Signage upgrades are proposed (speed limit signage, bus stops, coastal evacuation routes, wayfinding, etc.).

3. Development of building and site design standards for the entire corridor

This Plan proposes resilient and sustainable building and site design standards consistent with industry practice and in the context of fundamentally sound urban design principles to create a distinct and attractive walkable built environment able to sustain itself economically while mitigating against future flood hazards.

### Public Outreach

A thorough stakeholder outreach process was conducted to gather input for recommendations for the commercial corridors. Residents and business owners within the study area were invited to participate in stakeholder interviews conducted in-person at Borough Hall. In addition, those who could not attend were mailed a survey and responses were gathered and incorporated into the planning process for the development of this Plan.

A public input meeting will be held in May 2015 to provide the general public with the draft plan for comment and feedback.



### Local and Regional Planning Context

There are a number of existing plans that pertain to Union Beach and will help to drive the vision for the Commercial Corridors Resiliency Plan in the Borough. These documents recognize Route 36 as one of the commercial backbones of the Borough. They also recognize the importance of Route 36 and Union Avenue as a gateway into Union Beach. The planning documents are as follows:

#### 1979 Master Plan

The 1979 Master Plan included objectives and principles that are still relevant 35 years later and are important to consider when envisioning a future for the Route 36 and Union Avenue corridors. These include:

Objectives:

- To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which will result in congestion or blight.

Principles:

- To encourage a development pattern which will protect and enhance the long term economic and community interests and character of the Borough as residential community.

#### 2005 Master Plan Recommendations

The 2005 Master Plan contains a number of recommendations under its commercial, circulation, community identity, and land use plan goals that will guide the Route 36 Corridor Plan study. The following recommendations pertain specifically to the Route 36 and Union Avenue commercial corridors:

Commercial:

- Strive to enhance and retain existing businesses and promote new business development along commercially zoned areas of Route 36, Union Ave, Florence Ave, and Front Street.
- Create attractive gateways at the principal entrances to the Borough through upgraded land uses, streetscape improvements and signage.

Circulation:

- Improve the appearance of intermediate and major thoroughfares, such as Route 36, Union Ave, and Florence Ave.
- Encourage landscaping along intermediate and major thoroughfares to buffer residential and non-residential land uses from the noise and pollution of vehicles traffic
- Cooperate with NJDOT and adjacent communities to improve the appearance of entranceways into the Borough from Route 36.

Community Identity:

- Create attractive, memorable “gateways” into the Borough
- Develop and implement streetscape projects for major public thoroughfares.

Land Use Plan:

- Need for better nonresidential design standards on Route 36.
- Capitalize on the amenities of the waterfront, Heritage Trail and Route 36 to encourage economic development into non-residential districts.

### **Strategic Recovery Planning Report (SRPR) Recommended Municipal Actions**

The Union Beach Strategic Recovery Planning Report was an initiative undertaken after Hurricane Sandy to promote recovery from Sandy and reduce vulnerabilities to future storms. The report recommended the undertaking of an effort to make the Route 36 Corridor redevelopment area a priority and noted that such an effort should involve promoting new business and economic development as well as non-residential design standards. The preparation of this plan stems directly from the recommendation.

In addition to the aforementioned municipal planning documents, there have been a number of regional plans and initiatives that will help to drive the vision for the Route 36 Corridor Plan in Union Beach. They include:

#### **Monmouth County Bayshore Region Strategic Plan (2006)**

The Bayshore Region Strategic Plan was written in 2006 to “create a vision and planning strategy to spur economic development in the region in a manner that recognizes the importance of preserving the region’s environmentally



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

sensitive natural resources and beauty.” The plan established the following visions for the region, which are relevant to the Route 36 Corridor Redevelopment Plan in Union Beach:

### Economic Development Visions:

- Downtown areas are revitalized for economic development and job growth, to serve local needs—in keeping with the historic maritime setting—and as places that attract tourists.
- Route 36 is a road with an attractive streetscape that unifies the Bayshore Region and provides an upgraded mix of land uses compatible with the lower density and environmental sensitivity of the region.

### Transportation Visions:

- Traffic flow is improved along Route 36 on summer weekends and at the Route 35/36/GSP hub.
- The region takes advantage of and expands its excellent transit access, including train, bus, and ferry service, with strategically placed multimodal facilities (e.g., parks and rides) and mixed-use development.
- Route 36 is a transportation corridor that provides for safe and efficient vehicular, transit, and pedestrian circulation without diverting regional traffic to local streets.
- Route 36 and Henry Hudson Trail are better integrated into the region to improve awareness and access to Bayshore communities, thereby contributing to economic development through tourism.

The plan highlighted the importance of upgrading uses along Route 36 in Union Beach. The visions established by this plan are the goals the Commercial Corridors Resiliency Plan aims to achieve.

### **Monmouth County Coastal Evacuation Routes Study (2008)**

The Monmouth County Coastal Evacuation Routes Study was prepared in 2008 to evaluate how the current coastal evacuation route system could be improved and possibly expanded to help move people away from the flood zones. The report was created for use by the County and Municipalities to plan and program operations and system improvements that will make evacuation from flood areas safer and more efficient. As of the 2008 study, Union Beach had a total of 2,141 permanent occupied housing units, all of which are in the flood zone. Issues with evacuation were identified in Union Beach through a series of stakeholder group meetings. These issues included: susceptibility of the Jug Handle at Route 36 and Union Avenue and County Route 39 (Union Avenue) to flooding, and delays along Route 36’s westbound approaches at busy intersections including CR 39 (Union Avenue) in Union Beach.

### Monmouth County Hazard Mitigation Plan (2009)

The Multi-Jurisdictional All Hazard Mitigation Plan was originally prepared in 2009 and is in the process of being updated to comply with requirements of the Federal Emergency Management Authority. This plan identifies natural hazards that could affect the County and evaluates the risks associated with these hazards. It is the intention of the HMP to make Monmouth County more disaster-resistant by planning ahead and taking measures to reduce damages before the next disaster strikes. The Plan will also allow Monmouth County and participating jurisdictions to comply with the Disaster Mitigation Act of 2000 (DMA 2000) and its implementing regulations (44 CFR Part 201.6), thus resulting in eligibility to apply for Federal aid for technical assistance and post-disaster hazard mitigation project funding.

Union Beach is a participating municipality in the Monmouth County Hazard Mitigation Plan. The plan identifies Union Beach as vulnerable to all identified hazards in Monmouth County except Dam Failure and Landslides. Suggested planning actions Union Beach should take to increase its future resiliency include the adoption of the following plans: an Economic Development Plan, a Post-Disaster Recovery Plan and Ordinance, and a Real Estate Disclosure Ordinance.

The October 2014 draft plan update of the Multi-Jurisdictional All Hazard Mitigation Plan indicates that Union Beach may be vulnerable to: extreme temperatures; extreme winds; hurricanes and tropical storms; lightning; nor'easters; tornados; winter storms; coastal erosion; drought; floods; storm surge; wave action; earthquakes; and, wildfires. To mitigate the risks associated with these natural hazard types, the draft plan update identifies the following local actions:

- Implementing the Army Corps of Engineers Shore Protection and Flood Control Project for Union Beach
- Elevating homes above the advisory base flood elevation
- Raising roadways to decrease the occurrence and severity of flooding
- Installing flood warning signage
- Cleaning and maintaining existing storm drains and inlets



### Existing Conditions

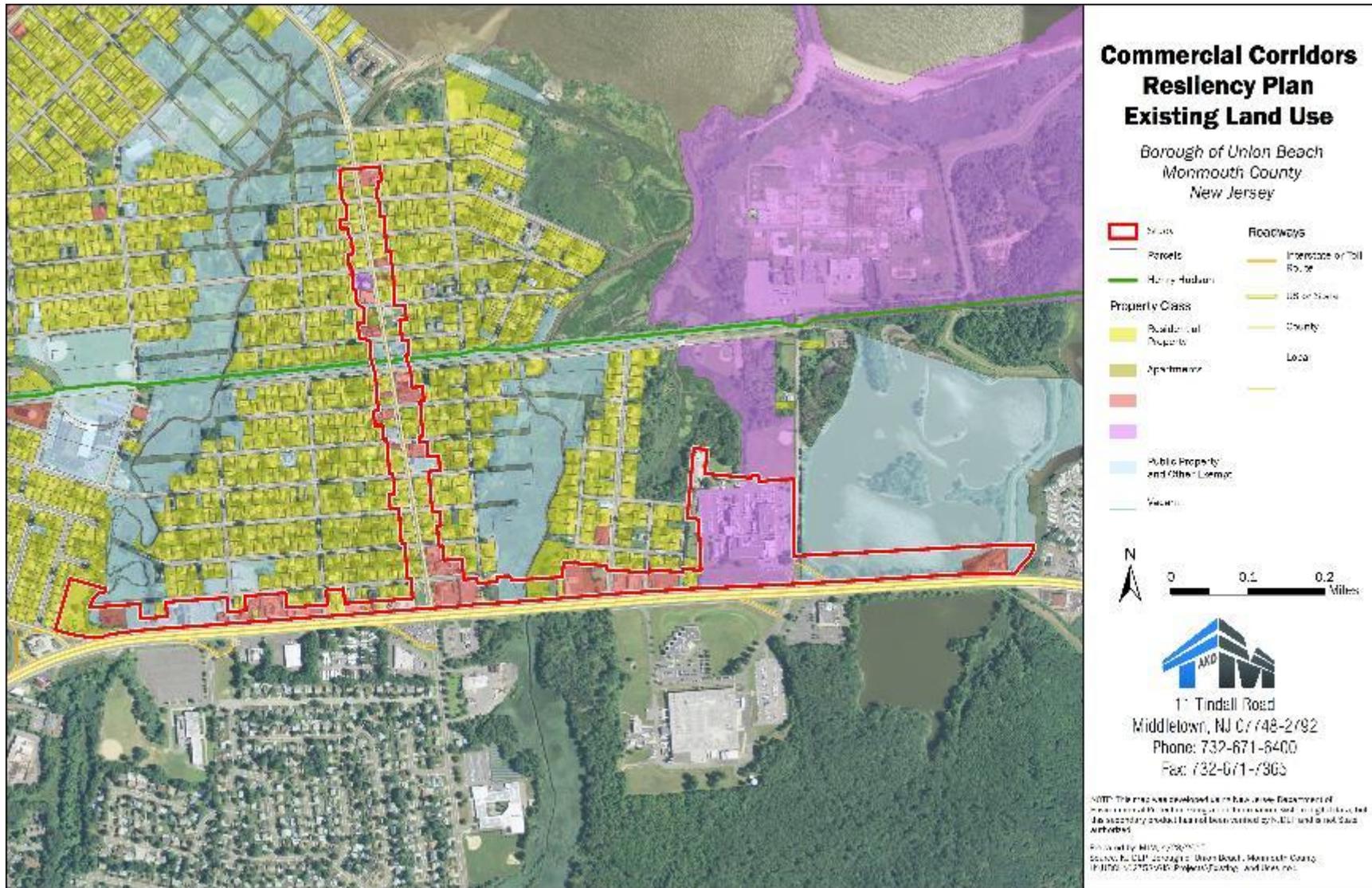
Route 36 runs along a portion of Union Beach’s southern border with Hazlet. The section of the highway in Union Beach is lined with small-scale commercial uses and the International Flavors and Fragrances (IFF) site and Natco Lake at the eastern end of the Borough. The main intersection along Route 36 is at Union Avenue, where there is a gas station and a strip mall. Other commercial uses elsewhere along Route 36 include restaurants, delis, and auto repair shops. An entire depiction of the existing land uses in and around the study area is provided in Figure 2 - Existing Land Uses.

The eastern portion of Route 36 around the IFF property is zoned for industrial uses including research laboratories, light manufacturing, fabrication, and warehousing on large lots. The rest of the area along Route 36 is zoned B-2, a mixed use “highway business” district that permits retail, service, and office uses; research laboratories; publication facilities; municipal facilities; and single family, two-family, and multi-family residential buildings.

Along the Route 36 corridor, land uses are mostly commercial and consist of a variety of restaurants and businesses. Single family homes are interspersed throughout the corridor. The Church of the Holy Family occupies a large amount of space near the Western extent of the project area. Most of the buildings along Route 36 are occupied, with the exception of the old Union Beach Car Wash and a vacant commercial building on church owned property. Two creeks - the Flat Creek and the East Creek are located within the study area. Most of the land along the Route 36 corridor is zoned as B-2 Highway Business, with the exception of the marshland, which is zoned R-8.

Appendix B provides a property by property description of existing conditions in the study area.

Figure 2 - Existing Land Uses



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

Route 36 is a divided highway with two lanes of traffic in each direction along the entire extent of the project area. There are very few sidewalks along this section of the corridor. However, there is a large shoulder along most portions of the roadway. The shoulder is replaced by a turning lane between Shore Road and the Union Avenue intersections. There are partial sidewalks from the Sea Gate Avenue intersection to the western extent of the study area. There are also sidewalks from the Sea Gate Avenue intersection east, to the western portion of the McDonald's property line. There is a dirt path through the grass and protected by metal barricades in front of the East Creek portion of the project area. There is also a small sidewalk in front of the shopping center containing the deli and nail salon near the Shore Road intersection. There are a few covered bus stops, serviced by New Jersey Transit, along the roadway. This information is visually depicted in Figure 3.

The Union Avenue corridor consists predominately of single family homes with multi-family homes dispersed throughout. There are a few commercial uses consisting of restaurants and businesses as well as some vacant commercial buildings. There is also a church and a fire station along Union Avenue. Union Avenue has one lane of traffic in each direction with on-street parking along the roadway. The entire length of the project area has sidewalks on both sides of the street. There are no traffic signals installed at any of the intersections along Union Avenue in the study area, allowing for a continuous flow of vehicular traffic. Despite the lack of traffic control devices along the street, the narrow right-of-way width (varying from 36 to 46 feet wide) of the Union Avenue corridor serves to calm traffic, allowing for a more vibrant pedestrian environment to flourish with the appropriate land uses. On-street parking is permitted on the west side of Union Avenue from Clark Avenue to Prospect Avenue in the study area.

The commercial corridors are served by public transportation via the NJ TRANSIT Bus Route 817, which provides service from Perth Amboy to Campbell's Junction in Middletown. The bus route runs along Florence Avenue, Front Street and Union Avenue before turning on to the Route 36 corridor between Union Beach and Keansburg. There are four stops on both sides of Union Avenue within the study area, as well as two stops along Route 36 in the study area. Two of these bus stops have covered bus shelters installed. In addition, private carrier service Academy provides service from Route 36 at Union Avenue and Seagate Avenue to the Port Authority Terminal and Wall Street in New York City. There are four stops on both sides of Route 36 within the study area, with three of the stops accommodated with bus shelters.

Figure 3 - Existing Circulation



### Existing Zoning

The existing zoning for the study area is shown in Figure 4. The complete zoning ordinance is provided in Appendix A.

#### B-2 Highway Business

Most of the Route 36 Corridor is located within the B-2 Highway Business Zone. The lots within the B-2 zone are developed with a number of conforming and non-conforming uses, with single family homes comprising many of the nonconforming uses in the zone. Commercial uses along Route 36 include: delis, Italian Ice, Restaurants- fast food and sit down, professional and medical offices, a masonry supply store, and day care centers. Existing conditional uses in the B-2 district include a gas station and an auto body shop and car lot. Uses that are neither permitted nor prohibited include a car wash, drive through bank, and church. There are several vacant commercial buildings within the project study area in the B-2 district. 37.5% of the parcels in the B-2 district have non-conforming lot areas.

#### O-R Office Residential

The O-R Office Residential Zone exists along Union Avenue between the B-2 Zone located along Route 36 and the B-1 Zone located north of Morningside Avenue. Within the study area, this zone consists entirely of single family homes, a permitted use within the district. 87.5% of the lots in the O-R zone district have non-conforming lot areas.

#### B-1 Neighborhood Business

The B-1 Neighborhood Business Zone can be found at the northerly extent of the study area on Union Avenue between Morningside Avenue and Jersey Avenue. Current land uses consist of a number of single family homes as well as the Borough firehouse, a church, and scattered commercial uses. Commercial uses that are permitted by zoning regulations in the district include: a pizzeria, a bar/ restaurant, a day care center, a sign shop, and a barber shop. Commercial uses that appear to be nonconforming in the zone include a car, truck, and junk removal company and an oil tank removal and environmental services company. 24.32% of lots in the B-1 zone district have non-conforming lot areas. Located entirely in the 500 year flood plain or out of the FHA altogether.

#### R-8 Residential

Only small portions of the R-8 Residential Zone district are located within the study area. These consist of undeveloped marshland and billboards fronting Route 36.

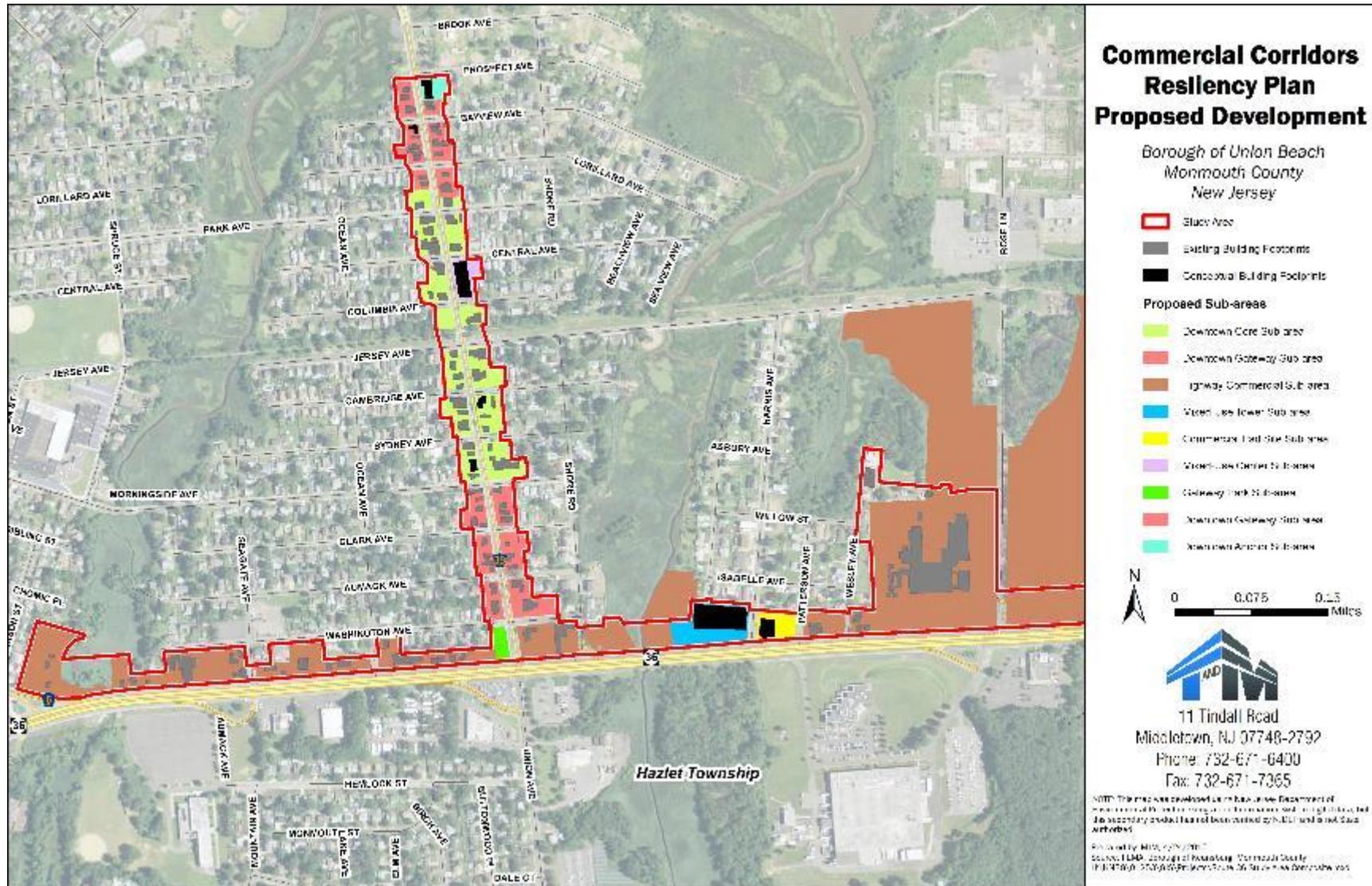


### **Proposed Land Use Recommendations**

The Commercial Corridors Resiliency Plan recommends the encouragement of growth that optimizes land value based on market conditions, while providing a diversity of the types of businesses. The intent is to increase the tax base and provide much needed amenities for the Borough in responsible locations that meet a multitude of resiliency and sustainability goals. Mixed-use development with residential uses above ground floor retail should be encouraged to promote walking and cycling as resilient methods of transportation.

Within this section, prioritization areas for development were identified through definition of various sub-areas. Within each of the sub-areas, specific recommendations for development, including the consideration of redevelopment area designation are provided. All areas designated for redevelopment in the future are anticipated to be non-condemnation areas, meaning that the Borough does not plan on utilizing eminent domain to transform the commercial corridors. The vision for the corridors center on an aesthetic and functional enhancement of the highway uses along Route 36 and the establishment of a multi-modal downtown center surrounding the intersection of Union Avenue with the Henry Hudson Trail. From either end of the downtown center, where a “Main Street” environment is envisioned, gateway sub-areas will provide a transition from the highway environment to the south and beachfront residential setting to the north. Figure 5 provides the designation of the sub-areas within the study area, along with existing and proposed conceptual building footprints.

Figure 5 - Proposed Strategic Commercial Development Sub-areas



## Sub-area Development Recommendations

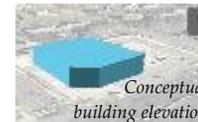
The block-by-block specific sub-area development recommendations for each of the sub-areas defined in Figure 5 are provided in this section.

### Commercial Pad Site



#### **Block 245 (Patterson Ave to Harris Ave on Route 36)**

This block is currently underutilized and is a potential site for a designated redevelopment area. The former use of the site as a masonry supply center has left the site visually unpleasant. Currently, the site has an approved site plan for a car dealership and is under construction. Stakeholder input suggested this site as a potential micro-brewery/restaurant in the future. Other small pad site uses may be desired, such as pharmacy, fast casual restaurant or chain coffee store. While the use would be highway-oriented, pedestrian facilities can connect the building to the surrounding neighborhood, providing amenities to the local community. This sub-area is located within the 100-year floodplain and would thus need to provision for floodproofing of ground floor retail uses.



### Mixed-Use Tower

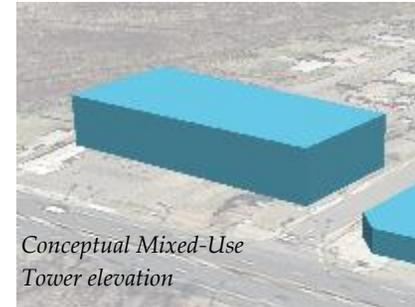


#### **Block 242 (Harris Ave to Creek on Route 36)**

The site of a former car wash facility, this area is underutilized and overgrown – a strong candidate for consideration of a designated redevelopment area. Stakeholder input has suggested this area as a site for mixed-use residential and offices or a hotel. The four lots (5, 8, 10 and 11) adjacent to the Car Wash lot (9) should be considered as part of the redevelopment area study, as two lots are



currently vacant and a larger parcel would provide a more attractive development opportunity. A building several stories high should be considered to maximize the use of the large parcel size. This sub-area is located within the 100-year floodplain and would thus need to provision for floodproofing of ground floor retail uses. Parking and landscaping in front of the building should be provided for adequate buffer from the highway for the residential uses. An assisted living or other senior facility may be considered here as well.



### Highway Commercial

#### *Blocks 246 & 247 (Wesley Avenue)*

Residents of this area complain about the high volume of travelers on Route 36 looking for a by-pass to avoid traffic who cut down this street at high speeds. This problem and accompanying safety hazards can be alleviated by designating Wesley Avenue as a one-way street, with traffic moving south towards Route 36. As Route 36 is a State Highway, approval will be needed from the New Jersey Department of Transportation (NJDOT).

#### *Block 179 (Shore Road to Union Avenue on Route 36)*

The jughandle at Washington and Union Avenue is known to flood regularly, as evidenced by stakeholder input. This road should be raised to prevent flooding events and increase resiliency, by allowing for better access of emergency vehicles and easier evacuation.

### Gateway Park



#### *Block 168 (Union Ave to Ocean Ave on Route 36)*

Lot 9.01, on the corner of Union Avenue and Route 36 is currently vacant, with half of the property located within the B-2 zone and the other half in the O-R zone. This lot should be rezoned to fall entirely within the B-2 zone district. The potential use of this property as a public park would provide an attractive gateway to the Borough. As the owners of the adjacent Hess station also own this lot, a conservation easement or transfer of property may be required. This property can be used as the site of a demonstration rain garden, constructed wetlands or other green infrastructure

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to retain significant amounts of stormwater. The design of such retention features can mitigate the flooding issues at the Union Avenue intersection with Washington Avenue. The Borough should investigate teaming with Rutgers University Cooperative Extension of Monmouth County to create a rain garden demonstration site. The park may feature public facilities such as walking paths and benches, with an opportunity for non-permanent public art. A large gateway signage should be designed and installed to serve as the primary entrance into the Borough. The responsibility for maintenance of the park would need to be determined.

Additionally, this block contains a few undersized lots with existing residential homes, which are not a permitted use in the B-2 district. As the current owners decide to sell these lots, consolidation of lots should be encouraged and used for a permitted use in the B-2 zone district.



### Downtown Core



#### **Blocks 175, 182, 183, 189, 191, 192, 198, 199**

Where possible, properties along Union Avenue should be converted from current uses to mixed-use, downtown buildings with ground floor retail and residential above. The goal is to create a “Main Street” character along Union Avenue from Morningside Avenue in the south to Park Avenue in the north. This is the recognized “center of town” and the heart of the neighborhood commercial activity in the Borough. Block 189, Lot 8 is property owned by the Borough which could also be converted public “pocket” park with green infrastructure. The focus of residential above the storefronts should be on apartments, with condominium ownership as the market permits. The entire sub-area lies outside of the 100-year floodplain, thus will have no requirement for floodproofing provisions or raising of buildings, making this area aptly suitable for a higher intensity of commercial development.



*Precedent Image:  
Grand Rapids, MI*



*Precedent Image:  
New Brunswick, NJ*



*Conceptual  
building elevations*

### Mixed-Use Center



#### **Block 187, Lots 1, 15, 16**

This site has potential to serve as a major node for the Borough. Adjacent to the Henry Hudson Trail and at the center of large residential area, this site can be transformative for the downtown area. The two lots that compose the sub-area are currently vacant and under the same ownership. This location could serve as the first project to



*Precedent Image: Campbell's Junction – Belford, NJ*



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demonstrate the type of development that may be the paradigm for the Borough in the future. The larger parcel would allow for a higher scope of development with several storefronts and multiple residential units on the upper floors. A site specific redevelopment plan may be considered, as well as a designation study for an “area in need of redevelopment.”

### Downtown Gateway



#### *Current O- R Zone District (Blocks 169, 171, 174, 176, 177)*

The permitted uses in this sub-area should be inclusive of the same types of uses that are being recommended for the Downtown Core sub-area. The goal of the Downtown Gateway district is to continue the same “Main Street” character the entire length of Union Avenue from Route 36 to Prospect Avenue while transitioning to a slightly less intense area of the downtown connecting to Route 36 to the south and the more beachfront/residential area to the north. These blocks, presently located in the O-R zone, should be rezoned to encourage mixed-use development and promote the Union Avenue corridor as a gateway to the Borough and the central business

district. The focus should be on multi-family development – two-family duplexes and low-rise mixed-use apartment buildings.



*Precedent Image:  
Highland Park, NJ*



#### *Current R-8 Zone (Blocks 202, 203, 209, 210, 211, 212)*

These blocks should be rezoned the same as the proposed changes to the above O-R zone district and serve as a transition from the downtown core to the residential waterfront areas to the north and the proposed Brook Avenue redevelopment area. Like the above gateway zone, the focus should be on multi-family development – two-family duplexes and low-rise mixed-use apartment buildings.

The property located on Block 203, Lot 1 remains vacant following damage sustained to the single-family home on the property from Superstorm Sandy. This provides an opportunity for immediate reconstruction to the proposed standards of the Downtown Gateway zone.



*Precedent Image:  
Red Bank, NJ*

Site development that can incorporate shared parking arrangements and structured public parking on the first floor should be considered to increase the available parking along Union Avenue to support economic vitality, since these zones are located within the Special Flood Hazard Area and may not have occupied residential space on the first floor.

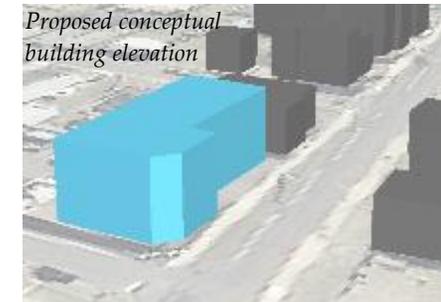
### Downtown Anchor



#### *Block 210, Lot 85*

This site at the corner of Prospect and Union Avenues, the present location of Cervino's Italian restaurant, which has been closed since Superstorm Sandy, can provide welcome to the Borough's downtown for visitors leaving the

waterfront. The proposed uses for the site would include retail on the ground floor, with an emphasis on retail at the corner of the lot and residential above. An ice cream shop, bike rental store, kite store or other summertime recreational use would be ideal for the corner retail location. Restaurants with outdoor seating would also be beneficial for patrons of the beach to stop and eat before driving home. A site specific redevelopment plan may be considered, as well as a designation study for an "area in need of redevelopment."



### Land Use and Zoning Changes

#### B-1 Zone District → B-1 Downtown Core Zone

In order to facilitate the development of a downtown core area, the following **additions** to the permitted uses should be made for the B-1 Neighborhood Business Zone District:

- Permitted Principal Uses:
  - The retail business establishments which are clearly of a neighborhood service character, such as, but not limited to, the following:
    - Shoe and clothing stores
  - Personal service establishments which may include the following:
    - Photographic studios
  - Mixed-use buildings consisting of first floor retail with residential above
  - Municipal buildings, parks and playgrounds (excluding workshops, warehouses, garages and storage yards)
  - Business services (including advertising agencies, credit and collection agencies, employment agencies, management and public relation services and detective agencies)
  - Professional offices (including medical, dental, legal, engineering, architectural, surveying, accounting, bookkeeping and similar uses)
  - Home occupation uses within residential structures; and
  - Community residences for the developmentally disabled, community shelters for victims of domestic violence, community residences for the terminally ill, community residences for persons with head injuries, and adult family care homes for elderly persons and physically disabled adults.
- Permitted Conditional Uses:
  - Churches
  - Home professional offices

The following **deletions** to the permitted uses should be made for the B-1 Neighborhood Business Zone District:

## Borough of Union Beach, Monmouth County, New Jersey

- Permitted Principal Uses:
  - Personal service establishments with may include the following:
    - Appliance repair shops
    - Radio and television repair shops

The following changes are recommended to the bulk and yard standards for the B-1 Zone as detailed in Schedule A of the Union Beach ordinances:

	<b>B-1 (Existing)</b>	<b>B-1 (Proposed)</b>
Maximum Front Setback	N/A	15 feet (if outdoor seating is provided, 20 feet is acceptable)
Maximum Building Height	20 feet	35 feet / 3 floors
Maximum Lot Coverage	50%	65%
Maximum Floor Area Ratio	0.8	2.0

### O-R Zone District → B-3 Downtown Gateway Zone

Proposed changes to the current O-R zone and the blocks between Park and Prospect Avenues along Union Avenue would provide similar development as the B-1 zone with slightly less intensity to encourage more businesses closer to Route 36 and provide a transition zone from highway commercial to neighborhood commercial. The following changes are recommended to the bulk and yard standards for the B-3 zone as detailed in Schedule A of the Union Beach ordinances:

	<b>O-R (Existing)</b>	<b>B-3 (Proposed)</b>
Minimum Interior Lot Area	7,500 square feet	5,000 square feet
Minimum Front Setback	20 feet	10 feet
Maximum Building Height	30 feet / 2 floors	35 feet / 3 floors
Maximum Lot Coverage	N/A	50%
Maximum Floor Area Ratio	N/A	1.5



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

### B-2 Highway Business

The following **additions** to permitted uses should be made for the B-2 Highway Business Zone:

- Permitted Principal Uses:
  - Apartment buildings with ground floor retail
- Permitted Conditional Uses:
  - Churches
  - Drive-through banks

The following deletions to permitted uses should be made for the B-2 Highway Business Zone:

- Permitted Principal Uses:
  - Automobile sales agencies
- Permitted Conditional Uses:
  - Motor vehicle repair garages
  - Quasi-public and private club recreation areas

The following changes are recommended to the bulk and yard standards for the B-2 Zone as detailed in Schedule A of the Union Beach ordinances:

	<b>B-2 (Existing)</b>	<b>B-2 (Proposed)</b>
Maximum Lot Coverage	40%	50%
Maximum Floor Area Ratio	0.8	1.5

## Recommended Circulation Improvements and Street Design Standards

The commercial corridors that compose downtown Union Beach are in need of a cohesive identity. The impact on the public realm needs to be considered when implementing building and site strategies to properties along commercial corridors. Street design should support those strategies by incorporating the necessary facilities for a robust multi-modal experience where the building meets the sidewalk.

Amenities should be provided for a safe and engaging pedestrian environment including the improvement of connectivity of the corridors to intersecting streets. The use of public transit should be encouraged to reduce the impact of vehicle miles travelled on congestion and the environment.

### Union Avenue

At the core of the emphasis of providing multi-modal transportation facilities on a municipal level is Complete Streets. The definition of a “complete street” is a street where all road users are appropriately accommodated – pedestrians, cyclists, transit users, motorists, children and advanced age individuals. In the past, the focus of street design was primarily on moving as many cars as possible down a street. Complete Streets focuses on moving people safely and efficiently, while at the same time developing a sense of increased livability and thus, economic development. The demand for walkable development is growing, as noted by the National Association of Realtors, as such development provides for independence from the use of an automobile as well as improved health outcomes. As of May 2015, Complete Streets policies have been adopted in 112 of New Jersey’s 565 municipalities. Seven out of eleven Counties in New Jersey have adopted such policies, including Monmouth County. These policies, supported by the New Jersey Department of Transportation, require that facilities for all road users be considered in the design of roadways during regular maintenance intervals as part of the municipal road program and during the design process for a new roadway.

Streetscape elements such as shade trees, decorative lighting, and benches should be installed to make the downtown attractive and welcoming to pedestrians. Decorative pavers may be



*Pavement Markings – Bicycle Lane*



*Streetscaping –  
Street  
Furniture*



*Streetscaping – Street Trees*

## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue



*Vehicular  
Wayfinding*



*Pedestrian  
Wayfinding*

considered to replace sidewalk on Union Avenue from Route 36 to Brook Avenue. The roadway itself should be repaved and striping updated to include designated bus stop areas, loading areas and parking stalls on one side of the street. Shared bicycle lane markings, often referred to as sharrows, may be provided along Union Avenue, depending on suitability. Bicycle parking facilities are essential to making bicycling a more viable form of transportation, and bicycle racks should be installed

at regular intervals along Union Avenue and Route 36. Gateway signage should be designed and installed at the intersection with Route 36 to inform visitors that they have arrived in the Borough. Wayfinding signage should be designed and installed at the intersection with Washington Avenue and points along Union Avenue to direct vehicles to public parking areas and the beachfront.

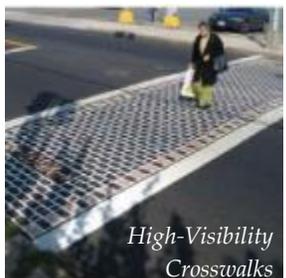
In addition, green infrastructure elements such as rain gardens may be possible, despite a narrow right-of-way. One such application may be the construction of curb extensions at the corners of Union Avenue intersections to shorten the pedestrian crossing distance while preventing vehicles from parking at the corner and interrupting travel vehicle line of sight to pedestrians. Rain gardens can be installed within the curb extension to capture stormwater runoff while providing aesthetic improvements to the public right-of-way. The suitability of such intersection treatments should be further investigated.



*Rain Gardens*



*Curb  
Extensions*



*High-Visibility  
Crosswalks*



*ADA Ramps*

Traffic calming measures such as curb extensions and roundabouts clarify vehicular circulation and allow for incorporation of streetscape improvements. In addition, pedestrian safety and accessibility features such as high-visibility crosswalks and handicapped-accessible ramps should be incorporated at all intersections along Union Avenue. Design standards for safety measures, accessibility and traffic calming are provided by US Department of Transportation, the National Association of City Transportation Officials, Americans with Disabilities Act, and the American Association of State Highway and Transportation Officials.

Figure 6 shows the proposed circulation improvements for the Union Avenue and Route 36 commercial corridors.

Figure 6 - Proposed Circulation Improvements



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue



The installation of bus shelters are proposed at designated bus stops where adequate space is available. New sidewalks are recommended in areas where links to side streets are absent, as well as along Route 36 where sidewalk largely is not present. Pedestrian safety enhancements, crosswalks and ADA ramps are required at nearly all intersections within the study area. Following a cursory crash analysis of the NJDOT Plan4Safety database, it was determined that nearly half of all accidents along the Union Avenue corridor between 2012 and 2014 occurred at Washington Avenue. Along with the recommendation for raising of the intersection, the

safety measures designed to reduce right angle crashes should be investigated, such as the warrant analysis for installation of a traffic signal or other appropriate options.

A significant issue in the development of the Union Avenue corridor as a downtown is the lack of available parking. Public parking to serve the Downtown Core may be created in several potential development projects along Union Avenue, including the Mixed-Use Center and Downtown Anchor sites described herein. In addition, several public parking spaces may be constructed along Jersey Avenue within the right-of-way of the Henry Hudson Trail on the west side of Union Avenue, much like what was constructed on the east side. Opportunities to construct a structured parking garage with active ground floor uses should be considered as properties become available and funding is identified. A parking garage could assist with stormwater management with a green roof and subsurface retention systems.

Several other street design standards should be considered for Union Avenue. A limit on the number of driveways accessing Union Avenue may be evaluated. The construction of new driveways on Union Avenue should be limited to residential properties that do not currently have a driveway but may require one due to FEMA requirements. All new commercial development on corner lots should be encouraged to provide driveway access on minor roads. In addition, no off-street parking shall be located in the front of buildings nor in the minimum required front setback line for principal buildings. Curb cuts across sidewalks along Union Avenue should not be permitted to avoid interruption to the pedestrian experience.

### Route 36

For the intersection of Union Avenue with Route 36, a study of pedestrian safety is recommended. The NJDOT Office of Pedestrian and Bicycle Mobility may provide technical services to undergo a detailed engineering assessment of the conditions crossing Route 36. The traffic signal walk and clearance times should be reviewed to verify compliance with the latest standards and additional crosswalks should be considered. In addition, pedestrian refuge islands should be considered in the median for pedestrians that are not able to complete the crossing before the signal changes, as well as appropriate pedestrian warning signage. The crossing is generally used by pedestrians to access goods and services on the other side of the highway. During storm recovery situations, safe access to these businesses via pedestrian facilities can prove crucial to the health and well-being of residents affected. In addition, the intersection of Sea Gate Avenue with Route 36 should also be studied, as public transportation users are dropped off by bus on the south side of Route 36 and cross to the north side to access parking or walk home. Safer pedestrian connection at this location would also enhance access to any future development at the former Holy Family School site on the south side of Route 36 in Hazlet.

Sidewalks shall be provided along the entire length of Route 36 in Union Beach with all new site development. All sidewalks shall be 6 feet wide with a 4 foot vegetated buffer zone between the edge of pavement and the edge of sidewalk along Route 36.

*Pedestrian refuge island at intersection*



### **Building and Site Design Standards**

This section enumerates requirements and design guidelines which will ensure that future development along the commercial corridors is done in a resilient manner, while creating the most cohesive and economically sustainable environment for the Borough.

#### **Resiliency Guidelines**

All buildings within the study area shall build above the appropriate Base Flood Elevation. For those areas not in the Special Flood Hazard Area, buildings should be encouraged to build to the nearest Base Flood Elevation. The Borough already requires new construction to be built at the Base Flood Elevation plus 2 feet of freeboard in Special Hazard Flood Areas.

Height requirements must recognize elevation requirements in flood zones. Per Borough code §13-2.3, building height for all structures located in the Special Flood Hazard as set forth on the National Flood Insurance Rate Maps (FIRM) shall be measured from the Base Flood Elevation or the Advisory Base Flood Elevation, whichever is greater.

For existing buildings in Special Flood Hazard Areas, where the raising of the building is not feasible, floodproofing measures should be considered. Ground floor retail for new construction in portions of the study area within a Special Flood Hazard Area will also require floodproofing.

The raising of buildings in Special Flood Hazard Areas may have a negative effect on the pedestrian experience along Union Avenue and Route 36. The streetscape and access to buildings should be standardized to prevent “blank walls” along the commercial corridors. This may include the use of plantings, stair turns, enclosed porches, roof porches or raised yards to adequately shield the space or blank walls that occupy the area of buildings below the Base Flood Elevation. The use of any and all of these enhancements is encouraged for buildings at least 5 feet above the curb line. In addition, yards above the curb level shall have a maximum slope of 2 vertical to 5 horizontal with retaining walls no higher than 30 inches. In front yards, any portion of fence higher than 4 feet above the curb level must be no more than 50 percent opaque.

Critical building systems should also be protected by elevating above the Base Flood Elevation. The use of alternative locations for mechanical equipment should be encouraged, such as rear and side yards and within detached garages, provided they are screened or enclosed. All mechanical system space that exists above the Base Flood Elevation shall be exempt from floor area calculations.

In order to mitigate the effects of extreme rain events, low impact development best management practices, otherwise known as green infrastructure, should be encouraged within the study area. Green infrastructure is particularly effective in areas outside of Flood Hazard Areas during rain events because the likelihood of inundation due to storm surge is negligent. Green infrastructure techniques allow for stormwater runoff to be delayed from entering stormwater collection systems to prevent overload and backflow. One area where the Borough may be able to take a proactive approach to the implementation of green infrastructure is on Borough property. Within the study area, the Union Beach Firehouse may provide an opportunity to demonstrate the effectiveness of a green roof to capture stormwater. In addition, the Borough may promote the use of rain barrels for residents and business owners to collect roof stormwater runoff for irrigation purposes of lawns and gardens.

### **Green Buildings**

Currently, the most widely adopted “green” rating system in the country is the Leadership in Energy and Environmental Design (LEED) Green Building Rating System®, as developed by the U.S. Green Building Council (USGBC). The USGBC describes itself as a coalition of leaders from across the building industry working to promote buildings that are environmentally responsible, profitable, and healthy places to live and work. LEED has been adopted by many federal agencies (including General Services Administration), states (including Arizona and California), and many municipalities in various states throughout the country. According to the U.S. Green Building Council, LEED evaluates environmental performance from a whole building perspective over a building’s life cycle, providing a definitive standard for what constitutes a “green building.” It is based on accepted energy and environmental principles and strikes a balance between known established practices and emerging concepts. LEED is a performance-oriented system in which scoring points are earned for satisfying performance criteria in the categories of sustainable site development, water savings, energy efficiency, materials selection, and indoor environmental quality. Different levels of green building certification are awarded by the USGBC based on the total points earned. In order to evaluate and measure achievement in sustainable



design, this Plan encourages design, construction, and operation of development that meet the criteria for a LEED certified rating.

In addition, the provisions of the LEED system are encouraged in every site application. This includes the use of native, low-irrigation plantings wherever possible.

### **Building Orientation and Scale**

Proper spatial proportion of the buildings facing a street serves to define the pedestrian experience along that street. The buildings along a particular street provide enclosure and definition of the pedestrian realm and can affect the comfort of people walking down it. The following guidelines are intended to enhance the pedestrian experience.

#### **Union Avenue**

Buildings shall be constructed near the sidewalk along Union Avenue. A setback greater than 10 feet is not desired as the goal is to create a continuous street wall along the corridor. A setback up to 20 feet is encouraged if outdoor seating is provided in front of the building for use as outdoor dining at food establishments.

In order to promote a continuous and visually pleasing retail environment along Union Avenue in the Downtown Core subarea, the first floor ceiling height from grade for any newly constructed commercial building shall be a minimum of 12 feet. For new buildings that are constructed three stories or higher, a uniform cornice line at approximately 35 feet above the street shall be established. Facades shall be designed to articulate building modules that do not exceed 30 feet in width, in order to reduce the apparent size of larger buildings and make the block feel shorter than it may be, enhancing walkability. Different uses on different floors, such as residential on top of retail, should be expressed in the architecture of the building. Balconies are encouraged to create a sense of “eyes on the street.”

#### **Route 36**

In order to calm traffic along the roadway and foster a more comfortable pedestrian experience, lower setbacks from the roadway are recommended (current requirement is 25 feet). For buildings containing residential uses, higher front yard setbacks are encouraged (40 feet or greater) to allow for a buffer to minimize noise impact.

## Entrances and Fenestration

### Union Avenue

A sense of openness and visual access to buildings is crucial to an enticing pedestrian environment. A minimum of 50% of ground floor space and 25% of upper floor space shall be transparent. Merchandising displays would be allowed to meet the requirement of transparency. Primary building entrances shall be located on Union Avenue to provide convenient access to pedestrians. For buildings at street corners, consideration of the primary entrance at the corner would maximize visibility from all directions and should be encouraged. The provision of shelter at entrances to transition pedestrians from the outdoors to the indoors, especially during inclement weather, is encouraged. Buildings that contain separate rentable units on the ground floor shall provide independent entrances for those spaces.

### Services, Loading Area and Mechanical Equipment

Building services, loading areas and mechanical equipment should be properly screened and located. All such areas shall not be located along Union Avenue or Route 36 frontage and shall be screened from all streets, open areas and pedestrian access paths. Rooftop mechanical equipment shall be screened using pitched roof forms, parapets or material of similar material as the building façade. All such areas should incorporate controls to limit noise and odor to the surrounding properties.

### Additional Building and Site Guidelines

The use of light-colored/high albedo materials for at least 30% of the site's non-roof impervious surfaces are encouraged to reduce urban heat island effect. The use of ENERGY STAR compliant and high emissivity roofing material for at least 75% of the roof surface is also encouraged. "Green" vegetative roofs are encouraged to reduce stormwater flows and provide insulation. Lighting of the site shall be directed and shielded such that no measurable light crosses the property boundary and causes nuisance for surrounding properties. Signs that are lit should direct spillover light down to the ground rather than upward. Interior lighting of buildings shall not fall outdoors. Buildings are encouraged to provide a portion of total energy used by on-site renewable sources, such as photovoltaic systems. All development shall comply with Federal, State and local requirements regarding handicapped accessibility.



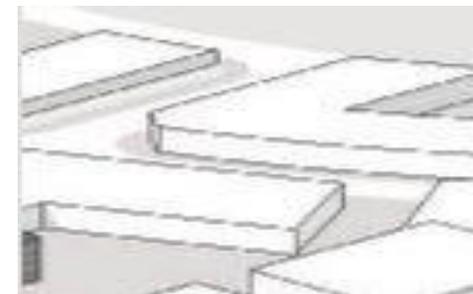
### Parking Lot Design

The preferred location of parking lots is below or behind buildings. Underground parking may not be possible in Special Flood Hazard Areas. Wherever possible, a landscaped buffer of at least three feet should be provided at the edge of all parking lots. For any residential development along the corridors, secure, sheltered bicycle parking shall be provided for residents. In accordance with green infrastructure best practices encouraged in the study area, the use of pervious pavement technology is encouraged for parking lots. In order to decrease the impervious area and increase the landscaped area of parking lots, the design of 90° parking stalls that face a landscaped area should incorporate a landscaped area eighteen inches of parking place depth and protected by a wheelstop or perforated curb. Thus instead of the standard parking space depth of 18 feet, the parking space will be 16 feet and six inches deep, with 18 inches of turf or a thin layer of vegetation used as a vehicle overhang area.

The provision of structured parking is encouraged when the negative impacts to the pedestrian environment are minimized. Parking structures shall have active ground floor uses and should be wrapped with other uses along all streets to hide the structured spaces. The parking structures should display a similar architectural quality and scale to surrounding structures.



*Permeable Pavement Parking Lot  
Lisle, IL*



*Illustration of concealed parking  
Source: Design for Walkability*

## Implementation

This Commercial Corridors Resiliency Plan recommends that the Borough of Union Beach undertake the actions detailed in Table 1 - Recommended Actions to Improve Resiliency and Promote Economic Development along the Commercial Corridors to promote resiliency within the study area, to mitigate losses from and recover more rapidly from future storm events and to promote economic development. These actions have been developed in consultation with Borough officials. The actions are classified in order of priority with short-term priority defined as actions implemented within 12 months, mid-term priority defined as actions implemented within 24 months and long-term priority defined as actions implemented within 3-5 years. Depending on available funding and other resources, the prioritization of actions may shift.

**Table 1 - Recommended Actions to Improve Resiliency and Promote Economic Development along the Commercial Corridors**

Action	Importance to Promoting Recovery, Resiliency and Economic Development	Responsible Parties	Potential Funding Sources	Length of Project / Priority
Adopt zoning ordinance changes for B-1, O-R and B-2 zones specified herein	Provide land use changes necessary to facilitate resilient design of commercial corridors to balance tax base and provide local goods and services to aid in storm recovery efforts	Union Beach Borough Council	N/A	Short-term
Determine method to approach public use of Block 168, Lot 9.01 and establish a gateway park	Provide stormwater retention capacity to reduce runoff and serve as a gateway to the Union Avenue corridor and Borough as a whole welcoming visitors and residents	Union Beach Planning Board	Local sources NJ Environmental Infrastructure Trust US EPA Clean Water Act Nonpoint Source Grant Other NJ DEP Grants	Short-term



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

Adopt a Complete Streets policy for the Borough	Repurpose roadways in Borough for all users; provide resilient means of transportation during storm recovery periods	Union Beach Borough Council	N/A	Short-term
Authorize redevelopment area designation studies and/or adoption of redevelopment plans for sub-areas identified herein	Provide design direction and incentives for development necessary to facilitate resilient design of commercial corridors to balance tax base and provide local goods and services to aid in storm recovery efforts	Union Beach Borough Council	Local sources NJ Future NJ Redevelopment Authority	Short-term
Build local capacity for implementing resiliency and sustainability by facilitating creation of a Borough Green Team	Develop consistent processes and public engagement to implement resiliency and sustainability measures in all aspects of Borough operations	Union Beach Borough Officials	Sustainable Jersey	Short-term
Engage NJDOT and Monmouth County for preparation of street design changes to Union Avenue and Route 36	Enhance resilient methods of transportation during storm recovery periods; create improved pedestrian experience to promote vitality	Union Beach Borough Engineer	NJDOT Local Aid FHWA Local Safety	Mid-term
Develop streetscape design plans and implement along Union Avenue	Promote “Main Street” character for Union Avenue to enhance economic viability and provide robust tax base to assist in recovery	Union Beach Borough Engineer	NJ Economic Development Authority (EDA) NJ Department of Community Affairs (DCA) Business Improvement District/Special Improvement District	Mid-term

In general, the Borough should engage Monmouth County and property owners within the Borough to investigate opportunities to fund some of the activities that are needed to fully revitalize the corridors. As an example, Passaic County developed a Corridor Enhancement program whereby “all major subdivisions located on a County road designated as a Passaic County Corridor Enhancement District, the applicant shall be required to make a contribution equal to \$20 per linear foot of frontage on the County Road to the Corridor Enhancement Fund for that District.” The funds are spent in one of six ways: 1) for capital improvement projects, 2) for studies related to the corridors, 3) in conjunction with County road or intersection improvement projects, 4) for use as local matching funds, 5) in partnership with towns or non-profits, 6) for direct grants.

Organizational capacity through local entities such as merchant associations, business improvement districts and local development corporations should be fostered to provide support for behavioral changes by small businesses and technical assistance to applicants for capital funding, as well as general economic development support for small businesses in at-risk areas. Some entities may be robust enough to guarantee loans for corridor-wide improvements. Methods of incentivizing building owners and tenants to undertake building mitigation improvements, including behavioral modification, such as the creation of preparedness plans, use of deployable flood protection systems and capital investment in building and tenant spaces should be further investigated.



## Appendix A – Current Zoning

### R-8: Residential:

- Permitted Principal Uses:
  - Single Family dwellings;
  - Federal, state, county and municipal buildings and grounds including schools, parks and playgrounds (excluding workshops, warehouses, garages and storage yards);
  - Private and parochial schools not operated for profit;
  - Essential services; and
  - Community residences for the developmentally disabled, community shelters for victims of domestic violence, community residences for the terminally ill, community residences for persons with head injuries, and adult family care homes for elderly persons and physically disabled adults.
- Permitted Accessory Uses:
  - Fences;
  - Private swimming pools;
  - Signs;
  - Other customary accessory uses and buildings which are clearly incidental to the principal use and building and do not include any activity commonly conducted as a business; and
  - Family day care homes which are conducted in the private residence of a family day care provider which is registered as a family day care home.
- Permitted Conditional Uses:
  - Mother-daughter dwellings;
  - Churches and places of worship;
  - Public utilities;
  - Marinas (excluding boat yards);
  - Home professional offices;
  - Quasi-public and private club recreation areas;
  - Townhouse dwellings limited to properties having frontage on the south side of Front Street;

- Personal wireless telecommunication facilities and equipment;
- Temporary Uses and Structures:
  - Trailers, quonsets, campers and other temporary structures may be placed on a lot, for a period not exceeding six months, after the dwelling on the lot has been rendered uninhabitable by wind, storm, fire, explosion or other destructive occurrence, or while a new single family dwelling is being constructed on the lot after the removal of a prior dwelling, for use as shelter or storage during which the main dwelling on the lot is being repaired, restored or constructed (does not apply to the storage of recreational boats, trailers and campers),
  - Two single family residences may be permitted on one lot, and relief granted from the provisions of subsection 13-5.9 of this chapter, for a period not exceeding six months to permit an applicant to reside in an existing single family dwelling while a new single family dwelling is being constructed on the lot, or upon a contiguous lot under the same ownership when either lot is nonconforming in any aspect, but at no time may both structures be used simultaneously or alternately as a dwelling, and upon the issuance of a certificate of occupancy for the new dwelling the old dwelling must be demolished and removed within one week of the issuance of the certificate of occupancy,
  - Upon the expiration of the six month duration of the variance the applicant may apply for one extension not to exceed three months in order to complete the repair or construction of the single family dwelling;
- Residential adult community single-family dwellings; and
- Wind energy systems or facilities.

O-R: Office Residential:

- Permitted Principal Uses:
  - Single family uses in accordance with the R-8 residential zone district;
  - Municipal buildings, parks and playgrounds (excluding workshops, warehouses, garages and storage yards);
  - Essential services;
  - Personal services (including photographic studios, beauty shops, barber shops and shoe repair shops);



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- Business services (including advertising agencies, credit and collection agencies, employment agencies, management and public relation services and detective agencies);
- Professional offices (including medical, dental, legal, engineering, architectural, surveying, accounting, bookkeeping and similar uses);
- Home occupation uses within residential structures; and
- Community residences for the developmentally disabled, community shelters for victims of domestic violence, community residences for the terminally ill, community residences for persons with head injuries, and adult family care homes for elderly persons and physically disabled adults.
- Permitted Accessory Uses:
  - Fences;
  - Signs;
  - Other customary accessory uses and buildings which are clearly incidental to the principal use and building; and
  - Family day care which are conducted in the private residence of a family day care provider which is registered as a family day care home.
- Permitted Conditional Uses:
  - Home professional offices;
  - Residential adult community single-family dwellings located on an area greater than one acre; and
  - Wind energy systems or facilities.

### B-1: Neighborhood Business Zone:

- Permitted Principal Uses:
  - The retail business establishments which are clearly of a neighborhood service character, such as, but not limited to, the following:
    - Stores selling groceries, meats, baked goods, and other such items,
    - Drug and pharmaceutical stores,
    - Dry goods stores,

- Meat and poultry stores,
- Baked goods stores,
- Package liquor stores,
- Flower shops,
- Confectionery stores,
- Hardware and household supply stores,
- Stationery supplies, tobacco and periodical stores,
- Haberdashery, dress goods and notions,
- Hardware, plumbing supplies and electrical supplies,
- Shops of artisans and craftsmen, and
- Gift shops;
- Personal service establishments which may include the following:
  - Barber shops and beauty shops,
  - Tailoring and dressmaking shops,
  - Dry cleaning and laundry collection shops, including self-service laundries,
  - Shoe repair shops,
  - Appliance repair shops, and
  - Radio and television repair shops;
- Business, professional, governmental and educational offices;
- Banks and financial institutions;
- Restaurants, bars and other eating and drinking establishments (excluding drive-in restaurants);
- Federal, state, county and municipal buildings and grounds;
- Essential services;
- Single-family dwellings on lots currently used for single family residential dwellings, subject to the same regulations established for the R-8 Residential zone;
- Single-Family dwellings, townhouses and multi-family dwellings for the habitation of people at age 52 years or older as well as residential communities which maintain a private age restriction mechanism, subject to the



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

same standards as apply to single-family dwellings in the R-AC Adult Community Zone, and townhouses and multi-family dwellings in the TH-2 Townhouse Zone; and

- Child care centers.
- Permitted Accessory Uses:
  - Fences;
  - Signs; and
  - Other customary accessory uses and building which are clearly incidental to the principal use and building.
- Permitted Conditional Uses:
  - Public utilities; and
  - Wind energy systems or facilities.

### B-2: Highway Business:

- Permitted Principal Uses:
  - Retail and wholesale stores, shops and markets, provided that:
    - Goods or products fabricated or process incidental to such use shall be sold on the premises or distributed from the premises,
    - Such fabricating or processing that is done on the premises shall not include a processing activity which would involve a physical or chemical process that would change the nature and/or character of the product and/or raw material, and
    - Such fabricating or processing shall be confined to the first floor and basement of the premises and no supplies, materials or goods shall be stored out-of-doors.
  - Personal service establishments (including barbershops, and beauty shops and tailoring and dressmaking shops);
  - Business and professional offices and banks and fiduciary institutions;
  - Restaurants, lunchrooms, bars and other eating and drinking establishments;
  - Automobile sales agencies;
  - Art, dancing, music, gymnastics and other similar instructional schools;

- Schools for vocational instruction;
- Scientific or research laboratories devoted to research, design and/or experimentation, and processing and fabricating incidental thereto, provided that no materials or finished products shall be manufactured, processed or fabricated on the premises for sale, except such as are incidental to the laboratory activities or are otherwise permitted in this zone;
- Publication of newspapers and periodicals;
- The offices, showrooms, warehouses and garages of contractors in the building trade;
- Federal, state, county and municipal buildings and grounds (excluding schools);
- Essential services; and
- Child care centers.
- Permitted Accessory Uses:
  - Fences Signs;
  - Bulk storage; and
  - Other customary accessory uses and buildings which are clearly incidental to the principal use and building.
- Permitted Conditional Uses:
  - Motor vehicle service stations;
  - Motor vehicle repair garages;
  - Public utilities;
  - Drive-in restaurants;
  - Hotels and motels;
  - Shopping centers;
  - Quasi-public and private club recreation areas;
  - Commercial recreation activities;
  - Bulk storage of fuel provided the storage area is used solely in conjunction with a retail or wholesale outlet and that the storage containers are built below the ground;
  - Trailers, excluding boat and construction trailers and trailers used in delivery, loading and unloading operations, to be used for storage or sale of goods or merchandise or in which commercial services are rendered for a period not exceeding two months; and



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

- Wind energy systems or facilities.

The bulk and yard standards for the B-1\*, B-2, R-8\*, and O-R zones are as follows:

	B-1	B-2	O-R	R-8
Minimum Interior Lot Area	4,000 square feet	8,000 square feet	7,500 square feet	7,500 square feet
Minimum Interior Lot Width	40 feet	80 feet	75 feet	75 feet
Minimum Corner Lot Width				100 feet
Interior Lot Frontage	40 feet	80 feet	75 feet	75 feet
Corner Lot Frontage	40 feet	120 feet	100 feet on both streets	100 feet on both streets
Minimum Lot Depth	100 feet	100 feet	100 feet	100 feet
Minimum Front Setback	10 feet	25 feet	20 feet	20 feet
Minimum Rear Yard Setback				
Principal Building	20 feet	20 feet	30 feet	30 feet
Accessory Building	20 feet	15 feet	15 feet	5 feet
Private Pool				10 feet
Minimum Side Yard Setback				
Principal Building	5 feet	10 feet	8 feet	8 feet
Accessory Building	5 feet	10 feet	10 feet	5 feet
Private Pool				10 feet

## Borough of Union Beach, Monmouth County, New Jersey

Maximum Building Height	20 feet	35 feet	30 feet/ 2 floors	30 feet to collar tie/ 2 floors
Maximum Lot Coverage	50%	40%		
Maximum Floor Area Ratio	0.8	0.8		
Minimum Unoccupied open space		10%		
Minimum Hwy 36 Buffer		5 feet		
Minimum Gross Habitable Floor Area				
One bedroom house				960 square feet
Two bedroom house				1060 square feet
Three bedroom house				1160 square feet
Four or more bedroom house				1260 square feet

\*These requirements are as recorded in the Schedule A of the Union Beach Zoning Ordinance. There are discrepancies for these zones between the requirements as recorded in the Schedule A and in Section 13-10 of the Borough Ordinance.



### Appendix B – Corridor Field Observations

<b>Block:</b> 247	<b>Lot:</b> 11	<b>Use:</b> Residential
<b>Owner's Name:</b> McKenna, Brian M		<b>Zoning District:</b> B-2
<b>Property Location:</b> 1503 Wesley Avenue		<b>Area:</b> 0.1286 acres
<b>Owner's Address:</b> 1503 Wesley Avenue Union Beach, NJ 07735		
		
<p>The single-family home as seen from Route 36.</p>		<p>As seen from the corner of Wesley Avenue and Route 36.</p>
<p><b>Conditions:</b> This parcel consists of a single family home which fronts on Wesley Ave, but has driveway access from Route 36.</p>		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 247	<b>Lot:</b> 12	<b>Use:</b> Industrial
<b>Owner's Name:</b> International Flavors & Fragrances		<b>Zoning District:</b> B-2/M-2
<b>Property Location:</b> 1515 Highway 36		<b>Area:</b> 20.58 acres
<b>Owner's Address:</b> Box 8, Accts Payable-001 Hazlet, NJ 07730		
		
<p>Looking east on Route 36.</p>		<p>Standing at the Western limit of the property.</p>
<b>Conditions:</b> This parcel is part of the larger IFF campus.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 246	<b>Lot:</b> 4 & 4.01	<b>Use:</b> Commercial
<b>Owner's Name:</b> Oriolo Enterprises, Inc.		<b>Zoning District:</b> B-2
<b>Property Location:</b> 1411 Highway 36		<b>Area:</b> 0.6605 acres
<b>Owner's Address:</b> 1411 Highway 36 Union Beach, NJ 07735		



Piero's Italian Restaurant fronts Route 36.

**Conditions:**

There is an Italian restaurant on this parcel. The adjoining parking lot is in good condition with well-manicured landscaping around the perimeter.

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 242	<b>Lot:</b> 8	<b>Use:</b> Commercial
<b>Owner's Name:</b> Weimer, William		<b>Zoning District:</b> B-2
<b>Property Location:</b> 1247 Highway 36		<b>Area:</b> 0.2063 acres
<b>Owner's Address:</b> 10 East Avenue Atlantic Highlands, NJ 07716		
		
View of the property from Harris Ave.	View of the property as seen from Route 36.	Property as seen from the corner of Harris Avenue and Route 36.
<b>Conditions:</b> This lot is used for commercial and residential uses. There is a chiropractor/ acupuncture office on the first floor of the building and an apartment above.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 245	<b>Lot:</b> 4 , 5, 6, 6.01, & 6.02	<b>Use:</b> Commercial
<b>Owner's Name:</b> WJM Highway 35 Realty LLC McNeice		<b>Zoning District:</b> B-2
<b>Property Location:</b> 1309 Highway 36		<b>Area:</b> 0.6887 acres
<b>Owner's Address:</b> 54 Schley Avenue Staten Island, NY 10308		



The western portion of the property is filled with parked cars.



The building in the middle of the property. It appears to be used to store vehicles inside.



There is a covered bus station along Route 36.

**Conditions:**

This site seems to be currently being used only to store cars. There are a number of cars parked in the lot on the western portion of the property in addition to a few cars being stored inside the building. There is a covered bus stop facing Route 36 on this property. This site is approved for a used car dealership. Site improvements are underway.

## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 242	<b>Lot:</b> 9	<b>Use:</b> Commercial
<b>Owner's Name:</b> Andrade, Alfred & Marie Andrade		<b>Zoning District:</b> B-2
<b>Property Location:</b> 1237 Highway 36		<b>Area:</b> 1.1089 acres
<b>Owner's Address:</b> 206 Kearney Avenue Seaside Heights, NJ 08751		



The vacant lot on the eastern portion of the parcel is overgrown and the concrete is in disrepair.



There are weeds growing inside the car wash building. All equipment appears to have been removed from the interior.

**Conditions:** This lot is overgrown and in very poor condition. The Union Beach Car Wash appears to have been closed and neglected for a number of years. Portions of the paved lot are overgrown with grass and weeds. The car wash building appears to just be a shell with most of the equipment having been removed.

## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 242	<b>Lot:</b> 10	<b>Use:</b> Residential
<b>Owner's Name:</b> Fallon, Joyce N		<b>Zoning District:</b> B-2
<b>Property Location:</b> 1228 Highway 36		<b>Area:</b> 0.1242 acres
<b>Owner's Address:</b> 1228 Highway 36 Union Beach, NJ 07735		
		
<b>Conditions:</b> This single family home appears to be occupied and in good condition.		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 242	<b>Use:</b> 11	<b>Use:</b> Vacant Land
<b>Owner's Name:</b> Carhart, Lowell		<b>Zoning District:</b> B-2
<b>Property Location:</b> 1213 Highway 36		<b>Area:</b> 0.1722 acres
<b>Owner's Address:</b> 106 Springbrook Trail Sparta, NJ 07871		
		
<b>Conditions:</b>		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 242	<b>Lot:</b> 12	<b>Use:</b> Residential
<b>Owner's Name:</b> Rafferty, Danny & Mary		<b>Zoning District:</b> R-8
<b>Property Location:</b> 120 Isabelle Avenue		<b>Area:</b> 1.3 acres
<b>Owner's Address:</b> 120 Isabelle Avenue Union Beach, NJ 07735		
		
<p><b>Conditions:</b> This property contains a single family home. However, all that is visible from Route 36 are trees and grasses.</p>		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 180	<b>Lot:</b> 10	<b>Use:</b> Public Property
<b>Owner's Name:</b> Union Beach Borough		<b>Zoning District:</b> R-8
<b>Property Location:</b> Clark Avenue		<b>Area:</b> 6.96 acres
<b>Owner's Address:</b> 650 Poole Avenue Union Beach, NJ 07735		
 <p>View of the creek as seen from the pedestrian bridge.</p>		 <p>This parcel has a defined pedestrian walkway protected from the highway by metal barriers.</p>
 <p>There is a concrete bridge for pedestrians to cross over the creek.</p>		
<b>Conditions:</b> This has a path for pedestrians and cyclists to walk along the creek within being on the roadway.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 180	<b>Lot:</b> 10.01	<b>Use:</b> Public Property
<b>Owner's Name:</b> Union Beach Borough		<b>Zoning District:</b> R-8
<b>Property Location:</b> Shore Rd		<b>Area:</b> 0.5337 acres
<b>Owner's Address:</b> 650 Poole Avenue Union Beach, NJ 07735		



**Conditions:**

This property consists of marshland.

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 180	<b>Lot:</b> 1.01	<b>Use:</b> Vacant Land
<b>Owner's Name:</b> CBS Outdoor Inc., c/o Teresa Allan		<b>Zoning District:</b> B-2
<b>Property Location:</b> Highway 36		<b>Area:</b> 0.2353 acres
<b>Owner's Address:</b> PO Box 404 Broadway, NJ 08808		



View of billboard from the west.



View of billboard from the east.

## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 179	<b>Lot:</b> 1, 2, 3, 5, 6, 7	<b>Use:</b> Commercial
<b>Owner's Name:</b> Bank of America Corporate R.E.		<b>Zoning District:</b> B-2
<b>Property Location:</b> 1500 Union Ave		<b>Area:</b> 0.8284 acres
<b>Owner's Address:</b> 101 N Tyron St NC10010381 Charlotte, NJ 28255		



The bank of America building is highly trafficked and well used.

**Conditions:**

Bank of America is situated at the corner of Route 36 and Union Avenue. These are both major roads in and out of the area and well trafficked. The bank was open and busy during site visits. There is a covered bus stop along Route 36 in front of the bank. While this stop is useful for visitors and residents utilizing NJ Transit service along the Route 36 corridor, the stop is not safely accessible, except for from the Bank of America Parking lot. Along this portion of Route 36 the shoulder disappears and is replaced by a right turning lane for vehicles entering the Borough from Route 36. Vehicles travel at high speeds along Route 36 and it would not be safe to bike or walk along the road in a travel lane.

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 179	<b>Lot:</b> 4	<b>Use:</b> Commercial
<b>Owner's Name:</b> First Union Beach Business Choi		<b>Zoning District:</b> B-2
<b>Property Location:</b> 1017 Highway 36		<b>Area:</b> 0.5339 acres
<b>Owner's Address:</b> 242- 23 Oak Park Drive Douglaston, NY 11362		



**Conditions:**

This lot contains a deli/ convenience store, a nail salon, and a number of vacant storefronts. The deli seemed to have a steady flow of traffic throughout the field observations. There is no shoulder along this block of Route 36, however there is a narrow sidewalk in front of this parcel.



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 168	<b>Lot:</b> 9 & 10	<b>Use:</b> Commercial
<b>Owner's Name:</b> Amerada Hess Corporation		<b>Zoning District:</b> B-2/ O-R
<b>Property Location:</b> 967 Highway 36		<b>Area:</b> 0.8224 acres
<b>Owner's Address:</b> PO Box 696419 San Antonio, TX 78269		



The vacant field fronting Route 36 & Union Avenue can be seen above. The sign, sponsored by Hess, welcoming vehicles into Union Beach is at the corner of the property on Route 36 & Union Avenue.

Borough of Union Beach, Monmouth County, New Jersey



The Hess gas station is accessed from Route 36.

**Conditions:**

This parcel consists of a vacant field fronting Union Avenue and Route 36 and a Hess gas station on Route 36. The field consists entirely of cut grass and has a welcome to Union Beach sign on the corner of the property.



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 168	<b>Lot:</b> 12	<b>Use:</b> Residential
<b>Owner's Name:</b> Atti, Joseph		<b>Zoning District:</b> B-2
<b>Property Location:</b> 939 Highway 36		<b>Area:</b> 0.1171 acres
<b>Owner's Address:</b> 939 Highway 36 Union Beach, NJ 07735		



Route 36 looking towards Block 168/ Lot 12.

**Conditions:**

This single family home fronts Route 36. It appears to be occupied and in good condition.

## Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 168	<b>Lot:</b> 13	<b>Use:</b> Residential
<b>Owner's Name:</b> Rauth, Charles & Karen		<b>Zoning District:</b> B-2
<b>Property Location:</b> 931 Highway 36		<b>Area:</b> 0.0788 acres
<b>Owner's Address:</b> 78 Lakeridge Drive Matawan, NJ 07747		
		
<b>Conditions:</b> This duplex fronts Route 36. It appears to be occupied and in good condition.		

## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 168	<b>Lot:</b> 14	<b>Use:</b> Residential
<b>Owner's Name:</b> 917 State Route 36 LLC		<b>Zoning District:</b> B-2
<b>Property Location:</b> 929 Highway 36		<b>Area:</b> 0.079 acres
<b>Owner's Address:</b> 917 State Route 36 Union Beach, NJ 07735		



**Conditions:**

This single family home appears to be occupied and in good condition.

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 168	<b>Lot:</b> 14.01	<b>Use:</b> Commercial
<b>Owner's Name:</b> 917 State Route 36 LLC		<b>Zoning District:</b> B-2
<b>Property Location:</b> 917 Highway 36		<b>Area:</b> 0.2764 acres
<b>Owner's Address:</b> 917 State Route 36 Union Beach, NJ 07735		



**Conditions:**

This parcel contains the Union Auto Body Shop. As indicated by the pictures above, it was open and active during field observations. The property appears to be clean and well maintained.



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 168	<b>Lot:</b> 1	<b>Use:</b> Residential/ Commercial
<b>Owner's Name:</b> 917 State Route 36 LLC		<b>Zoning District:</b> B-2/ R-8
<b>Property Location:</b> Highway 36		<b>Area:</b> 0.5124 acres
<b>Owner's Address:</b> 917 State Route 36 Union Beach, NJ 07735		



**Conditions:**

The portion of this parcel fronting Route 36 is part of the Union Auto Body business and consisting of a lot used to store vehicles. The rear portion of the lot contains a single family home.

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 167	<b>Lot:</b> 13	<b>Use:</b> Commercial
<b>Owner's Name:</b> Ocean Place L.L.C		<b>Zoning District:</b> B-2
<b>Property Location:</b> 845-865 Highway 36		<b>Area:</b> 0.4773 acres
<b>Owner's Address:</b> PO Box 316 Keyport, NJ 07735		



The building to the eastern extent of the property contains a childcare center and a Rita's Italian Ice.



Located in a separate building to the west of childcare/ Ritas building, is a deli and bagels store. There is walkway from the deli and bagels store past the other building to the parking lot.

## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue



View of the parking lot looking east.



View of the parking lot looking west.

### Conditions:

All storefronts on this lot are currently occupied. The deli/ bagel store is located in a separate building, but is only accessible from the shared parking lot. The different colors each business is painted do not make for a cohesive or attractive building façade.

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 167	<b>Lot:</b> 17	<b>Use:</b> Residential
<b>Owner's Name:</b> Mitchell, Barbara		<b>Zoning District:</b> B-2
<b>Property Location:</b> 815 Highway 36		<b>Area:</b> 0.0801 acres
<b>Owner's Address:</b> 815 Highway 36 Union Beach, NJ 07735		



**Conditions:**

This building is occupied by a psychic on the first floor and a residential apartment on the second. There is a sidewalk in front of the building that continues from the adjoining property to the west and ends at the property boundary with McDonalds.



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 167	<b>Lot:</b> 18 & 19	<b>Use:</b> Commercial
<b>Owner's Name:</b> 809 Highway 36 Associates, LLC		<b>Zoning District:</b> B-2
<b>Property Location:</b> 809 Highway 36		<b>Area:</b> 0.2407 acres
<b>Owner's Address:</b> 809 Highway 36 Union Beach, NJ 07735		
		
<b>Conditions:</b> This property is the corporate office for a real estate developer. The property is well maintained and has a sidewalk from the street corner along Route 36, connecting to the adjoining property to the east. This parcel has entrances from both Route 36 and Sea Gate Avenue.		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 167	<b>Lot:</b> 5	<b>Use:</b> Commercial
<b>Owner's Name:</b> McDonald's Real Estate Company		<b>Zoning District:</b> B-2
<b>Property Location:</b> 825 Highway 36		<b>Area:</b> 0.8127 acres
<b>Owner's Address:</b> PO Box 385 Brielle, NJ 08730		



**Conditions:**

The McDonalds is well maintained and occupied. It has separate entrances and exits on Route 36.



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 178	<b>Lot:</b> 1	<b>Use:</b> Commercial
<b>Owner's Name:</b> Rani Holdings LLC		<b>Zoning District:</b> B-2
<b>Property Location:</b> 707 Washington Avenue		<b>Area:</b> 0.5464 acres
<b>Owner's Address:</b> 20 Shallowbrook Road Morganville, NJ 07751		



**Conditions:**

This lot contains a daycare center which backs up to Union Ave. As indicated in the picture above, the road frontage contains some playground equipment and the back of the building. There is also a covered bus stop along Union Ave. at this location.

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 178	<b>Lot:</b> 2	<b>Use:</b> Commercial
<b>Owner's Name:</b> Valley National Bank c/o Ghabrial, Micha		<b>Zoning District:</b> B-2
<b>Property Location:</b> 1400 Union Avenue		<b>Area:</b> 0.2801 acres
<b>Owner's Address:</b> 1720 Rt 23 North 2 <sup>nd</sup> Floor Wayne, NJ 07470		
		
<b>Conditions:</b> This lot contains a vacant commercial building. Since tax records indicate that it is owned by a bank, one can assume this building has been foreclosed.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 177	<b>Lot:</b> 1	<b>Use:</b> Residential
<b>Owner's Name:</b> Hemenway, John		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1314 Union Avenue		<b>Area:</b> 0.1148 acres
<b>Owner's Address:</b> 1314 Union Avenue Union Beach, NJ 07735		
		
<p><b>Conditions:</b> This lot contains a single family home that is currently un-occupied but appears to be in the process of being remodeled.</p>		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 177	<b>Lot:</b> 2	<b>Use:</b> Residential
<b>Owner's Name:</b> Rizk, Nader & Amera		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1310 Union Avenue		<b>Area:</b> 0.132 acres
<b>Owner's Address:</b> 1310 Union Avenue Union Beach, NJ 07735		
		
<b>Conditions:</b> This property contains a single family home.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 177	<b>Lot:</b> 3	<b>Use:</b> Residential
<b>Owner's Name:</b> Palacios, Rosendo & Debbie A		<b>Zoning District:</b> O-R
<b>Property Location:</b> 700 Clark Avenue		<b>Area:</b> 0.1682 acres
<b>Owner's Address:</b> 700 Clark Avenue Union Beach, NJ 07735		
		
<p><b>Conditions:</b></p> <p>This is a flag lot with the majority of road frontage on Clark Avenue. There is a small, thin portion of yard which fronts Union Avenue between 1310 Union Avenue and 1304 Union Avenue.</p>		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 177	<b>Lot:</b> 4	<b>Use:</b> Residential
<b>Owner's Name:</b> Mass, Albert C Jr & Veronica A		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1304 Union Avenue		<b>Area:</b> 0.1653 acres
<b>Owner's Address:</b> 1304 Union Avenue Union Beach, NJ 07735		
		
<b>Conditions:</b> This is a single family with a large side yard. It fronts Union Avenue and appears to be occupied.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 176	<b>Lot:</b> 1	<b>Use:</b> Residential
<b>Owner's Name:</b> Catino, Karen A & Amabile, Francis R		<b>Zoning District:</b> O-R
<b>Property Location:</b> 701 Clark Avenue		<b>Area:</b> 0.1217 acres
<b>Owner's Address:</b> 701 Clark Avenue Union Beach, NJ 07735		



This home fronts Clark Avenue.



The side of the home faces Union Avenue.

**Conditions:**

This is an occupied single family home fronting Clark Avenue.

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 176	<b>Lot:</b> 2	<b>Use:</b> Residential
<b>Owner's Name:</b> Yanuzzelli, James- Margaret Phillips		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1210 Union Avenue		<b>Area:</b> 0.0632 acres
<b>Owner's Address:</b> 36 Cory Street Parlin, NJ 08859		
		
<b>Conditions:</b> This is an occupied single family home.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 176	<b>Lot:</b> 3 & 4	<b>Use:</b> Residential
<b>Owner's Name:</b> Tuberion, Edward M & Janice M		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1208 Union Avenue		<b>Area:</b> 0.1997 acres
<b>Owner's Address:</b> 1208 Union Avenue Union Beach, NJ 07735		
		
<p><b>Conditions:</b> This is an occupied single family home.</p>		
<b>Block:</b> 176	<b>Lot:</b> 5	<b>Use:</b> Residential

Borough of Union Beach, Monmouth County, New Jersey

<p><b>Owner's Name:</b> Vializ, John &amp; Ana</p>	<p><b>Zoning District:</b> O-R</p>
<p><b>Property Location:</b> 1202 Union Avenue</p>	<p><b>Area:</b> 0.1148 acres</p>
<p><b>Owner's Address:</b> 1202 Union Avenue Union Beach, NJ 07735</p>	
	
	 <p data-bbox="1079 1208 1667 1243">The lot as seen from Morningside Ave.</p>
<p><b>Conditions:</b> This lot contains an irregular shaped single family home. The driveway for the property is on Union Avenue, but there are entrances on Union Avenue and Morningside Avenue.</p>	

## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 175	<b>Lot:</b> 1	<b>Use:</b> Public Property
<b>Owner's Name:</b> Union Beach Fire Co 1		<b>Zoning District:</b> B-1
<b>Property Location:</b> 1110 Union Avenue		<b>Area:</b> 0.4752 acres
<b>Owner's Address:</b> 1110 Union Avenue Union Beach, NJ 07735		
		
As seen from Morningside Avenue.		As seen from Union Avenue.
<b>Conditions:</b> This lot contains the Union Beach Fire House.		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 175	<b>Lot:</b> 2 & 3	<b>Use:</b> Commercial
<b>Owner's Name:</b> Vigama Holdings LLC		<b>Zoning District:</b> B-1
<b>Property Location:</b> 1102 Union Avenue		<b>Area:</b> 0.3237 acres
<b>Owner's Address:</b> 1102 Union Avenue Union Beach, NJ 07735		



This building is for Aurora Oil Tank Removal.



This lot appears to be used for storage and is located between the two buildings on site.

## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue



This building is the location of Aurora Environmental Services.

**Conditions:**

Aurora Oil Tank Removal Services and Aurora Environmental Services are located in separate buildings on these parcels. They share a parking/ storage area behind the buildings.

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 182	<b>Lot:</b> 1	<b>Use:</b> Residential
<b>Owner's Name:</b> Leach, Shawn		<b>Zoning District:</b> B-1
<b>Property Location:</b> 700 Cambridge Avenue		<b>Area:</b> 0.2554 acres
<b>Owner's Address:</b> 75 Franklin Avenue West Keansburg, NJ 07734		



**Conditions:**

This parcel contains a home fronting Cambridge and a large yard area located on the corner of Union Avenue and Cambridge Avenue. The yard area is mowed, however there are two vehicles without license plates and a trailer parked on the property.



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 182	<b>Lot:</b> 15	<b>Use:</b> Residential
<b>Owner's Name:</b> Miller, Richard D & Linda		<b>Zoning District:</b> B-1
<b>Property Location:</b> 1014 Union Avenue		<b>Area:</b> 0.3042 acres
<b>Owner's Address:</b> 1014 Union Avenue Union Beach, NJ 07735		



This home appears to be in decent condition. The fenced in yard between the two properties appears to have been repaired in sections, only as needed.



This home is located in the center of the block. It is missing wooden siding above the door and many of the wood panels appear to be rotting at the worst or in need of a new paint job at the very least.

**Conditions:**

This parcel contains two homes. In the center of the block there is an older home in disrepair. Some of the shingles are rotting and others are completely missing. The other home does not appear to be occupied at this time. There is a fenced off yard separating the two homes.

## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 183	<b>Lot:</b> 12	<b>Use:</b> Commercial
<b>Owner's Name:</b> Cross, S.K. – 7 Days c/o Nate Chadwick		<b>Zoning District:</b> B-1
<b>Property Location:</b> 910 Union Avenue		<b>Area:</b> 0.4591 acres
<b>Owner's Address:</b> 103 Atlantic Street Keyport, NJ 07735		



Jake-a-Bob's off the Bay as seen from Cambridge Avenue.



Jake-a-Bob's Off the Bay as seen from Union Avenue.



Sign advertising community soup kitchen.



Sign advertising that the business and liquor license are for sale or lease. Located on top of building.

**Conditions:**

This restaurant/ bar is currently closed and for sale or lease along with its liquor license. The board that would be used to advertise specials or entertainment is being used to advertise community events.

## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 183	<b>Lot:</b> 1	<b>Use:</b> Commercial
<b>Owner's Name:</b> Todaro, Antonio		<b>Zoning District:</b> B-1
<b>Property Location:</b> 900- 902 Union Avenue		<b>Area:</b> 0.2015 acres
<b>Owner's Address:</b> 724 Amwell Rd. Hillsborough, NJ 08844		



An entrance to the child care center can be seen along Union Avenue. Most of the yard is fenced off.



## Borough of Union Beach, Monmouth County, New Jersey

A pizzeria is located at the corner of Union and Jersey Avenues. Signs advertising daily specials can be seen from both streets.



The front of the building containing the pizzeria and day care center can be seen along Jersey Avenue.

### **Conditions:**

This lot contains a day care center and pizzeria. Both front Jersey Avenue but are advertised along Union Avenue. The day care center has an entrance along Union Avenue, but the area looks slightly unkempt—consisting of fenced off areas, smaller buildings, dumpsters, and driveway.

## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 190	<b>Lot:</b> 10.01	<b>Use:</b> Residential
<b>Owner's Name:</b> Williams, Peter R & Joy A		<b>Zoning District:</b> B-1
<b>Property Location:</b> 903-903A-903B Union Avenue		<b>Area:</b> 0.1745 acres
<b>Owner's Address:</b> 743 Harrison Avenue Roselle, NJ 07203		
		
<b>Conditions:</b> This lot contains a multi-family home.		

## Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 190	<b>Lot:</b> 10	<b>Use:</b> Residential
<b>Owner's Name:</b> Parrinello, Lori & Goldstein, Dana		<b>Zoning District:</b> B-1
<b>Property Location:</b> 909 Union Avenue		<b>Area:</b> 0.1364 acres
<b>Owner's Address:</b> 909 Union Avenue Union Beach, NJ 07735		
		
<b>Conditions:</b> This lot consists of an occupied single family home.		

## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 190	<b>Lot:</b> 11	<b>Use:</b> Vacant land
<b>Owner's Name:</b> Lam, Wai Hung & Wai Chun		<b>Zoning District:</b> B-1
<b>Property Location:</b> 915 Union Avenue		<b>Area:</b> 0.0946 acres
<b>Owner's Address:</b> 221 East Broadway Apt. #20 New York, NY 10002		
 The image consists of two side-by-side photographs of a vacant lot. In both photos, an orange excavator is parked on a gravel-covered area. The lot is surrounded by residential buildings and trees. A yellow sign is visible in the foreground of both photos. The left photo shows the excavator from a side profile, while the right photo shows it from a slightly different angle, possibly from the rear or side.		
<b>Conditions:</b> This property has been recently demolished and is now a vacant lot.		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 190	<b>Lot:</b> 12	<b>Use:</b> Residential
<b>Owner's Name:</b> Caronia, Brian & David		<b>Zoning District:</b> R-8
<b>Property Location:</b> 919 Union Avenue		<b>Area:</b> 0.0983 acres
<b>Owner's Address:</b> 919 Union Avenue Union Beach, NJ 07735		
		
<b>Conditions:</b> This is an occupied single family home.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 191	<b>Lot:</b> 11	<b>Use:</b> Commercial
<b>Owner's Name:</b> Roder, John		<b>Zoning District:</b> B-1
<b>Property Location:</b> 1005 Union Avenue		<b>Area:</b> 0.258 acres
<b>Owner's Address:</b> 809 Cambridge Avenue Union Beach, NJ 07735		



**Conditions:**

This lot contains a car, truck & junk removal business as well as a sign company. The businesses are currently open, but the building is for sale. Behind the building is a storage lot with an entrance on Cambridge Avenue.

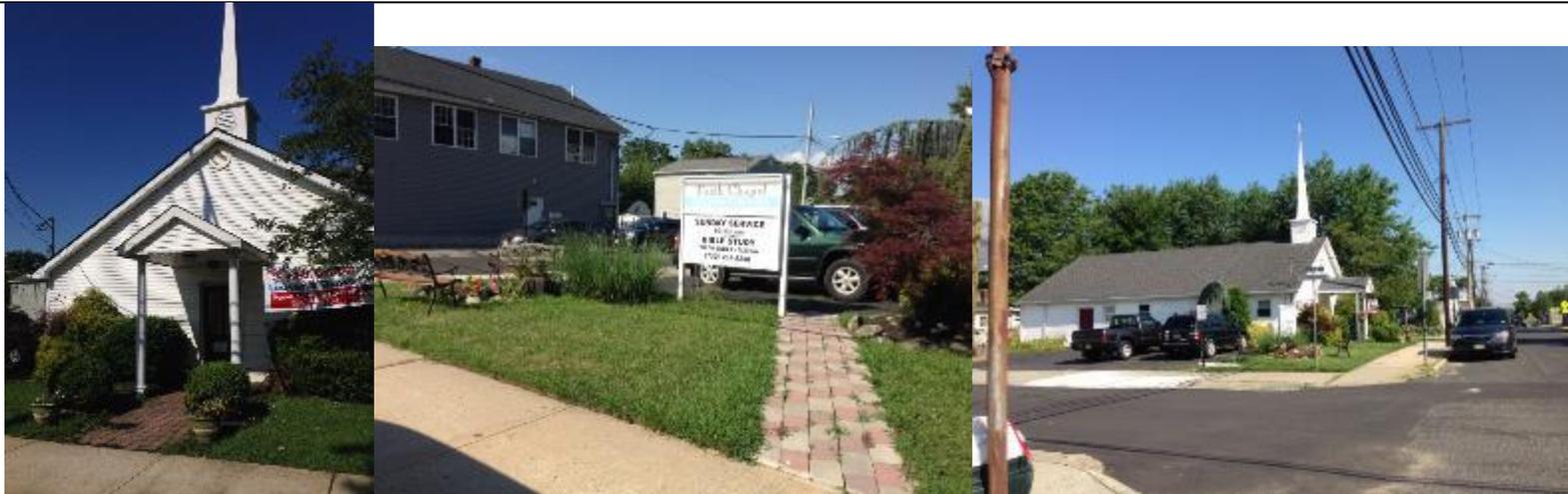
Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 191	<b>Lot:</b> 12	<b>Use:</b> Residential
<b>Owner's Name:</b> Syed, Jalil H & Sanchez, Ana		<b>Zoning District:</b> B-1
<b>Property Location:</b> 1009 Union Avenue		<b>Area:</b> 0.1724 acres
<b>Owner's Address:</b> 1009 Union Avenue Union Beach, NJ 07735		
		
<b>Conditions:</b> This lot contains an occupied single family home.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 191	<b>Lot:</b> 13, 14, 15	<b>Use:</b> Church & Charitable Property
<b>Owner's Name:</b> Union Beach Pentecostal Church, Inc		<b>Zoning District:</b> B-1
<b>Property Location:</b> 1015 Union Avenue		<b>Area:</b> 0.1697 acres
<b>Owner's Address:</b> 1015 Union Avenue Union Beach, NJ 07735		



**Conditions:**

This lot contains the Union Beach Faith Chapel.

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 192	<b>Lot:</b> 8	<b>Use:</b> Commercial
<b>Owner's Name:</b> Khalil, John & Mohammad		<b>Zoning District:</b> B-1
<b>Property Location:</b> 1105 Union Avenue		<b>Area:</b> 0.084 acres
<b>Owner's Address:</b> 234 Raritan Street South Amboy, NJ 08879		
		
<b>Conditions:</b> This building is currently vacant, but has a sign in the window that a barber shop is coming soon. The first floor of this building is commercial, while the second floor appears to be residential.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 192	<b>Lot:</b> 9	<b>Use:</b> Residential
<b>Owner's Name:</b> Conover, Walter		<b>Zoning District:</b> B-1
<b>Property Location:</b> 1107 Union Avenue		<b>Area:</b> 0.27 acres
<b>Owner's Address:</b> 1107 Union Avenue Union Beach, NJ 07735		
 <p style="text-align: center;">Home.</p>		 <p style="text-align: center;">Large side yard.</p>
<p><b>Conditions:</b> This property contains an occupied single family home.</p>		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 192	<b>Lot:</b> 10	<b>Use:</b> Residential
<b>Owner's Name:</b> Carpenter, Duane T & Carol		<b>Zoning District:</b> B-1
<b>Property Location:</b> 1115 Union Avenue		<b>Area:</b> 0.0983 acres
<b>Owner's Address:</b> 1115 Union Avenue Union Beach, NJ 07735		
		
<b>Conditions:</b> This property contains an occupied single family home.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 174	<b>Lot:</b> 7	<b>Use:</b> Residential
<b>Owner's Name:</b> Lukawski, Elizabeth		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1201 Union Avenue		<b>Area:</b> 0.0845 acres
<b>Owner's Address:</b> 4 Wingate Terrace Holmdel, NJ 07733		



**Conditions:**

This is a multi-family building. The wall facing Morningside Avenue could use some fresh paint.

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 174	<b>Lot:</b> 8	<b>Use:</b> Residential
<b>Owner's Name:</b> Dochnahl, David & Susan		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1205 Union Avenue		<b>Area:</b> 0.0771 acres
<b>Owner's Address:</b> 1205 Union Avenue Union Beach, NJ 07735		
		
<b>Conditions:</b> This is an occupied single family home.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 174	<b>Lot:</b> 9 & 10	<b>Use:</b> Residential
<b>Owner's Name:</b> Calligy, Joseph & Teresa		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1209 Union Avenue		<b>Area:</b> 0.14 acres
<b>Owner's Address:</b> 1209 Union Avenue Union Beach, NJ 07735		
		
<p><b>Conditions:</b> These parcels contain an occupied single family home.</p>		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 174	<b>Lot:</b> 11	<b>Use:</b> Residential
<b>Owner's Name:</b> Diehl, David & Donna		<b>Zoning District:</b> O-R
<b>Property Location:</b> 653 Clark Avenue		<b>Area:</b> 0.1037 acres
<b>Owner's Address:</b> 653 Clark Avenue Union Beach, NJ 07753		



**Conditions:**

This is a flag-lot which fronts on Clark Avenue. The portion of the property facing Union Avenue is a fenced-in yard. The yard appears to be well maintained.



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 174	<b>Lot:</b> 23	<b>Use:</b> Residential
<b>Owner's Name:</b> Lennon, Joseph & Murphy, Noreen		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1217 Union Avenue		<b>Area:</b> 0.0478 acres
<b>Owner's Address:</b> 1217 Union Avenue Union Beach, NJ 07735		
		
<b>Conditions:</b> Single family home.		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 171	<b>Lot:</b> 9	<b>Use:</b> Residential
<b>Owner's Name:</b> Gallehue, George S & Irene		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1303- 1307 Union Avenue		<b>Area:</b> 0.1281 acres
<b>Owner's Address:</b> 1303 Union Avenue Union Beach, NJ 07735		
		
<b>Conditions:</b> Duplex. South side is occupied, north side is vacant.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 171	<b>Lot:</b> 10	<b>Use:</b> Residential
<b>Owner's Name:</b> Resende, Victor		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1311 Union Avenue		<b>Area:</b> 0.135 acres
<b>Owner's Address:</b> 1311 Union Avenue Union Beach, NJ 07735		
		
<b>Conditions:</b> Single family home.		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 171	<b>Lot:</b> 11	<b>Use:</b> Residential
<b>Owner's Name:</b> Cancela, Jessica & Samuel		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1315 Union Avenue		<b>Area:</b> 0.0955 acres
<b>Owner's Address:</b> 261 Tennent Road Morganville, NJ 07751		



**Conditions:**  
Single family home.



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 171	<b>Lot:</b> 12	<b>Use:</b> Residential
<b>Owner's Name:</b> Cortez, Juan J & Maylin		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1319 Union Avenue	<b>Area:</b> 0.0994 acres	
<b>Owner's Address:</b> 1319 Union Avenue Union Beach, NJ 07735		



**Conditions:**

Occupied single family home. Some wood rot on molding, some ripped window screens.

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 169	<b>Lot:</b> 11	<b>Use:</b> Residential
<b>Owner's Name:</b> Trembley, William T		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1403 Union Avenue		<b>Area:</b> 0.1726 acres
<b>Owner's Address:</b> 1403 Union Avenue Union Beach, NJ 07735		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue



**Conditions:**

Single family home. Occupied and in good condition. Sidewalk in front of property in disrepair.

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 169	<b>Lot:</b> 12	<b>Use:</b> Residential
<b>Owner's Name:</b> Brookes, William F III & Kim E		<b>Zoning District:</b> O-R
<b>Property Location:</b> 1405 Union Avenue		<b>Area:</b> 0.2837 acres
<b>Owner's Address:</b> 1407 Union Avenue Union Beach, NJ 07735		
		
<b>Conditions:</b> Occupied single family home.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 166	<b>Lot:</b> 1	<b>Use:</b> Church & Charitable Property
<b>Owner's Name:</b> Church of the Holy Family		<b>Zoning District:</b> R-8
<b>Property Location:</b> 727- 731 Highway 36		<b>Area:</b> 1.928 acres
<b>Owner's Address:</b> PO Box 56 Keyport, NJ 07735		
		
		
<b>Conditions:</b> Holy Family Catholic Church and supporting buildings.		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 166	<b>Lot:</b> 2	<b>Use:</b> Church & Charitable Property
<b>Owner's Name:</b> Church of Holy Family		<b>Zoning District:</b> B-2
<b>Property Location:</b> 765 Highway 36		<b>Area:</b> 0.1604 acres
<b>Owner's Address:</b> PO Box 56 Keyport, NJ 07735		
		
<b>Conditions:</b> Vacant commercial building.		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 166	<b>Lot:</b> 6	<b>Use:</b> Public Property
<b>Owner's Name:</b> State of NJ- DOT		<b>Zoning District:</b> B-2
<b>Property Location:</b> 717 Highway 36		<b>Area:</b> 0.1 acres
<b>Owner's Address:</b> 1035 Parkway Ave POB 616 Trenton, NJ 08625		
		
<b>Conditions:</b>		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 166	<b>Lot:</b> 7	<b>Use:</b> Public Property
<b>Owner's Name:</b> State of NJ- DOT		<b>Zoning District:</b> B-2
<b>Property Location:</b> 705 Highway 36		<b>Area:</b> 0.5004 acres
<b>Owner's Address:</b> 1035 Parkway Ave POB 616 Trenton, NJ 08625		
		
<b>Conditions:</b>		



## Commercial Corridors Resiliency Plan – Route 36 and Union Avenue

<b>Block:</b> 166	<b>Lot:</b> 9	<b>Use:</b> Vacant Land & Billboard
<b>Owner's Name:</b> CBS Outdoor Inc., c/o Teresa Allan		<b>Zoning District:</b> R-8
<b>Property Location:</b> Highway 36		<b>Area:</b> 0.67 acres
<b>Owner's Address:</b> PO Box 404 Broadway, NJ 08808		
		
<p><b>Conditions:</b> This site consists of marshland and a billboard.</p>		

Borough of Union Beach, Monmouth County, New Jersey

<b>Block:</b> 135	<b>Lot:</b> 10	<b>Use:</b> Residential
<b>Owner's Name:</b> Deily, Ronald Jr. & Cynthia M.		<b>Zoning District:</b> R-8
<b>Property Location:</b> 1007 Stone Road		<b>Area:</b> 1.82 acres
<b>Owner's Address:</b> 1007 Stone Road Union Beach, NJ 07735		
		
From Route 36 the only portion of this property visible is the driveway and a fence.		
<b>Conditions:</b> This property is at the western extent of the project area. It consists of a single family home on close to two acres of property and set back from Route 36. The property is well maintained and seems to be in good condition.		

