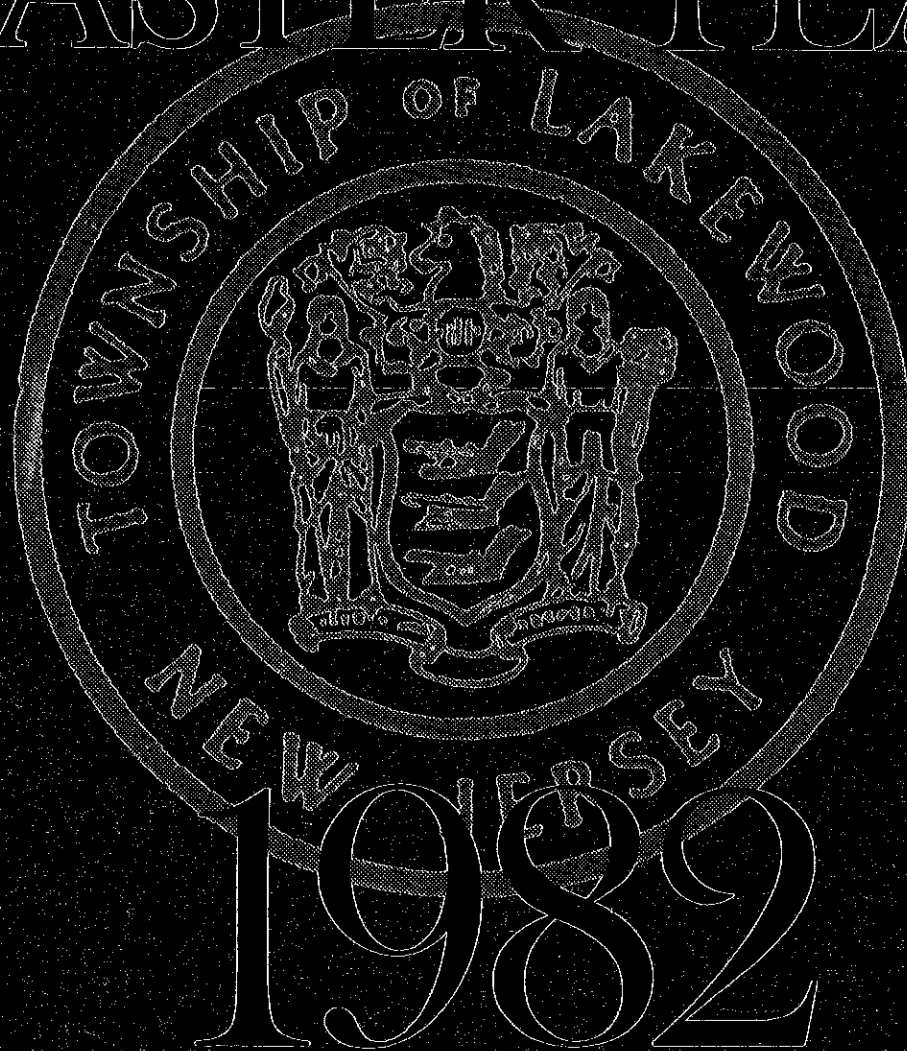


Township of Lakewood

MASTER PLAN



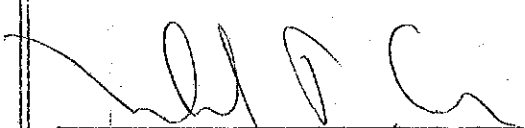
RESOLUTION

December 21, 1982

WHEREAS, N.J.S.A. 40:55D-28 provides that a Master Plan shall be a composite of one or more mapped and written proposals recommending the physical development of the municipality which the Planning Board shall adopt either as a whole or severally after public hearings; and

WHEREAS, the Planning Board of Lakewood Township, Ocean County, New Jersey, has prepared a comprehensive Master Plan as set forth in the Master Plan Report of November 16, 1982, and in the Master Plan Land Use Map updated Feb. 1, 1974 and May, 1981 and adopted November 16, 1982, and does propose to adopt the same and has advertised and held a public hearing in accordance with the law;

NOW, THEREFORE, BE IT RESOLVED by the Planning Board of Lakewood Township, Ocean County, New Jersey, that the aforesaid Master Plan be and it is hereby adopted as the Master Plan of Lakewood Township.

  
Michael T. Gavan, Chairman

  
Frances A. Falvella, Secretary

TOWNSHIP OF LAKEWOOD  
OCEAN COUNTY, NEW JERSEY

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Robert Singer, Deputy Mayor

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E. Eugene Oross Associates, Planning Consultants

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# INTRODUCTION

## INTRODUCTION

Lakewood Township has carried forth a successful planning program since 1958 when the first Master Plan was initiated. Since that initial plan, Lakewood Township has undergone considerable growth and change. Also, enabling legislation was revised adding new dimensions to the plan over the last 23 years; therefore, the Planning Board has revised and updated the Master Plan two times, in 1968 and 1976. This plan therefore is the fourth revision and not only does it encompass the growth of Lakewood Township and changing policies of the last six years, but it also complies with Chapter 291, the Municipal Land Use Law, and the amendments of 1979.

## GENERAL LAND USE PATTERN AND TRENDS

The growth and development of Lakewood Township has continued over the last six years. In 1973 there were 6,443 developed acres whereas today there are 7,180 developed acres. This represents an increase of 737 acres or about 5% of the total land area. To date, therefore, about 44% of the Township is developed. As shown in Table I the largest land use category consists of residential uses, presently utilizing 2,700 acres. This occurred either as a result of new subdivisions or a residential fill-in process on existing vacant lots. Most of the major subdivision activity occurred in the northeastern portion of the community off Lanes Mill Road and New Hampshire Avenue. Residential growth has also occurred in the form of new subdivisions, especially a large development on Massachussets Avenue.

Commercial development also increased in the Township with additional commercial establishments consisting of stores, restaurants, sport facilities and small shopping centers. Most notably is the growth along Route 9 in the HD-6 and HD-7 districts and it reflects the proper decision to rezone this portion of Route 9 for a residential growth area. The commercial development, which usually follows residential growth, is reflective of the population increase over the last six years.

Notable change in the land use development of Lakewood Township also occurred in the industrial sector. The existing Lakewood Industrial Park has grown so substantially that a second industrial park has been implemented. East of New Hampshire Avenue and on either side of Cedar Bridge Avenue, what was formerly an unproductive land area consisting of a wild-cat subdivision with diverse ownership in small lots that rendered the land useless, has been cleared up through the New Jersey Blight Act and is now the setting for the second industrial park. The new park and the existing park surrounds the Lakewood Airport which can serve to handle executive air traffic. Also, the access to the industrial park provided by Route 70, New Hampshire Avenue and the Garden State Parkway is excellent.

Changes have also taken place in the urbanized area of the community. Most notably, the large hotels that were part of the character of Madison Avenue have been demolished due to the change in the resort aspect of Lakewood's economy. Although many parcels are vacant, now there are several proposals to construct senior citizen projects, and one high-rise building has been constructed. The Planning Board has also recently initiated zoning changes for this area in order to permit a broader range of office professional and like uses.

TABLE I  
LAND USE COMPARISON 1973-1980  
TOWNSHIP OF LAKEWOOD

Land Use Category	1973	1980	Average
Residential	2,365	2,700	335
Commercial	214	380	166
Industrial	303	500	197
Public	897	950	53
Quasi-Public	814	750	-64
Roads and Railroads	1,850	1,900	50
Total Developed	6,443	7,180	737 increase
Vacant	10,069	9,332	
Total Land Area	16,512	16,512	



## MUNICIPAL POPULATION GROWTH

The table below shows that the municipalities adjacent to Lakewood far exceeded Lakewood's population growth rate in the 1960's (57.5%). However, from 1970-1980 only Lakewood Township maintained a growth rate (52.5%) similar to what it had experienced in the previous decade, as adjacent municipalities experienced substantial declines in population growth rates during the 1970's.

TABLE II  
NET CHANGE AND PERCENT POPULATION CHANGE

Municipality	Population	1960-1970		1970-1980	
		Number	Percent	Number	Percent
Lakewood Township	38,464	+ 9,203	57.5	+13,241	52.5
Brick Township	53,629	+18,758	115.1	+18,572	53.0
Dover Township	64,455	+26,337	151.2	+20,664	47.3
Howell Township	25,065	+10,603	95.1	+ 3,309	15.2
Jackson Township	25,644	+12,337	207.7	+ 7,368	40.3

Source: U. S. Census of Population, 1960-80.

This population growth in Lakewood Township and northern Ocean County can be attributed to the following:

1. The growing attractiveness of the area as a diversified, accessible region in which to live and work.
2. The diversion of growth to areas outside of the Pinclands.
3. Influx of senior citizen housing projects.
4. Available vacant land zoned for and suitable for housing.
5. Continued strength of the shore/tourist economy.
6. The conversion of seasonal homes for year-round occupancy.

## AGE AND RACE CHARACTERISTICS

Analysis of the age composition of a given population is an integral part of planning for public services and is also important in determining housing need. The table below provides a breakdown of the age composition of the Lakewood Township population in 1980.

TABLE III  
1980 POPULATION AGE PROFILE

<u>Age Group</u>	<u>Persons</u>	<u>Percent</u>
Under 5	3,384	8.8
5 to 14	5,528	14.4
15 to 24	5,111	13.3
25 to 34	5,874	15.3
35 to 44	3,384	8.8
45 to 54	2,626	6.8
55 to 64	3,113	8.1
65 to 74	4,912	12.8
75 and Over	4,532	11.7
Total	38,464	100.0

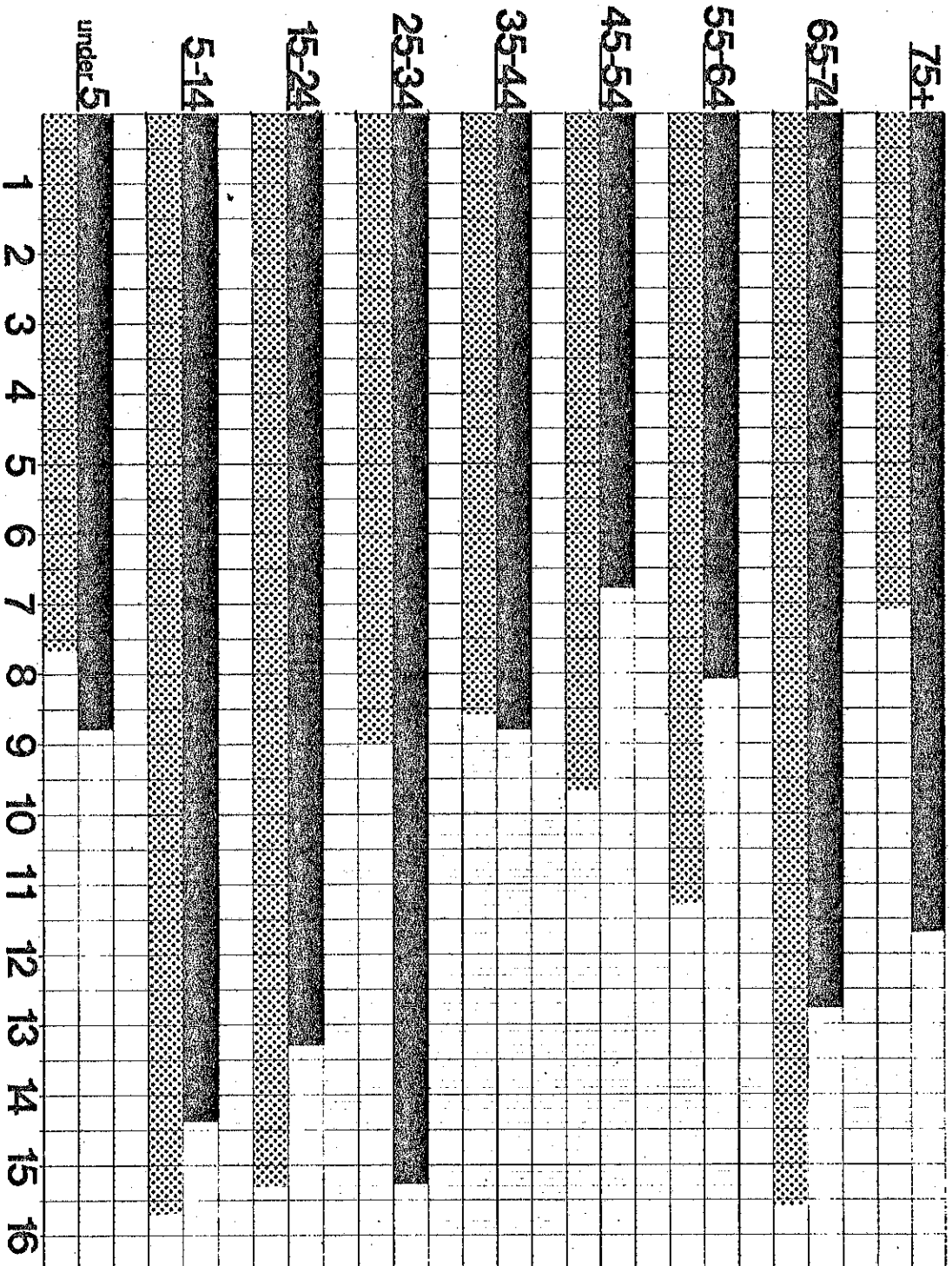
Source: 1980 U. S. Census of Population.

The overall median age of Township residents in 1980 was 33.8 years of age. This figure is slightly higher than the statewide median age of 32.3 years.

Comparison of information on the age composition of the Township's population in 1970 and 1980 reveals very little change in age composition. In 1970, 27% of the Township's population was 62 years of age and older, and 28% was under 18 years of age. In 1980, these figures were 27.2% and 26.9%, respectively.

# Lakewood Twp. Population Composition

Age Group



Source 1980 U.S. Census

% POPULATION

1970  
1980

The bar graph provides a graphic illustration of the extent of change in the age composition of the Township from 1970-1980. The biggest shift is the increase in the percent of workers in the 25-34 year age group, which is one of the prime wage earner groups.

Comparison of 1970 and 1980 figures on racial composition reveals that the percentage of the Township's population that is black remained constant at 14% over the decade. Eight and five-tenths percent (8.5%) of the Township's 1980 population is of Spanish origin.

#### POPULATION DENSITY / HOUSEHOLD SIZE

With a total land area of 24.4 square miles, the Township's 1980 population density is 1,576 persons per square mile. As the table below shows, population densities in adjacent municipalities vary considerably, from the 2,031 persons per square mile in Brick Township to the 256 persons per square mile in Jackson Township.

TABLE IV  
1980 POPULATION DENSITY  
(Persons per Square Mile)

<u>Municipality</u>	<u>Persons per Square Mile</u>
Lakewood Township	1,576
Brick Township	2,031
Dover Township	1,549
Howell Township	404
Jackson Township	256

Source: U. S. Census of Population, 1980.

The population densities in Howell Township and Jackson Township would be classified as rural, while population densities in Lakewood, Dover and Brick Township are classified as suburban densities. Given the large amounts of vacant land in these Townships, population densities within each Township vary greatly as one moves from the older developed core areas to the outskirts of the municipality.

The Township had an average household size of 2.56 persons in 1980. This figure is slightly below the county-wide average of 2.67 persons per household and differs even more so from the 2.84 persons per household exhibited by the State as a whole. These figures all represent declines from 1970 figures.

## FUTURE POPULATION PROJECTIONS

The population of Lakewood has consistently increased over the last four decades. Using 1940 as a base year, the following increases are obtained from the U. S. Census:

TABLE V  
POPULATION INCREASES  
1940-1980

<u>1940</u>	<u>Increase</u>	<u>Increase per Year</u>	<u>1950</u>	<u>Increase</u>	<u>Increase per Year</u>
8,502	2,307	230	10,809	5,211	521

<u>1960</u>	<u>Increase</u>	<u>Increase per Year</u>	<u>1970</u>	<u>Increase</u>	<u>Increase per Year</u>	<u>1980</u>
16,020	9,203	920	25,223	13,241	1,324	38,464

As can be seen, not only did the population increase each decade but the average rate of increase also expanded. This can be summarized as follows:

<u>1940-1950</u>	<u>1950-1960</u>	<u>1960-1970</u>	<u>1970-1980</u>
230/Year	521/Year	920/Year	1,324/Year

During this time period, Lakewood Township underwent considerable residential development such as Leisure Technology, Woodlake and various single-family developments. Currently, there are a number of substantial single-family projects that have Planning Board approval and are in the development process. Although Lakewood Township has a good industrial base which is still growing, the national mortgage situation and the very rapid increase in housing prices has dampened the housing market considerably. Anticipating a return to more moderate conditions or if the slowdown continues, the following high and low projections have been set forth:

Current 1980 Population — 38,464

	<u>1985</u>	<u>1990</u>
Low	40,464	42,464
High	42,000	46,000

It should be noted that although for 1980 there were 251 building permits issued, for 1981 there were only 59 building permits issued.

## HOUSING

The 1980 housing stock of Lakewood Township consisted of 15,335 units. This represents an increase of 62.9% over the decade. All but 59 of these units are classified as year-round housing units. As shown in the table below, Lakewood has permitted a wide variety of housing types.

TABLE VI  
YEAR-ROUND HOUSING UNITS BY NUMBER OF UNITS AT ADDRESS

Number of Units at Address	1970		1980	
	Total Units	Percent	Total Units	Percent
1	5,057	53.7	10,981	71.9
2-9	3,207	34.1	2,785	18.2
10 or more	1,149	12.2	1,496	9.8
Mobile homes	not available	—	14	0.1
Total	9,413	100.0	15,276	100.0

Source: U. S. Census of Population, 1970, 1980.

The two to nine units consist of apartments, condominiums, townhouses and senior citizen and public assisted housing. Currently, a senior citizen high-rise unit is also being constructed on Madison Avenue.

The current land use plan and the zoning plan provide for a variety of lot sizes from 7,500 square foot lots to one acre lots and various forms of planned unit development, either single-family or senior citizen. The zoning ordinance also permits apartment houses and townhouses, therefore providing for a full range of income groups.

## MASTER PLAN GOALS AND OBJECTIVES

- PRESERVE AND PROTECT EXISTING VIABLE RESIDENTIAL NEIGHBORHOODS, CONSERVE AND IMPROVE THE HOUSING STOCK THROUGH THE COMMUNITY DEVELOPMENT FUNDS CHanneLED INTO HOUSING REHABILITATION
- CONTINUE TO USE PRACTICAL AND FLEXIBLE DEVELOPMENT CONTROLS IN ORDER TO GAIN OPEN SPACE, CONSERVE THE NATURAL LANDSCAPE AND PROTECT THE SENSITIVE ECOLOGICAL AREAS OF THE COMMUNITY
- ENCOURAGE THE REVITALIZATION OF THE CENTRAL BUSINESS DISTRICT (C.B.D.) BY CHANNELING COMMUNITY DEVELOPMENT FUNDS INTO COMMERCIAL REHABILITATION
- ENCOURAGE FURTHER INDUSTRIAL DEVELOPMENT OF THE EXISTING INDUSTRIAL PARK AND THE NEW INDUSTRIAL PARK SECTION
- ESTABLISH A UNIFIED CIRCULATION SYSTEM BY PROPERLY RELATING LOCAL ROADS TO THE STATE AND COUNTY FUNCTIONAL ROAD CLASSIFICATION SYSTEM
- ESTABLISH A BASIS FOR A LOCAL ROAD SYSTEM IN THE VACANT AREAS OF THE COMMUNITY IN ORDER TO PROPERLY CHANNEL TRAFFIC TO MAJOR ROADS
- PROVIDE FOR FUTURE PUBLIC TRANSPORTATION BY ESTABLISHING AN AREA FOR A TRANSPORTATION CENTER
- COORDINATE PLANS FOR FUTURE COMMUNITY FACILITIES WITH THE PROJECTED GROWTH
- PROVIDE FOR AN OPEN SPACE AND RECREATION SYSTEM IN CONJUNCTION WITH MAJOR FLOODPLAIN AND ENVIRONMENTAL AREAS

- ESTABLISH A CONSERVATION PLAN PROTECTING THE ENVIRONMENTALLY SENSITIVE AREAS AS SET FORTH IN THE TOWNSHIP NATURAL RESOURCES INVENTORY
- ESTABLISH AN ENERGY CONSERVATION POLICY TO THE EXTENT POSSIBLE THROUGH SUBDIVISION AND SITE PLAN TECHNIQUES AND OTHER GOVERNMENTAL ACTIONS



## LAND USE PLAN

Set forth herein are the development objectives of the Land Use Plan. They include residential, commercial and industrial development. The effect of the Community Development Rehabilitation Program is also discussed since it is beginning to have a significant effect.

### RESIDENTIAL DEVELOPMENT

#### High Density Development

High density development, consisting of either single-family homes, two-family homes, multi-family homes or medium use apartments at current zoning densities, is considered for the existing urban core area. At this stage of Lakewood's development, this would consist of filling in vacant parcels or development of older residential sections. A good example is the townhouse project and the senior citizen medium size apartment project. The population influx from this high density development is a primary supporting factor for the central business district. The new projects are located on Clifton Avenue within easy walking distance of the central business district.

#### Medium Density Development

The outward growth from the urban core should basically follow the existing medium density pattern. This would consist of a filling-in process of vacant areas interspersed between existing subdivisions. Whenever larger land areas remain in the R-20 and R-15 zones, it is suggested that cluster zoning be applied as a means of achieving design improvement and preservation of open space or ecologically important land. The basic objective of the medium density land pattern is to organize the development pattern into a cohesive system and to encourage the filling in of the interspersed vacant areas before other sections of the community are opened to medium density development. Several recent examples of medium density development with the cluster approach is the housing on Massachusetts Avenue and a new development south of Route 70 by New Hampshire Avenue. In both projects open space, stream area protection and recreation areas have been established through these development methods.

The method employed also provides for controlled and regulated growth in that areas are rezoned for density modification on a project basis or set forth in the Zoning Ordinance as a conditional use.

#### Low Density and Open Land Areas

There are two major vacant land areas within the community. One is the area east of New Hampshire Avenue and south of Route 88 while the second one is generally in the western area of the community south of Lakewood-New Egypt Road. As part of a sequential development strategy, these areas should serve as a reserve land area until the proposed medium density areas have filled in. Also, due to the size of these areas, an alternate form of development as permitted under New Jersey planning law should be considered at that time.

Since these areas are presently "overlaid" by the premature subdivisions, it would require Township action through condemnation proceedings to open these areas for development.

#### Density Control Provisions

The community has utilized density control provisions in the land development process. Through the cluster development option and planned community option, the municipality accrues the following advantages:

1. Preservation of natural woodlands.
2. Preservation of natural floodplain areas.
3. Creation of open space and recreational areas.
4. Implementation of conservation and open space plan.
5. Implementation of energy conservation by reducing initial construction of roads, water lines, sewer lines and future future maintenance thereof.

Advantages are also accrued to the private developer in site development costs and indirectly to the prospective homeowner in lower priced homes.

## COMMERCIAL DEVELOPMENT

The community's commercial development consists of the downtown central business district, small neighborhood business centers, and a variety of commercial development along the major arteries.

### Central Business District

The central business district is undergoing a modest rehabilitation. A major store was renovated and rebuilt several years ago. This store has set the architectural tone for the central business district and its central location provides a major incentive for the overall improvement of the central business district.

One of the major factors leading to the improvement of the central business district is that both Community Development funds and Safe and Clean Street funds have been utilized to upgrade the central business district. With the Safe and Clean Street money a number of the central streets in the central business district have been repaved which has done much for the aesthetic improvement and safety of the area.

The central business district funds are used as partial grants to store owners so that they may improve their properties. This program which is administered by the Township of Lakewood and managed by E. Eugene Oross Associates/Rehabco, Inc., the Township's Planning Consultant, has been in effect for three years now.

Other factors that should improve the central business district is the new housing construction that is occurring on Clifton Avenue. A high-rise senior citizen project and a townhouse project is presently being constructed on Clifton Avenue. These projects are providing a direct population stimulus to the central business district since they are within walking distance of the downtown commercial areas. This, in conjunction with street improvement programs, should benefit the downtown area significantly in the next few years.

## Office-Transitional District

Several years ago a new land use category was established, namely office-transitional. This category permits the gradual conversion of the residential homes between County Line Road and John F. Kennedy Boulevard. When complete this land use would provide a transition between the intensive commercial uses and the R-10 residential area. Presently, a number of dwellings have converted to professional offices after full site plan review.

## Neighborhood Business Zones

The commercial areas servicing local neighborhood needs, usually located at the intersection of local roads, are to remain as is. If demand warrants, zoning could be extended to accommodate any additional local commercial growth.

## Highway Development

The plan recognizes the development of major commercial establishments including shopping centers which require large land areas. It is suggested that the present areas so designated, such as Route 9, Route 70 and the future Kennedy Boulevard-County Line Road, be retained.

## Regional Commercial

The western side of Route 9 near its intersection with Route 70 has been designated as regional commercial. Considering the presence of major arteries such as Route 70, Route 9, the Garden State Parkway and possibly the proposed Driscoll Expressway, this area is uniquely suited as a possible site for a regional commercial center. Since there are many commercial areas in the community where smaller centers can be built or individual commercial uses of various sizes, this area has been set aside specifically for a 30 to 100 acre regional center.

## Wholesale Business

During the last several years significant wholesale commercial activity has occurred on Ocean Avenue (Route 88) within the B-4 wholesale commercial zone located east of New Hampshire Avenue. The uses consist of new used car dealers and various wholesale activities. This area therefore should be retained as B-4.

## INDUSTRIAL DEVELOPMENT

There are two major areas proposed for industrial development. They coincide with the currently developing industrial sections of the community. The southeastern area consists of the airport industrial park which, due to Lakewood Township's successful industrial development program, is nearly full. As a result, the Township, through its Industrial Commission, has also undertaken an extensive expansion program. The Industrial Commission has developed a 645-acre extension to its existing Industrial Park. All of the development area is presently vacant land, being a portion of a 785-acre tract bounded on the north by the South Branch of the Metedeconk River, on the east by the Garden State Parkway, on the south by Cedar Bridge Avenue (County Route 528), and on the west by New Hampshire Avenue (County Road 93). The park area, being zoned M-1 Industrial and being part of the Master Plan industrial area, will consist of 150 lots of three acres to six acres in size. The design provides for a campus-like setting providing maximum environmental controls. All roads, drainage facilities and other improvements will be maintained by the Township of Lakewood after completion of construction. The first industrial tenant has already located in the park.

The western industrial district takes advantage of the railroad as it traverses the southwestern portion of the community. Several industries have located there over the last ten years and have expanded to meet growing business demand. This western area may well experience considerable growth over the next ten years as, due to energy costs, the benefit of rail access becomes more important to industrial or warehouse development.

### Research-Office-Laboratory District

As a new land use, it is suggested that a research office and laboratory district might be considered along the western side of the Garden State Parkway within the industrial zone. Firms desiring to build large office facilities or perhaps office headquarters generally prefer the exposure offered by a major freeway or parkway. This land use pattern is quite prevalent along freeways in northcentral New Jersey.

### Industrial Park Professional Service Zone

A new land use category was established in order to permit various complementary land uses to the Lakewood Industrial Park. The permitted uses are broad, ranging from corporate headquarters to computer centers, medical laboratories, financial institutions and professional offices. The new zone is located on Cedar Bridge Avenue across from the industrial park entrance.

## CIRCULATION AND TRANSPORTATION PLAN

The Circulation and Transportation Plan consists of public transportation and a vehicular road system. For public transportation, the existing bus lines and future public service elements are described.

The existing road system in Lakewood Township consists of Federal, State and County roads. In fact, the major spine or road network of the Township falls within Federal, State and County jurisdictions. In view of this, the State of New Jersey has established a functional classification of roads which coordinates the road system on a State-wide basis. This classification system has been incorporated into the Master Plan of the Township and is described herewith.

### Regional Roads

Route 9, Route 70, Route 88 and the Garden State Parkway are the four major roads serving Lakewood Township. The New Jersey Department of Transportation (N.J.D.O.T.) has indicated the following improvement schedule for these roads:

1. Route 70 will be dualized as a divided highway from Chambers Bridge Road. This will be undertaken in 1983.
2. The eventual dualization of Route 9 from Howell Township where it is currently dualized to Toms River.

On February 22, 1982, the New Jersey Department of Transportation presented its recommendations regarding the dualization of Route 9 as it affects Lakewood Township. Five alternatives were presented including the New Hampshire Avenue bypass. The short-range safety improvement plan called for the existing Route 9 to receive channelized turn movements and pedestrian median islands. All the proposals are being studied at the present time by the Township.

3. The Garden State Parkway, under the jurisdiction of the New Jersey Highway Authority, will be widened to three lanes from the present terminus of the lanes to Exit 91. This should be accomplished within the next five years. There are no improvement plans below Exit 91 at this time.

4. The State also has jurisdiction of Ocean Avenue (Route 88). This road is in need of improvement including right-of-way acquisition, although there are no State plans for this at the present time.

#### Functional Classification System and Future Right-of-Way Requirements

The circulation system of Lakewood has been functionally classified in accordance with State of New Jersey 1990 Functional Classification of Streets and an interim Ocean County Planning Board Transportation Plan. The standard right-of-way requirements for this plan are indicated below.



## Ocean County Interim Transportation Plan

	R.O.W.	Traffic Lanes	Pavement Width	Pavement Shoulder Width	Divider Width	Extra R.O.W.
Interstate	To be determined by N.J.D.O.T.					
Other freeways and expressways	To be determined by N.J.D.O.T., Turnpike Authority or Parkway Authority					
Principal arterials	120'	4	2 @ 24'	12'	22'	26'
Minor arterials	100'	4	2 @ 24'	10'	10'	22'
Major collectors	86'	4	2 @ 24'	6'	6'	20'
Minor collectors	60'	4	4 @ 10'	—	—	—
County	60'	2	46' - 50'	—	—	—
Municipal	50'	2	2 @ 16'	—	—	—

### County Road System

The County in its capital improvements program has scheduled the following:

#### John F. Kennedy Boulevard

The extension of John F. Kennedy Boulevard should start sometime in 1981. It is estimated that within the next five years some construction on the road should be in progress.

### Township Road Proposals

The Township is currently in the process of upgrading or has already completed the upgrading of the following roads:

1. First Street from Monmouth Avenue to Route 9.
2. Second Street from Monmouth Avenue to Route 9.
3. Fourth Street from Monmouth Avenue to Route 9.

These improvements are in the designated Community Development Program target area and as such are funded by the U. S. Department of Housing and Urban Development (HUD). As part of this program, other streets within the target area will also be improved as needed.

## Local Road Proposals

Although the roads involved may be County roads, the following road proposals are recommended in the Master Plan in order to improve future traffic movement.

1. Extension of New Hampshire Avenue. It is proposed that New Hampshire Avenue be extended, as indicated on the Master Plan, from its present terminus to Brook Avenue at the northern Lakewood boundary.
2. Realignment of Cross Street. It is proposed that Cross Street be realigned and form a right angle intersection with Chestnut Street and Route 9. This would eliminate the current off-set between the two streets and provide for east-west traffic movement in that portion of the community.

## Redevelopment Agency Road Proposals

The Redevelopment Agency, as part of their plan for the revitalization and overall traffic circulation improvement for the central business district, has made the following proposals which are incorporated in the Master Plan and described herein.

1. Improvement of the intersection of Central Avenue and Cedar Bridge Avenue to provide for direct traffic flow.
2. The widening of Fourth Street to 80 feet from Madison Avenue to the Central Railroad. This improvement is necessary if the street is to function as a major downtown street as well as be an important east-west facility.
3. The extension of Monmouth Street from First Street to Main Street and to Clifton Avenue. This proposal is extremely important as it provides for a major street on the eastern end of the downtown area, will achieve development of a comprehensive street network, and will provide direct access to the proposed transportation center.
4. Closing of several streets including Second Street from Clifton Avenue to the railroad, Lexington Avenue to Princeton Avenue. These closings permit the assemblage of larger parcels of land for development as well as provide for the "reshaping" of the business area.

## Traffic Accidents

There are several intersections in Lakewood Township that experience a relatively high degree of accidents. The 1979 tabulation for these intersections is as follows:

<u>Location</u>	<u>No. of Accidents</u>
Route 9 and County Line Road	63
Kennedy Boulevard and Clifton Avenue	34 (1978)
Route 9 and Kennedy Boulevard	61
Second Street between Madison and Monmouth Avenues	50
Fourth Street between Madison and Monmouth Avenues	45

The State and County should initiate a traffic study with regard to the intersections in order to mitigate the existing accident potential.

## Bike Routes

According to the Ocean County Transportation Plan, there are two bike routes proposed within the Township. These routes are shown on the following map. Along with these two County proposals, the Township also offers several bike paths primarily for recreational use. Recently, there has been a surge in the usage of bikes as an alternative means of transportation and a rise in recreational usage. This trend is expected to continue and therefore adequate facilities should be planned in the future.

## Public Transit and Transportation Center

There are four private companies that furnish bus service to Ocean County with two companies serving Ocean County directly. According to one company, passenger volumes have increased in recent years. This recent survey indicated that 800 persons per day use the bus service to New York City, which only included persons holding commuter tickets.

In addition, the Central Railroad of New Jersey provides freight service connections to northern metropolitan areas.

To handle passenger service a Transportation Center has been proposed in Lakewood. Such a center would combine the functions of the current bus system and terminal on Ocean Avenue with the passenger rail service.

The proposed N.J.D.O.T. project for a park and ride station in Lakewood is located on a 10.6-acre tract between the existing railroad south of Route 88 and Meadow Avenue. This site is located just across from the proposed site of the Transportation Center. According to the N.J.D.O.T. study, this park and ride facility would have capacity for approximately 500 cars. It is estimated that the proposed rail line would serve about 1,500 passengers at Lakewood within the first year of operation. This study has also estimated that the travel time between Lakewood and New York by electric line would be approximately 81 minutes.

## COMMUNITY FACILITIES AND SERVICES PLAN

Community facilities and services represent the infrastructure of the community that provide the day-to-day services which keep a community viable. Presented herewith is a discussion of the existing and proposed facilities.

### Fire Protection

The community presently has adequate fire protection provided by four volunteer fire companies located in five stations. Review of the fire station locations indicates that the major built-up and industrial areas are within the accepted travel time from a station.

In addition, a new fire station is proposed near the intersection of County Line Road and Ridge Avenue. This station would provide full service to the growing residential area in this part of the community and the business development on Route 88.

### Lakewood Public Library

The Lakewood Public Library is located in a well maintained, 50 year old brick building at Monmouth Avenue and Second Street. A new section of 7,212 square feet was added in 1970 bringing the total building space to 12,012 square feet.

The Township purchased a small parking lot on Second Street adjacent to the library with the understanding that when necessary, this property can be utilized for the expansion of the library building.

### Township Hall

A new municipal building was constructed in 1969 consisting of approximately 33,000 square feet with a 7,344 square foot addition in 1978. The two-story municipal building houses the majority of municipal offices, except the Planning Board office and the Department of Inspection. These two offices are located adjacent to the municipal building. The building is adequate at the present time for the various municipal functions with the two noted exceptions.

However, with additional population growth, the Township no doubt will have to plan in future years for expansion in order to house a growing municipal government. Expansion can take place on the existing site.

#### Police Department

The Township Police Department is a full-time force with 85 regular officers, with a full complement of police personnel. The department employs eight civilians and utilizes 17 patrol cars, one crime-prevention vehicle, seven unmarked cars, one patti-wagon, one vehicle for riot control and two vehicles for other uses. The police force serves a current population of 37,000.

#### Water Supply and Sewage Disposal

The Township of Lakewood has established a Municipal Utility Authority. This authority has prepared a comprehensive future water and sewerage system that will eventually serve the entire community and combine the current franchised areas of several companies under the jurisdiction of the Municipal Utility Authority.

##### Sewer

Since the time of the previous Master Plan the New Jersey Water Company has tied into the Ocean County Sewer Authority (O.C.S.A.). This tie-in has now alleviated a limiting factor concerning capacity. Currently, because of the hook-up to the O.C.S.A., the New Jersey Water Company has excess capacity.

The New Jersey Water Company operates collection mains and six pumping stations with plans for future pumping stations to be in operation within the next year.

##### Water Supply

Water is presently provided by several companies serving different franchised areas of the community. The only limiting factor might be the diversion rights granted by State Water Policy and Supply.

## Hospital Facility

The Township is presently served by the Paul Kimball Hospital located on Route 9. As mentioned in the previous Master Plan, the hospital was expanded in 1971-72 and the present capacity is 235 adult and pediatric beds plus 24 bassinets.

A certificate of need has been submitted to the State Department of Health for an expansion of the present facilities. The expansion would consist of 80 medical surgical and 30 psychiatric beds and an additional intensive care facility. There would also be additional support facilities and replacement of old facilities. The addition would be constructed between the south and west wing. Construction could begin in one year after State approval with completion in three years.

## Refuse Disposal

Lakewood presently has a 65-acre sanitary landfill site at the southwestern corner of the community bordering Jackson and Dover Townships. The State is closing all landfill sites by November 1, 1981, requiring that all communities go into a regional system. Although the community is asking for a three-year extension because the site can still hold refuse for five to seven years, at present the State policy is not to grant any extensions. Ocean County is presently considering several regional landfill sites.

## School Facilities

The Lakewood school system began operation during 1869. In 1939 a total of three public schools were constructed and the total enrollment of the public school system was 1,722 students. Since that time the schools have doubled. As of 1976, there was a total of 6,076 students being educated.

The following table lists the schools, grade levels and enrollment totals.

<u>School</u>	<u>Grade Level</u>	<u>December 1980 Enrollment</u>
Spruce Street	K-4	894
Clinton Avenue	K-4	759
Ella A. Clark	K-4	643
Princeton Avenue	5-6	845
Middle School	7-8	812
High School	9-12	1,550
Total Enrollment		5,563
Ocean County Vocational School (from Lakewood High School)		60

For the coming years the Lakewood Township School System proposes the following education plan. First, a new school will be built on Spruce Street for 550 pupils. This school will be financed with a bond issue. The Princeton Avenue School will have the sixth grade only; the middle school will have the seventh and eighth grades, while the high school will have grades 9-12. The new school will eliminate the current split sessions of the Princeton Avenue School and will provide room for 19 classrooms that have been deemed substandard by the State and should be closed. The enrollments are expected to hold constant over the next several years. The new Spruce School has also incorporated in its design the flexibility of adding a second wing for an additional 550 students.



## OPEN SPACE AND CONSERVATION PLAN

A Natural Resources Inventory was completed for the Township Environmental Commission in 1976. This study produced a series of "factor maps" that outlined the critical natural features and resources of the community. Included were such factors as floodplains and flood hazard areas, soil and hydrology, topography, vegetation and historic factors. These elements have been incorporated in the Master Plan as part of the land use element. Floodplains, poor soil areas and other critical features have been designated and form the background of the conservation plan.

The open space plan consists of the current Township and County parks and the conservation plan elements. Through the designation of the floodplain and poor soil areas, an overall open space plan has been created which preserves these areas from adverse development and connects the major parks, thereby creating a linear park system.

### Park and Recreation Plan

#### Existing Recreation Facilities

Presented below is an inventory of the existing Township and County recreational facilities. The location of these facilities is indicated on the Community Facilities Map.

<u>Township-Owned and Improved Parks</u>	<u>Acrcage</u>
Canterbury Park	0.8
John Street Park	1.4
Laurel Avenue Park	0.8
School Street Park	1.7
Sunset Road Park	2.1
Larry D'Zio Park	5.0
Subtotal	11.8

#### Major Parks and Lake Parks

Cedar Bridge	64.0
Lake Carasajjo	176.0
Lake Manetta	16.2
Newman Tract	149.8
Subtotal	406.0

(Cont'd)

<u>School Recreation Areas</u>	<u>Acreage</u>
Clark School Playground	8.3
Clifton Avenue School Playground	1.9
Princeton Avenue	2.0
Spruce Street	<u>7.0</u>
Subtotal	19.2
 <u>County Parks (Regional Parks)</u>	
Ocean County Park	565.0
Lake Shenandoah	<u>124.9</u>
Subtotal	<u>689.9</u>
Total	<u>1,126.9</u>

#### Analysis of Recreational Needs

Utilizing the standard of 10 acres per 1,000 persons and considering a current population of approximately 37,000 people, Lakewood should have at least 370 acres of various recreational facilities. With a municipal total of 437 acres and an overall total of 1,126.9 acres, the community meets the above criteria.

However, there is a need for additional small neighborhood parks. With regard to developing areas, under the cluster procedure and other forms of density modifications, parks and playgrounds are being acquired for new subdivisions. There is, however, also a need in some existing neighborhoods for additional small parks. These parks will have to be acquired on a long-range basis as land becomes available.

Some of the existing parks in the urban area have been upgraded with Federal funds through the Community Development Program. As additional funds become available, other improvements to the Community Development area parks will be accomplished.

## ENERGY CONSERVATION PLAN

There are three primary methods through which a community can implement energy conservation measures. They are:

1. Reducing heating and cooling needs.
2. Reducing dependence on automobile travel or length of travel.
3. Promoting the use of alternate energy sources.

The plan and the implementing ordinances include everything practical from a planning aspect that can be done to achieve these goals. Firstly, although heating and cooling requirements can best be reduced through proper insulation and construction methods, proper landscaping in terms of shade trees or windbreaks can also help as can the orientation of the home. The orientation and arrangement of buildings with respect to sun and wind and the location and type of landscaping are factors which can be utilized to moderate climate extremes.

In order to maximize natural solar heating through passive solar orientation, developments should be designed so that buildings are oriented to the sun. This means designing streets to run from east to west, orienting lots to run from north to south, and arranging buildings with their longest axes running east to west. All these matters are handled during site plan review and additional standards will be written into the respective ordinances.

Secondly, the overall land use pattern of the Master Plan basically promotes an infill pattern. Also, some of the circulation proposals are designed to relieve traffic congestion and improve the overall traffic flow.

## STATEMENT OF CONSISTENCY WITH PLANNING AND ZONING OF ADJACENT COMMUNITIES

As per Chapter 291, a review was also made of the zoning and planning in adjacent communities and with the County of Ocean.

A meeting was held with the Ocean County Planning Board Director regarding the Lakewood Township plan and the Ocean County planning program. It was jointly agreed that the Lakewood Township plan is compatible with the objectives and goals of the Ocean County planning program.

Lakewood Township's land area is rectangular and surrounded on each side by a different community. A review of the various zoning ordinances reveals that there is general compatibility in the zoning and planning. A more detailed description follows.

Starting on the southern side which is Dover Township, the zoning is basically residential except for business and industrial zones adjacent to Route 9 and an industrial zone in the westernmost corner. This is compatible with the zoning pattern in Lakewood which is also residential, except for the business zones along Route 9 and the industrial zone in the western corner.

The eastern boundary is shared with Brick Township. Again, there is general consistency in the zoning pattern in that the southern area is also residential consisting of a senior citizen development. The area along Route 70 is commercial up to Cedar Bridge Avenue and the final section to the Garden State Parkway is residential.

To the north is Howell Township and shares the Mctedeconk River as its common border. The zoning in this case is also compatible in that the zoning pattern is very similar. Residential faces residential with the exception of the commercial on Route 9. An industrial area in Howell Township faces the B-5 zone and is separated by a flood-prone area.

Jackson Township comprises the western border. Starting at West County Line Road, the Lakewood B-1 commercial zone borders on a Jackson Township B-3 zone. Proceeding southerly, both towns have residential zoning with the exception of the M-1 zone which is a quarry operation and not a zone for industrial development. Near the southern end of the town there are two complimentary industrial zones facing each other. Overall, therefore, the zoning between the two borders is compatible.