

Township of Lakewood Ocean County, New Jersey



1999 MASTER PLAN

MASTER PLAN TOWNSHIP OF LAKEWOOD OCEAN COUNTY, NEW JERSEY

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

LAKEWOOD TOWNSHIP COMPREHENSIVE MASTER PLAN

By the Lakewood Township Planning Board

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ADOPTED AUGUST 10, 1999

ACKNOWLEDGEMENTS

The Lakewood Township Master Plan is the product of a year of extensive meetings, fieldwork and preparation of text that has been supported by intensive public participation, interest and involvement by the Lakewood Township Master Plan Advisory Committee, the Planning Board and organized Commissions and interest groups established in the Township.

The Master Plan Advisory Committee began meeting in September of 1998 to discuss draft Master Plan Elements and provide the consultants insight relative to quality of life issues to be addressed in the Plan. The Master Plan Advisory Committee after thirteen (13) public meetings then turned the draft Master Plan over to the Lakewood Township Planning Board. The Planning Board reviewed the draft and held many special meetings over a two month period to review and further refine the Master Plan. The Planning Boards' review of the Master Plan culminated in a bus tour of the Township to review the recommendations for rezoning and ensure any recommendations made were appropriate and in accordance with established land use patterns. The Board held Master Plan public hearings on July 13, 1999, July 27, 1999 and August 10, 1999. The Master Plan was unanimously adopted by the full Planning Board at its Special Meeting on August 10, 1999.

Beyond the involvement of the Master Plan Advisory Committee and the Planning Board, the consultants met with and contacted numerous Township Commissions, Committees and staff to obtain information and data for incorporation into the comprehensive Master Plan.

The product resulting from a year of preparation and intensive public participation is a document that is truly reflective of the issues facing Lakewood and the policies and principles on which to base land use decisions that will impact the future of the Township. Without the countless hours the Master Plan Advisory Committee, Planning Board and many interest groups devoted to the preparation of this Master Plan, the resulting product would not be nearly as comprehensive and thorough a document. The Comprehensive Master Plan will serve as a useful tool for both the Planning and Zoning Board and will provide a solid foundation on which to base land use decisions.

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1.0 INTRODUCTION

This Master Plan has been prepared under the direction of the Lakewood Township Planning Board and the Master Plan Advisory Committee. It is intended to provide a careful assessment of the existing use of land in the Township and serve as a guide for future growth and development as Lakewood Township enters the new millennium. The Master Plan strives to examine the rate and nature of past and present development, the future development potential under existing zoning parameters and environmental constraints, and the capacity of existing infrastructure to serve projected growth. A Land Use Plan balancing the Township's growth potential with its growth capacity through suggested amendments to the Land Development Ordinance and Zoning Map has also been prepared.

Lakewood Township last adopted a comprehensive Master Plan in 1990. A municipal master plan provides a vision for the future growth of a community. It analyzes statistical trends, problems and opportunities, and provides a methodology and offers recommendations to address those issues and opportunities.

Numerous public meetings were held to elicit public comment and address public concern relative to land planning in the Township. The Master Plan Advisory Committee met on many separate occasions to discuss each individual Master Plan Element and enriched the planning process with their insight. The Master Plan Advisory Committee met diligently for over eight (8) months to provide community based input for the Master Plan. The professionals retained to prepare the Master Plan utilized this input to guide and develop the Plan. Moreover, the Lakewood Township Planning Board held public meetings and hearings to discuss, further refine and adopt the Comprehensive Master Plan.

In addition to the Master Plan Advisory Committee, the following individuals and groups provided valuable information for incorporation into the Comprehensive Master Plan Update:

- The Lakewood Township Traffic Safety Bureau
- The Lakewood Township Heritage Commission
- The Lakewood Township Environmental Commission
- The Lakewood Township Greenways Commission
- The Lakewood Township Shade Tree Commission
- The Lakewood Township Chamber of Commerce
- The Lakewood Township Downtown Retailers Group
- The Lakewood Township Traffic & Safety Advisory Board
- The Lakewood Township Census Committee

- Mr. John Franklin, Director, Lakewood Township Department of Public Works
- Mr. Aaron Hoberman, Executive Director, Lakewood Township Municipal Utilities Authority
- Mr. Peter Goldych, Operations Manager, New Jersey American Water Company
- Ms. Megan Dowd, Fire Department Business Manager
- Mr. Gar Woodfield, Chief of Department, Emergency Medical Services

2.0 REGIONAL CONTEXT

The Township of Lakewood is located in northern Ocean County, east of Jackson Township, west of Brick Township and north of Dover Township. Howell Township, located in Monmouth County, borders Lakewood to the north. The Township maintains excellent regional highway access and is served by the Garden State Parkway, Route 9, Route 70 and Route 88 as well as numerous County Routes. Additionally, freight rail service is provided to the industrial parks and there continues to be discussions and a desire to see a passenger rail station come to fruition in the downtown area. A significant portion of the Township south and southeast of the Jersey Southern Railroad right-of-way is under the jurisdiction of the Coastal Area Facilities Review Act (CAFFRA) and the Township hosts several large parks as well as Georgian Court College and the largest Rabbinical School in the Country, Beth Medrash Govoha. In addition, the Township has a designated Urban Enterprise Zone (UEZ), a Foreign Trade Zone, as well as several Redevelopment Areas.

3.0 GOALS & OBJECTIVES

The following goals and objectives have been identified to guide future growth, development and redevelopment and create a vision for the Township of Lakewood. The goals and objectives have been prepared under the assumption that they will have a positive influence on the future direction of the Township and shape policies guiding land use decisions and development practices. Identified goals and objectives are intended to cover a broad range of policies and expectations for the future of Lakewood. The individual elements of this comprehensive Master Plan will provide a careful and in depth analysis of land use issues and the furtherance of the herein stated goals and objectives. Said elements have been enriched and validated by public comment and review by the Master Plan Advisory Committee.

COMMUNITY VISION

Encourage economic vitality through well designed land development that is consistent with established neighborhoods and land use patterns while preserving the community's suburban and historic landscapes which make Lakewood Township a desirable place to both live and work.

- Encourage the preservation of existing neighborhoods.
- Encourage new development consistent with the scale of established land uses while preserving the character and developed nature of existing neighborhoods and proximate land uses.
- Encourage attractive facades and require landscaping plans in accordance with ordinance requirements.
- Encourage the continued development and redevelopment of the downtown area as the center of community based activity in the Township
- Improve the Route 9 corridor by encouraging unifying sign and facade systems and requiring all new developments to provide landscaping.
- Through careful and systematic land development reviews, encourage high-quality, well-designed land uses.

LAND USE

- Encourage historic Lakewood Township to develop as a primarily suburban municipality hosting a Regional Center with a balanced mix of institutional, commercial and industrial land uses and housing types along with ample community facilities and recreational amenities while preserving the rural landscapes and significant natural resources of the Township.
- Amend the zoning ordinance to provide standards that are consistent with established and anticipated land use patterns in order to reduce the degree of non-conforming land uses and variance requests.
- Provide for future growth and development of the Township's ratable base, including the Lakewood Township Industrial Park and a future Corporate Park/Research Center.
- Through enforcement of the zoning code, encourage preservation of environmentally sensitive properties that add value and character to the Township.
- In accordance with State Plan policies and procedures, encourage future development to occur at appropriate locations and intensity in accordance with transportation and environmental capacities.
- Encourage the development and redevelopment of existing vacant or underutilized sites (i.e. Jamesway and ShopRite sites fronting Route 9 and Kennedy Boulevard).
- Direct more intensive development to areas serviced by existing public utility systems to encourage energy conservation and maximum utilization of existing systems.
- Discourage deviations from established land use patterns that would permit incompatible and/or conflicting land uses being developed adjacent to one another.
- Discourage the construction of new residential development fronting state, county and major local roadways, allowing access to be provided to interior residential development and not major roadways.
- Encourage the development of a comprehensive bikeway, greenway and pedestrian corridor system throughout the Township.

- As an alternative to established grid-like road patterns, the Master Plan Advisory Committee recommends new residential developments be designed with curvilinear streets aimed at controlling and decreasing the speed at which vehicles travel through the neighborhood. Further, where there are right-of-ways/paper streets platted in a grid pattern, it is the express intention of the Master Plan to encourage alternative street layouts that contribute to speed reduction in new residential areas.
- Where new development is proposed on raw, undeveloped land, an effort should be made to preserve mature specimen trees and other significant on-site vegetation. Where on-site vegetation cannot reasonably be preserved, developers shall be required to replace vegetation on-site or at an alternative location in the Township to be determined and agreed upon by the Board (Planning or Zoning) granting the development approval.
- It is further recommended that the Township Committee amend the Tree Save Ordinance to articulate clear and specific standards aimed at preserving and replacing on-site vegetation.
- Begin to prepare an inventory of existing street trees, specifically identifying noteworthy, mature specimen trees that must be preserved. A more definitive street tree planting and maintenance program is needed.
- Maintain a safe and efficient circulation system capitalizing on Lakewood Township's excellent regional highway access and multi-modal transportation system.
- Examine and pursue the potential of reactivating passenger rail service from Lakewood Township to multiple regional destinations including New York City.
- Classify future residential roadways in accordance with the Residential Site Improvement Standards (RSIS).
- Designate and encourage the development of pedestrian corridors and bikeways.
- Encourage creative techniques to control motor vehicle speed in the downtown area and all residential neighborhoods.
- Establish weight limits to avoid truck traffic on residential streets.

CIRCULATION

- Identify additional properties for inclusion on National, State and local historic registers.
- Preserve the integrity of historically significant properties in the Township, which create the rich history and positive image of Lakewood.

HISTORIC PRESERVATION

- Permit two-family housing in appropriately zoned locations.
- Continue to meet Fair Share housing obligation.
- Encourage all neighborhoods, existing and proposed, to embrace an active street tree planting and maintenance program.
- Rehabilitate older housing stock and encourage participation in the Ocean County Housing Rehabilitation Program.
- Encourage clustering in appropriately zoned locations and at reasonable densities in order to conserve energy and open space and make use of available infrastructure.
- Require all new residential developments to meet modern design standards.
- To assure that affordable, convenient, and attractive housing opportunities with appropriate yards and play areas are available in Lakewood, especially for the growing population of young, large families with children.
- Provide housing opportunities for all groups, family sizes and income levels.
- Maintain and encourage diversity in the type and character of available housing promoting an opportunity for varied residential communities.

HOUSING

- Discourage truck traffic through residential neighborhoods by strictly enforcing weight limits and developing a comprehensive signage system (uniform in its design) alerting truckers to designated routes to and from the Industrial Parks.
- Improve traffic circulation in and adjoining the downtown area. An analysis of new one way streets should be explored.

- Maximize the use of existing utility systems and encourage expansion to areas identified for future growth and development.
- Encourage development in areas presently serviced by public utilities in accordance with the existing development and the character of the neighborhood and proximate parcels.
- Through public and private partnerships, extend public utilities into developable areas.
- Upgrade existing infrastructure including retention/detention basins and underground systems in the older, established areas of town.
- Prepare new stormwater management ordinances pursuant to NJDEP rules, regulations and standards.
- Explore and investigate the possibilities for a surface water reservoir in the Township.

UTILITIES

- Provide and preserve a quality public education system that can accommodate future growth and development.
- Continue to support the development of private schools in the Township of Lakewood.
- Provide ample active and passive recreational facilities in proximity to all residential communities.
- Provide for a range of quality public services such as schools, libraries, recreational facilities, public safety/emergency services and ensure the adequacy of same to accommodate existing and future populations.

COMMUNITY FACILITIES

- Encourage Township events celebrating the rich history and culture that is unique to Lakewood.
- Refine development standards to retain the history and integrity of landmarks and other noteworthy sites and buildings.
- Encourage the development of a historic preservation museum.

ECONOMIC DEVELOPMENT

Continue to promote economic prosperity and sound fiscal planning through coordinated efforts between the Lakewood Township Committee, Industrial Commission and the Department of Economic Development.

- Plan for future development in the Township's existing and proposed industrial parks. Encourage the creation of a new corporate park concept on property adjoining the Industrial Park.

- Where appropriate, designate areas or parcels in need of Redevelopment in accordance with the New Jersey Local Redevelopment and Housing Law.

- Encourage the certification of businesses in the Township's Urban Enterprise Zone (UEZ) and prepare a strategic plan utilizing funds generated by the UEZ.

- Encourage the development of a multi-modal rail station (e.g. bus stop, bicycle racks located at the train station facility) in downtown Lakewood.

- Attract and encourage commercial development along the Route 70 and Route 88 and Route 9 corridors.

- Encourage further growth and development of the airport within the existing B-1 Zone design criteria.

- Provide adequate parking in the downtown area for merchants, shoppers and visitors.

CONSERVATION & OPEN SPACE

Through public and private endeavors, preserve environmentally sensitive areas including stream corridors, wetland areas, woodlands and other environmentally sensitive lands and waters.

- Protect and preserve existing green space and parkland.

- Preserve the Little League area as parkland in the downtown area.

- Encourage the development of additional parkland in both the downtown area and more remote residential neighborhoods.

- Establish a comprehensive greenway system linking public open spaces and recreational sites with community facilities (i.e. libraries and schools).
- Institute and encourage creative methods for financing the acquisition and preservation of open spaces.
- Limit the permitted disturbance of natural features, including tree clearance, during land development.
- Promote awareness of businesses that may produce environmental concerns such as water quality and pollution impacts.
- Encourage the establishment of a waterway protection system and the protection of endangered wildlife species.

4.0 DEMOGRAPHIC ANALYSIS & DEVELOPMENT TRENDS

4.1 Population and Demographics.

Lakewood Township, originally developed with iron works and sawmills, transformed into a vacation resort area in the nineteenth and early twentieth centuries for affluent families from both the New York City and Philadelphia regions. Like many communities, however, Lakewood suffered during the depression era and was plagued by urban problems during the twentieth century. The Township is now considered a suburban residential community characterized by an urban downtown, expanding industrial park and suburban landscape.

The Township realized significant population growth during the 1960's and 1970's, and culminated into an established suburban residential community by the 1980's. In 1990, the US Bureau of the Census reported seasonal units in Lakewood Township totaled only 0.7 percent, affirming the Township's status as an established residential community. While part of Lakewood's rich history included development as a seasonal resort, Township residences are no longer seasonal as evidenced by the Census Bureau's statistics on seasonal units. Lakewood Township has also developed as an attractive locale for active and retiring seniors and has attracted a substantial percentage of residents over the age of fifty-five (55) years.

The tables and graphics that follow illustrate the historical growth of the Township and the dominant senior component in that growth over the last ten (10) years. The County reported an average of 2.54 residents per household in 1990. Lakewood Township maintained an average household size slightly higher than the County average at 2.62 persons per household.

TABLE 4.1-1
TOWNSHIP POPULATION GROWTH 1930-1990

Year	1930	1940	1950	1960	1970	1980	1990	1997	1998
Pop.	7,869	8,502	10,809	16,020	25,223	38,464	45,048	47,456	48,430*
% Change	N/A	8.04%	27.1%	48.2%	57.4%	52.5%	17.1%	5.0%	2.0%

* Ocean County Planning Board Estimate

Community	Number of Lots/Units
A County Place	376
Fairways at Lakewood	900
Four Seasons	1,952
Leisure Village	2,433
Leisure Village East	1,412
Lionshead Woods	281
Total	7,354

In the middle to late 1990's, however, there were a considerable number of new senior housing units approved and built in the Township. There was a nine hundred (900) unit increase in age restricted homes between 1996 and 1997. A list compiled by the Ocean County Planning Board of adult communities indicates that as of July 1997, fifty-two thousand four hundred and eighty-three (52,483) adult housing units were constructed in Ocean County. Seven thousand three hundred and fifty-four (7,354), or roughly fourteen (14) percent of those units, were constructed in Lakewood Township. The following adult communities were constructed in Lakewood Township as of July 1997. We further note an additional one hundred and eight (108) senior housing units are proposed as Phase Eleven of the Fairways at Lakewood project is presently before the Planning Board for Final Approval.

The population statistics compiled by the County and the United States Census indicate that overall, senior citizens (aged fifty years and older) as a percentage of total population have remained constant over the past decades.

	1980	1990	Percent Change
Population 50 & Older	12,557*	14,297	13.8%
Percent Total Population	32%	32%	
Total Population	38,464*	45,048	17.1%

*1980 Figures represent those seniors aged 55 and older

TABLE 4.1-3
POPULATION GROWTH - AGE 50* YEARS AND OLDER

Township	% Total	County	% Total
Under 5 yrs.	4,489	28,816	6.65%
5-17 yrs.	8,066	69,349	16.01%
18-64 yrs.	22,535	234,630	54.16%
65 and over	9,958	100,408	23.18%
TOTAL	45,048	433,203	100%

TABLE 4.1-2
1990 POPULATION BY AGE - LAKEWOOD TOWNSHIP AND OCEAN COUNTY

Comparison of Median Household, Median Family and Per Capita Income for Lakewood Township		
	Household	Family
	1989	1989
Lakewood Township	\$29,211	\$35,996
Ocean County	\$33,110	\$39,797
State of New Jersey	\$40,927	\$47,589

TABLE 4.2-1

According to 1990 Census data, Lakewood Township lags both the County and the State in terms of household, family and individual income. Additionally, the number of persons living below the poverty level in Lakewood Township significantly exceeds persons living below the poverty level in the County. Specifically, 16.09 percent of Lakewood Township residents live below the poverty level where the County maintains 6.0 percent of persons living below the poverty level. The following table exemplifies income statistics compiled by the US Census Bureau for Lakewood Township. We note that while these statistics are the most recent available, they are somewhat dated.

4.2 Income and Employment

The explosive growth of the Orthodox Jewish community is also relative to the large families and high birth rates. Many young families average six (6) plus children, contributing to the population increase as well as the growth in the number of Jewish schools in the Township. Further, the younger families are choosing to settle in Lakewood Township, whereas other areas of Ocean County are realizing growth only in their senior citizen population. The growth of this community is commensurate with an increased demand for affordable housing that is available to both large, young families and students of the Yeshiva schools. We estimate that the Orthodox Community currently comprises about forty (40) percent of the Township's total population.

In addition to the growing senior population, the Orthodox Jewish community has nearly quadrupled in Lakewood Township in the past decade. From 1980 to 1995, the Yeshiva Community expanded from six hundred (600) families to two thousand four hundred (2,400) families (approximate) and is projected to reach thirty six hundred (3,600) families by the year the two thousand (2000). The explosive growth of the Orthodox Jewish community in Lakewood Township is linked to the rapid expansion of Beth Medrash Govoha (BMG), the largest and most prestigious rabbinical school in the Country. Trends indicate that not only will the growth of BMG continue, but that a larger percentage of students, scholars and alumni will choose to live in Lakewood Township. BMG and the other Jewish schools have attracted students, staff, alumni, young couples, and senior citizens wishing to establish their residency proximate to these institutions.

Based on information provided in the 1990 US Census, incomes in the Township remained low. While this information is dated, it is the most recent data available until the year 2000 Census. Employment opportunities, however, are strong as Lakewood identifies major employers (over five hundred (500) employees) located in the County hosts several of the major employers in the County. The Ocean County Planning Board identifies major employers (over five hundred (500) employees) located in the County. Lakewood Township hosts several of the major employers identified, including Community/Kimball Health Care System, Micro Warehouse, Inc., PACO Pharmaceutical Services, Inc. and the Lakewood Township Board of Education.

The Census of Wholesale and Retail Trade in 1992 provides a profile of the Township's economic mix, employment and sales. Detailed information is provided relative to the number and type of various retail, manufacturing and wholesale businesses located in the Township. In this Master Plan, aggregate totals are provided in Table 4.2-2 however, tables providing more detail relative to specific types of retail, wholesale and manufacturing establishments located in Lakewood Township are contained in an appendix to this report.

The US Bureau of the Census defines "family" as a group of two (2) or more people related by birth, marriage, or adoption that reside together. Households on the other hand, consist of all people occupying a housing unit. A household can include related family members and all unrelated people, if any, such as lodgers, foster children or employees who share a housing unit. The household income statistics exclude people living in group quarters (i.e. institutions).

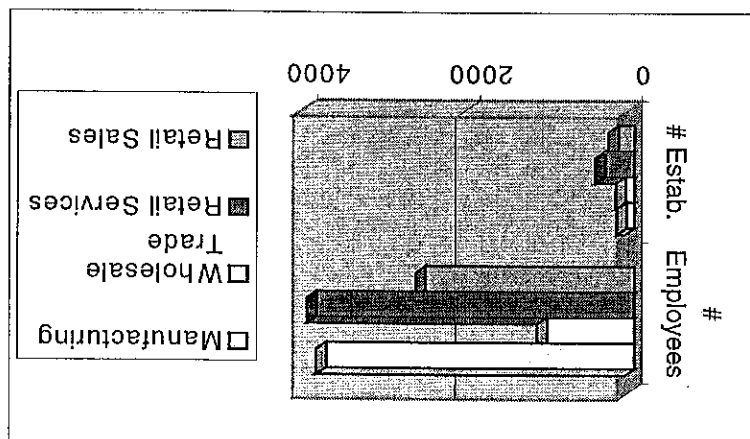
Source: US Bureau of the Census, 1990 Census of Population and Housing		
<i>Comparison of Per Capita Money Income -- 1989</i>	Lakewood Township	\$12,967
	Ocean County	\$15,598
<i>Percent of Persons Below Poverty Line</i>	New Jersey	\$18,714
	United States	\$14,420
	Lakewood Township	16.09%
	Ocean County	6.00%

TABLE 4.2-2

SUMMARY TABLE OF LAKEWOOD TOWNSHIP ECONOMY

	# Estab.	# Employees	Total Sales/Shipments
Retail Sales	197	2578	\$491,240,000.00
Retail Services	365	3917	\$214,629,000.00
Retail Services - Non Employers*	901	0	\$17,889,000.00
Wholesale Trade	113	1084	\$287,324,000.00
Manufacturing	100	3800	\$445,600,000.00
TOTAL	1676	11379	\$1,456,682,000.00

Source: 1992 Economic Census



* Retail Service - Non Employers include retail businesses that do not have any employees other than the business owner, however, have been included in the analysis to capture the high incidence of sole proprietors and home based businesses in Lakewood Township.

While manufacturing is the least reported business establishment in the Township, it employs the second greatest number of persons (thirty-eight hundred (3,800)). The largest employment sector in the Township is retail services, with three thousand nine hundred and seventeen (3,917) persons being employed in this capacity. Retail services include but are not limited to hotels and motels, personal services, business services, automobile repair services, health services, legal services and retail stores. In addition to the three hundred and sixty-five (365) retail service establishments that offer employment opportunities, there are an additional nine hundred and one (901) retail businesses that do not employ anyone. Consequently, seventy-one (71) percent of all retail trade establishments are home based or small sole proprietor businesses that do not require additional employment. The Township encourages the expansion and further development of the many small business establishments currently operating in Town.

Conversely, Lakewood Township maintains a higher than average (for Ocean County) rate of unemployment 7.7 and 6.7 for 1996 and 1997 respectively where the County average was 6.2 and 6.2 percent respectively. The unemployment rate in the Township

The Lakewood Township Housing Authority administers programs for not only low-income households but for senior citizens and also persons with disabilities. Lakewood Township also has three (3) rental assistance programs and a rent control ordinance. Further, residents of Lakewood are eligible to participate in both the Lakewood Township Housing Authority Rehabilitation Program and the Ocean County Housing Rehabilitation Program. These programs make monies available to low and moderate income households to rehabilitate their dwellings. Through public assistance, housing prices and median contract rents that have remained relatively affordable, the Township has been able to provide a consistent supply of affordable housing.

Substantive Certification means a determination has been made by COAH that a municipality's housing element and fair share plan are in accordance with the Fair Housing Act. Urban Aid municipalities may also impose, collect and spend development fees without petitioning for substantive certification.

The median contract rent in Lakewood Township more than doubled between 1980 and 1990. This trend mirrors the increasing rent pattern for the County as well. On average, rents in the County increased 137.9 percent where rents in Lakewood Township increased 121.1 percent. Despite the increase in median contract rents, Lakewood Township remains an affordable community with an average rent of \$513 where the average rent in the County is \$578. The median value of single-family housing prices in Lakewood Township also lags the County average. Housing prices in Lakewood average \$109,700 where Ocean County housing prices average \$126,000. Lakewood Township is an "Urban Aid" municipality and therefore not required to have their housing plan forwarded to the Council on Affordable Housing (COAH) for full "Substantive Certification". As an Urban Aid municipality Lakewood Township is eligible to receive aid under the Urban Aid Act. Designation as an Urban Aid municipality indicates Lakewood Township suffers from one or more indicators of economic distress including low incomes and/or high unemployment levels.

4.3 Housing Statistics & Building Permit Activity

again dropped in 1998 to 6.0 but was still higher than the County rate of 4.8. With higher than average unemployment levels, the expansion of the small businesses currently operating in town would provide an opportunity for Township residents to seek gainful employment. The high unemployment rate in the Township, however, is not surprising given the exceptionally high percentage of persons living below the poverty level reported in the 1990 Census. It is noted, however, there was a drop in the unemployment rate in the Township between 1996 and 1997.

TABLE 4.3-1
Building Permit Activity

1980-1990

	1980	1981	1982	1983	1984	1985	1986	1987	1988	1989	1990
Lkw. Twp.	251	59	126	122	343	81	566	1115	492	138	255
Oc. Twp.	2950	2589	2646	4897	5314	6795	8469	7300	5022	2821	1804
% City	8.5	2.2	4.7	2.5	6.5	1.2	6.7	15.2	9.8	4.8	14.1

1990-1998

	1991	1992	1993	1994	1995	1996	1997	1998*
Lakewood Twp.	71	96	125	122	277	166	410	861
Ocean Cty.	1562	2287	3906	2921	2816	2983	3433	3784
% City.	4.5	4.2	3.2	4.1	9.8	5.6	11.9	22.6

*1998 Building Permit Data Is Preliminary as Obtained From Ocean County Planning Board

Building permit activity in Lakewood Township has been strong in the later 1990's. The Township realized a significant drop in building permits issued during the early 1990's due to the recession. The recession impacted housing and construction markets in the entire northeast. Ocean County municipalities were all impacted, which is evidenced by the significant drop in County building activity in 1990. Building activity in Lakewood has been resilient, as the Township accounted for over twenty (20) percent of the building activity in the County in 1998.

5.0 EXISTING LAND USE

The existing land use plan identifies land uses as they are presently developed regardless of the respective zoning. The existing land use plan was prepared by reviewing aerial photographs and conducting three (3) months of extensive fieldwork to verify land uses. The existing land use plan was then presented to the Master Plan Advisory Committee for further review and comment. The land use field survey was conducted during June, July and August of 1998.

The total land area of Lakewood Township encompasses 25.50 square miles or sixteen thousand three hundred and twenty (16,320) acres.¹ Of the total land area, twelve thousand two hundred and forty (12,240) acres or seventy-five (75) percent is regulated by the Coastal Area Facilities Review Act (CAFRA).² The northwestern quadrant of the Township is not under CAFRA's jurisdiction, with the Southern Jersey Railroad right-of-way essentially serving as the CAFRA boundary.

CAFRA was first enacted by the New Jersey Legislature in 1973 and then amended in 1993. The legislation recognizes the need to provide "adequate environmental safeguards" for coastal development while encouraging "the development of compatible land uses in order to improve the overall economic position of the inhabitants of that area." CAFRA regulations are designed to provide added protection for sensitive coastal areas at the water's edge. Additionally, areas known to be inhabited on a seasonal or permanent basis by any endangered species of wildlife or vegetation are considered to be Special Areas in need of protection. One of the requirements is that a CAFRA permit is obtained before a single-family house or duplex is constructed, expanded or voluntarily reconstructed in certain specified conditions.

CAFRA also requires that a permit be obtained for residential and commercial developments based on criteria such as distance of the proposed development landward of the mean high waterline of any tidal waters. Additionally, permitting requirements for residential developments are tied to the number of units in the proposed development while permits for a commercial development are tied to the number of parking spaces the development will provide. For further clarification on exactly what type of development requires a permit, contact the Department of Environmental Protection.

While CAFRA applies to the majority of land in Lakewood Township, it has not been an impediment to development. There are many residential subdivisions, as well as single family homes and business establishments that have been developed within the CAFRA boundary. As such, the goals of CAFRA are furthered, and the legislation does not put

¹Ocean County Data Book, Fifth Edition. Prepared by the Ocean County Planning Board, January 1996.

²Ibid.

a moratorium on development, but rather achieves a balance between preserving sensitive coastal areas and economic development.

Lakewood Township is a historic community with well-established patterns of development. While much of the Township is regulated due to environmental sensitivity, there remains a considerable amount of developable land within the Township. Table 5.0-1 below shows the distribution of land use in Lakewood Township. The table identifies land use designations by the number of parcels (based on tax codes) for individual land uses. In addition to existing land use patterns, the Township maintains a designated Urban Enterprise Zone (UEZ) as well as several areas designated as an area in need of redevelopment.

TABLE 5.0-1

PERCENT OF PARCELS*	PARCELS	
VACANT	5,064	27%
RESIDENTIAL	12,070	64%
FARM REGULAR	54	.3%
FARM QUALIFIED	27	.1%
COMMERCIAL	466	2.5%
INDUSTRIAL	86	.45%
APARTMENT	80	.43%
TOTAL	18,978	100%

*Numbers may not total due to rounding

Land uses in the Township designated by parcel type indicate that the majority of the Township is developed with residential parcels (64 percent). Residential land uses can be further broken down into low, medium and high density based on existing zoning standards and established patterns of development.

The A-1 Agricultural-Rural Zone and the E-1 Estate Zone require two (2) and (1) acre minimum lot sizes and are the dominant zoning districts governing low intensity residential development. In addition, the R-40 Zone governs low density development. The Master Plan Advisory Committee discussed the practicality of large lot zoning given development trends in Lakewood Township over the past decade. Recommendations have been made relative to the future development of the existing A-1 Zones and are included in the future Land Use Plan. Medium density residential districts include the R-12, R-12A, R-15, and R-20 Zones. The R-10, R-7.5, R-M, B-1 and ROP Zones maintain the most significant amounts of high density and multi-family housing and are concentrated in and proximate to the downtown. In addition, the Township hosts many large adult housing projects. The largest concentration of adult housing projects is in the southern quadrant of the Township along the Dover Township border and in the Shorrock Street area.

While industrial lands are said to maintain only .45 percent of the total land parcels in the Township, the actual percentage of land area or total acres devoted to industrial uses would be much greater. Given three (3) large industrial park areas and the M-1 and M-2 Zones are still developing, we anticipate this land use category will grow in the next decade. Commercial lands comprise another 2.5 percent of the total number of parcels in Lakewood. Commercial land uses in Lakewood Township outside of the downtown area are located primarily along the Route 9 corridor as well as the Route 70 and Route 88 corridors. The Lakewood Township Urban Enterprise Zone (UEZ) encompasses a significant amount of the lands devoted to both commercial and industrial uses. The Route 9 corridor as well the State Highway Route 70 frontage is within the boundaries of the UEZ. Additionally, the industrial parks, a portion of the downtown and a portion of Kennedy Boulevard are within the UEZ Boundary. While the areas described herein do not exclusively comprise the UEZ, they do describe the prime commercial areas located within the UEZ boundary.

The land use parcel breakdown provided by the County does not identify lands devoted to public and quasi-public uses. Public uses typically include lands owned by the municipality including schools and libraries, utility substations, fire house and EMS buildings, parklands and any other lands under local, county or state jurisdiction. Quasi-public land uses are typically civic institutions such as churches, synagogues and private schools. Lakewood Township hosts many private schools including Georgian Court College and Beth Medrash Govoha. It is clear from the existing land use plan and Township tax records that significant portions of lands are devoted to public and quasi-public schools. In excess of five thousand (5,000) parcels of land in the Township fall within the public/quasi-public category.

6.0 FUTURE LAND USE PLAN

The Future Land Use Plan seeks to promote Master Plan objectives and policies that are intended to protect existing residential neighborhoods and promote economic development in targeted areas and in areas in need of redevelopment. The Land Use Plan also maps areas designated for redevelopment as well as the Urban Enterprise Zone and the Lakewood Airport. Where appropriate, recommendations have been made for changes to existing zoning in order to encourage land uses that are consistent with established patterns of development, noting however, that some patterns of development have been established by variance.

Part of the Land Use Plan preparation included a review of the annual reports prepared by the Zoning Board of Adjustment for variances granted (said reports are contained in an appendix of this report). A review of that list confirmed that there have been a significant number of variances granted in the Township for two-family and townhouse development. Essentially, zoning by use/special reasons variance has become common place. Recommendations for changes to the Land Development Ordinance and Zoning Map are predicated upon a review of the annual variance reports prepared by the Zoning Board and input from the Master Plan Advisory Committee. Additionally, the future land use plan is largely based on the existing land use plan which was prepared by reviewing aerial photographs, and conducting a three (3) month field survey during June, July and August of 1998 to identify established land use patterns.

The Master Plan Advisory Committee articulated and identified land use issues that will be the foundation for amendments to the Zoning Ordinance and Zoning Map. The recommendations made herein are intended to provide the Planning and Zoning Board with a foundation upon which to base land use decisions to effectuate responsible commercial and residential growth. The Township must establish reasonable densities that do not compromise established neighborhoods or the quality of life for existing and future residents of the Township. Quality of life issues determined to be at risk by the Master Plan Advisory Committee include the eroding of established residential neighborhoods, the loss of green space, and the lack of active recreational areas developed in conjunction with new residential development, the significant clearing of vegetation that is associated with new construction (both commercial and residential), as well as traffic congestion, vehicular speed through residential neighborhoods and availability of parking and parkland in the downtown.

The Master Plan Advisory Committee held numerous meetings and devoted a significant amount of time to the identification of a Regional Center. Criteria identified in the State Plan for identifying existing Regional Centers include that the area serve as the focal point for the economic, social and cultural activities of its economic region, with a compact, mixed-use core and neighborhoods offering a wide variety of housing types. In addition, the State Plan identifies the core as the commercial, cultural and civic heart of the Center. The State Plan requires the designation of Centers by the State Planning Commission as a prerequisite for access to state priority assistance for infrastructure,

program funding and expedited permitting. State assistance or grant money obtained by the Township would not be limited to expenditure in the Regional Center. By designating the Regional Center during the Master Plan process, State agencies will be aware that Lakewood Township has taken a proactive approach towards comprehensive planning. Funding secured could be utilized on improvement projects throughout the Town, and can relate to the acquisition of open space, the upgrading of storm water systems or the improvement of pedestrian walkways.

The existing land development patterns in Lakewood are easily transferable to the Regional Center designation concept and the establishment of a commercial core within the Center. Lakewood Township maintains an identifiable downtown commercial district surrounded by high to moderate density residential neighborhoods. In addition, the Township maintains several institutions of higher education, a performing arts theater, a hospital and other community focal points located in or in close physical proximity to the downtown.

The Regional Center identified by the Advisory Committee is delineated on the Regional Center Boundary Map. The Committee also identified a commercial core within the Center. The Advisory Committee deliberated on the proposed Center boundary and the recommended limits were generally agreed upon, however, there were reservations with respect to the limits of the Center. General agreement was reached on the inclusion of Georgian Court College and Paul Kimball Hospital in the Regional Center. The Committee was also in general agreement on the Regional Center boundary extending west of the Jersey Southern Railroad right-of-way. The Regional Center boundary west of the Jersey Southern Railroad right-of-way includes higher density residential housing, the municipal offices, as well as the existing commercial development and Georgian Court College.

The delineation of the Regional Center boundary was particularly controversial east of the Jersey Southern Railroad right-of-way. While the Committee generally agreed the housing authority properties should be included, there was disagreement relative to the limits of existing residential communities to be included. The existing residential neighborhoods east of the railroad right-of-way are primarily higher density single-family residential developments with narrow streets. Concerns for the inclusion of these neighborhoods hinged on future development and redevelopment that may occur. The intention of the inclusion of these established, higher density neighborhoods east of the railroad-right-of-way in the Regional Center is to capture the more densely populated areas of Lakewood that are in close physical proximity to the downtown to identify a logical extension of the Regional Center. By including these neighborhoods in the Regional Center, the Master Plan Advisory Committee does not endorse the proliferation of two-family or multi-family structures being built in blocks or neighborhoods predominantly characterized by single-family housing. The preservation of existing residential communities is paramount to the future of Lakewood Township.

The Planning Board further refined the limits of the proposed Regional Center by including the Lakewood Township public schools as well as the existing commercial development in the B-3 Zone on either side of Route 9 (across Kennedy Boulevard). Also included by the Planning Board were the Kennedy and Crossroads apartments directly abutting Coventry Square as well as the Coventry Square development. These developments contain some of the most dense development in the Township and are in close physical proximity to the downtown.

Most recently, CAFRA has proposed a rule change limiting impervious coverage and development intensity. Given the large area of land in Lakewood Township governed by CAFRA, the proposed rule changes will be of great significance to the Township. The proposed CAFRA rule change would incorporate the State Plan into the Rules on Coastal Zone Management and implement limitations on the amount of impervious surface coverage that will be acceptable in the various planning areas and center types designated in the State Plan. If and when adopted, these new rules will have a significant effect on all coastal Ocean County municipalities, including Lakewood Township.

Impervious surface limitations will be less for those land areas that are included in Department of Environmental Protection (DEP) designated centers.³ Centers will be designated by CAFRA and will be independent of those Centers designated by the Office of State Planning (OSP). DEP Centers relate solely to property governed by CAFRA where OSP designated Centers consider the total land area of the municipality. DEP Centers are intended to channel growth into the most appropriate areas and allow for higher impervious coverage limitations in those areas deemed appropriate for development. The DEP has temporarily suspended the designation of Coastal Centers while the proposed CAFRA rule changes undergo further refinement.

The following recommendations are offered regarding future land development in not only the downtown, but also the Township in its entirety. Recommendations are also made for amendments to the Zoning Ordinance and Zoning Map.

6.1 Downtown Area Recommendations

- Identify and seek endorsement from the Office of State Planning (OSP) for the Regional Center boundary encompassing the downtown area as well as adjacent outlying areas of existing higher density housing and the commercial core concentration servicing same. The purpose of the Regional Center is to identify existing areas of dense commercial and residential development as well as public and quasi-public sites that are an integral part of the Lakewood community. It is not the intention of this Master Plan to encourage inappropriate multi-family housing in the Regional Center. Additional green space is, however, encouraged in the Regional Center; in particular, the preservation of the Little League

³ Ocean County Cross Acceptance Report Released September 16, 1998.

The rezoning of certain A-1 Zones that have yet to develop is recommended. The rezoning of A-1 districts in no way represents a desire to increase density beyond the recommendations for rezoning. Rather, the intent of the rezoning of A-1 lands is to anticipate future development and encourage same to occur at reasonable

6.2 Rezoning Recommendations

- Establish a Campus Zone to accommodate the housing and other relative needs of the student population attending both Beth Medrash Govoha (BMG), Georgian Court College and the multiple Yeshiva Schools located in and in proximity to the downtown. Redevelopment opportunities providing for both student housing and student parking must be explored. The intent of the establishment of the Campus Zone is to address the parking crisis and other issues negatively affecting the evolution of this area into a campus like environment. The Campus Zone would not permit additional multi-family housing or retail/commercial development. In furtherance of cultivating a campus like setting, it is recommended traffic calming techniques including establishing one-way traffic patterns be examined.
- Investigate the potential in underutilized and rundown structures in the downtown area for redevelopment as parking areas or structures. Parking structures could be designed to include ground floor retail and other services. The development of any parking structures in the downtown area should be planned in accordance with the Township's long-range goal of a multi-modal transportation center.
- The downtown area in Lakewood Township is developing as a defacto multi-family and two-family housing zone with inadequate parking for commercial and residential uses. Parking for any and all new residential construction shall be in accordance with the RSIS, which are discussed in detail in the Circulation Element. In addition to required parking, recreation areas are essential and should be required in conjunction with any new townhouse or multi-family housing projects.
- The current Township Committee has taken a proactive approach to demolishing structures that do not meet current building code standards. Where existing residential structures have gone into a state of disrepair, it is recommended that if possible, those structures be rehabilitated. Where a structure has deteriorated to such a state that it can not reasonably be rehabilitated, it is suggested that the structure be demolished. Areas of particular concern include Third, Fourth and Fifth Streets within several blocks of the municipal building. Designation of this area as an area in need of redevelopment or rehabilitation should be explored.
- The Master Plan Advisory Committee supports the inclusion of the Little League fields in the Regional Center with the stipulation that same be maintained as a recreation area and never developed.

densities in appropriate locations. In many of the A-1 Zones, the proposed rezoning will allow cluster developments for reduced single family lot sizes requiring active recreation and open space preservation. The specific zone change recommendations are identified on a map that is also a part of this Land Use Plan Element.

Where a cluster option is recommended, the total lot yield or gross density will not be impacted. For example, an R-40 Zone with a cluster option to R-20 does not yield a greater number of buildable lots than the conventional R-40 layout. As part of the approval process for a cluster development, an applicant/developer would be required to show the lot layout under the conventional R-40 zoning which would determine the total lot yield. The applicant/developer would then show the lot layout under the clustered options, using the smaller lot size, however, preserving the balance of the area for open space, recreation or preservation. The clustered lots shall all be single family lots and the cluster option is intended to reduce the amount of infrastructure required to service the project and increase the recreational amenities developed in conjunction with new residential housing projects. The cluster option does not permit a higher density, rather a more concentrated lot layout that provides an opportunity to preserve open space and provide recreational amenities for new residential housing projects.

- Rezone from A-1 the lands south of the M-2 Zone bordering Pine Street to a combination of R-40 with a cluster option to R-20. However, the platted and developed portion of this A-1 Zone which contains single-family detached dwellings on 20,000 square foot lots shall be placed in an R-20 Zone to reflect existing built conditions. South of Salem Street, an R-20 Zone is also recommended to match the established land development pattern. Any rezoning in this area must be mindful of the desire to preserve the headwaters of the Kettle Creek. Consequently, a less dense lot pattern or cluster development would be encouraged to preserve greater amounts of sensitive land and open space.

- Rezone from A-1 the lands south of Prospect Street/Lake Manetta and west of the Southern Jersey Railroad right-of-way to R-20 with a cluster option to R-12. There are environmental limitations on a portion of this property, however, the site is developable. The cluster option as described herein is intended to effectuate single-family detached residential development with active recreation while preserving sensitive open space.

- Rezone from A-1 a portion of the lands south of Prospect Street, west of Massachusetts Avenue and north of Cross Street to a moderate density multi-family district. A portion of this tract presently contains an existing cellular tower and fire ranger station. Much of this tract is Township owned. However, a portion of the Township owned land shall be retained in the M-1 Zone as shown on the Map to accommodate a future private school expansion. The Township should

designate a site within the tract for additional cellular tower usage.

The southernmost portion of this area fronting Cross Street and adjacent to the existing Hearthstone Subdivision is recommended to be rezoned R-20 with a cluster option to R-12. The limits of this area must be well defined to retain some M-1 Zoning accommodating existing development.

- Rezone from A-1 the lands south of Cross Street to the Dover Township border, extending eastward to the HD-7 Zone Boundary R-20 with an R-12 residential cluster option.

- Rezone the Lakewood Country Club as well as Lakewood Pine Park from A-1 to be included in a new Open Space Zone. The large Township owned parcel located along the westerly side of Shorrock Street, south of the B-5 Zone and north of the developed senior communities will likewise be included in the Open Space Zone.

- Rezone from A-1 the Lakewood Township High School Property. These lands are proposed to be rezoned R-12 in accordance with surrounding development. The balance of the land in the A-1 Zone in this area should be rezoned R-15.

- Rezone from A-1 the lands south of the Lakewood Country Club and Lakewood Pine Park R-40. Also, the E-1 Zone bisected by Clear Stream Road, on the Jackson Township border will be rezoned R-40. This area is dominated by large lots and the R-40 Zoning designation is intended to preserve the low density established lot pattern. No cluster options are proposed in this area to preserve the character of existing neighborhoods.

- At this writing, the Township Committee was exploring a possible Minor League Baseball Stadium Site with customary ancillary uses (i.e. parking, hotel, and support services). The Committee had identified a forty (40+/-) acre tract at the southwest corner of the intersection of New Hampshire and Cedarbridge Avenues. Early discussions envision a thirty (30+/-) acre stadium site and eleven (11+/-) acre hotel/support service site. The continuation of the existing A-1 zoning is not practical. A Corporate Park/Research Center with little or no warehousing component should be explored. It is also recommended that future development in this area be required to provide adequate green space. Of particular importance is the extension of existing greenways and the preservation of environmentally sensitive lands.

The balance of this A-1 Zone, north of Cedarbridge Avenue to Lake Shenandoah must be further examined. The area at the intersection of Cedarbridge and New Hampshire Avenues or the eastern most portion of this A-1 tract would most appropriately be rezoned M-1 to be consistent with the existing Industrial Park to

the east or Office Park/Corporate Research in accordance with the proposed rezoning to the south. Further west, an R-40 designation would be appropriate, however, the Public Housing Zone would be excluded.

- Rezone the M-1 Zone to R-40 in accordance with the approved and constructed portions of the Fairways at Lake Ridge project. Portions of this M-1 Zone developed with uses specifically permitted in the zone (fronting on Cross Street) should remain as M-1. The proposed rezoning of this M-1 Zone is restricted to the limits of the Fairways at Lake Ridge project.

- South of Lake Carasajo is a block of land identified on the Lakewood Township Zoning Map as "CLP". This area, known as the Crystal Lake Preservation area, has no standards associated with it in the Zoning Ordinance and is not included on the "List of Zones". Standards must be developed for this zone, at a minimum setting forth this area for preservation. The "CLP" area may also be included in the Open Space Zone.

- The rezoning of the Clayton Property (presently zoned M-1) is recommended. There is an existing approval in place for a moderate density residential development on a portion of this property. The future zoning should reflect a moderate density residential pattern, and therefore the R-15 zoning designation is recommended. The balance of the Clayton property that was not the subject of the residential approval should remain M-1 consistent with its current use.

- It is recommended that a comprehensive review of existing and under construction townhouse projects and the zoning districts governing same be undertaken. The Township has realized a proliferation of townhouse and multi-family residential projects that conflict with existing zoning. For example, the Whispering Pines project under construction on Squankum Road as well the new and under construction townhouse projects fronting Route 88 including Oak Manor, Shenandoah Village and Victor at Lakewood are representative of the townhouse developments that need to be addressed through zoning.

The B-4 Zone between Park Avenue and Squankum Road should be considered for rezoning. This area in part has evolved as a multi-family townhouse district and should be incorporated into the proposed townhouse zone. However, the commercially developed portion of this zone between Park Avenue and the railroad right-of-way should remain as a business district. The Advisory Committee unanimously decided to exclude this area from the commercial core in the Regional Center due to the declining nature of the majority of businesses located there. The Township owned property, as well as several viable commercial properties along Squankum Road shall remain in a business zone with the balance of this area being designated for townhouse/multi-family development pursuant to their existing use.

- The existing B-1 Zone along Squankum Road does not make good planning sense and should be eliminated. The properties on the western side of Squankum Road are predominantly developed with single family dwellings and should be incorporated into the R-10 Zone directly to the west. The properties on the eastern side of Squankum Road, however, are developed with multi-family dwellings and should be incorporated into the townhouse district. Also to be included in the proposed townhouse zone are several properties along Locust Street and New Hampshire Avenue. Approvals are in place to construct multi-family projects on these properties proposed for inclusion in the townhouse zone.
 - Consolidation of the multiple highway and business zones including the B1 through 5A Zones and the HD 6, 7 & 8 Zones should be further examined.
 - The Zoning at the intersection of Lanes Mill Road in Lakewood and Brick must be addressed, particularly the general area from the existing overhead power lines east to the Township's boundary with Brick Township. The general area is zoned R-15 and R-20. There are some vacant parcels and larger residential lots with older homes. Based on the established lot pattern (deep and irregular shaped) and the desire to encourage lot consolidation, some type of office professional zone is appropriate. This area is not suitable or appropriate for strip retail or commercial development. Further, it is the Master Plan's Advisory Committee's recommendation that the visual impact of this area be improved with identification signage and the removal of used vehicles being advertised for sale. This is a point of entrance into the Township, and the Master Plan Advisory Committee recommends the upgrading of not only this but all entrances into Lakewood.
 - The parcel of land currently zoned (OP) Office Professional bounded by Route 70 to the south, the Garden State Parkway to the west, and Old Toms River Road (the Brick Township border) to the east shall be rezoned (LP) Industrial Park Limited Professional. There are no standards in the Zoning Ordinance to correspond with the Office Professional (OP) Zoning District and the uses permitted in the Industrial Park Limited Professional Zone are appropriate for this tract of land.
 - The Proposed Rezoning Plan shall be refined to delineate the general limits of three (3) existing and one (1) proposed redevelopment area in the Township. The redevelopment areas are designated as overlay zones on the map. These four (4) redevelopment areas are:
 - The Southwest Acquisition Area
 - The Pine Street Acquisition Area II
 - The Franklin Street Redevelopment Area
 - The Proposed Route 9/East Kennedy Boulevard Redevelopment Area (former Jamesway and Shop Rite properties)

- During the public hearing process the large triangular shaped area bounded by Route 70 to the north, New Hampshire Avenue to the east and the Township's boundary with Dover Township to the south was discussed at length by the Board. Substantial land use changes have taken place in this general area via the use variance process. As present the area consists of two (2) developed townhouse communities (Briarwood and Lafayette Green) two (2) approved but not built multi-family projects, the Harrogate Senior Community, various commercial uses (funeral home, skating rink, gymnastic facility) a Township Park (D'Zio Park) and single-family residential development. A portion of this general area was previously situated in the former Special Planning District Zone which was eliminated by ordinance of the Township Committee. The overall visions of the Board for this area is to preserve vacant land along the Route 70 corridor for business, retail and commercial development. Other developed properties currently occupied by non-residential uses should likewise retain a business zone designation. The existing and approved townhouse projects should be placed in a townhouse zone and the Harrogate Community should be given a proper zone designation. Additional townhouse development should not be permitted in this area.
- The predominantly vacant area located along the easterly side of New Hampshire Avenue south of and including part of the B-5 Zone fronting Route 70 and the existing R-20 Zone needs further analysis and investigation. The Board recommends the retention of the current zoning at this time but recognizes that a more detailed study of this area may be warranted. The Board was not prepared to offer other rezoning considerations in this area pending the resolve of traffic, congestion and circulation issues along New Hampshire Avenue and Locust Street and at their intersection. This area may be reexamined by the Board at a later date.
- 6.3 General Recommendations
- Discourage the construction of single-family homes and residential access drives on State highways to minimize points of conflict on major thoroughfares.
- Encourage redevelopment area investigations to revitalize existing sites not developed to their potential such as the old Jamesway and ShopRite properties off of Route 9.
- Where residential developments (single family or multi-family) are accessed from a major State or County road, access may be provided off the highway, however, all residential units should front interior roads.
- Require significant vegetative buffers where there are conflicting land uses (i.e. where a commercial, institutional or industrially developed or zoned property

- abouts a residentially zoned or developed property). Further, residential communities of differing densities (i.e. single-family and multi-family) shall maintain significant buffer areas.
- Require all new developments to have a tree save component. It is also recommended the Township adopt a new ordinance setting forth stringent standards for the preservation of existing specimen trees and vegetation.
- It was brought to the attention of the Master Plan Advisory Committee that consideration be given where access to undeveloped land is through existing neighborhoods. There is a concern that existing residential access roads will become major thoroughfares when opened up for access to new residential development. In particular, the undeveloped area in the vicinity of Oak and Spruce Street was brought to the attention of the Master Plan Advisory Committee. The Committee felt it was important to analyze access to undeveloped land on a Township wide basis, recognizing, however, there are few large undeveloped tracts available for development left in the Township.
- As stated in the General Land Use Goals in the beginning of this Master Plan, it is reiterated here that as an alternative to established grid-like road patterns, the Committee recommends new residential developments be designed with curvilinear streets aimed at controlling and decreasing the speed at which vehicles travel through neighborhoods. Further, where there are right-of-ways platted in a grid pattern, it is the express intention of the Master Plan to encourage alternative street layouts that contribute to speed reduction in new residential communities.
- When reviewing applications for major residential subdivisions on undeveloped land, the Planning and/or Zoning Board must consider all potential access points and discourage access through existing residential neighborhoods when possible.
- Where no alternate access is available, and the only way to access a new development is through an existing neighborhood, the Planning and/or Zoning Board must take a proactive approach to preserving the established neighborhoods. Specifically, traffic studies and reports must be required of developers which will provide the Board with credible testimony relative to traffic impacts to be realized by a proposed community. Further, the Board must be mindful of approving developments at appropriate densities that will not contribute inordinate amounts of traffic unable to be accommodated by the existing road network. When reviewing applications for residential developments that can only be accessed through existing residential communities, in addition to establishing appropriate residential densities and controlling traffic congestion, the Board should require developers provide signage restricting or altogether prohibiting truck traffic through the residential neighborhoods. Restricting or eliminating truck

traffic en route to and from the industrial parks will avoid residential access streets becoming major thoroughfares.

The enforcement of existing ordinances and zoning provisions is critical to the implementation of any Master Plan. Throughout this Master Plan process and particularly during public comment periods, the issue of enforcement of existing ordinances or the lack thereof was repeatedly expressed by interested parties. Specifically, public comments on enforcement of existing ordinances relative to the following were articulated to the Board.

- Inadequate on-site parking for multi-family residential projects and non-compliance with RSIS.
- Insufficient on-site recreation areas, facilities and amenities for multi-family projects.
- The conversion of attached single-family units to two family units as evidenced by two (2) electric meters and two (2) mail boxes per unit which provides for an increase in the approved on-site density and adversely impacts on-site parking, open space recreation facilities.
- The improper or illegal conversion of detached single-family units to two family units.

The Planning Board respectfully suggests that the governing body and administration focus on these issues in the immediate future to preserve the established character of existing residential neighborhoods and eliminate the expressed problems related to density, parking, recreation and adequate open spaces.

The Township Zoning, Subdivision and Site Plan Ordinances are truly outdated and require a comprehensive revision from definitions through design standards. The ordinances are not consistent with the MLUL, RSIS and other regulatory standards. A single Land Development Ordinance should be adopted to combine zoning, subdivision and site plan standards in one complete document.

The Telecommunications Act of 1996 essentially mandates that local municipalities provide for "reasonable access to the airwaves", but enables towns to specify areas where facilities will be allowed and to apply regulations intended to protect the public welfare (e.g., setbacks from property lines to prevent or minimize threat to life and property in the event of the structural collapse of the tower, screening and buffering requirements etc.). However, the Act reserves the regulation of emissions from telecommunications facilities to the exclusive jurisdiction of the Federal Communication Commission (FCC) and preempts local municipalities from banning such facilities on the basis of health concerns over

emissions. Lakewood Township must amend the Zoning Ordinance to permit cellular towers. The Township should also explore all reasonable opportunities to have cellular towers located on municipal property. Zones which may be appropriate for the permission of cellular towers include the industrial park zones. To avoid the proliferation of multiple new towers, any amendments to the Zoning Ordinance should require towers be constructed to accommodate co-location. Prior to a new carrier being permitted to construct a new tower, all reasonable opportunities for co-location must be explored. Further, all cellular carriers must camouflage proposed structures so as to be as unobtrusive as possible.

7.0 CIRCULATION

Since the adoption of the last Circulation Element, there have been a number of legislative enactments impacting existing and future circulation patterns in The Township of Lakewood. Specifically, those events include the adoption of the Residential Site Improvement Standards (RSIS), and federal legislation including the 1990 amendments to the Clean Air Act and the 1991 Intermodal Surface Transportation Efficiency Act (ISTEA), now referred to as TEA (Transportation Efficiency Act).

7.1 Description of the Road Network

The jurisdiction of the public road network is divided among state, county, and local governments. State roads in The Township of Lakewood include the Garden State Parkway, Route 9, Route 70 and Route 88. Additionally, there are various County roads in The Township of Lakewood. According to a listing compiled by the Ocean County Planning Board, the following County roads are within the municipal boundary of the Township of Lakewood. The remainder of the road network is maintained as local roadways servicing Lakewood.

OCEAN COUNTY ROADWAYS:

(in Lakewood Township) Miller Road

Hope Chapel Road

Central Avenue

James Street

Whitesville Road

Kent Road

Sunset Road

New Hampshire Avenue

Chestnut Street

Forest Avenue

Vermont Avenue

Cross Street

Prospect Street

Brook Road

Ridge Avenue

Joe Parker Road

Kennedy Boulevard East from Ridge Avenue to Brook

Road to the Monmouth County Border

Squankum Road from County Line Road to the

Monmouth County Border

Fourteenth Street (West of Route 9)

Route 528 – Cedarbridge Avenue, Hurley Avenue,

Central Avenue, and Lakewood-New Egypt Road

Route 526 – (inclusive of) East County Line Road

Lanes Mill Road, West County Line Road

7.2 Residential Site Improvement Standards (RSIS)

The Residential Site Improvement Standards (RSIS) took effect on June 3, 1997 and provide the minimum engineering design standards for any local residential subdivision or site plan application submitted to a Planning or Zoning Board. They are also the maximum standards a Board may require of an applicant.

The RSIS preempt existing municipal improvement requirements for the technical aspects of residential site improvement. The standards apply only to residential development. The rules do not apply to mixed-use (i.e. residential and commercial) development unless the residential portion of the development is separable from the commercial portion and the application of the RSIS is practical. Exclusively residential projects, regardless of proposed density, are governed by the RSIS.

The RSIS will govern pavement widths, parking, the size and arrangement of water supply, sanitary sewers and storm water management systems and the installation of curbs and sidewalks. Landscaping, shade trees, transit stops, noise barriers, snow removal, guarantees and the ability of municipalities to assess developers for off-site improvements are all outside the scope of the RSIS. Separate bicycle paths and lanes are required only if such paths and lanes have been specified as part of the municipality's adopted master plan and/or official map.

Consequently, the roadway classification identified in previous master plans is dated and will be superseded by the classification system in the RSIS. As well, the design standards in these documents that establish right-of-way and pavement widths are no longer applicable as design standards will be as promulgated by the RSIS. The RSIS differentiate between major and minor collectors and require varying cartway and right-of-way widths based on average daily traffic.

The RSIS will be enforced in the same way local municipal site improvement standards have been enforced. Parking standards for new residential developments will be as required in the RSIS.

Proposed projects will be submitted for review and approval by the municipal approving authority. The RSIS simply replaced municipal technical standards with uniform standards for residential site improvements.

RSIS Street Classification

The RSIS define arterial street as a higher-order, interregional road in the street hierarchy which conveys traffic between centers and should be excluded from residential areas. The following definitions pertain to residential streets.

STREET TYPE	DESCRIPTION
RESIDENTIAL ACCESS	Lowest order, other than rural street type, of residential streets. Provides frontage for access to lots and carries traffic with destination or origin on the street itself. Designed to carry the least amount of traffic at the lowest speed. All, or the maximum number of housing units shall front on this class of street. * Residential access streets of "loop" configuration, that is, two ways out, should be designed so no section conveys an Average Daily Traffic (ADT) greater than 1500. Each half of a loop street may be classified as a single residential access street, but the total traffic volume generated on the loop street should not exceed 1500 ADT, nor should it exceed 750 ADT at any point of traffic concentration.
RESIDENTIAL NEIGHBORHOOD**	A type of residential access street conforming to traditional subdivision street design, and providing access to building lots fronting on a street and parking on both sides of street. ** Applicant may choose either the RESIDENTIAL ACCESS or the RESIDENTIAL NEIGHBORHOOD street type for new streets. See section 4.8(b) for specific right-of-way and cartway width requirements for new streets that are a continuation of an existing street.
MINOR COLLECTOR	Middle order of residential street. Provides frontage for access to lots and carries traffic of adjoining residential access streets. Designed to carry somewhat higher traffic volumes than lower-order streets such as rural and residential access streets, with traffic limited to motorists having origin or destination within the immediate neighborhood. Is not intended to carry regional traffic. Each half of a loop-configured minor collector may be classified as a single minor collector street, but the total

STREET TYPE	DESCRIPTION
traffic volume conveyed on the loop should not exceed 3,500 ADT, nor should it exceed 1750 at any point of traffic concentration.	
MAJOR COLLECTOR	Highest order of residential streets. Conducts and distributes traffic between lower-order residential streets and higher-order streets-arterials and expressways. Carries the largest volume of traffic at higher speeds. Function is to promote free traffic flow; therefore, parking should be prohibited and direct access to homes from this level of street should be avoided. Collectors should be designed so they cannot be used as shortcuts by non-neighborhood traffic.

SPECIAL PURPOSE STREETS	
Rural	When density is one dwelling unit per acre or lower, AND road primarily serves as access to abutting building lots, AND there is no on-street parking, AND lot-to-street access is designed so vehicles do not back out of lots onto the street.
Rural residential lane	A street serving a very low-density area (minimum two-acre zoning). The maximum ADT level limits the number of single-family units on this road to 20.
Alley	A service road that provides a secondary means of access to lots. On same level as residential access street, but different standards apply. No parking shall be permitted; alleys should be designed to discourage through traffic. ADT level shall not exceed that of a residential access street.
Cul-de-sac	A street with a single means of ingress and egress and having a turnaround, the design of which may vary. A divided-type entrance roadway to at least the first cross street with median of sufficient width to insure freedom of continued emergency access by lanes on one side, shall not be considered part of a cul-de-sac.
Marginal access street	A service street that runs parallel to a higher-order street and provides access to abutting properties and separation from through traffic. May be designed as residential access street or minor collector, according to anticipated daily traffic.
Divided street	Municipalities may require streets to be divided to provide alternate emergency access, protect the environment, or avoid grade changes. Design standards should be applied to the combined dimensions of the two street segments, as required by the street class.
Parking loop	A street with perpendicular parking that provides circulation and direct vehicle access to parking from the travel lane.

Any future roadways developed in the Township will be classified based on the RSIS. The following roads, however, were re-classified from their designation in the previous Circulation Element based on input from the Master Plan Advisory committee:

EXPRESSWAY:

New Jersey Garden State Parkway

PRINCIPAL ARTERIAL:

New Jersey State Route #88
New Jersey State Route #9
New Jersey State Route #70

County Line Road (Ocean County Route #526)
Lanes Mill Road (Ocean County Route #549)
Hope Chapel Road (Ocean County Route #639)
Lakewood-New Egypt Road (Ocean County Route #528)
Cedarbridge Avenue and Hurley Avenue (Ocean County Route #528)
New Hampshire Avenue (Ocean County Route #623)

MINOR ARTERIAL:

Central Avenue (Ocean County Route #528)
White Road (part of Route #626)
Cross Street (Ocean County Route #626)
Fourteenth Street
Clifton Avenue
Monmouth Avenue
Squankum Road (Ocean County Route #547)

COLLECTOR:

East Seventh Street
Fourth Street
South Street
Ridge Avenue
Clover Street
Prospect Street (Ocean County Route #637)
Joe Parker Road
Airport Road

The following standards are also promulgated by the RSIS and relate to off-street parking requirements for all new residential developments. The RSIS permit the local approving authority to grant a de minimis exception therefore granting minor latitude in the enforcement of the RSIS. For a more substantial deviation from the RSIS a municipality or a developer may apply to the Department of Community Affairs (DCA) for a waiver to be decided on by a Technical Review Committee. Deviations for parking would not be considered a de minimis exception and would require application to the DCA.

TABLE 4.4 PARKING REQUIREMENTS FOR RESIDENTIAL LAND USES^a

HOUSING UNIT TYPE / SIZE ^b		PARKING REQUIREMENTS	
SINGLE-FAMILY DETACHED	2 Bedroom	1.5	
	3 Bedroom	2.0	
	4 Bedroom	2.5 ^c	
	5 Bedroom	3.0	
GARDEN APARTMENT	1 Bedroom	1.8	
	2 Bedroom	2.0 ^c	
	3 Bedroom	2.1	
TOWNHOUSE	1 Bedroom	1.8	
	2 Bedroom	2.3 ^c	
	3 Bedroom	2.4	
HIGH RISE	1 Bedroom	0.8	
	2 Bedroom	1.3 ^c	
	3 Bedroom	1.9	
RETIREMENT COMMUNITY		Values shall be commensurate with the most appropriate housing unit type and size noted above that the retirement community resembles.	

RECREATIONAL HOMES (owner occupied)	Values shall be commensurate with the most appropriate housing unit type and size noted above that the recreational homes (owner occupied) resembles.
MID-RISE APARTMENT	"GARDEN APARTMENT" values shall comply.
NOTES: a. When determination of the required number of parking spaces results in a fractional space for the entire development, any fraction of one-half or less may be disregarded, while a fraction in excess of one-half shall be counted as one parking space. b. Requirements for attached units (apartment/condominium/townhouse) include provisions for guest parking. c. If applicant does not specify the number of bedrooms per unit, this off-street parking requirement shall apply. SOURCE: Modified and adapted from U.S. Department of Commerce, Bureau of the Census, Public Use File-New Jersey (cross-tabulation of vehicles by housing unit for units constructed 1975 to 1980).	

Where there are no parking standards supplied, the RSIS state values shall be commensurate with the most appropriate housing unit type. While the RSIS do not supply specific standards for four (4) and five (5) bedroom town-homes, it is reasonable to apply the standards for single-family homes with the same number of bedrooms. It is recommended by the Lakewood Township Planning Board that no residential housing unit, including apartments, have fewer than two (2) off-street parking spaces.

7.3 State and Federal Legislation

The State Highway Access Management Act or SHAMA was adopted in 1989 and is designed to establish a regulatory framework for access to State Highways. The general purpose of SHAMA is to improve safety and reduce congestion by restricting the number and location of vehicular ingress and egress points. While not required, the Township of Lakewood should consider adopting a State Highway Access Management Plan for the Route 9 corridor as well as Route 70 and Route 88. It shall be the Township's policy to discourage new residential development along state highways in order to reduce the incidence of curb cuts and additional conflict points. The consolidation of outdated, undersized, irregular shaped and underutilized parcels along state highways should also be investigated.

While the Master Plan Advisory Committee cited the downtown area as an appropriate location for a multi-modal station, several concerns were addressed relating to the development of same. Given the high level of pedestrian activity as well as the multiplicity of schools in the downtown area, the Committee foresees potential problems with multiple at-grade crossings. In addition, concerns were raised relative to the impetus to revitalize the downtown and solidify its economic well being.

Reinstating passenger rail service in downtown Lakewood could potentially have a positive effect on the downtown. As part of this analysis, we have reviewed the 1979 plan prepared by Townplan Associates identifying the proposed location as well as several alternate sites for the proposed train station. The previous plan (1979) identified Ocean Avenue/South Park Avenue as the most appropriate location for a rail station. Developing a multi-modal (bus and rail) transportation center in Lakewood could be the

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7.4 Multi-Modal Transportation

Presently, a small portion of Lakewood Township's Industrial Park is served by freight rail service. In order for the Township's Industrial Park and economic rateable base to flourish, expanded freight rail service to the Industrial Parks is desirable. Moreover, there has been some discussion relative to the reestablishment of passenger rail service that was discontinued in 1949. The Ocean County Planning Board is in support of the restoration of passenger rail service as it was stated as a policy issue in the County's Cross Acceptance report. Further, the restoration of passenger rail service is consistent with the State Development and Redevelopment Transportation Policy of reinstating unused and abandoned transportation rights-of-way.

targeting multi-modal transportation solutions.

The Intermodal Surface Transportation Efficiency Act (ISTEA) of 1991 elevated mass transit to an equal playing field with roads and highways for federal funding dollars. States will now have greater flexibility in funding transportation projects. The Act, now referred to as TFA (Transportation Efficiency Act), provides funding for projects targeting multi-modal transportation solutions.

In New Jersey, almost the entire state is in non-compliance with the air standards for ozone and carbon monoxide set in the 1970 Clean Air Act. The 1990 amendments to the Clean Air Act seek to reduce the emissions from motor vehicles that contribute to the degradation of air quality. The amendments target large employers (over one hundred (100) employees) and seek to reduce the number of single occupant vehicle (SOV's) arriving at the workplace. This is done through creative workplace techniques such as flexible work hours, tele-commuting and encouraging individuals to walk/bike to work. The Ocean County Planning Board compiles a list of the leading employers in the County. Lakewood was second only to Dover Township with respect to the incidence of major employers in a municipality. Given the large industrial park as well as the medical center, it is not surprising that Lakewood remains a significant employer in the County. Consequently, the Planning Board supports flexible commuting programs aimed at reducing traffic congestion on the local and regional highway system.

western portions of the Township and the availability and proximity to mass transit in order to accommodate those residents. In general, however, the downtown area was determined to be a viable location for a multi-modal transportation center.

New Jersey Transit bus routes also service Lakewood Township. New Jersey Transit offers a reduced fare program for customers with disabilities and also for patrons sixty-two (62) years of age and older. New Jersey Transit Bus Route 139 offers service from Lakewood Township to the New York City Port Authority Bus Terminal. Bus Route 559 provides service extending as far south as Atlantic City. Bus service is also available to Trenton and Philadelphia. Consequently, the Township offers a bus route to numerous regional destinations.

7.5 Route 9 Corridor

The Route 9 corridor in the Township of Lakewood is characterized by both commercial and residential development. Permitted uses in this corridor include but are not limited to restaurants, retail stores, personal service establishments and business and professional offices as well as single family dwellings, townhouse projects and existing residential uses. All of these uses are traffic generative and contribute to congestion along Route 9. The present planning efforts of the Township will provide for managed growth and avoid haphazard development in this corridor.

The Master Plan Advisory Committee identified the widening of Route 9 as a method of relieving congestion. The County provided information relating to State plans for the Route 9 Corridor. While there have been discussions relative to widening Route 9 (near Lake Carasajio) to three (3) lanes, environmental as well as funding problems have stalled this project. The County stated, however, there are interim plans for the restriping of Route 9 and there are plans to widen Route 9 to four (4) lanes from Dover Township to the Peterson's site in Lakewood. The Master Plan Advisory Committee encourages the Township to pursue the State and encourage the funding of projects to improve Route 9, particularly the area that bottlenecks near Lake Carasajio.

The New Jersey Department of Transportation has plans to improve the Lake Carasajio Dam as well as a portion of Route 9 from John Street to Main Street. The project is two-fold in that it involves both improvements to the existing dam and spillway and the Route 9 mainline and intersections. The roadway improvements involve the widening, realignment and resurfacing of 0.5 miles of Route 9 from John Street to Main Street (Route 88) together with signal upgrades to the intersections of Route 9 and Central/Hurley Avenue and Route 9 and Main Street (Route 88) to improve capacity and safety. Construction will begin in the fall of 2000 and is estimated to take one (1) year to complete.

7.6 Identification of Problem Areas

Part of the analysis and fact-finding in preparing this Circulation Element involved the interviewing of those department heads inextricably linked to circulation and the provision of emergency services that depend on a well designed circulation system. Meetings with the Traffic Safety Bureau of the Lakewood Police Department confirmed there are areas in town that are particularly problematic with respect to motor vehicle accidents. Further, speed control and enforcement of same was identified as a major concern and it was stated that the Bureau is inundated with complaints relating to speed control in residential neighborhoods.

The following streets/intersections were identified as being problematic with respect to traffic patterns:

- East Seventh Street
- Cross Street/Massachusetts Avenue Intersection
- Hope Chapel Road/Miller Road
- Lexington Avenue/Ninth Street
- Lexington Avenue/Fourth Street Intersection
- Lexington Avenue/Eighth Street Intersection
- Forest Avenue
- Pine Street
- Fourteenth Street/Hope Road
- North Lake Drive/Hope Road
- County Line Road
- Squankum Road
- Princeton Avenue

The Route 9 Corridor in the area of Lake Carasajo (where Route 9 is one lane in each direction) was identified as being problematic with respect to traffic congestion and "bottlenecking". Further, County Route 526 (County Line Road) at its intersection with Squankum Road was stated to be congested.

The Traffic Bureau validated the issue of truck traffic in residential neighborhoods, as said office receives complaints relating to same. The Bureau also stated in the area of Kimball Hospital (i.e. Oak and Spruce Streets and Washington Avenue) complaints have been received relating to EMS and school bus traffic.

In addition to the issue of truck traffic through neighborhoods, the Master Plan Advisory Committee raised the issue of overnight and periodic parking of trucks and tractor trailers in residential neighborhoods. Given the fact the Township hosts a large and expanding industrial park, accommodations should be made providing a rest area or parking area for trucks and tractor trailers. The Master Plan Advisory Committee and the Planning Board support providing a designated area for the parking of these vehicles in an appropriate zone, however, strongly opposes the parking of same on residential streets.

In response to the numerous complaints relating to speed control, the Master Plan Advisory Committee recommends new residential developments avoid long, straight or grid like street patterns. As an alternative, the Committee recommends new residential developments be designed with curvilinear streets aimed at controlling and decreasing the speed at which vehicles travel through the neighborhood. Further, where there are right-of-ways platted in a grid pattern, it is the express intention of the Master Plan to encourage alternative street layouts that contribute to speed reduction in new residential communities.

In a further effort to reduce vehicular speed, it is recommended the Township pursue additional equipment alerting motorists of their present speed. While the Traffic Safety Bureau does possess this equipment, it is limited and cannot service multiple developments at one time. It is recommended the Township fund the acquisition of additional equipment. The Bureau also feels this equipment is effective at controlling speed, however, recognizes the limitations, when the equipment is removed, motorists resume speeding. With additional equipment however, the Bureau could increase the frequency and duration of time in which speed control devices are present.

The neighborhood surrounding Oak, Pine and Chestnut Streets is plagued by traffic en route to or from the Lakewood Industrial Park. Trucks seeking an alternate to Route 9 or an expedited route to/from the industrial parks frequently pass through this neighborhood. Based on our meeting with the Advisory Committee as well as our meeting with the Traffic Safety Bureau, speed control and traffic calming techniques are pressing issues in many of the existing residential communities.

In an effort to reduce traffic congestion in the Township, the Master Plan Advisory Committee recommends the following roadway improvements be examined:

- Extension of New Hampshire Avenue north to County Line Road
- Completion of County Line Road improvements

- Extension/completion of all four (4) lanes of Kennedy Boulevard East

In an effort to improve both circulation and drainage in Lakewood Township, the County has a number of improvement plans in Lakewood Township. The following road construction projects were identified by the Lakewood Township department of Engineering as well as the Ocean County Planning Board. In addition, Lakewood Township submitted to the New Jersey Department of Transportation a 1999 Municipal Aid Application for three (3) projects including the reconstruction of Clifton Avenue from Fifth Street to County Line Road, the installation of sidewalk handicap access ramps in the more densely populated areas of the Township, and the installation of bicycle paths at various locations in Pine Park.

Recent improvement projects at or near completion include the widening and reconstruction of Cedarbridge Avenue from New Hampshire to Clover Street and the reconstruction of Cedarbridge Avenue from the Garden State Parkway to Hooper Avenue. Cedarbridge Avenue from Clover Street to the railroad right-of-way is sufficiently wide and was not improved. Projects proposed for 1999, however, include the improvement of Cedarbridge Avenue from Clover Street to Route 9 and from Route 9 to Route 88.

The County also improved the intersection of Chambersbridge Road and Route 88. Route 88 was widened and a left turn lane was installed. The County completed these improvements with funding from the State. Future County plans (1999) include the widening and repaving of Lanes Mills Road from Route 88 to Burnt Tavern Road in Brick Township. The widening of Lanes Mills Road will alleviate congestion and facilitate traffic flow to and from Joe Parker Road.

New Hampshire Avenue maintains a variable paved width from thirty-two (32) feet to fifty (50) feet. The County's plans for 1999 include the restriping of this road south of Route 70 to accommodate two (2) lanes with future plans to possibly widen this stretch of road to four (4) lanes. These improvements should facilitate traffic flow. Currently, turning movements into residential developments tend to slow traffic. The County's position is that re-striping these roads will significantly improve the flow of traffic.

In addition, the County has plans to continue the improvement of County Line Road. Specific projects slated for 1999 include the widening of County Line Road from Laurelwood Avenue to New Prospect Road in Jackson Township. Originally constructed in the 1960's, this is a narrow stretch of road that cannot adequately handle storm water runoff. The County's plans include a four (4) foot painted island as well as a six (6) foot shoulder. The six (6) foot shoulder and drainage improvements proposed would eliminate ponding and water collection in the travel lanes. Further, the six (6) foot shoulder will allow bicyclists to travel this section of County Line Road. The Township has applied for funding to construct a bike path in Lakewood Pine Park and encourages the County to construct a shoulder or bike lane that could link up with Pine Park. In addition, Lakewood Township is funding the installation of sidewalks on the south side of County Line Road. In the year 2000, the County Engineering Department is planning

1. 1998 Capital Road Improvement Program.
 - Georgian Terrace (Fernwood Avenue to end) – Mill and Overlay
 - Clifton Avenue (Kennedy Blvd East to County Line Road) – Mill and Overlay
 - Lexington Avenue (Kennedy Blvd East to County Line Road) – Mill and Overlay
 - Monmouth Avenue (Kennedy Blvd East to County Line Road) – Mill and Overlay
 - Berkowitz Street (Kennedy Blvd East to County Line Road) – Mill and Overlay
 - Long Beach Avenue (Joe Parker Road to County Line Road) – Mill and Overlay with handicapped ramp construction
 - Laguna Lane (Long Beach Avenue to end) – Mill and Overlay with handicapped ramp construction
 - Alamos Drive (Laguna Lane South to Laguna Lane North and to County Line Road) – Mill and Overlay, plus curb and sidewalk construction

Lakewood Township Capital Projects

The following list of capital road projects was provided by the Township Engineer:

Significant improvements are proposed to the Garden State Parkway Interchange 88 in the year 2000. Specifically, improvements are proposed to facilitate access to and exit from the Garden State Parkway. These improvements will further reduce the commuter traffic congestion in this area. The County has also widened and dualized Shorrock Street in order to alleviate commuter traffic congestion to and from the Garden State Parkway in this area. Further, a new interchange 89 is proposed that will provide north and southbound Garden State Parkway access off of Cedarbridge Road.

Other County improvements planned for 1999 and the year 2000 include the signalization of the Massachusetts Avenue/Cross Street intersection and the realignment of Hope Chapel Road. The County is confident the signalization of the Massachusetts Avenue/Cross Street intersection will go out to bid in March of 1999. The widening and realignment of Hope Chapel Road is also proposed in the year 2000. The Master Plan Advisory Committee and the Traffic Safety Bureau identified this area as unsafe and problematic with respect to motor vehicle accidents. The County's plans include the modification of the curve and regrading of the road. In addition, the road will be widened on the northbound side. The proposed County improvements will make this road safer for motor vehicles and will facilitate turning movements onto Fourteenth Street and North Lake Drive.

to improve County Line Road from Route 9 to Squankum Road. This portion of County Line Road will remain two (2) lanes; however, it is presently in poor condition and does not adequately accommodate surface drainage. The County's plans will improve drainage on this stretch of County Line Road and will also improve the shoulder. The County intends to improve County Line Road and is taking a proactive approach given the lack of State plans to improve Route 9.

Beyond the parking issues identified, truck deliveries were also cited as being problematic in the downtown. Trucks frequently make deliveries in the downtown, causing traffic to back up creating difficult situations. Because truck deliveries are frequent and do not follow a set schedule, controlling truck traffic is difficult. While the downtown merchants felt loading zones could ameliorate the congestion and backups associated with truck deliveries, they would worsen the parking problem by eliminating parking spaces. A separate study is recommended to address and identify solutions to the truck traffic and congestion in the downtown.

In addition to meeting with the Master Plan Advisory Committee, the Chamber of Commerce Downtown Retailers Group was consulted to address traffic circulation in the downtown area. Parking in the downtown is of major concern to downtown merchants and is exacerbated by the high incidence of residential apartments. Store owners and their employees are presented with no alternative but to utilize any available on-street parking. This creates a problem for customers and those visiting the downtown to find convenient parking. The high incidence of residential apartments in the downtown area also compounds the parking problem. A parking study for the downtown area identifying potential sites for parking lots is recommended.

- Vassar Avenue* (Oberlin Avenue South to Oberlin Avenue North) – Mill and Overlay
- Paco Way* (Oak Street to end) – Mill and Overlay
- Corporate Way* (Towbin to Paco) – Mill and Overlay
- * Denotes Roadways within Lakewood Industrial Park
- 2. 1998-99 NJDOT Local Aid Projects
 - Reconstruction of Pine Street (New Hampshire Avenue to Martin Luther King Drive) – Mill and Overlay, with curbing and drainage improvements
- 3. 1999-2000 NJDOT Local Aid Projects
 - Reconstruction of Clifton Avenue (limits pending) – Mill and Overlay, with curbing and drainage improvements
- 4. 1999 Capital Road Improvement Program
 - Committee meeting pending to select roadways for inclusion in 1999 funding
- 5. Miscellaneous County Projects (not on list provided)
 - Chestnut Street (New Hampshire Avenue to Route 9) – Ocean County Contract B1999 – Mill and Overlay, with localized curbing and drainage improvements – Work scheduled for July and August, 1999

Following the summary recommendations and goals and objectives specifically relate to the downtown and are based on information received at meetings with the Downtown Retailers Group.

7.7 Summary Recommendations - Circulation

The recommendations based on the research and meetings conducted in preparing this Circulation Element as well as the Goals and Objectives relating to Circulation are as follows:

- Discourage and restrict truck traffic through residential neighborhoods. Identify truck routes as well as alternate truck routes where appropriate.
- Employ traffic calming techniques (e.g. speed enforcement, pedestrian crosswalks and signage, speed humps) to ensure neighborhoods do not become overwhelmed and unsafe due to vehicular traffic.
- Designate and encourage the development of pedestrian corridors and bikeways linking neighborhoods and community facilities.
- Support the potential of reactivating passenger rail service from Lakewood Township to New York City as well as other destinations.
- Classify future residential roadways in accordance with the Residential Site Improvement Standards (RSIS).

- Consider the adoption of a State Highway Access Management Plan for the Route 9 corridor as well as Route 70 and Route 88.
- Develop a comprehensive gateway signage system identifying entrances into Lakewood Township and into the downtown business district.
- Encourage Adopt-A-Highway programs aimed at improving the appearance of state, county and local roadways in Lakewood Township.

- The Planning Board strongly supports and recommends the preservation of sufficient rights-of-way for two (2) future roadway connections. Rights-of-way should be preserved as part of any future development for the extension of New Hampshire Avenue between Ridge Avenue and County Line Road (Route 526). This connection is consistent with the recommendations of previous Township Master Plans. The exact alignment will be dependent upon environmental constraints and County specifications. Additionally future rights-of-way should be preserved for the extension of East Kennedy Boulevard from Squankum Road to the Lanes Mill Road area. Portions of this County collector road are coming to fruition between Squankum Road and Brook Road. The Board recognizes there may be environmental constraints to development of subsequent future legs of

this roadway expansion. However, existing development pressures mandate that all possible future alignments for the completion of this county collector should be investigated and pursued to alleviate traffic congestion along Route 526.

- Current circulation problems exist along the portion of New Hampshire Avenue between Route 70 and the Township's boundary with Dover Township. Considerable development has occurred in this area and a number of previously approved residential projects (400± units) are now being built. The Board strongly supports a detailed traffic study of the New Hampshire Avenue, Route 70 and Locust Street area which would focus on future improvements relative to road widening, intersection design and overall traffic circulation issues.

7.8 Summary Recommendation – Downtown Area

- Approach Fleet Bank to enter into a possible agreement to share the underutilized parking lot between First and Second Streets.
- Conduct a parking study to identify possible sites for parking areas.
- Investigate the possibility of having a signalized left turn or having a crossing guard facilitate left hand turning movements at the intersection of Clifton Avenue and Second Street.
- Consider permitting loading/unloading on one (1) side of the street only.
- Upon the Township's acquisition of The Strand Theatre, consider offering bussing to remote parking areas to alleviate congestion downtown during special events.
- Consider the future development of a parking garage and additional parking lot.
- Investigate the potential of having designated loading zones along Clifton Avenue.

8.0 COMMUNITY FACILITIES

The Community Facilities Element is concerned with the current and future capacity of governmental facilities and operations to serve the citizens of the Township. In many ways, the quantity and quality of community facilities in a township is the most visible aspect of township government. The presence or absence of high quality community facilities has a direct influence on where people will choose to live, shop, and open or locate a business. This element of the Master Plan provides a framework for understanding the extent of facilities and services offered in Lakewood and how these facilities may be used and upgraded as a resource that improves the quality of life for current residents and businesses, while supporting future economic development efforts.

The varying demographics in Lakewood Township require a broad range of community facilities. For example, Lakewood Township has attracted a large senior population over the past two (2) decades. Most recently, the governing body has proposed the creation of a new zone entitled "Open Space" OS which would permit both active and passive recreation facilities. An OS Zone is proposed in the southeastern portion of the Township, in the vicinity of the larger adult communities. The Township constantly strives to meet the competing need of all demographic cohorts within the parameters of available vacant land and budget constraints.

Municipal Government

The Township Hall is located on Third Street in the Central Business District while the Municipal Annex is located on Fourth Street. The municipal facility provides office space for the Township Administration, Finance Department, Planning & Zoning Department, Economic Development, Township Engineer, Personnel, Recreation, Tax Assessor, Tax Collector, the Township Clerk and other municipal offices.

Police Department

The Lakewood Police Department is located in the municipal facility off of Third Street in downtown Lakewood. As of 1997, the Police Department employed a complement of one hundred and thirteen (113) police officers, or approximately 2.39 police per every one thousand (1000) residents. Further, the Police Department operates a Traffic Safety Bureau to ensure proper circulation throughout the Township. The Traffic Safety Bureau is discussed in further detail in the previous Circulation Element.

Fire Department

Lakewood Township maintains both paid and volunteer fire departments; however, the volunteer department is significantly larger than the paid department. There are three (3) career or paid firefighters in the Township and approximately one hundred and twenty-seven (127) volunteer firefighters. Paid department members work twenty-four hour shifts with one (1) member on per shift.

Five (5) fire companies make up the volunteer department. Additionally, there are specialized units within the volunteer Fire Department including a Hazardous Materials Team and a Rescue Team. The Business Manager of the Fire Department stated the paid department responds to approximately fourteen hundred (1400) calls a year and the five (5) volunteer companies are called in on approximately one hundred twenty (120) calls per year. Presently, personnel and equipment are adequate and are satisfactorily meeting the needs of the public per the Business Manager.

The paid Fire Department is located at 40 Clover Street and operates two mini-pumpers. The volunteer department operates five (5) companies and one (1) substation at the following locations:

VOLUNTEER FIRE COMPANIES

Fire Company	Address	Equipment
Engine 1	119 1 st Street (building being replaced-under construction)	1 Pumper 1 Tanker
Rescue 2	1350 Lane Mills Road	2 Pumpers
Junior Hose 3	976 New Hampshire Ave. 170 Lafayette Blvd. (Substation off of Lakewood New-Egypt Road)	1 Pumper 1 Pumper
Reliance Hose 4	300 River Avenue	2 Pumpers
Hook & Ladder 1	800 Monmouth Avenue	1 Aerial 1 Platform 1 Salvage Truck 1 Brush Truck
Paid Department Fire House	40 Clover Street	2 Mini Pumpers

Emergency Medical Services

The Lakewood Township Department of Emergency Medical Services provides ambulance service, basic life support service and extrication services to Township residents. The Department of Emergency Medical Services is a paid department within the Township comprised of nine (9) full-time as well as twelve (12) part-time members. The Chief of the Department, stated that they respond to approximately thirty six hundred (3600) calls per year.

In addition to this paid department, there are two (2) volunteer squads providing emergency medical service to the Township, those squads are the Lakewood Volunteer First Aid Squad and Hatzolah Life Saving Service. At present, both volunteer ambulance service providers feel the needs of the Township are being met as far as emergency medical response.

Public Library

Lakewood Township has one (1) public library building in the downtown area adjacent to the municipal building. Said local library became part of the County library system in January of 1999. The library maintains a computer system with Internet access that is readily available to all County as well as Township residents. Several collections are maintained in the library, including an extensive collection on local history and Judaica, focusing on Jewish religion and culture.

Programs are offered for County and Township residents, including a summer library program for children. Further, subsequent to the incorporation of the Lakewood Township Library into the County system, a number of programs have been initiated. These programs include but are not limited to segments focusing on the literary work of a particular author or filmmaker.

Hospitals

The Kimball Medical Center which is part of the Saint Barnabas Health Care system, is located on Route 9. This three-hundred and fifty (350) bed medical facility provides comprehensive emergency medical services, cardiac, maternity and neonatal care as well as a variety of specialized diagnostic services including radiology, mammography and magnetic resonance imaging. Kimball also provides MONOC paramedic services to the community.

The presence of a major regional medical center in the Township has a significant impact on land use and economic development policies for Lakewood. The medical center is one of the Township's as well as the County's largest employer, also providing additional secondary employment through the various contractors and business that provide goods and services to the hospital. The presence of the hospital affects localized land use decisions in the neighborhood around the hospital through its operations and the desire of other health care providers to be close to the hospital for the convenience of their patients and staff.

Park, Recreation and Open Space

Open space areas, parks and recreation facilities are an important component in improving the quality of life for Township residents of all ages. The park, recreation and open space section provides a basis for the Township to understand its current recreational resources that are provided by a number of agencies including the Township of Lakewood, County of Ocean and the Lakewood Board of Education. Further, the element will paint a picture of current and anticipated future needs for facilities and programs in the Township, along with a plan to provide the necessary facilities. The facilities to be considered include play or tot lots in the downtown area, neighborhood playgrounds, neighborhood parks, playfields, community parks, passive recreation opportunities and walking trails.

The National Recreation and Park Association (NRP) has been involved in developing recommended guidelines and standards for parks, recreation and open space for thirty (30) years. The following table is illustrative of the present recreation facilities and how said facilities compare to the standards of the NRP. In addition to the following facilities, there are several lakes located throughout the Township.

The Lakewood Recreation Department also sponsors the Lakewood Community School Program. The Community School Program offers over three hundred and fifty (350) programs available for both children and adults in Lakewood Township. These programs have been well received by the community and offer programs throughout the year. Classes are offered in the area of arts and crafts, career skills, computer courses, culinary arts, hobbies, languages, music and dance, recreation, fitness and safety, and self-improvement. There is also special programming for senior citizens and many trips and excursions are planned for all age groups. There is a nominal fee for most programs which typically run for several weeks.

Facility	Number per Population	Facilities required For 47,218 Persons	Facilities present
Basketball	1 / 5,000	9	<9
Baseball/Softball	1 / 5,000	9	<9
Lighted	1 / 30,000	1	1 lighted
Soccer	1 / 10,000	5	3
Tennis	1 / 2,000	24	9 at Pine Park
Football	1 / 20,000	2	<2
Swimming Pool	1 / 20,000	2	0
Running Track	1 / 25,000	2	1
Community Center	1 / 20,000	2	1
Neighborhood Playground	1 / 5,000	9	14

TOWNSHIP PARKS & RECREATION FACILITIES

Location	Facilities
Larry D'Zio Park	Basketball Courts, Baseball Field, Playground
Hearthstone Park	Equipment, Shelter Basketball Courts, Baseball Field, Playground
Sunset Road Park	Equipment Basketball Courts, Playground Equipment, Small Baseball Field
South Lake Drive/ North Lake Drive	Lake Carasajo, New Playground Equipment/Beach, Amphitheater, Playground Equipment
John Street Park	Basketball Courts, Baseball Fields, Playground Equipment, Fitness Trail

A review of the Township's present recreation and park inventory indicates there is a need for neighborhood parks and playgrounds in both the downtown and more remote but residentially developed areas of the Township. A member of the Advisory Committee representing the Orthodox Jewish community confirmed there are over five thousand (5,000) students in private schools in downtown Lakewood. Consequently, the need for parks and recreation facilities is acute. Because the need for parks and open space in the downtown area is so acute, it is essential the existing open spaces, specifically including the Little League fields, be preserved. In addition to downtown parks, playground equipment and

OCEAN COUNTY PARKS (in Lakewood Township)	
Location	Acreage
Ocean County Park	565
Lake Shennandoah	124.9
Total	689.9 Acres

SCHOOL RECREATION AREAS	
Location	Acreage
Clifton Avenue School Playground	1.9
Princeton Avenue School Playground	2.0
Spruce Street School Playground	7.0
Clarke School Playground	8.3
Oak Street School	12 (approx)
Middle School Athletic Field	20 (approx)
High School Athletic Field	20 (approx)
Administration Bldg. Facility (Linden & Somerset)	3.5 (approx)
Total	74.7 Acres

Roberto Clemente	Baseball Field
Campbell Park	Green Space
Harrison Park	Green Space
Lions Park (Little League)	Green Space/Baseball Field
Community Center	Programs, NCAA Baseball League, Playground Equip.
Brook Road Park	Soccer Fields, Football Field, Baseball Field, Picnic Area
Canterbury Park	Playground Equipment, Basketball Court
Pine Park	Baseball Fields, Playground Equipment, Picnic Areas, Tennis Courts, Fitness Trail
School Street Park	New Playground Equipment, Shelter

parks in remote residential neighborhoods, a need for passive adult recreation was identified. Specifically, walking trails and bike paths as identified in the Circulation Element would be appropriate.

The Township is in the process of developing a recreation site along New Hampshire Avenue that will include several ball fields. Further, the playground equipment at the Oak Street School has recently been replaced. The new playground equipment is open to the public and is ADA compliant (handicap accessible).

The Township has also secured grant money to add to the equipment in the Lake Carasallo recreation area. Plans for this area include the revitalization of the existing fitness trail. In addition, the Township strives to upgrade and replace playground equipment on an ongoing basis.

Pedestrian Corridors/Bikeways/Greenways

Lakewood Township hosts several County Parks including Lake Shenandoah County Park and the Ocean County Park on Route 88. Additionally, the County Field Sports Complex is located on New Hampshire Avenue and there is a Metedeconk River County Conservation Area located within the Township. Further, there is a multiplicity of schools and other community facilities located in the Township, including the Township High School and Athletic fields that about Ocean County Park.

One of the goals of this Master Plan Element is to effectuate the designation and construction of pedestrian corridors, bikeways and greenways. The Township owns lands bordering Lake Shenandoah and Lake Carasallo. These lands are environmentally sensitive and are appropriate for designation as greenways and/or pedestrian corridors. Designating additional land in this area for greenways and pedestrian trails will enable the Township to plan for the future expansion of the existing four (4) miles of walking trails. In addition, the Township owns land throughout Lakewood that would be appropriate for developing a comprehensive pedestrian corridor/greenway and/or bikeway system. Specifically, municipally owned lands northwest of Lake Carasallo extending towards Lakewood County Club and Lakewood Pine Park should be considered for designation of a greenway system.

Presently, the Township has an application to the Department of Transportation (DOT) to construct a bike path throughout Lakewood Pine Park. Consideration should be given to the extension of this bike path throughout the Township, particularly in established and developing employment centers, (i.e. downtown area and the industrial parks) offering residents both a recreational opportunity and transportation alternative. Further, the Master Plan Advisory Committee specifically recommended well-traveled streets that serve as arterials and collector roads in Town have sidewalks (i.e. Cedarbridge Avenue).

It is recommended sidewalks be provided to facilitate access to and within established and developing neighborhoods. All new residential developments should provide

sidewalks in accordance with the RSIS. Where the proposed development is of a density for which the RSIS does not require sidewalks, where possible, meandering asphalt paths should be provided. While it may be more difficult to develop a comprehensive sidewalk system in established neighborhoods, it is not impossible. The Township can apply for grant money, enact special assessment ordinances or institute a capital improvement sidewalk construction plan to cover the cost of sidewalk installation. While special assessment may not be desirable, it is an efficient and effective way to expedite a sidewalk program in an established community.

Other municipally owned lands centered around the Industrial Park as well as municipal lands adjacent to the many retirement communities located in the Township should be considered for dedication to a pedestrian corridor/greenway project. Typically, the retirement communities maintain passive and active recreation sites as well as trails and pedestrian walkways. It may be desirable for the Township to form public/private partnerships focused on providing pedestrian corridors, bikeways and greenways throughout the Township. To this end, future developments should be cognizant of the Township's goal of providing pedestrian corridors and open space and approving authority's (either Planning or Zoning Board) should be diligent in requiring developers to provide land to be reserved for linkages and open space.

As part of the master plan process, the Greenways and Environmental Commissions were consulted. The Greenways Commission supports the establishment of pedestrian corridors and greenways, as same will improve the quality of life and the desirability of Lakewood Township. Providing greenways and pedestrian corridors on environmentally sensitive lands will further protection and conservation of the Township's ecological resources and watercourses.

The Greenways and Environmental Commissions identified several watersheds, pristine environmental areas and wetland areas worthy of preservation. The Greenways Commission identified areas that are presently being protected as well as areas considered by the Commission to be high priority protection areas. The Greenways Commission feels State mandated preservation and buffer areas do not require sufficient buffer or transition areas to adequately preserve wetlands. A typical State mandated buffer averages fifty (50) feet, however, can vary depending on the resource value of the wetland being preserved. The Greenways Commission supports an average buffer of one hundred (100) feet with wetlands of extraordinary or exceptional value buffered at approximately one hundred and fifty (150) feet.

The Commission identified areas for protection and provided the Master Plan Advisory Committee a map showing the recommended protection areas. Said map has been reproduced from its original form and incorporated into this Master Plan. The map identifies areas around Lake Carasajo, Lake Shenandoah and Lake Manetta as well as the Crystal Lake Preservation area as existing preservation areas. The Greenways Commission also recommended environmentally sensitive areas in the southeastern portion of the Township that are presently developed with adult communities be preserved. Specifically, the area surrounding Lake Waddill was recommended for

preservation. The adult communities were built in accordance with State mandated laws for environmentally sensitive land and do preserve areas surrounding the Lake.

The Kettle Creek Watershed Headwaters were identified by the Commission as a major watershed to the Barnegat Bay. The Commission further identified the three (3) branches of the Kettle Creek Watershed for preservation. Also identified by the Commission is the "Massachusetts Avenue" Protection Area. This area was identified as a pristine forest area deemed by the Greenways Commission to be worthy of preservation given the relatively few pristine forest areas remaining in Town. The Master Plan Advisory Committee in connect with the Greenways Commission identified other areas, including the Tall Oaks area off of Ridge Avenue, as well as a parcel of land west of Manetta Avenue and a parcel east of Squankum Road but west of the railroad right-of-way for preservation. While there were differing opinions among the Master Plan Advisory Committee relative to the amount of land surrounding the above referenced areas recommended for preservation and protection by the Greenways Commission, the Advisory Committee was in general agreement that environmentally sensitive lands must be preserved. There were also various opinions and feelings relative to the utilization of said land if preserved, whether it should be completely restricted or utilized for preservation and passive recreation, such as biking or walking. The Master Plan Advisory Committee recommends these areas be identified for preservation but studied further to determine the degree to which they should be preserved and the amount of land area to be preserved.

In addition to recommending sites for preservation and protection, the Greenways Commission encouraged the development of a tax credit program to provide an incentive for the preservation and protection of natural areas. The map supplied by the Greenways Commission identified areas deemed appropriate for participation in such a program. Areas identified are primarily located along stream corridors and waterways. The property tax incentive program proposed by the Greenways Commission suggests property tax abatements for property owners who agree not to develop, grub or clear their environmentally sensitive property. While a formal program or policy is not being recommended, the Greenways Commission is desirous of supporting creative programs that aid and encourage the preservation of environmentally sensitive land.

The Greenways Commission evaluated the sites recommended for preservation based on their unique attributes and environmental qualities. The preservation of these lands would have a positive impact on air and water quality and would contribute to the desirability of Lakewood Township as a place to live, work and recreate. Consequently, the Township should actively support buffers and greenways being established and be mindful of same when reviewing land and development applications on environmentally sensitive properties and areas of critical concern in the Township.

School Enrollment Data

Lakewood Township' public school system includes a middle school, a high school as well as four (4) elementary schools. The 1995-96 Ocean County School Report Card indicated the high school had an average class size of 20.6 while the middle school and elementary schools maintained an average class size of 22. This class size is consistent with average class sizes of most Ocean County municipalities. Further, student faculty ratios in Lakewood range from a low of 10.7 students per each faculty member in the Lakewood Middle School to a high of 14.5 students per faculty in the Clifton Avenue Grade School. Student faculty ratios in the Township are consistent with and in several instances lower than other Ocean County municipalities.

In addition, to the public school system, a number of private schools operate in the Township.

SCHOOL ENROLLMENT YEAR 1997

School	Grade Level	Enrollment
Spruce Street School	K-6	570
Clifton Avenue School	K-6	796
Elia G. Clarke School	K-6	480
Oak Street School	K-6	1080
Lakewood Middle School	7-8	760
Lakewood High School	9-12	1444
Total Enrollment		5,130

The enrollment in Jewish elementary and secondary schools in Lakewood Township exceeded the 1997 public school enrollment figure. Enrollment in the Jewish schools is expected to continue to increase where enrollment in the public school system has been constant. In excess of twenty (20) Jewish schools have been established in the Township to accommodate the burgeoning Orthodox Jewish community school age population.

With the continued growth of the Orthodox Jewish community and the high birth rate, it is projected that there will be at least fifteen hundred (1,500) 3 and 4 year olds in the Orthodox community during the 1999 school year. Consequently, providing adequate pre-school programs presents a challenge for the community. In addition to the anticipated growth in the pre-school population, accommodating elementary and high-school students will also become increasingly difficult. The large community based institution, Lakewood Cheder/Bais Faiga, presently has in excess of two thousand (2,000) students enrolled. Kindergarten students enrolled in this school doubled

between 1994 and 1998. Meeting the educational needs of the Orthodox Jewish population will continue to present a challenge for the Township. The community will continue to expand and additional demands will rise relative to educating the Orthodox Jewish community.

We have estimated the 1998 total school age population in Lakewood Township at approximately twelve thousand (12,000) children. The combined enrollment of Catholic, Jewish and other religious Parochial Schools in Lakewood exceeds six thousand five hundred (6,500) children, which is substantially more than the public school enrollment. The Lakewood Yeshiva reports a 1998 enrollment of five thousand five hundred and forty (5,540) students in its network of Jewish schools. We have also obtained enrollment figures for other private schools in town, including Holy Family School and Calvary Lighthouse Academy. Holy Family, while still enrolling students for the 1999-2000 school year, reported one hundred and twenty (120) students enrolled in the pre-kindergarten program and seven hundred fifty-eight (758) students enrolled in kindergarten through eighth grade. Calvary Lighthouse Academy will also continue enrolling students for the upcoming school year, however, indicated eighty-five (85) students are enrolled in the pre-kindergarten program. Calvary Lighthouse Academy also offers elementary, junior high school and high school programs and had a total combined enrollment of four hundred and four (404) students for the 1998-99 school year.

Consideration should be given to the expanding need for these schools when land use decisions are being made. The majority of zones in Lakewood Township permit educational facilities and it is recommended this be continued. There is an identified need in the community for these schools and Township zoning should continue to accommodate this need. There have been at least three (3) Jewish schools that have obtained Board approvals during 1998-1999 but have not yet been fully constructed. Two (2) of these schools should be operational by the fall of 1999.

The Director of Institutional Research at Georgian Court College reported there were one thousand five hundred twenty-one (1,521) undergraduate students and eight hundred eighty-four (884) graduate students for a combined total of two thousand four hundred and five (2,405) students currently enrolled at the College. Established in Lakewood in 1943, Beth Medrash Govoha (BMG) has created an academic community in the true sense of the word with a population of students, scholars, alumni and others who have chosen the Lakewood Community to raise their families. As of this writing, enrollment at Beth Medrash Govoha was two thousand two hundred (2,200) undergraduate and graduate students, which represents a one hundred (100) percent increase in the past decade. The largest Yeshiva College in the world, we are advised that aggressive physical plant and enrollment expansion is planned for the immediate future.

9.0 HISTORIC PRESERVATION

The National Historic Preservation Act creates a Register of Historic Places as the official listing of the nation's historic places and cultural resources. Given Lakewood Township's rich history and numerous cultural amenities, said Act is of particular significance to the Township.

Originally developed as a resort destination for wealthy and powerful individuals such as John D. Rockefeller and George J. Gould, Lakewood Township was characterized by grand structures including the Palmer House, The Lakewood Hotel, the Laurel House (originally called the Bricksburg House), and of course, the Laurel-in-The-Pines Hotel to name a few. The Harrison building, a Victorian vintage building, was erected in 1885 housing a variety of businesses, including a drug store, telephone exchange and a dentist's office. The Township purchased the property and named the building in honor of Senator William Harrison in 1984. Said building is no longer standing. In addition to its rich popular culture, Lakewood's history includes mill and iron works, establishing it as an early employment center.

Wealthy financiers and industrialists were attracted to Lakewood to enjoy the natural multitude of natural features offered by the Township. Lake Carasallo continues to be a popular recreation site, enjoyed in the early 1900's for boating and fishing.

Consequently, the Township has a rich history worthy of preservation, making the Historic Preservation Act a powerful tool for this well established community. Properties eligible for inclusion on the National Register include (not exclusively) a building such as a house, barn or church, a district united by past events or esthetically by plan or physical developments, an object of functional, esthetic, cultural or scientific value as well as a site that was the location of a significant event, occupation or a structure (e.g. a bridge).

The criteria for evaluating properties involve an analysis of the significance of the proposed property in American history, architecture, archeology, engineering and culture.

Specifically, the site proposed for inclusion on the National Register must: (1) be associated with an historical event; (2) be associated with the lives of persons significant in the past; (3) embody distinctive characteristics of a type, period, or method of construction or the work of a master, possess high artistic value, or represent a significant entity; or (4) have yielded or may likely to yield information important in prehistory or history.

Typically, a state historic preservation officer (under advice of the local municipality, Lakewood Township) will nominate a site for inclusion on the national register. If the state board recommends approval of the nomination, the recommendation will be forwarded to the Keeper of the National Register in Washington D.C. Amendments to

the Act in 1980 provide that a property will not be listed in the National Register if the owner objects. This Historic Preservation Element is not intended to be a summary of the Historic Preservation Act nor is it intended to outline the exact process that must be undertaken to declare a property on the National Register of Historic Places. Rather, it is intended to provide general information on the designation criteria and process, and to promote awareness of and encourage the preservation of the unique history and character of Lakewood.

Several properties in Lakewood Township are presently identified on the Federal National Register (NR) of Historic Places. Those properties are as follows:

1. Georgian Court (George Jay Gould Estate)
2. Rockefeller Park, including outbuildings
3. Strand Theatre
4. The facade of the Lakewood Post Office

John D. Rockefeller's heirs upon his death donated the Rockefeller Park to the County. The Park originally included a nine-hole golf course, a lake and several specimens of imported trees. The John D. Rockefeller mansion was torn down when it fell into disrepair approximately thirty-seven (37) years ago. Georgian Court College, the former Gould estate, was purchased by the Sisters of Mercy of New Jersey in 1924. John Massey Rhind, a Scottish-American Sculptor, completed the Apollo Fountain at Georgian Court in 1902. Georgian Court was added to the National Register of Historic Places in 1978.

The Lakewood Township Heritage Commission actively promotes historic preservation. The Commission has a process by which plaques are awarded to historically significant properties, sites and buildings in the Township.

The Heritage Commission contributed to the drafting of this Historic Preservation Element by identifying and prioritizing noteworthy sites deserving of historic preservation. The list provided by the Heritage Commission is included below and incorporated as a part of this Master Plan Element. Sites identified by the Heritage Commission have been recognized through the Commissions annual Plaque Presentation Ceremony.

Sites awarded at the 1996 Plaque Presentation Ceremony

The Parmentier House, c.1890; 220 Third Street
 Davis-Chester Building, (T. R. Palmer House) c.1890; 326 Third Street
 Sixth Street Baptist Church, c.1895; 23 Sixth Street
 Park Avenue Synagogue/Congregation Sons of Israel, c.1908; East Fourth Street
 and Ridge Avenue

Hope Chapel Presbyterian Church, c.1880; 617 Hope (Chapel) Road
 All Saints Episcopal Church and Rectory, c.1884; Madison Avenue and Second
 Street
 St. Johns AME Zion Church, c. 1865; 114 First Street
 First Presbyterian Church, c.1884; 313 Third Street
 St. Mary of the Lake Chapel at Georgian Court College, c.1890; 900 Lakewood
 Avenue

Sites awarded at the 1997 Plaque Presentation Ceremony

Bethel Spanish Pentecostal Church (Methodist Church), c. 1903; 219 Clifton
 Avenue
 Tudor-Style Business Block (O.H. Brown Building), c.1890; 204-214 Clifton
 Avenue
 Casino Building at Georgian Court College (on campus), c.1899; 900 Lakewood
 Avenue
 Clarlin House (Lakewood Country Club), c.1885; 145 Country Club Drive
 Gertner Residence, c. 1881; 400 Private Way
 Castle Apartments (Lynx Hall), c.1900; Forest Avenue and First Street
 Bethel Church of God in Christ (No. 7 Schoolhouse), c. 1906; 201 Dr. Martin
 Luther King Drive
 NAPA Building (Old Town Hall), c.1902; 109 Ocean Avenue
 Strand Theatre, c.1922; 400 Clifton Avenue

Sites awarded at the 1998 Plaque Presentation Ceremony

Barry Residence, c. 1915; 210 Monmouth Avenue
 Beechlaw/Sillard Residence, c. 1900; 206 Madison Avenue
 Clifton Avenue Grade School, c. 1923; 625 Clifton Avenue
 Mark Siminsky Law Office (Doll House Tea Room), c. 1910; 326 First Street
 Judge Gertner Law Office (Dr. Lawrence House), c.1900; 328 Second Street
 Lakewood Rescue Fire Company No. 2 (Lakewood Board of
 Fire Commissioners), c. 1925; 40 Clover Street
 Sickel Residence (Belt Estate), c. 1919; 318 Forest Avenue
 United States Post Office, Lakewood, c. 1938; 19 Clifton Avenue

The Heritage Commission further recommends a relationship be established with the
 Planning and Zoning Board to develop guidelines for the restoration of existing historic
 structures and encourage preservation of historic sites. This relationship is encouraged
 to permit the Heritage Commission to support the Planning and Zoning Board by
 making recommendations on land development applications concerning historic sites
 and structures.

In addition to and in furtherance of raising the awareness of historic preservation, the Master Plan Advisory Committee supports the Heritage Commission's desire to protect and display significant artifacts and historic memorabilia in a central location. Many surrounding communities in Monmouth and Ocean County have museums dedicated to the preservation of historic and cultural significance. Lakewood Township should have such a place to preserve its rich heritage. While the Master Plan Advisory Committee has not proposed a specific location, it was agreed upon that a historical museum would benefit Township residents and serve a unique educational purpose.

10.0 UTILITIES

Lakewood Township Municipal Utilities Authority (LTMUA)

a) Sanitary Sewer Service

The Lakewood Township MUA maintains two (2) sewage pump stations, one (1) situated in the Woodlake development off of Pinehurst Drive, and the other is at the Leisure Village East development off of Shetland Drive. The MUA maintains in excess of 250,000 linear feet of gravity sewer mains throughout the Township. The MUA sewage system connects with the Ocean County Sewer Authority at the Beaver Dam, Metedeconk and Kettle Creek interceptors.

b) Water Service

The MUA potable water system consists of two (2) water treatment plants, nine (9) wells and four (4) water storage tanks. The MUA's distribution network covers nearly eleven (11) square miles and includes water mains ranging in size from six (6) to fourteen (14) inches in diameter. Ernst Ernst & Lissenden is currently in the process of preparing a map of the MUA's distribution system.

The Executive Director of the MUA provided information relative to ongoing and planned expansion projects relating to the provision of sewer and water.

In the past year, the MUA has constructed sewer and water infrastructure to accommodate several housing projects including Victor at Lakewood and Shenandoah Village (both multi-family housing projects) on State Highway 88. In 1999, sewer and water infrastructure will be built to accommodate the Rockstone and New Hampshire Commons complexes.

On an ongoing basis, the MUA provides sewer and water to the Industrial Park and Southwest Acquisition Area of approximately four hundred (400) acres. Future plans of the MUA include the design and construction of sewer systems for the Pine Acres, Brookfield Estates (off of Joe Parker Road) and Old Pine Acres developments.

The MUA has also completed the renovation and updating of water supply services along Shorrock Street. Upcoming water expansion plans include the provision of services on portions of New Hampshire Avenue and Oak Street as well as to the Old Pine acres development.

Ongoing projects of the MUA also include substantial improvements to the service along State Highways 70 & 88 as well as the Four Seasons Adult Community and the Tiarra Homes development off of Shorrock Street.

It is recommended that the LTMUA continue to explore the expansion of its potable water facilities and franchise area for existing and future development throughout the Township.

NJ-American Water Company (NJAWC)

a) Sanitary Sewer Service

NJAWC collection mains which are located in the western section of the Township are the following:

- Southern end of Route 9, Chestnut Avenue branch
- Kent Road
- Sunset Road, Central Avenue south
- Northern branch of Teaberry Court
- Louisberg Square
- Regent Drive
- Northern end of Monmouth Avenue
- Strawberry Lane
- Cabinfield Circle (East End Avenue)

Many operating problems and capacity dilemmas of the 1970's were alleviated with the connection to the Ocean County Sewer Authority (OCSA) in 1981. Within the past term, the company reports service is adequate due to the expanded capabilities of new pumping stations placed in service in the 1970's and 1980's and the Countywide sewer processing capabilities for their franchise area. In addition, the Company completed major main replacements along Fourteenth Street, Princeton Avenue, Laurel Avenue, Clover Street and relining of a portion of Route 88.

b) Water Service

NJAWC water service is available to its subscribers at maximum total daily output of 6,220 million gallons. The company operates eleven (11) water wells overall dating back to the 1980's with six (6) wells constructed in the Englishtown formation aquifer, and four (4) wells in the Kirkwood-Cohansey Aquifer. The other remaining well taps the Raritan Formation on Sunset Road, requiring treatment for iron deposits.

The Company has already completed sewer and water connections for the Hearthstone Development. In 1997, the company installed water mains north from Lakewood to interconnect with the company's Howell Service Area. This enables the company to pump surface water from its Oak Glen Water Treatment Plant in Howell for consumption in Lakewood.

The following list is a breakout and capacity average of wells routing from the Englishtown Formation:

Wells	Capacity
Oak Street Station (Cohansey Wells)	1,600,000 Gallons Per Day
River Avenue	500,000 Gallons Per Day
Hattfield Avenue	360,000 Gallons Per Day
South Clifton Avenue	300,000 Gallons Per Day
West County Line Road	360,000 Gallons Per Day
East End Street	600,000 Gallons Per Day
Sunset Road	2,500,000 Gallons Per Day
TOTAL	6,220,000

The water system managed by the Water Company includes a steel ground water reservoir that has an overall capacity of 500,000 gallons. The company also uses two (2) standpipes for distribution, one having a capacity of 1 million gallons, the other having a capacity of 2.1 million gallons.

Within the coming term, the NJ-American Water Company plans to complete two major tie-ins to include water and sewer. The first significant tie-in is with the Fairways at Lake Ridge development. The other significant tie-in is with the Clayton Block residential development off of Lakewood-New Egypt Road.

11.0 MASTER PLAN CONSISTENCY REVIEW

Lakewood Township is bordered by Dover Township to the south, Howell Township to the north, Jackson Township to the west and Brick Township to the east. Howell Township is the only Monmouth County municipality to border Lakewood. Dover, Jackson and Brick are all located in Ocean County.

Dover Township

Directly abutting Lakewood to the south is Dover Township. The southern portion of Lakewood Township bordering Dover Township is primarily zoned and developed with moderate density residential uses. The Township repealed the Special Planning District (SPD) designation throughout Lakewood. Consequently, the SPD district along the Dover Township border will revert to its previous zoning designation of R-20. The Dover Township Land Use Plan prepared in 1994 indicates the property in Dover Township that abuts this site is low density residential. An existing industrial zone in the Township's southerly quadrant also adjoins Dover Township. However, this parcel is developing with an adult community that extends into Dover Township. Consequently, we do not find the land uses on the Lakewood and Dover Township borders to be conflicting.

Howell Township

Directly abutting Lakewood Township to the north is Howell Township. Northern Lakewood Township is developed with moderate to high-density residential housing. Future residential development in this area is expected at a similar density. In addition to the residential development, there is some existing commercial development and as well as commercially zoned properties in this area of Lakewood.

The 1988 Howell Township Master Plan proposes open space and stream corridor preservation along the entire Lakewood/Howell Township borders. Beyond the proposed open space, land uses in Howell Township include moderate to high-density residential development including cluster development. In addition, the Land Use Plan in the 1988 Master Plan indicates the Route 9 corridor will be or is developed commercially and there is also planned office and economic land uses due east of Route 9. In general, land uses along the Howell/Lakewood border are consistent.

Jackson Township

Jackson Township borders western Lakewood Township. Along the Jackson Township border, Lakewood maintains some sporadic residential development, however, is largely undeveloped. Lakewood Country Club and Lakewood Pine Park are located in northwestern Lakewood, along the Jackson Township border. The Special Planning District (SPD) located along the Lakewood Township border will revert to its prior zoning designation of M-1. While still undeveloped, the Lakewood Township Zoning Board has granted approval for a moderate to high density residential community on a substantial portion of this tract.

Demographic data found in the County Plan is dated as it is from the 1980 United States Census. It is interesting to note, however, that the County Master Plan identified Lakewood as one of the most densely populated Ocean County municipalities and also addressed the bus and freight rail service available in Lakewood. The County Plan,

in accordance with the recommendations of the Greenways Commission. Township. The Plan does, however, accurately reflect areas identified for preservation inconsistent with the pattern of development that has evolved to date in Lakewood the General Development Plan found in the County Master Plan is dated and Lakewood are developed at a higher density than (1) one unit to the acre. Essentially, density of one (1) unit to the acre. In actuality, many of the residential communities in County Plan identifies significant land areas developing as "Rural Residential" at a and is the recently built Fairways at Lake Ridge adult community project. Further, the the southwestern quadrant of the Township is shown as being "Industrial or Utilities" evolved somewhat differently than what the County plan had envisioned. For example, all Ocean County municipalities. Land use patterns in Lakewood Township have in said Master Plan is a General Development Plan which forecasts future land use in The County last adopted a Comprehensive Master Plan in December of 1988. Included

Ocean County Master Plan

The residential zones in Brick Township permit higher densities than the R-40 and R-20 Zones in Lakewood. The commercial zone along Route 70 in Brick is developed consistent with the commercial zoning in Lakewood.

Brick Township directly abuts Lakewood Township to the east. Beyond or due east of the Garden State Parkway, Lakewood Township is zoned for primarily low density residential development, however, there is an undeveloped OP Office Professional Zone and a commercially developed B-5 Zone (Home Depot) in this area. In addition, the Township has proposed to rezone a large portion of property in this area to open space, permitting active and passive recreation.

Brick Township

The Jackson Township Master Plan is also being updated at the time of this Comprehensive Master Plan update. The 1988 Jackson Township Master Plan states that "The Jackson Township Master Plan has been developed to be compatible with the land uses designated by adjacent municipalities where they share a common boundary with Jackson." The Land Use Plan (1986) provided in the Jackson Township Master Plan indicates this area of Jackson is also largely undeveloped. The Future Land Use Plan, however, envisions the area of Jackson Township that abuts Lakewood Township to be developed primarily single-family residential, with some industrial land uses along the southwestern border of Lakewood and Jackson Township. This area of Lakewood while zoned industrial is developed with a substantial age-restricted community. Consequently, any future industrial development in Jackson Township should provide proper buffering to this retirement community in Lakewood.

while a comprehensive planning document, is somewhat dated and is inconsistent with current and evolving land use issues.

State Development and Redevelopment Plan

The New Jersey State Development and Redevelopment Plan suggests a balance between development and conservation areas throughout the State in order to meet the needs of approximately 9 to 9.5 million New Jerseyans in the year 2010. The plan is intended to serve as a guide for all State agencies with respect to capital investment and programming. The State Development Plan designates the various areas of the State as Planning Areas based on the most appropriate use of the land. Several different planning areas are designated in Lakewood Township, as the Township is diverse and unique in the amount of land suitable for development, however, the largest land area is devoted to Planning Area 2. An extensive discussion on the proposed Regional Center designation is discussed in the Future Land Use Plan Element of this Master Plan.

MASTER PLAN MAPS

Included in the map pocket of the 1999 Township Master Plan are eleven (11) by seventeen (17) colored reproductions of the following maps which were adopted by the full Planning Board at their August 10, 1999 Master Plan Public Hearing.

- Existing Land Use Map
- Center Designation Map
- Greenways Commission Proposed Protection Area Map
- Parks and Recreation Map
- Urban Enterprise Zone Map
- Proposed Rezoning Plan

Two (2) complete sets of large scale color maps are on file for public inspection and review in the Township Planning Office, Township of Lakewood, Municipal Building, 231 Third Street, Lakewood, New Jersey.