

DRAFT 2017 Lakewood Township Master Plan

**Lakewood Township
Ocean County, New Jersey**





DRAFT 2017 Lakewood Township Master Plan

Lakewood Township Ocean County, New Jersey

Adopted:
_____, 2017

Adopted by:
Lakewood Township Planning Board

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Preface

The 2017 Lakewood Township Master Plan is a policy document that outlines the township's goals and presents a vision for the future. It has been prepared to the specifications of the New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.) for municipal master plans, and includes a variety of required and optional content, including: a statement of policies, land use element, statement of plan relationships, all of which are required master plan components; and a vision statement, recreation and open space element, conservation element, circulation element, utility services element, and community facilities element, all of which are optional master plan components. Background information concerning population characteristics, housing characteristics, employment characteristics, and growth trends is also presented as the data informs the planning elements. The 2017 Lakewood Township Master Plan supersedes all previous municipal master plan documents, with the following exception: the 2009 Housing Element and Fair Share Plan is incorporated into the 2017 Lakewood Township Master Plan by reference and this master plan does not change or otherwise modify the 2009 Housing Element and Fair Share Plan.

The 2017 Lakewood Township Master Plan has been prepared to provide the municipality with an up-to-date master plan document that reflects the township's current conditions and values, and responds to current challenges. Key among these challenges is the need to address the significant population and housing growth which the municipality has experienced and will continue to experience. Another major challenge is the provision of infrastructure especially streets and circulation. A third important issue is the consistency of state development regulations, namely the CAFRA Permit rules, with the municipal zoning and development requirements. This master plan establishes the planning foundation for the adoption of amendments to the Lakewood Unified Development Ordinance (the township zoning and development law) to implement Plan Endorsement granted by the NJ State Planning Commission and thereby achieve consistency between the municipal and state development rules.

In addition to the above, please note that the 2017 Lakewood Township Master Plan is a complete review of the problems and issues relating to land development in the municipality. It is also a comprehensive reexamination and update of the township's Master Plan, and includes recommendations for updates and revisions to the township's land development ordinance. . To this end this document is intended to serve as a comprehensive reexamination of previous municipal master plan documents and development regulations.

Background Information

Introduction

This element of the 2017 Lakewood Township Master Plan provides key background information to help contextualize and understand other all other elements. The following topics are discussed: population growth; population age structure; key housing characteristics; household income; and employment characteristics.

Population Growth

Lakewood's population has experienced marked growth in recent decades. At the time of the 1980 United States Census (US Census), the township had just 38,464 residents. By the time of the 1990 US Census, the township's population had grown to 44,988 residents, which is represents an approximately 17 percent increase over the 1980 population. The population continued to grow in the period from 1990 to 2000. Indeed, at the time of the 2000 US Census, the township had 60,352 residents, which represents an increase of approximately 34 percent over the 1990 population. In addition, Lakewood's population had grown to a total of 92,843 residents at the time of the 2010 US Census, which represents an increase of 32,491 residents, or nearly 54 percent over the population of 60,352 residents over the 2000 population. During every decade in the period from 1990 to 2010, the rate of population growth in Lakewood outpaced that of Ocean County; only in the period from 1980 to 1990 was Ocean County's rate of population growth higher. Table DEM-1 summarizes population trends from 1980 to 2010.

Table DEM-1: Population Trends, 1980-2010

	1980 Population	1990 Population	2000 Population	2010 Population	Δ 1980- 1990 (%)	Δ 1990- 2000 (%)	Δ 2000- 2010 (%)
Lakewood	38,464	44,988	60,352	92,843	17.0	34.2	53.8
Ocean County	346,038	433,203	510,916	576,567	25.2	17.9	12.8

Source: US Census Bureau

As of July 1, 2016, the township's population, according to the Population Estimates Program of the US Census Bureau, had grown to an estimated 100,758 residents. This estimate is about: 8.5 percent more than the 2010 US Census population of 92,843 residents; 67.0 percent more than the 2000 US Census population of 60,352 residents; 124 percent more than the 1990 US Census population of 44,988 residents; and, 162 percent more than the 1980 US Census population of 38,464 residents.

Looking ahead, it is anticipated that Lakewood's population will continue to grow. This is demonstrated in the 2013 Lakewood Smart Growth Plan, which notes that the township's

population could grow to as high as 220,000 residents by 2030. Key drivers of such a high level of growth will be: a continuation and progression of recent residential development trends in Lakewood (n.b., residential development trends are discussed later in this element of the 2017 Lakewood Township Master Plan); and, the very high number of births that occur to Lakewood's residents (n.b., according to information from the New Jersey Department of Health: the number of births to Lakewood Township residents has increased by an annual average of approximately 5.2 percent over the period from 1990 through 2015; in the period from 2010 through 2015, there were an annual average of 4,128 births to Lakewood Township residents; and, in 2015, there was a total of 4,464 births to Lakewood Township residents). Based on this information, it is, therefore, important that Lakewood plan for residential development to house its growing population.

Age Structure

With regard to the age of the township's population, it is noted that the median age of all residents was 23.9 years at the time of the 2010 US Census. This is drastically lower than the median age of: Ocean County, which was 42.6 years; and, even that of New Jersey, which was 39.0 years. The age structure of the township's population is summarized in Table DEM-2.

Table DEM-2: Population by Age, 2010

	Number	Percent of Total
Pre-School Age		
Under 5 Years	16,177	17.4
School Age		
5 to 9 Years	11,656	12.6
10 to 14 Years	7,524	8.1
15 to 19 Years	5,678	6.1
Working Age		
20 to 24 Years	7,372	7.9
25 to 29 Years	8,694	9.4
30 to 34 Years	6,578	7.1
35 to 39 Years	4,385	4.7
40 to 44 Years	3,189	3.4
45 to 49 Years	2,670	2.9
50 to 54 Years	2,509	2.7
55 to 59 Years	2,545	2.7
60 to 64 Years	2,580	2.8
Senior Age		
65 Years and Older	11,286	12.2

Source: US Census Bureau

As indicated in Table DEM-2, the 2010 US Census indicates that 44.2 percent of the township's population was 19 or younger. By comparison, only 25.5 percent of Ocean County's population was 19 or younger at the time of the 2010 US Census. In addition, only 12.2 percent of the township's population was at least 65 years old. We note that this is much lower than in Ocean County, where 21.0 percent of the population was at least 65 years old at the time of the 2010 US Census. These percentages are a manifestation of Lakewood's median age, which is 18.7 years less than that of Ocean County.

Housing Characteristics

At the time of the 2010 US Census, there were 24,283 households in Lakewood Township, 17,364 of which were family households and 6,919 were non-family households. The township's average household size was 3.73 people, which is significantly higher than Ocean County's average household size of 2.58 people.

Please note that the term "household" is synonymous with "occupied housing unit". Thus, at the time of the 2010 US Census, there were also 24,283 occupied housing units in Lakewood Township. In addition to the 24,283 occupied housing units, there were also 2,054 vacant housing units. The total number of housing units was, therefore, 26,337 units.

Of the township's 26,337 housing units, 36.4 percent have been constructed since 1990 and one-fifth of the township's housing stock has been constructed since 2000. This echoes the significant population growth that the township has experienced since 1990. Further information on the year of construction is provided in Table DEM-3.

Table DEM-3: Year of Construction, Housing Units as of 2010 (Estimate)

	Number	Percent of Total
2000 or Later	5,636	21.4
1990 to 1999	3,951	15.0
1980 to 1989	2,765	10.5
1960 to 1979	9,060	34.4
1940 to 1959	3,819	14.5
1939 or Earlier	1,106	4.2

Source: US Census Bureau (2010 One-Year Estimates of the American Community Survey and 2010 US Census)

Note: Raw numbers are based on the 2010 US Census and calculated from percentages reported in the 2010 One-Year Estimates of the American Community Survey.

Information on average household income is provided in the following subsection.

Economic Characteristics

In 2010, the median household income in Lakewood Township was \$40,921. This is much lower than in Ocean County, where the median household income was \$57,128. Additional information on the household income in Lakewood Township is provided in Table DEM-4.

Table DEM-4: Household Income, 2010 (Estimate)

	Number	Percent of Total
< \$10,000	1,724	7.1
\$10,000 to \$14,999	1,578	6.5
\$15,000 to \$24,999	4,638	19.1
\$25,000 to \$34,999	2,890	11.9
\$35,000 to \$49,999	3,642	15.0
\$50,000 to \$74,999	4,905	20.2
\$75,000 to \$99,999	2,404	9.9
\$100,000 to \$149,999	1,530	6.3
\$150,000 to \$199,999	583	2.4
\$200,000 or More	389	1.6
Median Household Income	\$40,921	N/A

Source: US Census Bureau (2010 One-Year Estimates of the American Community Survey and 2010 US Census)

Note: Raw numbers are based on the 2010 US Census and calculated from percentages reported in the 2010 One-Year Estimates of the American Community Survey.

With regard to the economic activities of Lakewood's population, it is noted that 32.9 percent of the employed civilian population aged 16 and over is involved in occupations related to management, business, science, and the arts. A total of 26.1 percent is involved in service occupations, and 21.7 percent is involved in sales and office occupations. In addition, a total of: 8.9 percent is involved in occupations related to natural resources, construction, and maintenance; and, 10.5 percent is involved in occupations related to production, transportation and material moving. This is summarized in Table DEM-5.

Table DEM-5: Occupation of Employed Civilian Population 16 and Over, 2010 (Estimate)

	Number	Percent of Total
Management, Business, Science, Arts	8,775	32.9
Service	6,962	26.1
Sales, Office	5,788	21.7
Natural Resources, Construction, Maintenance	2,374	8.9
Production, Transportation, Material Moving	2,801	10.5

Source: US Census Bureau (2010 Five-Year Estimates of the American Community Survey)

Note: Rounding errors present.

With regard to the number of jobs that are located within the township, the New Jersey Department of Labor and Workforce Development indicates that there was an average of 32,015 public- and private-sector jobs located within the municipality during 2015. This is an increase of 27.3 percent over the 2005 average of 25,142 public- and private-sector jobs located within the municipality. The Department of Labor and Workforce Development's basis for this information is the number of jobs that are covered by public unemployment and disability insurance.

Vision Statement

Purpose

The vision statement describes Lakewood's values and aspirations, and paints a picture of what the Township should become. It helps to inform the development of goals and objectives, and serves as a point of reference to stay the course in achieving them as changes occur. The community vision statement provided herein is drawn from the adopted 2013 Lakewood Township Smart Growth Plan.

Vision Statement

Encourage social, economic and cultural vitality through smart growth planning, well-designed and context-sensitive land development while preserving the urban, suburban, historic landscapes and open space of the Township. To for Lakewood to continue to be a desirable place to live and work, the municipality should:

- Encourage growth and development in appropriate locations and consistent with established land uses;
- Encourage development and redevelopment based on smart growth planning principles, such as a balanced mix of land uses, pedestrian-friendly and transit-oriented environments with a sense of place;
- Work to improve the function and aesthetics of the US Route 9 corridor through land use regulation, coordination with county, state and federal agencies, and cooperation with adjacent municipalities;
- Strengthen the downtown area as a center of commerce and community focus through encouragement of the continued development and redevelopment of the downtown;
- Provide sufficient educational, recreational, and community facilities to meet future needs;
- Provide, through zoning, areas for residential development to meet the need for housing, including affordable housing, and promote a variety of housing types; and,

Promote the protection of the township's natural resources.





Master Plan Strategies

Introduction

Strategies are defined to help the township achieve the vision that is articulated within this master plan. Please note that strategies that are listed in this section are, in some cases, supplemented by specific goals and objectives, as well as recommendations, in individual master plan elements.

Land Use Strategies



1. Land use planning in Lakewood shall be guided by the following smart growth principles:
 - a. Take advantage of compact building design;
 - b. Create a range of housing opportunities and choices;
 - c. Create walkable neighborhoods;
 - d. Foster distinctive, attractive communities with a strong sense of place;
 - e. Preserve open space, farmland, natural beauty and critical environmental areas;
 - f. Strengthen and direct development towards existing communities;
 - g. Provide a variety of transportation choices;
 - h. Make development decisions predictable, fair and cost effective; and,
 - i. Encourage community and stakeholder collaboration in development decisions.
 2. Create a balanced and compatible arrangement of residential, business and industrial land uses and minimize land use conflicts. 
 3. Preserve and protect existing **viable** residential neighborhoods and **encourage upgrading of residential neighborhoods as appropriate.** 
 4. Encourage future residential and non-residential growth in a coordinated and managed manner.
 5. Amend the zoning ordinance, when necessary, to improve and enhance the intent and purpose of each zone district and the consistency and clarity of the permitted uses and development standards.
 6. Encourage future growth and development of the Township's ratable base, in accordance with the Smart Growth Plan.
 7. Encourage the redevelopment of existing underutilized sites.
 8. Discourage deviations from established land use patterns that would permit incompatible and/or conflicting land uses being developed adjacent to one another.
 9. 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.
 10. Strictly enforce bulk and yard zoning standards of the Unified Development Ordinance to prevent over-building of individual sites.
-

Circulation Strategies


1. Develop policies and strategies to ameliorate the congestion of Lakewood Township's excellent regional highway access and local road network. Develop plans and strategies to expand and enhance the nascent multi-modal transportation system elements, including park and ride facilities, mass transit and bicycle/pedestrian pathways. Provide a robust circulation network that will effectively serve the current and future needs of residents and industry.
2. Actively support efforts focused on the reactivation of passenger rail services from Lakewood Township to multiple regional destinations, including New York City.
3. Classify future residential roadways to exceed the Residential Site Improvement Standards (RSIS). Approach all development with the acknowledgement of high density congestion issues. Minimize traffic congestion and negative impacts to residential neighborhoods through appropriate actions during the development approval process.
4. Coordinate transportation improvements with land use densities and intensity. Encourage creative techniques to control motor vehicle speed in the downtown area and all residential neighborhoods. Traffic calming and other safety strategies consistent with the Complete Streets initiative should be pursued for wide incorporation into Lakewood Township's circulation plan.
5. Establish weight limits to avoid truck traffic on residential streets.
6. 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.
7. Improve traffic circulation in and adjoining the downtown area. An analysis of new one-way streets should be explored.
8. Promote sustainable means of funding transportation improvements such as full implementation of the existing transportation improvement district and/or other techniques.
9. Designate and encourage the development of pedestrian corridors and bikeways that link residential neighborhoods with schools, parks, community facilities and public transit.
10. Maintain existing streets and associated roadway assets in a state of good repair so they are safe and aesthetically pleasing for all users.

Housing Strategies

1. Maintain and encourage diversity in the type and character of available housing promoting an opportunity for varied residential communities.
 2. Provide housing opportunities for all groups, family sizes and income levels.
-

3. 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.
4. **Require all new residential developments to meet modern design standards** 
5. Encourage clustering in appropriately zoned locations and at reasonable densities to conserve energy and open space and make use of available infrastructure.
6. **Encourage all neighborhoods, existing and proposed, to embrace an active street tree planting and maintenance program.** 
7. Refine development standards to retain the history and integrity of landmarks and other noteworthy sites and buildings.
8. Protect residential areas from the intrusion of conflicting land uses.
9. Promote resiliency through the application of green building and infrastructure techniques in new and existing residential construction.
10. Consider partnering with Ocean County to utilize resources like tax abatement and CDBG funding to rehabilitate the aging housing stock.
11. Promote affordable housing, where feasible and appropriate, and adopt affordable housing development fees to advance affordable housing goals and development.
12. Identify opportunities to create diverse housing mixture and affordable housing in the centers.
13. Ensure that any new sites identified for affordable housing do not contain environmental constraints that would limit their developability.
14. Encourage compact, clustered community design.
15. Ensure affirmative marketing of affordable housing.

Community Facility Strategies

1. Provide for a range of quality public services such as schools, libraries, recreational facilities, public safety/emergency services and ensure that adequacy of same to accommodate existing and future populations.
2. Provide for satellite public facilities, where appropriate, to better serve community needs.
3. Provide and preserve a quality public education system that can accommodate future growth and development. 
4. **Continue to support the development of private schools in the Township of Lakewood.**
5. Provide ample active and passive recreational facilities in proximity to all residential communities.

Utility Strategies

1. Maximize the use of existing utility systems and encourage expansion to areas identified for future growth and development.
 2. Encourage development in areas presently serviced by public utilities in accordance with the existing development and the character of the neighborhood and proximate parcels.
-

3. Through public and private partnerships, extend public utilities into developable areas.
4. Upgrade existing infrastructure including retention/detention basins and underground systems in the older, established areas of town.
5. Upgrade infrastructure to address development needs in smart growth cores.
6. Update as necessary current storm water management ordinances pursuant to NJDEP rules, regulations and standards.
7. Work together with the water purveyors to insure an adequate water supply capacity to meet the needs of a growing community.

Economic Development Strategies

1. 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.
2. Where appropriate, designate areas or parcels in need of Redevelopment in accordance with the New Jersey Local Redevelopment and Housing Law.
3. Encourage the development of a multi-modal transit station (e.g., bus stop, bicycle racks) in downtown Lakewood.
4. Attract and encourage commercial development along the NJ Route 70 and NJ Route 88 and US Route 9 highway corridors.
5. Encourage further growth and development of the airport and compatible uses. Leverage the aviation assets for economic development.
6. Actively promote the Urban Enterprise Zone programs and Foreign Trade Zone.
7. Provide adequate parking in the downtown area for merchants, shoppers and visitors.
8. Identify further retail development opportunities in synergy with the Blue Claws Stadium.
9. Seek potential public and private funding for downtown economic development initiatives.

Conservation and Open Space Strategies

1. Through public and private endeavors, preserve environmentally sensitive areas including stream corridors, wetland areas, woodlands, and other environmentally sensitive lands and waters.
 2. Protect and preserve existing green space and parkland.
 3. Encourage the development of additional parkland to serve a growing population.
 4. Establish a comprehensive greenway system linking public open spaces and recreational sites with community facilities (i.e., libraries and schools).
 5. Institute and encourage creative methods for financing the acquisition and preservation of open spaces. (e.g. non-contiguous clustering)
 6. Limit the permitted disturbance of natural features, including tree clearance, during land development.
 7. Promote awareness of the importance of protection of the environment and water quality through environmental education initiatives with schools and the business community.
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8. Encourage the establishment of a waterway protection system and the protection of endangered wildlife species.
9. Encourage water conservation measures to promote sufficient water supply for residences and industry.
10. Protect groundwater sources of potable water through restrictions on land uses adjoining wellheads.

Land Use Element

Introduction

The Land Use Element is a required master plan element. Its purpose is to guide the physical development of the township by planning the distribution, intensity and pattern of future land uses. It provides overviews of existing land use, zoning and environmental characteristics. Informed by these overviews, it then articulates a proposed land use plan for the township.

Existing Land Use and Zoning

The following subsections provide an overview of the township's existing land use and zoning.

Existing Land Use

There is a total of 25,915 parcels within the township. Of these parcels, a total of 20,660, or 79.7 percent, are Class 2 (Residential) parcels. Other land use classes within the township include: Class 1 (Vacant); Class 3A (Farmland [Regular]); Class 3B (Farmland [Qualified]); Class 4A (Commercial); Class 4B (Industrial); Class 4C (Apartments); Class 5A (Railroad [Class 1]); Class 15A (Public School); Class 15B (Other School); Class 15C (Public Property); Class 15D (Charitable); and, Class 15E (Cemetery).

Class 2 (Residential) properties represent 34.1 percent of the total area of real property in the township; this makes Class 2 (Residential) properties the largest land use, by acreage, in the township. Class 15C (Public Property) represent the second-largest land use of real property in the township, with approximately 22.9 percent of real property being comprised of Class 15C (Public Property), including the township's many parks, recreation and open space areas.

Table 1 provides an overview of existing land use in Lakewood Township.

Table LU-1: Existing Land Use

	Total Parcels	Total Parcels (%)	Total Acres	Total Acres (%)
Class 1 (Vacant)	2,885	11.1	2,192.8	15.8
Class 2 (Residential)	20,660	79.7	4,722.8	34.1
Class 3A (Farmland [Regular])	1	> 0.0	32.5	0.2
Class 3B (Farmland [Qualified])	22	0.1	217.1	1.6
Class 4A (Commercial)	552	2.1	1,576.0	11.4
Class 4B (Industrial)	171	0.7	982.2	7.1
Class 4C (Apartments)	97	0.4	252.4	1.8
Class 5A (Railroad [Class 1])	3	> 0.0	40.4	0.3
Class 15A (Public School)	11	> 0.0	139.6	1.0
Class 15B (Other School)	85	0.3	245.5	1.8
Class 15C (Public Property)	1,042	4.0	3,166.5	22.9
Class 15D (Charitable)	268	1.0	165.1	1.2
Class 15E (Cemetery)	7	> 0.0	39.2	0.3
Class 15F (Other Tax Exempt)	111	0.4	70.8	0.5
Total	25,915	100.0	13,843.0	100.0

Source: MOD-IV Property Tax Assessment Information (2015)

Note: Normal rounding errors may be present in some percent calculations. As a result, total percentages may not sum to an exact total of 100.0 percent.

Note: This table shows the existing land use of real property. The total acreage excludes the area of public rights-of-way and, therefore, does not reflect the total acreage of the township.

Attachment LU-1 depicts existing land use within Lakewood Township.

It is important to note that Attachment LU-1 and Table LU-1 are based on property tax assessment information, and not on zoning or the assigned land use designations the township's prior master plan. As a result, Attachment LU-1 and Table LU-1 reflect land uses that may have resulted from variances or other dispensations. Therefore, they depict the existing land use patterns at the tax parcel level, as influenced by market forces and local real estate dynamics. This type of information is useful in planning the future land use of the township.

Existing Zoning

Lakewood currently contains a total of 34 distinct zoning districts, including: 15 residential zones; 12 business zones; four industrial zones; three overlay zones; two preservation-oriented zones; and, one redevelopment zone. The extent of these zones is summarized in Table LU-2.

Table LU-2: Municipal Zoning

	Total (Acres)	Total (Percent)
Residential		
A-1 — Agricultural	282.90	1.8
PH-1 — Public Housing	16.34	0.1
R-7.5 — Residential	286.96	1.8
R-10 — Residential	468.15	3.0
R-10A — Single-Family Residential	209.67	1.3
R-12 — Residential	2,353.97	14.8
R-12A — Residential	157.73	1.0
R-15 — Residential	1,374.94	8.7
R-15/10 C — Residential Cluster	35.47	0.2
R-20 — Residential	2,035.66	12.8
R-20/12 C — Residential Cluster	449.75	2.8
R-40 — Residential	1,445.96	9.1
R-40/20 C — Residential Cluster	272.95	1.7
R-LM — Multi-Family Limited Residential	87.98	0.6
R-M — Multi-Family Residential	327.28	2.1
Business		
B-1 — Neighborhood Business	9.29	0.1
B-2 — Central Business	78.53	0.5
B-3 — Highway Business	105.20	0.7
B-4 — Wholesale Service	446.65	2.8
B-5 — Highway Development	417.15	2.6
B-5A — Highway Development	75.39	0.5
B-6 — Corporate Campus/Stadium Support Zone	60.13	0.4
HD-6 — Highway Development	30.01	0.2
HD-7 — Highway Development	340.79	2.1
HS — Hospital Support	33.65	0.2
OT — Office Transitional	37.27	0.2
ROP — Residential Office Park	134.49	0.8
Industrial		
LP — Industrial Park Limited Professional Service Zone	130.31	0.8
M-1 — Industrial	2,102.08	13.2
M-2 — Industrial	53.23	0.3
PS — Industrial Park Professional Service Zone	115.01	0.7

Continued on next page.

Table LU-2: Municipal Zoning (Continued)

	Total (Acres)	Total (Percent)
Overlay (In Addition to Underlying Zoning)		
AHZ — Airport Hazard Zone	406.90	2.6
OSCN 1 — Oak Street Core Neighborhood Zone 1	20.24	0.1
OSCN 2 — Oak Street Core Neighborhood Zone 2	30.40	0.2
Preservation		
CLP — Crystal Lake Preserve	217.68	1.4
OS — Open Space	1,256.70	7.9
Redevelopment		
DA-1 — Cedarbridge Redevelopment Area	419.61	2.6

Note: Total acreage of existing land use (cf., Table 1: Existing Land Use) does not match the total area of all zones due to: differences in geographic data sources; and, the inclusion of overlay zones, the acreage of which is in addition to underlying zones.

Existing municipal zoning is mapped in Attachment LU-2.

Description of Existing Zone Districts

Descriptions of individual zone districts are provided in the following subsections. These descriptions are derived from the township's current land use ordinance.

Residential Zone Districts

There is currently a total of 15 residential zone districts, as follows:

- **A-1 — Agricultural:** The purpose of the A-1 (Agricultural) Zone is to permit customary and conventional agricultural uses (incl., the processing or sale of agricultural products). Other permitted uses include: farm houses and associated dwellings; single-family detached dwellings; places of worship, and public and private schools. The minimum lot size of the A-1 (Agricultural) Zone is two acres.
- **PH-1 — Public Housing:** The purpose of the PH-1 (Public Housing) Zone is to facilitate the development of public housing for senior citizens or low-income housing by the Lakewood Housing Authority.
- **R-7.5 — Residential:** The purpose of the R-7.5 (Residential) Zone is to permit single-family detached, two-family and duplex housing, places of worship, and public and private schools. The minimum lot size for all uses except two-family and duplex housing is 7,500 square feet. The minimum lot size for two-family and duplex housing is 10,000 square feet.
- **R-10 — Residential:** The purpose of the R-10 (Residential) Zone is to permit single-family detached, two-family and duplex housing, as well as places of worship, and public and private schools. The minimum lot size for all uses except two-family and duplex housing is

10,000 square feet. The minimum lot size for two-family and duplex housing is 12,000 square feet.

- R-10A — Single-Family Residential: The purpose of the R-10A (Single-Family Residential) Zone is to facilitate the development of single-family detached housing, two-family and duplex housing, places of worship, and public and private schools. The minimum lot size is 10,000 square feet.
- R-12 — Residential: The purpose of the R-12 (Residential) Zone is to permit single-family detached housing, as well as places of worship, and public and private schools. The minimum lot size for all uses except houses of worship is 12,000 square feet.
- R-12A — Residential: The purpose of the R-12A (Residential) Zone is to permit single-family detached housing, as well as places of worship, and public and private schools. The minimum lot size for all uses except houses of worship is 12,000 square feet. The R-12A (Residential) Zone is distinguished from the R-12 (Residential) Zone by lower minimum lot width requirement (n.b., the R-12 [Residential] Zone requires 90 feet, whereas the R-12A [Residential] Zone requires 75 feet), and a lower building cover limit (n.b., the R-12 [Residential] Zone permits 30 percent, whereas the R-12A [Residential] Zone permits 25 percent).
- R-15 — Residential: The purpose of the R-15 (Residential) Zone is to permit single-family detached housing, as well as places of worship, and public and private schools. The minimum lot size for all uses except houses of worship is 15,000 square feet.
- R-15/10 C — Residential Cluster: The R-15/10 C (Residential Cluster) Zone facilitates the same types of development as the R-15 (Residential) Zone, as well as single-family detached housing in a cluster development format. The minimum lot size of lots in a cluster development is 10,000 square feet.
- R-20 — Residential: The purpose of the R-20 (Residential) Zone is to permit single-family detached housing, places of worship, and public and private schools. The minimum lot size for single-family detached housing in the R-20 (Residential) Zone is 20,000 square feet.
- R-20/12 C — Residential Cluster: The R-20/12 C (Residential Cluster) Zone facilitates the same types of development as the R-20 (Residential) Zone, as well as single-family detached housing in a cluster development format. The minimum lot size of lots in a cluster development is 12,000 square feet.
- R-40 — Residential: The purpose of the R-40 (Residential) Zone is to permit single-family detached housing, places of worship, and public and private schools. The minimum lot size for all permitted uses except houses of worship is 40,000 square feet.
- R-40/20 C — Residential Cluster: The R-40/20 C (Residential Cluster) Zone permits the same uses as the R-40 (Residential) Zone, as well as planned affordable residential developments on a minimum contiguous tract of four acres and at a maximum gross density of 22 units per acre. Unit types may include townhouses, duplexes, multi-family, and single-family detached. Planned affordable residential developments may also include: community facilities related to the cultural, social, and recreational needs of residents of the

development; public buildings of a governmental or cultural nature; public or private schools and daycare facilities related to the needs of residents of the development; and, neighborhood commercial uses intended to serve the residents of the development.

- R-LM — Multi-Family Limited Residential: The purpose of the R-LM (Multi-Family Limited Residential) Zone is to provide a mix of different housing types, including: single-family detached housing; two-family and duplex housing; multi-family housing; and, townhouses. Other permitted uses include places of worship, and public and private schools. Public buildings of a governmental or cultural nature are permitted as conditional uses. The minimum lot size ranges from 7,500 square feet for single-family housing to 12,500 square feet for multi-family housing.
- R-M — Multi-Family Residential: The purpose of the R-M (Multi-Family Residential) Zone is to provide a mix of different housing types, including: single-family detached housing; two-family and duplex housing; multi-family housing; and, townhouses. The minimum lot size ranges from 7,500 square feet for single-family housing to 12,500 square feet for multi-family housing.

Business Zone Districts

There is currently a total of 12 business zone districts, as follows:

- B-1 — Neighborhood Business: The purpose of the B-1 (Neighborhood Business) Zone is to permit a variety of retail and service activities, as well as places of worship, and public and private schools. The following residential uses are also permitted: single-family detached housing on lots of at least 7,500 square feet; two-family and duplex housing on lots of at least 10,000 square feet; multi-family housing on lots of at least 12,500 square feet and with a maximum gross density of 22 units per acre; and, townhouses. Residential and business uses may be combined on lots of a minimum lot size of 7,500 square feet.
 - B-2 — Central Business: The purpose of the B-2 (Central Business) Zone is to permit a variety of retail and service activities, in addition to bowling alleys, banks, theaters, places of worship, and public and private schools. In addition, the following residential uses are also permitted: single-family detached housing on lots of at least 7,500 square feet; two-family and duplex housing on lots of at least 10,000 square feet; multi-family housing on lots of at least 12,500 square feet and with a maximum gross density of 22 units per acre; and, townhouses. Combined residential and business are not permitted.
 - B-3 — Highway Business: The purpose of the B-3 (Highway Business) Zone is to permit a variety of retail and service activities, as well as community-based health care facilities that front on a state highway or county roadway, places of worship, and public and private schools. The minimum lot size is generally 20,000 square feet for these uses. In addition, single-family detached housing, two-family and duplex housing, and townhouses are also permitted in accordance with the provisions of the B-1 (Neighborhood Business) Zone. Residential and business uses may be combined.
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- B-4 — Wholesale Service: The purpose of the B-4 (Wholesale Service) Zone is to permit a variety of retail and service activities, including: storage yards for lumber, coal, grain and feed; wholesale and warehousing facilities; new or used car lots; processing for baking; laundry; upholstering; grain and feed; community-based health care facilities with frontage on a state highway or county roadway; places of worship; and, public and private schools. The minimum lot size is generally 20,000 square feet for these uses. In addition, the following residential uses are also permitted: single-family detached housing on lots of at least 7,500 square feet; two-family and duplex housing on lots of at least 10,000 square feet; and, townhouses under certain conditions. Residential and business uses may be combined.
 - B-5 — Highway Development: The purpose of the B-5 (Highway Development) Zone is to permit office buildings for professional, executive, engineering or administrative functions (incl., accounting and sale functions); retail; indoor recreation (incl., theaters, assembly halls, bowling alleys); restaurants; motels; motor vehicle sales; wholesale business; research and testing laboratories; places of worship; and, public and private schools. The minimum lot size is two acres. A number of conditional uses are also permitted in the B-5 Zone. In addition to shopping centers, congregate care/assisted living and office parks, mixed-use mid-rise, mixed-use townhouse, and mixed-use multi-family development are conditionally permitted.
 - B-5A — Highway Development: The purpose of the B-5A (Highway Development) Zone is to facilitate the development of: office buildings for professional, executive, engineering or administrative functions (incl., accounting and sale functions); retail; indoor recreation (incl., theaters, assembly halls, bowling alleys); restaurants; motels; motor vehicle sales; wholesale business; research and testing laboratories; places of worship; and, public and private schools. Multifamily residential, which may include two-family and duplex housing, is also permitted at a maximum density of 17 units per acre.
 - B-6 — Corporate Campus/Stadium Support Zone: The purpose of the B-6 (Corporate Campus/Stadium Support) Zone is to facilitate the development of: eating establishments; retail; personal services; office buildings; fire department facilities; warehousing; packaging and distribution of food products; and, collection, recycling and processing of organic waste into energy. Provided that no residential building has frontage along Cedarbridge Avenue or portions of New Hampshire Avenue, the following residential uses are also permitted: single-family detached housing on lots of at least 7,500 square feet; two-family and duplex housing on lots of at least 10,000 square feet; multi-family housing on lots of at least 12,500 square feet and with a maximum gross density of 22 units per acre; and, townhouses under certain conditions.
 - HD-6 — Highway Development: The purpose of the HD-6 (Highway Development) Zone is to facilitate the development of a variety of uses, including: professional offices; buildings for public administrative purposes; hotels and motels; recreational and community facilities;
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public utilities; offices; parking lots; places of worship; and, public and private schools. The minimum lot size is 10,000 square feet.

- HD-7 — Highway Development: The purpose of the HD-7 (Highway Development) Zone is to facilitate the development of a variety of uses, including: professional offices; buildings for public administrative purposes; hotels and motels; recreational and community facilities; public utilities; offices; parking lots; retail businesses; personal service establishments; automobile sales; places of worship; and, public and private schools. The minimum lot size is one acre.
- HS — Hospital Support: The purpose of the HS (Hospital Support) Zone is to facilitate the development of medical-related uses (incl., hospitals, medical offices, clinics, diagnostic laboratories, pharmacies, nursing homes and other care facilities), as well as: professional offices; community and recreation facilities; essential services; places of worship; and, public and private schools. The minimum lot size is one acre.
- OT — Office Transitional: The purpose of the OT (Office Transitional) Zone is to facilitate the development of: various types of professional and medical offices; places of worship; as well as to permit single-family residences that existed at the time of the creation of the OT (Office Transitional) Zone. The minimum lot size is 10,000 square feet.
- ROP — Residential Office Park: The purpose of the ROP (Residential Office Park) Zone is to facilitate the development of professional offices, places of worship, public and private schools, and banks. The minimum lot size for these uses is 10,000 square feet. A variety of residential uses are also permitted, including: single-family units and duplexes on lots of at least 10,000 square feet; and, multifamily units on lots of at least 12,500 square feet and with a maximum gross density of 15 units per acre.

Industrial Zone Districts

There is currently a total of four industrial zone districts, as follows:

- LP — Industrial Park Limited Professional Service Zone: The purpose of the LP (Industrial Park Limited Professional Service) Zone is to permit: a variety of professional and medical offices; banks and other financial lending institutions; laboratories; assisted living and nursing homes; hotels and conference centers; public and private educational facilities; recreational facilities; facilities for the provision of health and human services (e.g., spas, gyms, health clubs, etc.); restaurants; and, retail centers, department stores or supermarkets. The minimum lot size is three acres.
 - M-1 — Industrial: The purpose of the M-1 (Industrial) Zone is to facilitate the development of uses of an industrial nature, such as: bulk storage; manufacturing or assembly facilities; warehouses; public utility uses; airports; office buildings; hotels and motels; health and human services; restaurants; laboratories; uses affiliated with the operations of the United States Postal Service; and, similar uses. In addition, the M-1 (Industrial) Zone provides for the development of quasi-public and private educational facilities. The minimum lot size of the M-1 (Industrial) Zone is three acres.
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- M-2 — Industrial: The purpose of the M-2 (Industrial) Zone is to facilitate the development of all uses permitted in the M-1 (Industrial) Zone, as well as residential development when part of an integrated development plan on a minimum tract of 25 acres and with a maximum of 175 units. The minimum lot size of the M-2 (Industrial) Zone is two acres.
- PS — Industrial Park Professional Service Zone: The purpose of the PS (Industrial Park Professional Service) Zone is to permit a variety of industrial and professional service uses, such as: professional and medical offices; laboratories; hotels and motels; public and private educational facilities; conference centers; airports; manufacturing and assembling of various goods and products (incl., chemicals); production, processing and packaging of foodstuffs; warehouses and terminal facilities; warehouse and retail outlets; showrooms and retail stores; supermarkets; banks and other financial lending institutions; printing and reproduction; publishing; restaurants; computer centers; uses affiliated with the operations of the United States Postal Service; public and private educational facilities; facilities for the provision of health and human services (e.g., spas, gyms, health clubs, etc.); and, residential apartments or buildings for the occupancy of guards, watchmen, or other plant or factory personnel that must be in residence on the premises for the maintenance and protection or administration of the principal use. The minimum lot size is three acres.

Overlay Zone Districts

There is currently a total of three overlay zone districts, as follows:

- AHZ — Airport Hazard Zone: The purpose of the Airport Hazard Zone is to establish: minimum standards for the control of airport and aeronautical hazards; and, standards for land use adjacent to airports pursuant to N.J.A.C. 16:62.
 - OSCN 1 — Oak Street Core Neighborhood Zone 1: The purpose of Oak Street Core Neighborhood Overlay Zone 1 (OSCN 1) is to: provide an optional development technique for residential and school development that is consistent with the surrounding area; offer a sufficient barrier to existing neighborhoods; and, provide a new north-south, pedestrian-oriented linkage from Pine Street to Oak Street. The OSCN 1 covers a portion of the R-40/20 C (Residential Cluster) and M-2 (Industrial) zones. Piecemeal development is discouraged in order to achieve the goals of the OSCN 1, which include: a planned street grid; and, sub-districts for single-family detached housing, townhouses, and schools. The maximum gross residential density is six units per acre.
 - OSCN 2 — Oak Street Core Neighborhood Zone 2: The purpose of Oak Street Core Neighborhood Overlay Zone 2 (OSCN 2) is to: provide an optional development technique for residential development that is consistent with the surrounding area; offer a sufficient barrier to existing neighborhoods; and, provide a new north-south, pedestrian-oriented linkage from Pine Street to Oak Street. The OSCN 2 covers a portion of the R-40/20 C (Residential Cluster) zone and includes: a planned street grid; and, sub-districts for single-family detached housing and townhouses.
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Preservation Zone Districts

There is currently a total of two preservation-oriented zone districts, as follows:

- CLP — Crystal Lake Preserve: The purpose of the CLP (Crystal Lake Preserve) Zone is to permit public open space and parks, as well as single-family residential dwellings on a minimum lot size of three acres.
- OS — Open Space: The purpose of the OS (Open Space) Zone is to permit public open space and parks, as well as single-family residential dwellings on a minimum lot size of three acres.

Redevelopment Zone Districts

There is currently one redevelopment zone district, as follows:

- DA-1 — Cedarbridge Redevelopment Area: The purpose of the Cedarbridge Redevelopment Area is to facilitate the development of a wide variety of uses, including: various types of offices; business parks; laboratories; computer service centers; hotels and conference centers; public buildings of a governmental or cultural nature; public utility uses; indoor and outdoor recreation facilities; day care facilities; banks and other financial lending institutions; fitness centers; restaurants and employees cafeterias; retail and personal service activities that are incidental to the principal use; and, communication facilities.

Environmental Constraints

Environmental constraints are depicted in Attachment LU-3. The specific environmental constraints that are found within Lakewood Township include: wetlands; flood hazard areas; lakes; stream corridors; estimated stream corridor buffers; and, small areas with steep slopes of 15 percent or higher. These constraints are located throughout the township and, in total, they occupy approximately 18.8 percent of the township's land surface.

Land Use Issues

A range of on-going land use issues were discussed and considered during the preparation of this land use plan element. These include the needs to: accommodate the township's growing population; address traffic congestion in the township; balance growth and open space preservation; ensure that infill development is compatible with existing development; provide recreational facilities for the use and enjoyment of township residents; and, protect the Lakewood Industrial Park from the encroachment of incompatible uses. Each issue is discussed in the following subsections.

Population Growth

Lakewood's population has experienced marked growth in recent decades. In 1980, the township had just 38,464 residents. By 1990, the township's population had grown to 44,988 residents, which represents an approximately 17 percent increase over the 1980 population. The population, however, continued to grow in the period from 1990 to 2000. Indeed, in 2000, the township had 60,352 residents, which represents an increase of approximately 34 percent

over the 1990 population. More recently, in 2010, Lakewood's population had grown to a total of 92,843 residents, which represents an increase of 32,491 residents or about 54 percent over the 2000 population of 60,352 residents.

As of July 1, 2016, the township's population had grown to an estimated 100,758 residents, which is about: 8.5 percent more than the 2010 population of 92,843 residents; 67.0 percent more than the 2000 population of 60,352 residents; 124 percent more than the 1990 population of 44,988 residents; and, 162 percent more than the 1980 population of 38,464 residents.

Looking ahead, it is anticipated that Lakewood's population will continue to grow. This is demonstrated in the 2013 Lakewood Smart Growth Plan, which notes that the township's population could grow to as high as 220,000 residents by 2030. It is, therefore, important that Lakewood plan for residential development to house its growing population.

[Traffic and Parking](#)

Traffic congestion and a shortage of parking have been ongoing problems in Lakewood Township. These issues, which are fully explored in the Circulation Element, must be addressed. This can be done, in part, with sound land use planning that promotes reduced reliance on private vehicles through: compact development footprints; facilitated access to public transit; provision of local services within walking distance of residential areas; and, provision of adequate parking for existing and future land uses.

[Open Space Preservation](#)

While Lakewood grows, it is essential to preserve and protect remaining natural areas, which are an important resource and part of the township's natural environment and heritage. This can be achieved through a variety of mechanisms, including: targeted open space acquisition; minimum open space preservation requirements; limiting lot and building cover; and, establishing appropriate lot size requirements. Preserving and protecting open space areas will protect the natural environment, provide ecological benefits to support development (e.g., facilitated drainage along stream corridors and within wetlands), and enhance water quality. The use of non-contiguous clustering is a key means of promoting open space preservation and central in the township's preservation strategy, which is fully explored in the Conservation Element.

[Infill Development](#)

Infill development refers to the development of vacant or under-utilized lands within existing developed areas. Infill development should be promoted, because it serves to minimize the community's development footprint and, thereby, conserve finite land resources and reduce traffic congestion. To ensure cohesive, high-quality design and minimize the potential for land

use conflicts, however, it is important to define clear and appropriate development requirements.

[Incompatible Uses](#)

There has been an ongoing issue of encroachment of incompatible uses in the Lakewood Industrial Park. Development of certain non-industrial uses that generate a high volume of traffic should be discouraged in order to: mitigate the potential for land use conflicts; and, ensure adequate and suitable space for industrial development within the township and, therewith, promote the overall economic development of the township.

[2013 Smart Growth Plan](#)

The township adopted the 2013 Smart Growth Plan on June 19, 2013. The purpose of the 2013 Smart Growth Plan is to promote center-based development within the township. This land use plan has been designed to implement the land use-related goals and visions that are outlined in the 2013 Smart Growth Plan. Specifically, it: proposes amended land use designations of the areas of the township that are identified in the 2013 Smart Growth Plan as the Cross and Prospect Street Core and the Oak Street Neighborhood; affirms land use designations, which will facilitate the realization of the vision for the areas that are identified as Highway Cores (incl., provision of areas for mixed-use development that include residential and commercial uses); affirming land use designations that provide for a range of industrial and compatible commercial development within the township's industrial parks; and, providing a basis for increased residential density in the Downtown Regional Center.

[Proposed Land Use Plan](#)

The proposed land use plan is mapped in Attachment LU-4. It has been prepared to implement the: 2013 Smart Growth Plan; 2014 Land Use Plan Amendment; recommendations of the 2007 Master Plan Reexamination; recommendations of the Master Plan Subcommittee, which were made in connection with the development of this master plan; and, consolidate duplicative zone districts. Complete details of the proposed land use plan are provided in the following subsections.

[Description of Proposed Land Use Districts](#)

In total, there are 42 individual land use districts in the proposed land use plan. These land use districts, many of which correspond to existing zones, are summarized in Table LU-3.

Table LU-3: Proposed Land Use

	Total (Acres)	Total (Percent)
Residential		
A-1 — Agricultural	44.3	0.3
PH-1 — Public Housing	16.3	0.1
R-7.5 — Residential	803.4	5.1
R-10 — Residential	382.1	2.4
R-10A — Single-Family Residential	218.9	1.4
R-10B — Single-Family Residential	43.9	0.3
R-12 — Residential	2,185.7	13.8
R-12A — Residential	157.7	1.0
R-12WC — Residential West-Central	211.1	1.3
R-15 — Residential	1,374.9	8.7
R-15/10 C — Residential Cluster	35.5	0.2
R-20 — Residential	1,799.3	11.3
R-20A — Residential	18.1	0.1
R-20/12 C — Residential Cluster	323.8	2.0
R-40 — Residential	1,298.1	8.2
R-40A — Residential	64.9	0.4
R-LM — Multi-Family Limited Residential	627.7	4.0
R-M — Multi-Family Residential	44.3	0.3
Business		
ABC — Airport Business Commercial	296.3	1.9
B-1 — Neighborhood Business	13.5	0.1
B-1A — Neighborhood Business	9.6	0.1
B-2 — Central Business	78.5	0.5
B-3 — Highway Business	110.7	0.7
B-4 — Wholesale Service	446.8	2.8
B-5 — Highway Development	334.4	2.1
B-5A — Highway Development	210.0	1.3
B-6 — Corporate Campus/Stadium Support	60.1	0.4
HD-6 — Highway Development	30.0	0.2
HD-7 — Highway Development	340.8	2.1
HS — Hospital Support	33.6	0.2
OT — Office Transitional	40.4	0.3
ROP — Residential Office Park	134.5	0.8

Continued on next page.

Table LU-3: Proposed Land Use (Continued)

	Total (Acres)	Total (Percent)
Industrial		
LP — Industrial Park Limited Professional Service	109.6	0.7
M-1 — Industrial	1,799.7	11.3
Overlay (In Addition to Underlying Land Use Districts)		
AHZ — Airport Hazard	406.9	2.6
CPSC — Cross and Prospect Street Core	189.7	1.2
OSCN 1 — Oak Street Core Neighborhood 1	20.2	0.1
OSCN 2 — Oak Street Core Neighborhood 2	30.4	0.2
PDNC — Planned Development <u>Non-Contiguous</u>	5,723.0	36.1
PP — Public Purpose	22.4	0.1
Preservation		
OSP — Open Space and Preservation	1,706.7	10.8
Redevelopment		
DA-1 — Cedarbridge Redevelopment Area	419.6	2.6

Note: Total percent of all land use districts does not equal 100 percent due to inclusion of overlay zones, the acreage of which is in addition to underlying zones.

Descriptions of individual land use districts are provided in the following subsections.

Residential Land Use Districts

The proposed land use plan includes a total of 18 residential land use districts, as follows:

- **A-1 — Agricultural:** The A-1 (Agricultural) Land Use District is an existing land use district. Currently its purpose is to permit customary and conventional agricultural uses (incl., the processing or sale of agricultural products). Based on the current development pattern of the township, the purpose of the land use district should be updated to an estate -type residential district. Agricultural uses can be deleted as permitted uses. Other permitted uses include: single-family detached dwellings; places of worship, and public and private schools. Public buildings of a governmental or cultural nature, golf courses, public utility installations, and hospitals and clinics are permitted conditional uses. The minimum lot size of the A-1 (Agricultural) Land Use District is two acres. Attachment LU-4 shows the proposed extent of the A-1 (Agricultural) Land Use District.
- **PH-1 — Public Housing:** The PH-1 (Public Housing) Land Use District is an existing land use district. Its purpose is to facilitate the development of public housing for senior citizens or low-income housing by the Lakewood Housing Authority. Attachment LU-4 shows the proposed extent of the A-1 (Agricultural) Land Use District.
- **R-7.5 — Residential:** The R-7.5 (Residential) Land Use District is an existing land use district. The purpose of the R-7.5 (Residential) Land Use District is to permit single-family detached,

two-family and duplex housing, places of worship, and public and private schools. In addition, the following types of development are permitted as conditional uses: and, public buildings of a governmental or cultural nature. The minimum lot size for all uses except two-family and duplex housing is 7,500 square feet. The minimum lot size for two-family and duplex housing is 10,000 square feet. Attachment LU-4 shows the proposed extent of the R-7.5 (Residential) Land Use District.

- R-10 — Residential: The R-10 (Residential) Land Use District is an existing land use district. The purpose of the R-10 (Residential) Land Use District is to permit single-family detached, two-family and duplex housing, as well as places of worship, and public and private schools. In addition, the following types of development are permitted as conditional uses: and, public buildings of a governmental or cultural nature. The minimum lot size for all uses except two-family and duplex housing is 10,000 square feet. The minimum lot size for two-family and duplex housing is 12,000 square feet. Attachment LU-4 shows the proposed extent of the R-10 (Residential) Land Use District.
 - R-10A — Single-Family Residential: The R-10A (Single-Family Residential) Land Use District is an existing land use district. The purpose of the R-10A (Single-Family Residential) Land Use District is to facilitate the development of single-family detached housing, two-family and duplex housing, places of worship, and public and private schools. Public buildings of a governmental or cultural nature are permitted as a conditional use. The minimum lot size is 10,000 square feet. The proposed extent of the R-10A (Single-Family Residential) Land Use District is depicted on Attachment LU-4.
 - R-10B — Single-Family Residential: The R-10B (Single-Family Residential) Land Use District is a proposed land use district. The purpose of the R-10B (Single-Family Residential) Land Use District is to facilitate the development of single-family detached housing, places of worship, and public and private schools. Public buildings of a governmental or cultural nature would be permitted as a conditional use. Two-family and duplex housing on tracts of at least 100,000 square feet would also be permitted as a conditional use when public sewer service is provided. The minimum lot size would be 10,000 square feet. The proposed extent of the R-10B (Single-Family Residential) Land Use District is depicted on Attachment LU-4.
 - R-12 — Residential: The R-12 (Residential) Land Use District is an existing land use district. The purpose of the R-12 (Residential) Land Use District is to permit single-family detached housing, as well as places of worship, and public and private schools. In addition, the following types of development are permitted as conditional uses: and, public buildings of a governmental or cultural nature. The minimum lot size for all uses except houses of worship is 12,000 square feet. The proposed extent of the R-12 (Residential) Land Use District is depicted on Attachment LU-4.
 - R-12A — Residential: The R-12A (Residential) Land Use District is an existing land use district. The purpose of the R-12A (Residential) Land Use District is to permit single-family detached housing, as well as places of worship, and public and private schools. In addition,
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public buildings of a governmental or cultural nature are permitted as conditional uses. The minimum lot size for all uses except houses of worship is 12,000 square feet. The R-12A (Residential) Land Use District is distinguished from the R-12 (Residential) Land Use District by lower minimum lot width requirement (n.b., the existing and corresponding R-12 [Residential] Zone requires 90 feet, whereas the existing and corresponding R-12A [Residential] Zone requires 75 feet), and a lower building cover limit (n.b., the existing and corresponding R-12 [Residential] Zone permits 30 percent, whereas the existing and corresponding R-12A [Residential] Zone permits 25 percent). The proposed extent of the R-12A (Residential) Land Use District is depicted on Attachment LU-4.

- R-12WC — Residential West-Central: The R-12WC (Residential West-Central) Land Use District is a proposed land use district. The purpose of the R-12WC (Residential West-Central) Land Use District is to permit single-family detached housing, as well as places of worship, and public and private schools. In addition, public buildings of a governmental or cultural nature would be permitted as conditional uses. The minimum lot size for all uses except houses of worship would be between 10,000 and 12,000 square feet. The proposed extent of the R-12WC (Residential West-Central) Land Use District is depicted on Attachment LU-4.
 - R-15 — Residential: The R-15 (Residential) Land Use District is an existing land use district. The purpose of the R-15 (Residential) Land Use District is to permit single-family detached housing, as well as places of worship, and public and private schools. In addition, the following types of development are permitted as conditional uses: public buildings of a governmental or cultural nature; congregate or assisted living and nursing care; agricultural uses; golf courses; and, adult communities. The minimum lot size for all uses except houses of worship is 15,000 square feet. Attachment LU-4 shows the proposed extent of the R-15 (Residential) Land Use District.
 - R-15/10 C — Residential Cluster: The R-15/10 C (Residential Cluster) Land Use District is an existing land use district. The R-15/10 C (Residential Cluster) Land Use District facilitates the same types of development as the R-15 (Residential) Land Use District, as well as single-family detached housing in a cluster development format. The minimum lot size of lots in a cluster development is 10,000 square feet. Attachment LU-4 shows the proposed extent of the R-15/10 C (Residential Cluster) Land Use District.
 - R-20 — Residential: The R-20 (Residential) Land Use District is an existing land use district. The purpose of the R-20 (Residential) Land Use District is to permit single-family detached housing, places of worship, and public and private schools. The following uses are permitted as conditional uses: public buildings of a governmental or cultural nature, congregate or assisted living and nursing care, agricultural uses, golf courses, and, adult communities. The minimum lot size for single-family detached housing in the existing and corresponding R-20 (Residential) Zone is 20,000 square feet. The proposed extent of the R-20 (Residential) Land Use District is depicted on Attachment LU-4.
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- R-20A — Residential: The R-20A (Residential) Land Use District is a proposed land use district. The purpose of the R-20A (Residential) Land Use District is to permit single-family detached housing. To ensure the ability of roadway capacity to support development: there would be no conditional uses; and home occupations would not be permitted as an accessory use (n.b., private residential garages, sheds, greenhouses, and private swimming pools are permitted accessory uses). The minimum lot size would be 20,000 square feet. The proposed extent of the R-20A (Residential) Land Use District is depicted on Attachment LU-4.
 - R-20/12 C — Residential Cluster: The R-20/12 C (Residential Cluster) Land Use District is an existing land use district. The R-20/12 C (Residential Cluster) Land Use District facilitates the same types of development as the R-20 (Residential) Land Use District, as well as single-family detached housing in a cluster development format. The minimum lot size of lots in a cluster development is 12,000 square feet. The proposed extent of the R-12A (Residential) Land Use District is depicted on Attachment LU-4.
 - R-40 — Residential: The R-40 (Residential) Land Use District is an existing land use district. The purpose of the R-40 (Residential) Land Use District is to permit single-family detached housing, places of worship, and public and private schools. Public buildings of a governmental or cultural nature, congregate or assisted living and nursing care, and adult communities are permitted as conditional uses. The minimum lot size for all permitted uses except houses of worship is 40,000 square feet. The proposed extent of the R-40 (Residential) Land Use District is depicted on Attachment LU-4.
 - R-40A — Residential: The R-40A (Residential) Land Use District is a proposed land use district. The purpose of the R-40A (Residential) Land Use District is to permit single-family detached housing. To ensure the ability of roadway capacity to support development: there would be no conditional uses; and home occupations would not be permitted as an accessory use (n.b., private residential garages, sheds, greenhouses, and private swimming pools are permitted accessory uses). The minimum lot size would be 40,000 square feet. The proposed extent of the R-40A (Residential) Land Use District is depicted on Attachment LU-4.
 - R-LM — Multi-Family Limited Residential: The R-LM (Multi-Family Limited Residential) Land Use District is an existing land use district. The purpose of the R-LM (Multi-Family Limited Residential) Land Use District is to provide a mix of different housing types, including: single-family detached housing; two-family and duplex housing; multi-family housing; and, townhouses. Other permitted uses include places of worship, and public and private schools. Public buildings of a governmental or cultural nature are permitted as conditional uses. The minimum lot size ranges from 7,500 square feet for single-family housing to 12,500 square feet for multi-family housing. The proposed extent of the R-LM (Multi-Family Limited Residential) Land Use District is depicted on Attachment LU-4.
 - R-M — Multi-Family Residential: The R-M (Multi-Family Residential) Land Use District is an existing land use district. The purpose of the R-M (Multi-Family Residential) Land Use
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District is to provide a mix of different housing types, including: single-family detached housing; two-family and duplex housing; multi-family housing; and, townhouses. Other permitted uses include: places of worship; planned educational campuses; and, public and private schools. Public buildings of a governmental or cultural nature are permitted as conditional uses. The minimum lot size ranges from 7,500 square feet for single-family housing to 12,500 square feet for multi-family housing. The proposed extent of the R-M (Multi-Family Residential) Land Use District is depicted on Attachment LU-4.

Business Land Use Districts

The proposed land use plan includes a total of 14 business land use districts, as follows:

- **ABC — Airport Business Commercial:** The ABC (Airport Business Commercial) Land Use District is a proposed land use district. The purpose of the ABC (Airport Business Commercial) District is to provide for the development of a variety of commercial uses within the vicinity of the Lakewood Municipal Airport, such as: corporate headquarters; office parks and buildings; professional and medical offices; laboratories and research facilities; publishing; printing and reproduction; computer service centers; airports; hotels; conference centers; manufacture, assembly, compounding, processing, and packaging of various products; showrooms; warehouse outlets; retail outlets and stores; bottling plants; enameling and electroplating; restaurants; communication companies; and, similar or related uses on lots with a minimum area of three acres. The ABC (Airport Business Commercial) District would be created from parts of the area occupied by the existing M-1 (Industrial) and PS (Industrial Park Professional Service) zones. Attachment LU-4 depicts the proposed extent of the ABC (Airport Business Commercial) District.
- **B-1 — Neighborhood Business:** The B-1 (Neighborhood Business) Land Use District is an existing land use district. The purpose of the B-1 (Neighborhood Business) Land Use District is to permit a variety of retail and service activities, as well as places of worship, and public and private schools. The following residential uses are also permitted: single-family detached housing on lots of at least 7,500 square feet; two-family and duplex housing on lots of at least 10,000 square feet; multi-family housing on lots of at least 12,500 square feet and with a maximum gross density of 22 units per acre; and, townhouses. Residential and business uses may be combined on lots of a minimum lot size of 7,500 square feet. Attachment LU-4 shows the proposed extent of the B-1 (Neighborhood Business) Land Use District.
- **B-1A — Neighborhood Business:** The B-1A (Neighborhood Business) Land Use District is a proposed land use district. The B-1A (Neighborhood Business) Land Use District would be identical in all aspects to the B-1 (Neighborhood Business) Land Use District, with the exception that none of the uses that are also permitted in the R-M (Multi-Family Residential) Land Use District would be permitted. In addition, gasoline filling stations would be expressly prohibited in the B-1A (Neighborhood Business) Land Use District. Attachment LU-4 shows the proposed extent of the B-1 (Neighborhood Business) Land Use District.

- B-2 — Central Business: The B-2 (Central Business) Land Use District is an existing land use district. The purpose of the B-2 (Central Business) Land Use District is to permit a variety of retail and service activities, in addition to bowling alleys, banks, theaters, places of worship, and public and private schools. In addition, the following residential uses are also permitted: single-family detached housing on lots of at least 7,500 square feet; two-family and duplex housing on lots of at least 10,000 square feet; multi-family housing on lots of at least 12,500 square feet and with a maximum gross density of 22 units per acre; and, townhouses. Combined residential and business are not permitted. Attachment LU-4 shows the proposed extent of the B-2 (Central Business) Land Use District.
 - B-3 — Highway Business: The B-3 (Highway Business) Land Use District is an existing land use district. The purpose of the B-3 (Highway Business) Land Use District is to permit a variety of retail and service activities, as well as community-based health care facilities that front on a state highway or county roadway, places of worship, and public and private schools. The minimum lot size is generally 20,000 square feet for these uses. In addition, single-family detached housing, two-family and duplex housing, and townhouses are also permitted in accordance with the provisions of the existing B-1 (Neighborhood Business) Zone. Residential and business uses may be combined. Attachment LU-4 shows the proposed extent of the B-3 (Highway Business) Land Use District.
 - B-4 — Wholesale Service: The B-4 (Wholesale Service) Land Use District is an existing land use district. The purpose of the B-4 (Wholesale Service) Land Use District is to permit a variety of retail and service activities, including: storage yards for lumber, coal, grain and feed; wholesale and warehousing facilities; new or used car lots; processing for baking; laundry; upholstery; grain and feed; community-based health care facilities with frontage on a state highway or county roadway; places of worship; and, public and private schools. The minimum lot size is generally 20,000 square feet for these uses. In addition, the following residential uses are also permitted: single-family detached housing on lots of at least 7,500 square feet; two-family and duplex housing on lots of at least 10,000 square feet; and, townhouses under certain conditions. Residential and business uses may be combined. The provision for residential uses in this land use district is consistent with its location in the Highway Cores. Attachment LU-4 shows the proposed extent of the B-4 (Wholesale Service) Land Use District.
 - B-5 — Highway Development: The B-5 (Highway Development) Land Use District is an existing land use district. The purpose of the B-5 (Highway Development) Land Use District is to permit office buildings for professional, executive, engineering or administrative functions (incl., accounting and sale functions); retail; indoor recreation (incl., theaters, assembly halls, bowling alleys); restaurants; motels; motor vehicle sales; wholesale business; research and testing laboratories; places of worship; and, public and private schools. The minimum lot size is two acres. A number of conditional uses are also permitted in the B-5 (Highway Development) Land Use District. In addition to shopping centers, congregate care/assisted living and office parks, mixed-use mid-rise, mixed-use townhouse,
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and mixed-use multi-family development are conditionally permitted. The provision for residential uses in this land use district is consistent with its location in the Highway Cores. Attachment LU-4 shows the proposed extent of the B-5 (Highway Development) Land Use District.

- B-5A — Highway Development: The B-5A (Highway Development) Land Use District is an existing land use district. The purpose of the B-5A (Highway Development) Land Use District is to facilitate the development of: office buildings for professional, executive, engineering or administrative functions (incl., accounting and sale functions); retail; indoor recreation (incl., theaters, assembly halls, bowling alleys); restaurants; motels; motor vehicle sales; wholesale business; research and testing laboratories; places of worship; and, public and private schools. Multifamily residential, which may include two-family and duplex housing, is also permitted at a maximum density of 17 units per acre. Residential uses are consistent with the mixed-use development vision of the Highway Cores Attachment LU-4 shows the proposed extent of the B-5A (Highway Development) Land Use District.
 - B-6 — Corporate Campus/Stadium Support: The B-6 (Corporate Campus/Stadium Support) Land Use District is an existing land use district. The purpose of the B-6 (Corporate Campus/Stadium Support) Land Use District is to facilitate the development of: eating establishments; retail; personal services; office buildings; fire department facilities; warehousing; packaging and distribution of food products; and, collection, recycling and processing of organic waste into energy. Provided that no residential building has frontage along Cedarbridge Avenue or portions of New Hampshire Avenue, the following residential uses are also permitted: single-family detached housing on lots of at least 7,500 square feet; two-family and duplex housing on lots of at least 10,000 square feet; multi-family housing on lots of at least 12,500 square feet and with a maximum gross density of 22 units per acre; and, townhouses under certain conditions. Attachment LU-4 shows the proposed extent of the B-6 (Corporate Campus/Stadium Support) Land Use District.
 - HD-6 — Highway Development: The HD-6 (Highway Development) Land Use District is an existing land use district. The purpose of the HD-6 (Highway Development) Land Use District is to facilitate the development of a variety of uses, including: professional offices; buildings for public administrative purposes; hotels and motels; recreational and community facilities; public utilities; offices; parking lots; places of worship; and, public and private schools. The minimum lot size is 10,000 square feet. Mixed-use development should be permitted where appropriate in accordance with the Highway Core designation in the Smart Growth Plan. Attachment LU-4 shows the proposed extent of the HD-6 (Highway Development) Land Use District.
 - HD-7 — Highway Development: The HD-7 (Highway Development) Land Use District is an existing land use district. The purpose of the HD-7 (Highway Development) Land Use District is to facilitate the development of a variety of uses, including: professional offices; buildings for public administrative purposes; hotels and motels; recreational and community facilities; public utilities; offices; parking lots; retail businesses; personal service
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establishments; automobile sales; places of worship; and, public and private schools. Mixed-use development should be permitted where appropriate in accordance with the Highway Core designation in the Smart Growth Plan. The minimum lot size is one acre. Attachment LU-4 shows the proposed extent of the HD-7 (Highway Development) Land Use District.

- HS — Hospital Support: The HS (Hospital Support) Land Use District is an existing land use district. The purpose of the HS (Hospital Support) Land Use District is to facilitate the development of medical-related uses (incl., hospitals, medical offices, clinics, diagnostic laboratories, pharmacies, nursing homes and other care facilities), as well as: professional offices; community and recreation facilities; essential services; places of worship; and, public and private schools. The minimum lot size is one acre. Attachment LU-4 shows the proposed extent of the HS (Hospital Support) Land Use District.
- OT — Office Transitional: The OT (Office Transitional) Land Use District is an existing land use district. The purpose of the OT (Office Transitional) Land Use District is to facilitate the development of: various types of professional and medical offices; places of worship; as well as to permit single-family residences that existed at the time of the creation of the existing and corresponding OT (Office Transitional) Zone. The minimum lots size is 10,000 square feet. Attachment LU-4 shows the proposed extent of the OT (Office Transitional) Land Use District.
- ROP — Residential Office Park: The ROP (Residential Office Park) Land Use District is an existing land use district. The ROP is located in the Downtown Regional Center. The purpose of the ROP (Residential Office Park) Land Use District is to facilitate the development of professional offices, places of worship, public and private schools, and banks. The minimum lot size for these uses is 10,000 square feet. A variety of residential uses are also permitted, including: single-family units and duplexes on lots of at least 10,000 square feet; and, multifamily units on lots of at least 12,500 square feet and with a maximum gross density of 15 units per acre. Attachment LU-4 shows the proposed extent of the ROP (Residential Office Park) Land Use District.

Industrial Land Use Districts

The proposed land use plan includes a total of two industrial land use districts, as follows:

- LP — Industrial Park Limited Professional Service: The LP (Industrial Park Limited Professional Service) Land Use District is an existing land use district. The purpose of the LP (Industrial Park Limited Professional Service) Land Use District is to permit: a variety of professional and medical offices; banks and other financial lending institutions; laboratories; assisted living and nursing homes; hotels and conference centers; public and private educational facilities; recreational facilities; facilities for the provision of health and human services (e.g., spas, gyms, health clubs, etc.); restaurants; and, retail centers, department stores or supermarkets. The minimum lot size is three acres. Attachment LU-4 shows the proposed extent of the LP (Industrial Park Limited Professional Service) Land Use District.
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- M-1 — Industrial: The M-1 (Industrial) Land Use District is an existing land use district. The M-1 (Industrial) Land Use District is based on the existing and corresponding M-1 (Industrial) Zone. Its purpose is to facilitate the development of uses of an industrial nature, such as: bulk storage; manufacturing or assembly facilities; warehouses; public utility uses; airports; office buildings; hotels and motels; health and human services; restaurants; laboratories; uses affiliated with the operations of the United States Postal Service; and, similar uses. In addition, quasi-public and private educational facilities are permitted. The minimum lot size of the M-1 (Industrial) Land Use District is three acres. The proposed extent of the M-1 (Industrial) Land Use District is shown in Attachment LU-4.

Overlay Land Use Districts

The proposed land use plan includes a total of six overlay land use districts, as follows:

- AHZ — Airport Hazard District: The Airport Hazard Land Use District is an existing land use overlay district. The purpose of the Airport Hazard Land Use District is to establish: minimum standards for the control of airport and aeronautical hazards; and, standards for land use adjacent to airports pursuant to N.J.A.C. 16:62. The proposed land use plan makes no change to the extent or purpose of the Airport Hazard District. Attachment LU-4 depicts the extent of the Airport Hazard Land Use District.
- CPSC — Cross and Prospect Street Core: The CPSC (Cross and Prospect Street Core) Land Use District is a proposed land use overlay district. The purpose of the CPSC (Cross and Prospect Street Core) Land Use District is to permit a mixture of residential, commercial and public uses in order to implement the recommendations of the 2013 Smart Growth Plan for the Cross and Prospect Street Core. The residential uses would include multi-family residential dwellings at a minimum density of 15 units per acre. The CPSC (Cross and Prospect Street Core) Land Use District should provide a vegetative buffer with a width of 100 feet along the south side of the district (i.e., along Cross Street). The minimum tract area for a mixed-use development in the CPSC (Cross and Prospect Street Core) Land Use District should be one acre. The proposed extent of the CPSC (Cross and Prospect Street Core) Land Use District is depicted on Attachment LU-4.
- OSCN 1 — Oak Street Core Neighborhood 1: The Oak Street Core Neighborhood Overlay 1 (OSCN 1) Land Use District is an existing land use overlay district. The purpose of the OSCN 1 is to: provide an optional development technique for residential and school development that is consistent with the surrounding area; offer a sufficient barrier to existing neighborhoods; and, provide a new north-south, pedestrian-oriented linkage from Pine Street to Oak Street. The OSCN 1 overlays a portion of the R-40/20 C (Residential Cluster) and M-2 (Industrial) land use districts. Piecemeal development is discouraged in order to achieve the goals of the OSCN 1, which include: a planned street grid; and, sub-districts for single-family detached housing, townhouses, and schools. The maximum gross residential density is six units per acre. Attachment LU-4 shows the proposed extent of the OSCN 1.

- OSCN 2 — Oak Street Core Neighborhood 2: The Oak Street Core Neighborhood Overlay 2 (OSCN 2) Land Use District is an existing land use overlay district. The purpose of OSCN 2 is to: provide an optional development technique for residential development that is consistent with the surrounding area; offer a sufficient barrier to existing neighborhoods; and, provide a new north-south, pedestrian-oriented linkage from Pine Street to Oak Street. The OSCN 2 overlays a portion of the R-40/20 C (Residential Cluster) Land Use District and includes: a planned street grid; and, sub-districts for single-family detached housing and townhouses. Attachment LU-4 shows the proposed extent of the OSCN 2.
- PDNC — Planned Development Non-Contiguous Cluster: The PDNC (Planned Development Non-Contiguous Cluster) Land Use District is a proposed overlay land use district. The purpose of the PDNC (Planned Development Non-Contiguous Cluster) Land Use District is to implement the provisions of the proposed non-contiguous clustering ordinance. The PDNC (Planned Development Non-Contiguous Cluster) Land Use District is comprised of both the Schedule A and Schedule B areas, which are shown in Attachment LU-5. Schedule A areas are preservation areas. Schedule B areas are development areas. The proposed extent of the PDNC (Planned Development Non-Contiguous Cluster) Land Use District is shown in Attachment LU-5 (n.b., although part of the proposed land use plan, the PD [Planned Development Non-Contiguous Cluster] Land Use District is not shown on Attachment LU-4).
- PP — Public Purpose: The PP (Public Purpose) Land Use District is a proposed land use overlay district. The PP (Public Purpose) Land Use District is intended to facilitate the development of public open space and parks, public community centers, public utility installations, and related or similar public uses within smart growth areas identified in the 2013 Smart Growth Plan. The proposed extent of the PP (Public Purpose) Land Use District is shown in Attachment LU-4.

Preservation Land Use Districts

The proposed land use plan includes one preservation land use district, as follows:

- OSP — Open Space and Preservation: The OSP (Open Space and Preservation) Land Use District is a proposed land use district. The OSP (Open Space and Preservation) Land Use District occupies the area of the existing OS (Open Space) and CLP (Crystal Lake Preserve) zones. Its purpose to accommodate public open space and parks, as well as single-family residential dwellings on a minimum lot size of three acres. The proposed extent of the OSP (Open Space and Preservation) Land Use District is shown in Attachment LU-4.

Redevelopment Land Use Districts

The proposed land use plan includes one redevelopment land use district, as follows:

- DA-1 — Cedarbridge Redevelopment Area: The Cedarbridge Redevelopment Area Land Use District is an existing land use district. The purpose of the Cedarbridge Redevelopment Area, which is regulated by an adopted redevelopment plan, is to facilitate the development of a wide variety of uses, including: various types of offices; business parks; laboratories;
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computer service centers; hotels and conference centers; public buildings of a governmental or cultural nature; public utility uses; indoor and outdoor recreation facilities; day care facilities; banks and other financial lending institutions; fitness centers; restaurants and employees cafeterias; retail and personal service activities that are incidental to the principal use; and, communication facilities. The proposed land use plan makes no change to the extent or purpose of the Cedarbridge Redevelopment Area, the extent of which is shown in Attachment LU-4.

Overall Recommendations to Implement the 2013 Smart Growth Plan

The Land Use Element incorporates the following vision of the 2013 Smart Growth Plan for the land use districts within each center, core and node:

- Downtown Regional Center: The intent is to promote continued revitalization and redevelopment of the downtown, provide sufficient parking, and enhance pedestrian circulation and safety. The main design approach for the Downtown Regional Center is to maintain the historic character of downtown through high-quality building design and ensure that it remains pedestrian-friendly through circulation and streetscape improvements. Redevelopment and rehabilitation of the Township's downtown will include reclaiming brownfields for beneficial economic development, the adaptive reuse of existing developed sites, promoting infill development where appropriate, and by promoting smart growth planning principles.
- Oak Street Core: The intent is to incorporate existing and approved developments and community facilities into a new mixed-use core in a comprehensive and coordinated plan that promotes smart growth and sustainability.
- Cross and Prospect Street Core: The intent is to create a new mixed-use core that incorporates the principles of smart growth and promotes sustainable development practices. The overall approach is to create a transition of densities and intensity of use, with buffers and lower densities to the south and east adjacent to adjoining neighborhoods and higher densities and mixed-use to the west and north along Prospect Street across from the existing industrial park.
- Industrial Nodes: The master plan recognizes that the industrial nodes serve an important purpose for the state and regional economy by providing a significant source of employment and accordingly recommends that these uses be protected and supported.
- Highway Cores: The intent of the highway core is to encourage improved site design, infill development and redevelopment which promotes smart growth and sustainability. A highway core should provide commerce and housing while serving the transportation and transit needs of the community.

Recommended Zoning Ordinance Amendments

To facilitate the implementation of the proposed land use plan and increased efficiency in land use administration, the following amendments to the zoning ordinance are recommended:

Specific Recommendations

- Elimination of the existing OS (Open Space) Zone and existing CLP (Crystal Lake Preserve) Zone and establishment of a new zone entitled OSP (Open Space and Preservation), the standards of which would be identical to the standards of the existing OS (Open Space) Zone and existing CLP (Crystal Lake Preserve) Zone (n.b., the standards for both existing zones are identical).
- Establishment of the ABC (Airport Business Commercial) Zone and addition of regulating standards for same.
- Establishment of the B-1A (Neighborhood Business) Zone and addition of regulating standards for same.
- Establishment of the PP (Public Purpose) Overlay Zone and addition of regulating standards for same.
- Establishment of the R-10B (Single-Family Residential) Zone and addition of regulating standards for same.
- Establishment of the R-12WC (Residential West-Central) Zone and addition of regulating standards for same.
- Establishment of the R-20A (Residential) Zone and addition of regulating standards for same.
- Establishment of the R-40A (Residential) Zone and addition of regulating standards for same.
- Establishment of a non-contiguous cluster planned development overlay and adoption of a non-contiguous cluster ordinance.
- Adoption of a mixed-use overlay zone for the Cross and Prospect Street Core.
- Addition of mixed-use development as a conditional use in the R-7.5 (Residential) and R-10A (Single-Family Residential) zones, as they exist within the Oak Street Core, to permit limited neighborhood commercial uses in selected areas.
- Elimination of the existing R-40/20 C (Residential Cluster) Zone.
- Elimination of the existing PS (Industrial Park Professional Service) Zone.
- Elimination of the existing M-2 (Industrial) Zone.

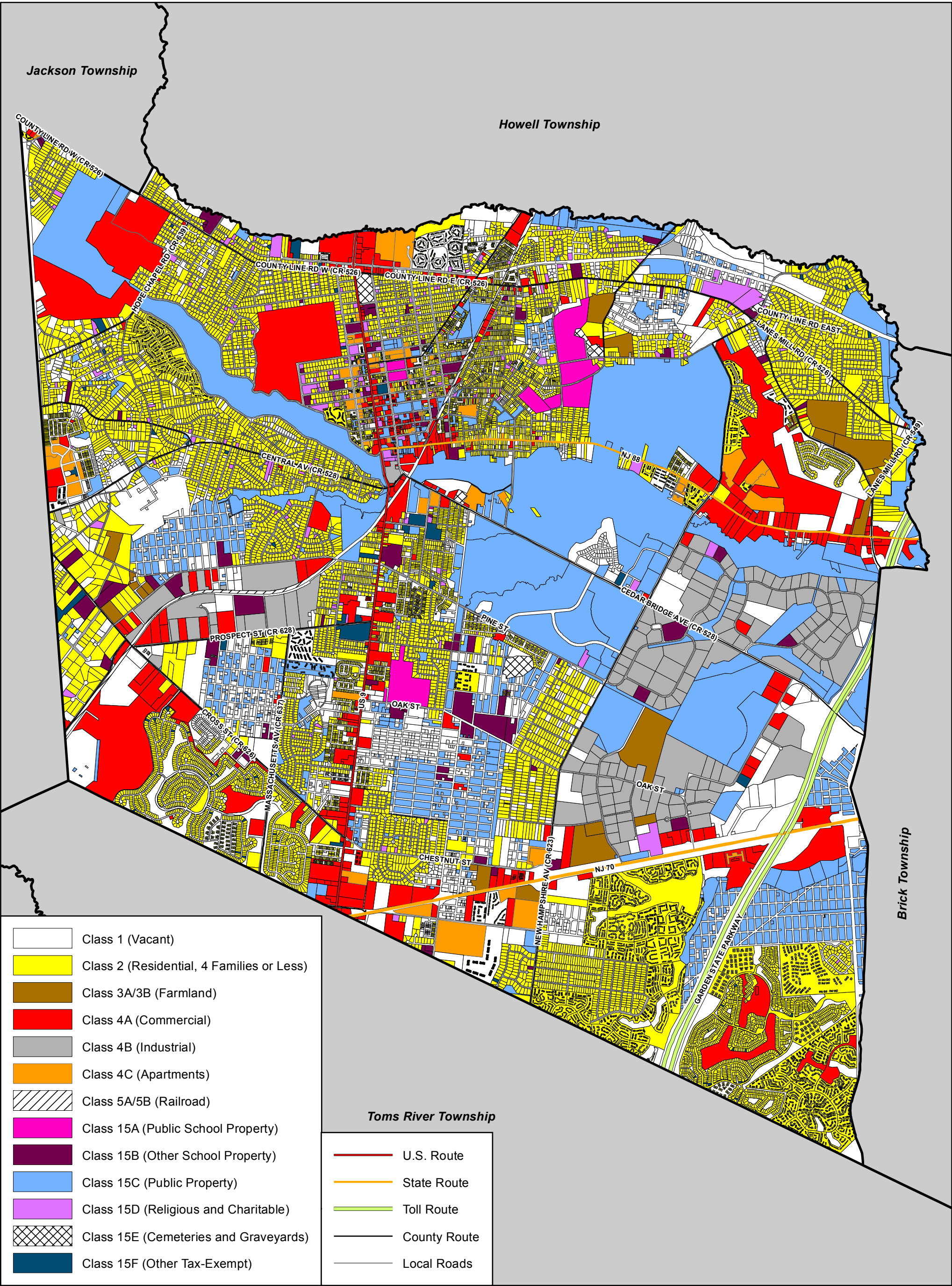
Recommended for Further Study

- Consider the potential to increase residential density within the downtown regional center (e.g., through establishment of a special zoning overlay).
- Adult communities, as regulated by Section 18-1001, are a permitted conditional use of the R-40 (Residential) Land Use District. Evaluate the feasibility of allowing non-age-restricted development according to the use and bulk standards provided in Section 18-1001 as a permitted conditional use within the area of the R-40 (Residential) Land Use District.

- Evaluate the potential for requiring that the width of interior streets in new residential developments be greater than the width requirements of the New Jersey Residential Site Improvement Standards.
- Consider the potential for an increased open space set-aside requirement for new residential development.
- Consider the potential for requirements to provide school bus loading and unloading areas within new residential development.
- Consider the potential for requirements to solid waste containers within all types of new residential development.
- Consider the need to refine the lists of permitted uses in industrial zones in order to address the issue of encroachment of incompatible uses in the Lakewood Industrial Park. Alternatively, investigate other potential means of mitigating land use conflicts.
- Evaluate the potential to increase setback requirements and perimeter buffer requirements along the frontage of high-volume roadways.
- Evaluate the potential for increased landscape buffer requirements.

Attachment LU-1: Existing Land Use (According to Tax Assessment)

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Land Use
Lakewood Township
Ocean County, New Jersey



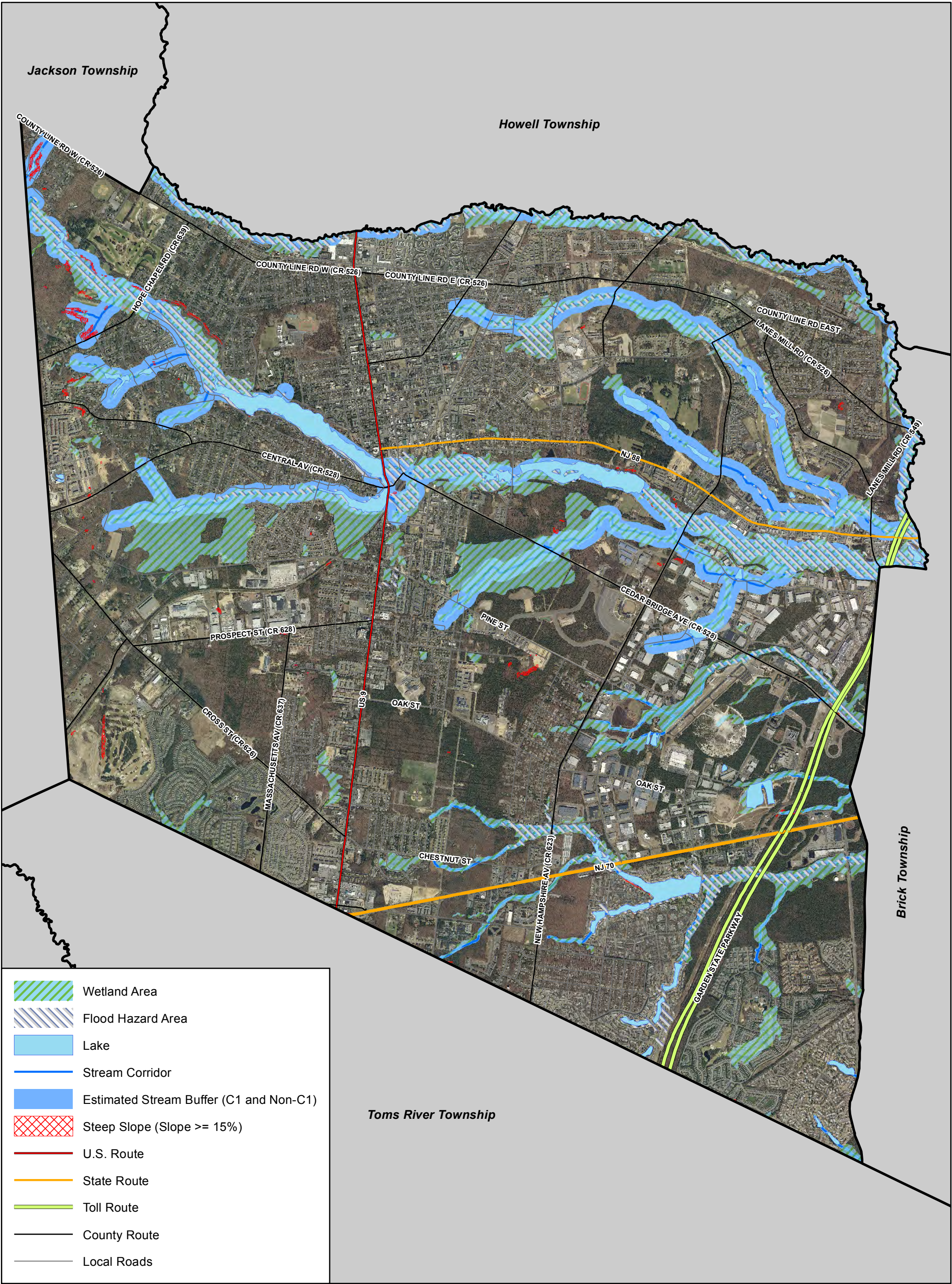
NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment LU-2: Existing Zoning

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Attachment LU-3: Environmental Constraints

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Wetland Area

Flood Hazard Area

Lake

Stream Corridor

Estimated Stream Buffer (C1 and Non-C1)

Steep Slope (Slope >= 15%)

U.S. Route

State Route

Toll Route

County Route

Local Roads

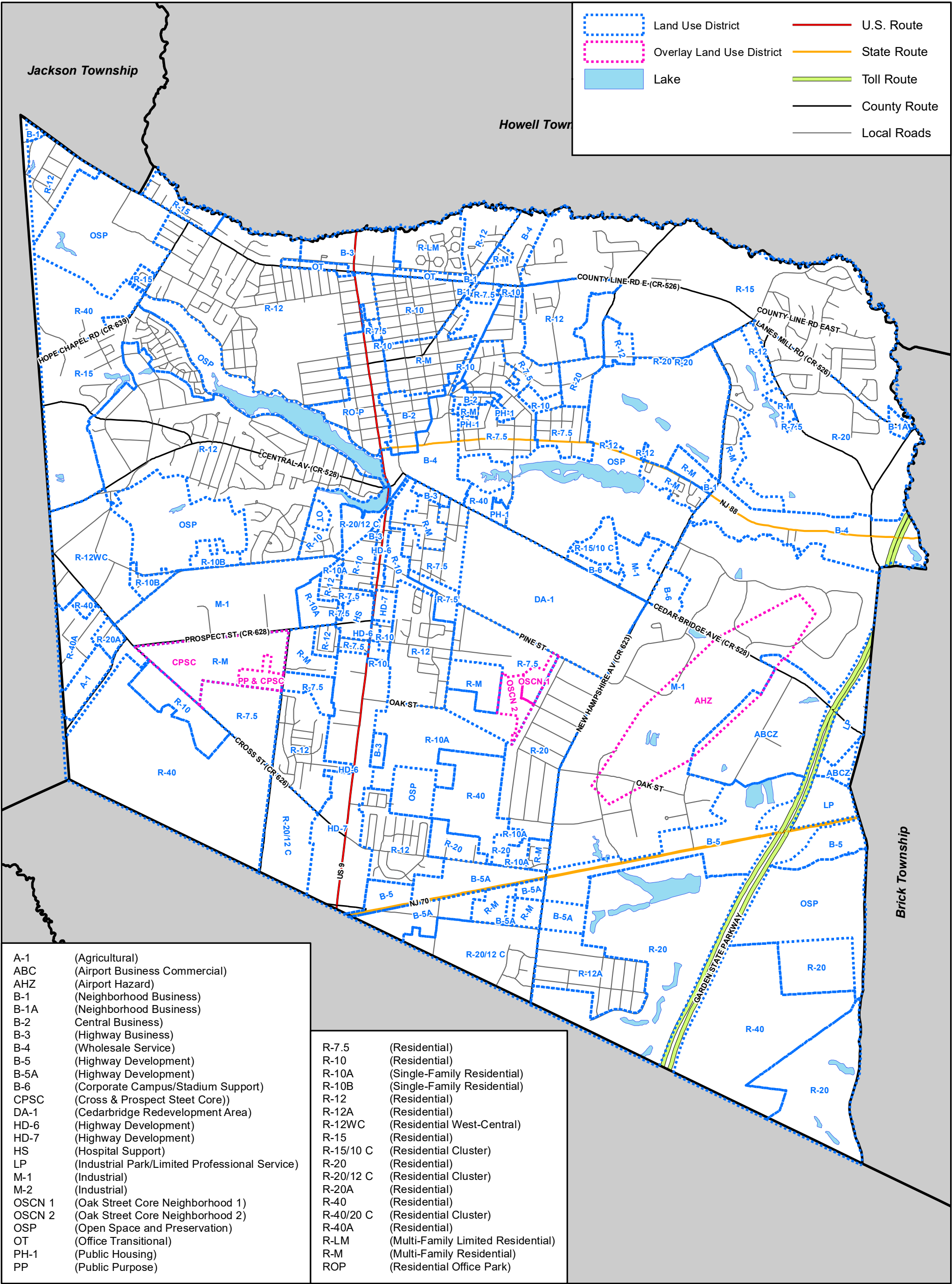
Environmental Constraints

Lakewood Township

Ocean County, New Jersey

Attachment LU-4: Proposed Land Use

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Prepared by: RED, 08-08-17
Source: NJDEP, NJDOT, Ocean County GIS, T&M Associates
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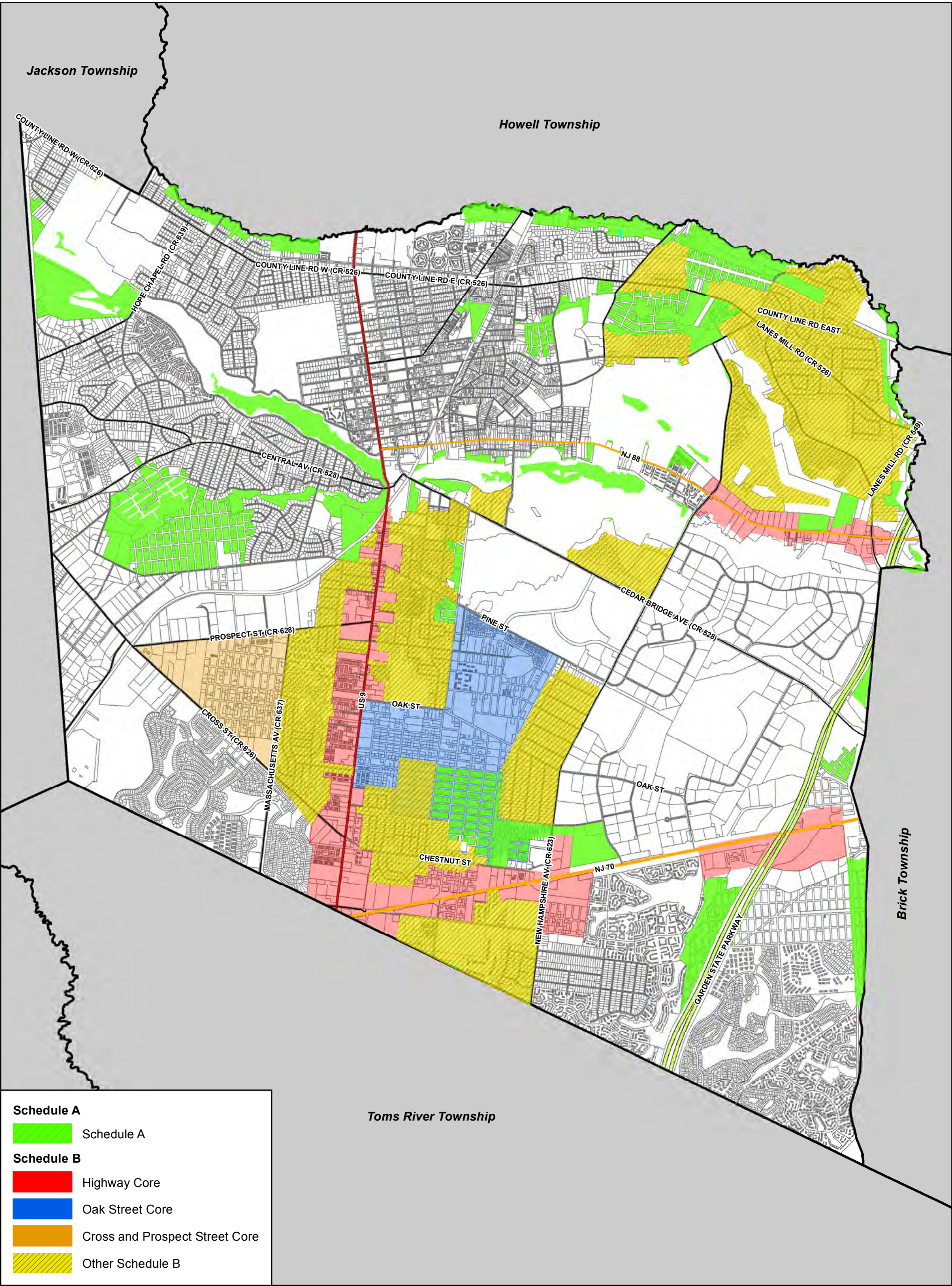
NOTE: This map is not an official zoning map. It should not be used for official purposes.


NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Proposed Land Use Lakewood Township Ocean County, New Jersey

Attachment LU-5: Proposed Land Use Plan: Planned Development
Overlay Land Use District: Non-Contiguous Cluster

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**Proposed Land Use Plan:
Planned Development Overlay Land Use District:
Non-Contiguous Cluster
Lakewood Township, Ocean County, New Jersey**

Recreation Element

Introduction

Lakewood Township's municipal park and recreation areas play a vital role in the township. Indeed, they not only increase the quality of life and health of township residents by providing space for passive and active recreation, they also protect the local environment by helping to conserve the important natural resources that they frequently contain. The municipal parks also help to strengthen the sense of community by providing a gathering place for township residents and facilitating the establishment of social ties, the benefit of which are noted to include reduced crime, improved safety, increased livability, and improved health.

Given the vital role that municipal park and recreation areas play, it is important that their future development and management is adequately planned. This element of the Lakewood Township Master Plan (i.e., the Recreation Element) has been designed to meet this need. After inventorying Lakewood Township's municipal park and recreation areas, it provides an assessment of current and future needs, and outlines a series of goals and objectives to help meet them.

Inventory of Park and Recreation Areas

This section of the Recreation Element inventories the various park and recreation areas that exist within Lakewood Township. While municipal park and recreation areas are the primary focus of the Recreation Element, both municipal and non-municipal park and recreation areas are covered herein.

Municipal Park and Recreation Areas

There are 13 municipal park and recreation areas in Lakewood Township. These park and recreation areas are located throughout the township, and encompass a total area of approximately 474.61 acres, which amounts to 3.0 percent of the gross area of the township.

The following subsections provide detailed descriptions of each municipal park and recreation facility.

Larry D'Zio Park

Larry D'Zio Park is located at the southwestern corner of Locust Street and New Hampshire Avenue (Ocean County Route No. 623), in the south-central portion of the township. It has a total area of approximately 4.80 acres. Facilities at Larry D'Zio Park include a: basketball court; playground; baseball field; picnic area; shelter; and, parking area.

Larry D’Zio Park’s location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-2 provides a detailed overview of Larry D’Zio Park.

Hearthstone Park

Hearthstone Park is located off Hearthstone Drive, in the southwestern portion of the township. It has a total area of about 8.07 acres. Facilities at Hearthstone Park include a: basketball court; playground, which was in the process of being replaced at the time of the preparation of this Recreation Element; baseball field; and, parking lot.

Hearthstone Park’s location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-3 provides a detailed overview of Hearthstone Park.

Sunset Road Park

Sunset Road Park is located on Sunset Road, in the central portion of the township. It has a total area of about 51.11 acres. Facilities available at Sunset Road Park include a: basketball court; playground; baseball field; picnic area; shelter; and, parking lot.

Sunset Road Park’s location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-4 provides a detailed overview of Sunset Road Park.

South Lake Drive/North Lake Drive

South Lake Drive/North Lake Drive is located around Lake Carasaljo, which is to the east of River Avenue (United States Route No. 9) in the northwestern portion of the township. It has a total area of about 180.31 acres. Facilities provided at South Lake Drive/North Lake Drive include: playgrounds; picnic areas; shelters; parking areas; walkways; and, an amphitheater. In addition, several access points to Lake Carasaljo are provided.

South Lake Drive/North Lake Drive’s location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-5 provides a detailed overview of South Lake Drive/North Lake Drive.

John Street Park

John Street Park is located near the southwestern corner of John Street and Dr. Martin Luther King Drive, in the central portion of the township. It has a total area of about 2.03 acres. Facilities provided at John Street Park include a: basketball court; baseball field; shelter, which was reconstructed in 2016; and, playground.

John Street Park’s location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-6 provides a detailed overview of John Street Park.

Roberto Clemente Park

Roberto Clemente Park is located at the southwestern corner of Cedar Bridge Avenue (Ocean County Route No. 528) and Dr. Martin Luther King Drive, in the central portion of the township. It has a total area of approximately 3.17 acres. Facilities offered at Roberto Clemente Park include a: baseball field; basketball court; playground; and, parking area.

Roberto Clemente Park's location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-7 provides a detailed overview of Roberto Clemente Park.

Campbell Park

Campbell Park is located at the northeastern corner of Main Street (New Jersey Route No. 88) and Madison Avenue (United States Route No. 9), in the central portion of the township. It has a total area of approximately 0.54 acres, and includes walkways and benches.

Campbell Park's location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-8 provides a detailed overview of Campbell Park.

Lakewood Community Center

Lakewood Community Center is located on Fourth Street, in the central portion of the township. It has a total site area of about 0.73 acres, and the community center building has a footprint of approximately 8,500 square feet. Facilities at Lakewood Community Center include a: basketball court; playground; community center building with a weight room and indoor recreation; and, parking area.

Lakewood Community Center's location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-9 provides a detailed overview of Lakewood Community Center.

Brook Road Park

Brook Road Park is located off Brook Road (Ocean County Route No. 26), in the northeastern portion of the township. It has a total area of 14.12 acres. Facilities at Brook Road Park include: a baseball field; a playground; a picnic area; a shelter; a football field; two soccer fields; and, a parking area. As of the preparation of this Recreation Element, the township was considering the reconfiguration of the entrance to Brook Road Park, as well as the installation of a public water line to enable the discontinuance of well water usage onsite. The Parks and Open Space Subcommittee indicates that Brook Road Park can accommodate team sports.

Brook Road Park's location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-10 provides a detailed overview of Brook Road Park.

Canterbury Park

Canterbury Park is located on Canterbury Road, in the northwestern portion of the township. It has a total area of approximately 0.77 acres. Facilities provided at Canterbury Park include a: basketball court; playground; and, parking lot.

Canterbury Park's location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-11 provides a detailed overview of Canterbury Park.

Pine Park

Pine Park is located on Country Club Drive, in the northwestern portion of the township. It has a total area of about 161.40 acres. Facilities available at Pine Park include: a basketball court; campgrounds; a handball court; picnic areas; shelters; playgrounds; baseball fields; tennis courts; and, parking areas. The Parks and Open Space Subcommittee indicates that Pine Park can accommodate team sports.

Pine Park's location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-12 provides a detailed overview of Pine Park.

School Garden Street Park

School Garden Street Park is located on the western side of School Garden Street and between East Fourth Street and East Fifth Street, in the central portion of the township. It has a total area of about 1.79 acres. Facilities at School Garden Street Park include a: playground; shelter; and, parking area.

School Street Park's location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-13 provides a detailed overview of School Street Park.

John Patrick Sports Complex

The John Patrick Sports Complex is located on Vine Street, in the south-central portion of the township. It has a total area of about 45.77 acres. Facilities at the John Patrick Sports Complex include: a total of six soccer fields, four of which are floodlit; four floodlit baseball fields; and, a parking area. The Parks and Open Space Subcommittee indicates that the John Patrick Sports Complex can accommodate team sports. However, it indicates that the John Patrick Sports Complex appears to be underutilized.

The John Patrick Sports Complex's location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-14 provides a detailed overview of the John Patrick Sports Complex.

Non-Municipal Park, Recreation and Open Space Areas

The municipal areas presented in the preceding subsection are supplemented by a variety of state, county, and privately-owned park, recreation and open space areas that may be available for the use and enjoyment of township residents. These areas, which are mapped in Attachment REC-1, encompass a total area of 1,909.90 acres or 11.9 percent of the township. While only municipal park and recreation areas fall under the jurisdiction of Lakewood Township, it is important to note that the location of non-municipal areas may have a direct impact on the future management, use and expansion of municipal park and recreation areas.

Within the 1,909.90 acres of non-municipal park, recreation and open space areas are: approximately 248.60 acres of private open space (i.e., conservation easements); and, 1,661.30 acres of public lands owned by the state and county.

Among the most important non-municipal public areas are Ocean County Park and Lake Shenandoah County Park and Sports Complex. These areas, which are large and important features of Lakewood Township, are available for the use and enjoyment of township residents and supplement the township's park and recreation areas. Other non-municipal public areas generally function as open space reserves, and are not developed as parks. Ocean County Park and Lake Shenandoah County Park and Sports Complex are described in the following subsections.

Ocean County Park

Ocean County Park is located off Ocean Avenue (New Jersey Route No. 88), in the northeastern part of the township. The park encompasses an area of approximately 340.30 acres, and has the following facilities offered: bicycle trails; cross country skiing trails; a driving range; fitness trails; a dog park; picnic areas; playgrounds; restrooms; shuffleboard courts; tennis courts; volleyball courts; and, baseball fields. In addition, the park contains two lakes and provides opportunities for swimming and fishing.

Ocean County Park's location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-15 provides a detailed overview of Ocean County Park.

Lake Shenandoah County Park and Sports Complex

Lake Shenandoah County Park and Sports Complex is located off Ocean Avenue (New Jersey Route No. 88), in the northeastern part of the township. The park encompasses an area of approximately 329.40 acres, and has the following facilities: bicycle trails; a picnic area; a playground; restrooms; soccer fields; basketball courts; and, baseball fields. In addition, the park contains Lake Shenandoah and provides opportunities for boating (incl., a public boat launch and rentals) and fishing.

Lake Shenandoah County Park and Sports Complex's location within Lakewood Township is shown in Attachment REC-1. In addition, Attachment REC-16 provides a detailed overview of Lake Shenandoah County Park and Sports Complex.

Assessment of Current and Future Needs

This section of the township's Recreation Element provides an assessment of current and future park and recreation space and facility needs. It also discusses specific management needs identified by the township's Department of Public Works.

It is noted that this assessment of current and future needs is applicable to municipal park and recreation areas. Because non-municipal park and recreation areas do not fall under the jurisdiction of Lakewood Township, this assessment is not applicable to the non-municipal areas that have been described in the preceding inventory of park and recreation areas.

Space Needs

Park and recreation space needs are primarily measured as a function of a community's population. For instance, information from the National Recreation and Park Association indicates that jurisdictions with a total population: between 50,000 and 99,999 residents have a median of 9.2 acres of parkland per 1,000 residents; and, between 100,000 and 250,000 residents have a median of 7.4 acres of parkland per 1,000 residents. These figures are: derived from a national survey conducted by the National Recreation and Park Association; and, are reflective of parks and recreation lands, but not open space areas that are primarily intended for conservation.

At the time of the 2010 US Census, which is the most recent decennial census, Lakewood had a population of 92,843 residents. However, the township's population is growing rapidly and, based on historic growth and current development trends, the number of residents could reach 220,000 residents by 2030. When the metrics of the National Recreation and Park Association that have been cited above are applied to Lakewood Township's population, it is determined that, to match the median acreage of park and recreation areas in other jurisdictions, the township: needed a total of approximately 854.16 acres at the time of the 2010 US Census; and, could need as much as approximately 1,628.00 acres, in total, by 2030.

The calculation of the acreages of park and recreation areas that are needed in Lakewood Township to match the median acreages in other jurisdictions represent: a surplus of approximately 1,281.75 acres based on the population at the time of the 2010 US Census; and, a surplus of approximately 507.91 acres based on the potential 2030 population. These calculations are based on the total acreage of all municipal and non-municipal parks that exist within Lakewood Township and have been described in the preceding section (viz., Inventory of Park and Recreation Areas) of this Recreation Element (n.b., open space areas that are primarily

intended for conservation and not developed as parks have been excluded). The reason for including non-municipal park and recreation areas in these calculations is that they supplement the municipal park and recreation areas and are generally available for the use and enjoyment of township residents, even though they do not fall under the jurisdiction of Lakewood Township. If non-municipal park and recreation areas were excluded from the calculations, there would be: a deficit of 379.55 acres based on the population at the time of the 2010 US Census; and, a deficit of 1,153.39 acres based on the potential 2030 population.

Facility Needs

During the preparation of this Recreation Element, the township's Department of Public Works indicated that the demand for, and on, park and recreation areas is high. This signifies a need for: the expansion of the inventory of municipal park and recreation areas; maintenance to existing facilities within municipal park and recreation areas (incl., the eventual replacement and reconstruction of facilities at the end of their lifespans); and, provision of new facilities in municipal park and recreation areas to meet the needs of township residents.

The need for the expansion of the inventory of municipal park and recreation areas has been demonstrated in the preceding subsection of this Recreation Element, and the need for maintenance to existing facilities within municipal park and recreation areas is discussed in the following subsection of this Recreation Element.

With regard to the provision of new facilities, it is the recommendation of this Recreation Element to be responsive to input from residents and the observations of public stakeholders on existing needs, while at the same time anticipating future needs based on demographic trends.

Park Management

The Department of Public Works is responsible for the general maintenance and upkeep of municipal park and recreation areas. To illustrate, it mows lawns, power washes structures, and maintains ballfields. It also replaces or reconstructs facilities as the need arises (e.g., it replaces playgrounds at the end of their product lifespans). In addition, the Department of Public Works also manages scheduling and the administration of use permits for athletic field and picnic area use (n.b., the final approval of schedules is provided by the governing body).

A total of 15 staff members of the Department of Public Works are normally allocated to the municipal park and recreation areas. In the winter months, when there is less activity in the municipal park and recreation areas, some of these staff members are reallocated to other functions within the Department of Public Works. During the preparation of this Recreation Element, however, Department of Public Works staff expressed the opinion that an additional

number of staff members allocated to the municipal park and recreation areas during the spring, summer and fall months would be beneficial in achieving the Department's objectives.

Resource Assessment

The purpose of this section of the Recreation Element is to identify areas that have potential for providing open space or recreation opportunities.

With regard to areas of the township that have potential for providing recreation opportunities, it is noted that the township's Parks and Open Space Subcommittee has examined publically-owned parcels in future growth areas of the township that could, potentially, be developed as park and recreation areas. These areas are mapped in attachments REC-17 through REC-20 and located within the area around James Street, Cross Street and Drake Road, on the southern fringe of Crystal Lake Preserve, or in the Cross and Prospect Street Core.

In addition to the above, it is noted that township officials have analyzed the right-of-way of Kennedy Boulevard East from Squankum Road in the west to the municipal boundary with Brick and Howell townships in the east. The impetus for this analysis was several requests made by landowners in this area to acquire portions of the right-of-way for private use. This analysis resulted in the determination that the potential future uses of the right-of-way include a: full or partial road; multi-segment trail; greenway; or, a utility corridor. During the preparation of this Recreation Element, the Parks and Open Space Subcommittee indicated its support for the use of this right-of-way as a multi-segment trail or greenway. The Parks and Open Space Subcommittee also recommended the inclusion of any abutting municipally-owned properties into such a facility.

The township's Conservation Element supplements this section of the Recreation Element by outlining the township's open space and, more broadly, natural resource conservation objectives.

Goals and Objectives

The Recreation Element identifies several goals aimed at improving the level of service and quality of the township's municipal park and recreation areas. For each goal, several clear and actionable objectives are provided. The goals and objectives are presented in the following subsections.

Goal 1: Expand the Network of Park and Recreation Areas

As has been demonstrated in the needs analysis that is provided in this Recreation Element, the township's population is expected to grow through 2030 and the current acreage of park and recreation areas is, according to metrics of the National Recreation and Park Association,

insufficient. It is, therefore, important to increase the acreage of park and recreation areas in the township.

The following objectives are provided to help meet Goal 1:

- Locate new park and recreation areas in areas where residential growth is anticipated (e.g., in the Cross and Prospect Street Core).
- Identify municipal parcels that can be converted to park and recreation uses.
- Work with developers to include tot-lots and similar facilities in new developments.
- Investigate the possibility of developing low-impact recreation facilities (e.g., picnic areas, playgrounds) within existing open space areas.

Goal 2: Ensure Proper Maintenance of Park and Recreation Areas

Park and recreation areas are an important community feature. They provide space for active and passive recreation, and help to strengthen social ties by serving as a gathering place for township residents. Through proper maintenance of park and recreation areas, the quality, safety and desirability of park and recreation areas can be ensured.

The following objectives are provided to help meet Goal 2:

- Explore the possibility of increasing the number of municipal staff assigned to the maintenance of park and recreation areas during the spring, summer and fall.
- Work with local civic organizations to organize volunteer events for park cleanup and similar activities.
- Develop an annual maintenance plan or checklist to facilitate the routine maintenance and upkeep of park and recreation areas. Any such maintenance plan or checklist should consider the need for maintenance of athletic fields, paved surfaces, structures, and other amenities.
- Promote the use products that feature low-maintenance, long-lasting, and recycled materials (e.g., synthetic wood benches and fencing) within municipal parks and recreation areas.

Goal 3: Be Responsive to Resident Needs and Desires

When planning for new or renewed facilities in parks, it is important to consider and respond to the needs and desires of local residents. By doing so, the usefulness and attractiveness of these areas to local residents can be maximized.

The following objectives are provided to help meet Goal 3:

- Evaluate existing use of park and recreation areas on an ongoing basis. Where possible, develop programmatic changes when need is determined (e.g., coordinating schedules of various athletic leagues, etc.).

- Seek regular feedback and input from Lakewood Township residents on the condition of existing park and recreation area facilities, existing and future needs, and desires. An online survey or comment form on the municipal website may be an effective way of seeking such feedback and input.
- Interface with Ocean County to encourage the development and operation of Ocean County Park and Lake Shenandoah County Park and Sports Complex in such a manner that responds to local needs and desires.

Goal 4: Explore Funding Opportunities for Municipal Park and Recreation Areas

The expansion and maintenance of municipal park and recreation areas requires access to funding. This goal seeks to provide access to such funds while, at the same time, minimizing the financial burden on Lakewood township residents.

The following objectives are provided to help meet Goal 4:

- Review existing park permit fees and charges (e.g., for use of athletic fields and lighting) and increase such fees and charges, where appropriate.
- Consider the development of an “adopt-a-park” program to raise funds from local businesses, organizations, and residents for the expansion and maintenance of park and recreation areas.
- Investigate the feasibility of introducing a municipal open space and recreation tax and/or recreation trust fund to help fund the expansion and maintenance of Lakewood’s network of park and recreation areas.
- Identify potential grant and other funding opportunities within the public and private sectors.

Goal 5: Promote Community Development and Sustainability

Parks are an important community feature. Indeed, they provide space not only for recreation, but also provide a space for local residents to meet one another. At the same time, they serve as a focal point of the community, and can be used to promote sustainability. The purpose of this goal is to strengthen the role of the municipal parks and recreation areas as a gathering and a forum for promoting sustainable development within the community.

The following objectives are provided to help meet Goal 5:

- Foster a sense of community by promoting the use of the parks as a gathering place for Lakewood’s diverse residents (e.g., through hosting local events in municipal parks).
 - Promote the use of pervious pavement and other technologies to reduce stormwater runoff from municipal park and recreation areas.
 - Use products that feature low-maintenance, long-lasting, and recycled materials (e.g., synthetic wood benches and fencing) within municipal parks and recreation areas.
-

- Promote the use of drought-resistant, native and perennial plantings and groundcovers in the municipal park and recreation areas.
- Implement water-saving measures and devices (e.g., low-flow or waterless toilets and faucets) in restrooms and other facilities.
- Provide interpretive signage explaining sustainability measures, where implemented.

Action Plan

The purpose of an action plan is to provide direction for the orderly and coordinated execution of a plan and, therewith, the attainment of the goals it presents. This action plan, therefore, outlines key steps that should be taken to meet the goals of the Recreation Element. These steps are organized by when they should be taken in the following subsections.

Short-Term Actions

Within a short period (i.e., approximately five years) after the adoption of the Recreation Element, the following actions should be taken:

- Explore opportunities to expand the network of municipal park and recreation areas in areas identified by the Parks and Open Space Subcommittee (cf. attachments REC-17 through REC-20).
- Analyze existing open space areas to determine if they may be suitable for limited development with low-impact recreation facilities.
- Develop an annual maintenance plan or checklist for municipal park and recreation facilities.
- Review existing park permit fees and charges and increase fees, where appropriate.
- Reduce or eliminate the planting of annual plants and groundcovers in municipal park and recreation areas. Use native, drought-resistant and perennial plants to the maximum extent possible.
- Assess the feasibility of increasing the number of municipal staff assigned to the maintenance of park and recreation areas during the spring, summer and fall. Where feasible, provide additional staff.
- When facilities approach their useable lifespan, and need replacement or renewal, maximize the use of low-maintenance, long-lasting, and recycled materials and products.
- When pavement needs replacement, replace with pervious pavement to the maximum extent practicable.

Medium- and Long-Term Actions

After a period of approximately five years from the adoption of the Park and Recreation Master Plan, completion of the following actions should become a priority:

- Expand the network of municipal park and recreation areas in areas with a high degree of residential growth and development.

- Work with Ocean County to guide the development and operation of Ocean County Park and Lake Shenandoah County Park and Sports Complex in a manner that responds to local needs and desires.
- Through the Parks and Open Space Subcommittee, identify opportunities to host or organize fairs and similar events in Lakewood’s municipal park and recreation areas. Begin hosting or organizing such events, as appropriate.
- Replace toilets and faucets in restrooms and similar facilities with low-flow or waterless devices.
- Investigate the feasibility of an “adopt-a-park” program. When feasible, work with the Parks and Open Space Subcommittee to formally establish such a program, when feasible.
- Explore the feasibility of introducing a municipal open space and recreation tax and/or a recreation trust fund. When determined feasible, implement such tax and/or fund.

Continuous Actions

The following actions should be continuous:

- Monitor the rate and location of residential growth within the township to anticipate future need for recreation and park areas, and capture opportunities to create new spaces.
- Develop and maintain an inventory of land that has the potential to be developed as park and recreation areas.
- Work with developers to incorporate park and recreation facilities in new development.
- Develop relationships with local civic organizations to organize volunteer events for park cleanup and similar activities.
- Implement the annual maintenance plan or checklist for municipal park and recreation facilities. Review said plan or checklist for any necessary updates or other revisions.
- Seek regular feedback and input from Lakewood Township residents on the condition of existing park and recreation area facilities, existing and future needs, and desires.
- Review park permit fees and charges and increase fees, where appropriate. When doing so, the fees and charges of adjacent municipalities should be considered.
- Identify potential grant and other funding opportunities within the public and private sectors.
- Evaluate the use of park and recreation areas. Identify the need for programmatic changes and implement needed changes, where necessary.
- Monitor staff levels and adjust as necessary.
- Install interpretive signage when a sustainability measure (e.g., installation of pervious pavement, or low-flow toilet) is implemented.

Stakeholder Outreach

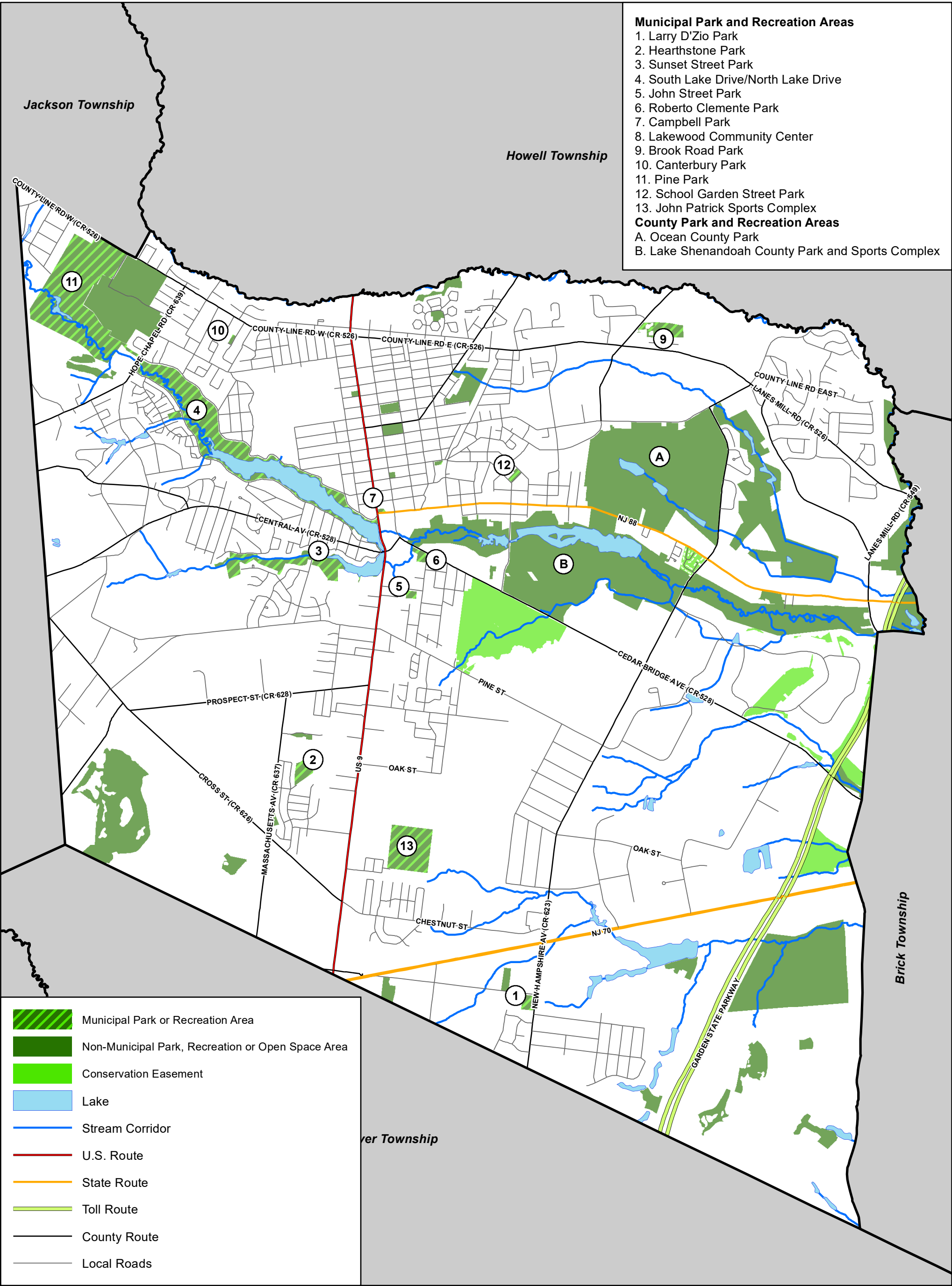
It is noted that the development of this Recreation Element has been informed by extensive public and private stakeholder outreach. Input was solicited and received from the township’s

Parks and Open Space Subcommittee, which is comprised of a mix of public and private stakeholders, as well as from the township's Department of Public Works and the Ocean County Planning Board. Additionally, the Recreation Element was made available for public review and comment, and presented at a public hearing of the Lakewood Township Planning Board.

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Attachment REC-1: Location of Park and Recreation Areas within
Lakewood Township

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Parks and Recreation Areas Lakewood Township Ocean County, New Jersey



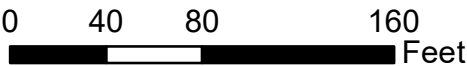
NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment REC-2: Detail of Larry D’Zio Park

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Prepared by: RED, 03-16-17
Source: NJDEP, Ocean County GIS, T&M Associates
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Larry D'Zio Park

Lakewood Township

Ocean County, New Jersey



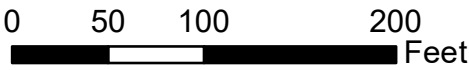
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Attachment REC-3: Detail of Hearthstone Park

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Source: NJDEP, Ocean County GIS, T&M Associates
File Path: H:\LAKE\00600\GIS\Projects\REC FIG C.mxd

***Hearthstone Park
Lakewood Township
Ocean County, New Jersey***



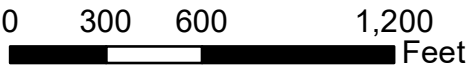
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Attachment REC-4: Detail of Sunset Road Park

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Sunset Road Park Lakewood Township Ocean County, New Jersey



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment REC-5: Detail of South Lake Drive/North Lake Drive

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0 400 800 1,600
Feet

Prepared by: RED, 03-16-17
Source: NJDEP, Ocean County GIS, T&M Associates
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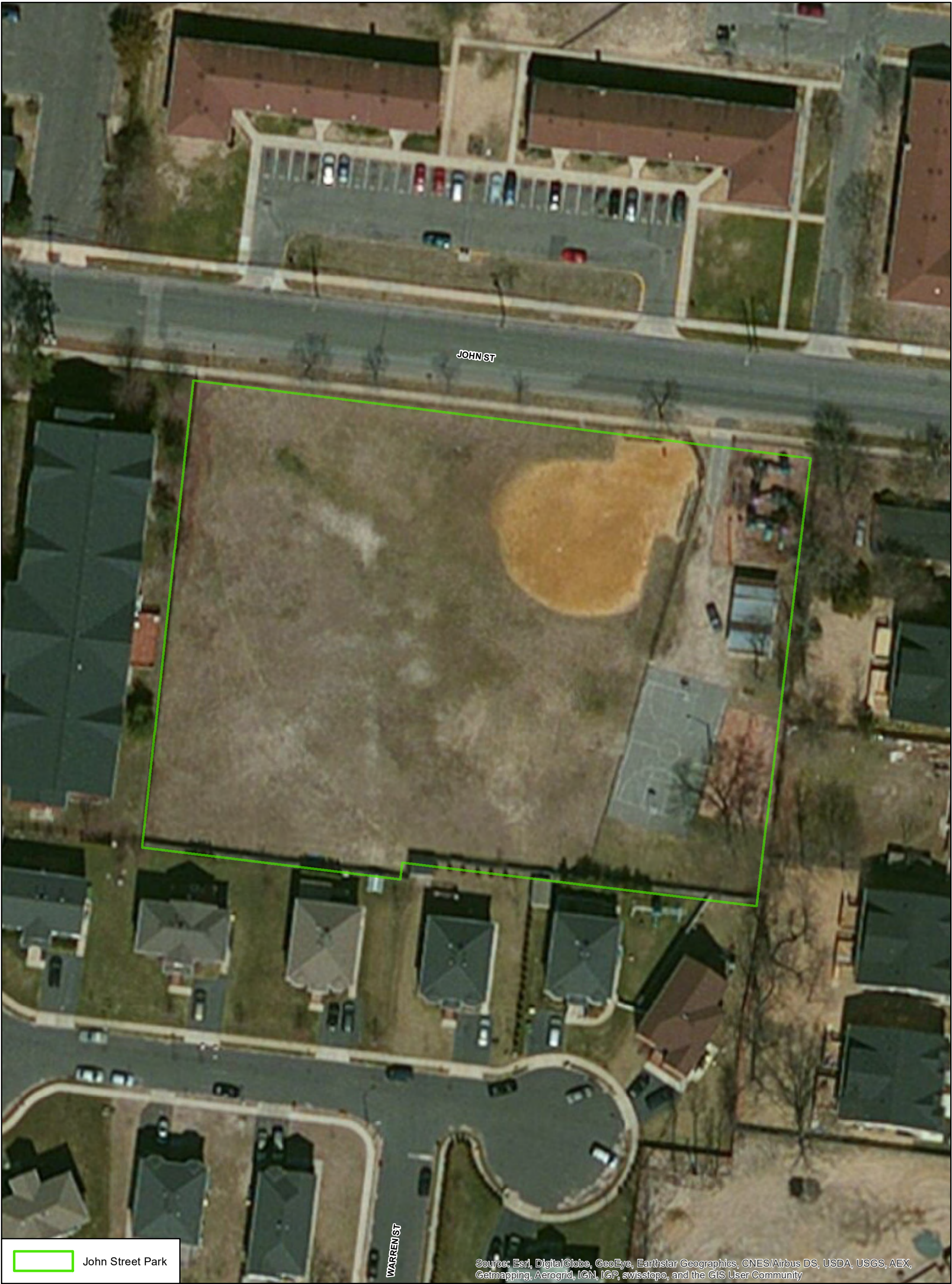
South Lake Drive/North Lake Drive Lakewood Township Ocean County, New Jersey



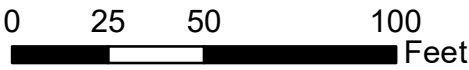
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Attachment REC-6: Detail of John Street Park

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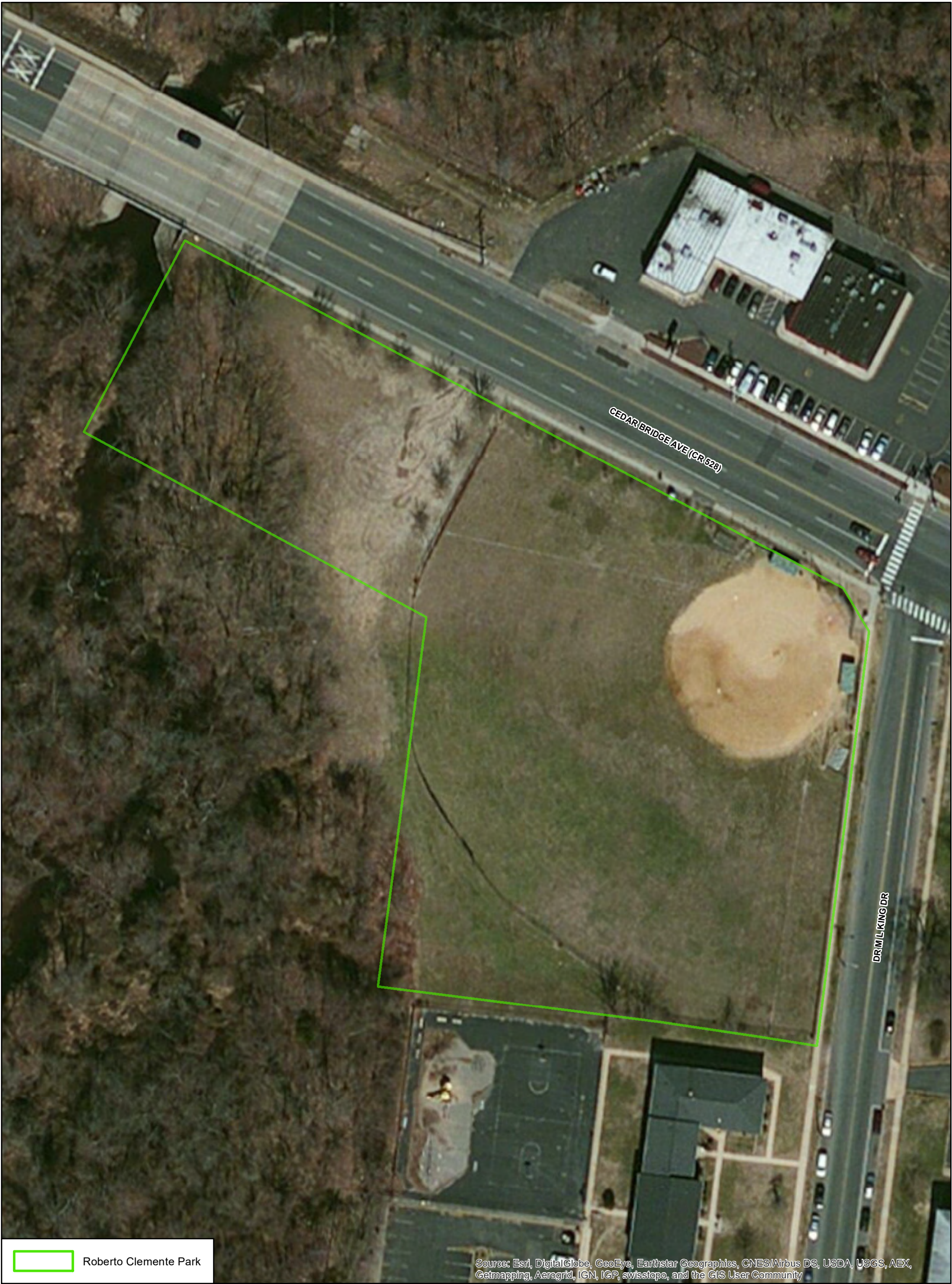
John Street Park
Lakewood Township
Ocean County, New Jersey



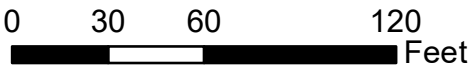
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Attachment REC-7: Detail of Roberto Clemente Park

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Roberto Clemente Park
Lakewood Township
Ocean County, New Jersey



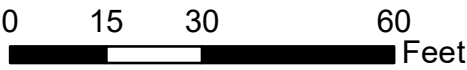
NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment REC-8: Detail of Campbell Park

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Campbell Park
Lakewood Township
Ocean County, New Jersey



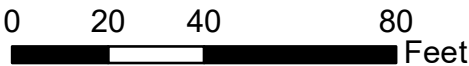
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Attachment REC-9: Detail of Lakewood Community Center

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Lakewood Community Center Lakewood Township Ocean County, New Jersey



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Attachment REC-10: Detail of Brook Road Park

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0 100 200 400
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Source: NJDEP, Ocean County GIS, T&M Associates
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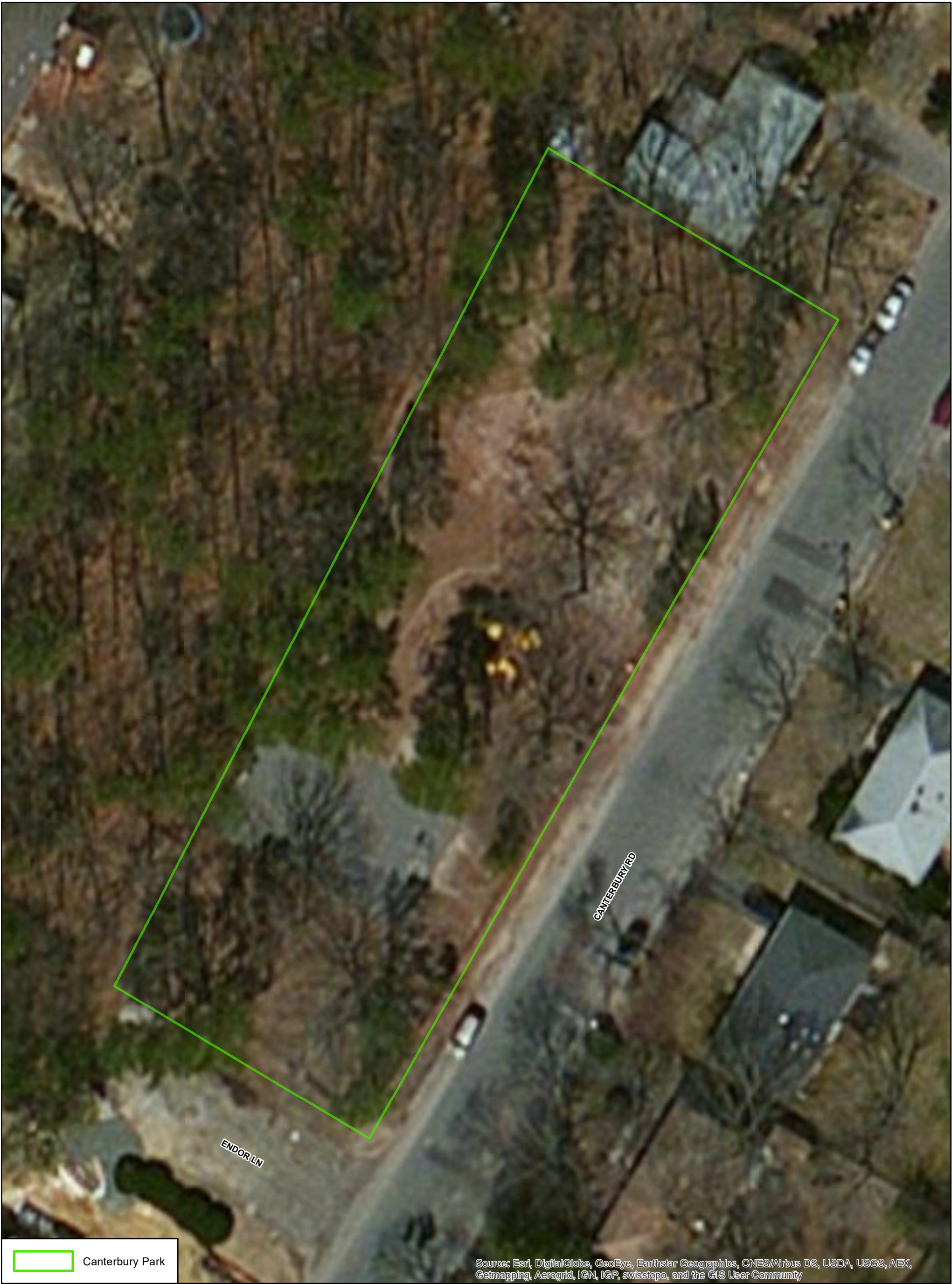
Brook Road Park Lakewood Township Ocean County, New Jersey



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Attachment REC-11: Detail of Canterbury Park

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0 15 30 60
Feet

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Source: NJDEP, Ocean County GIS, T&M Associates
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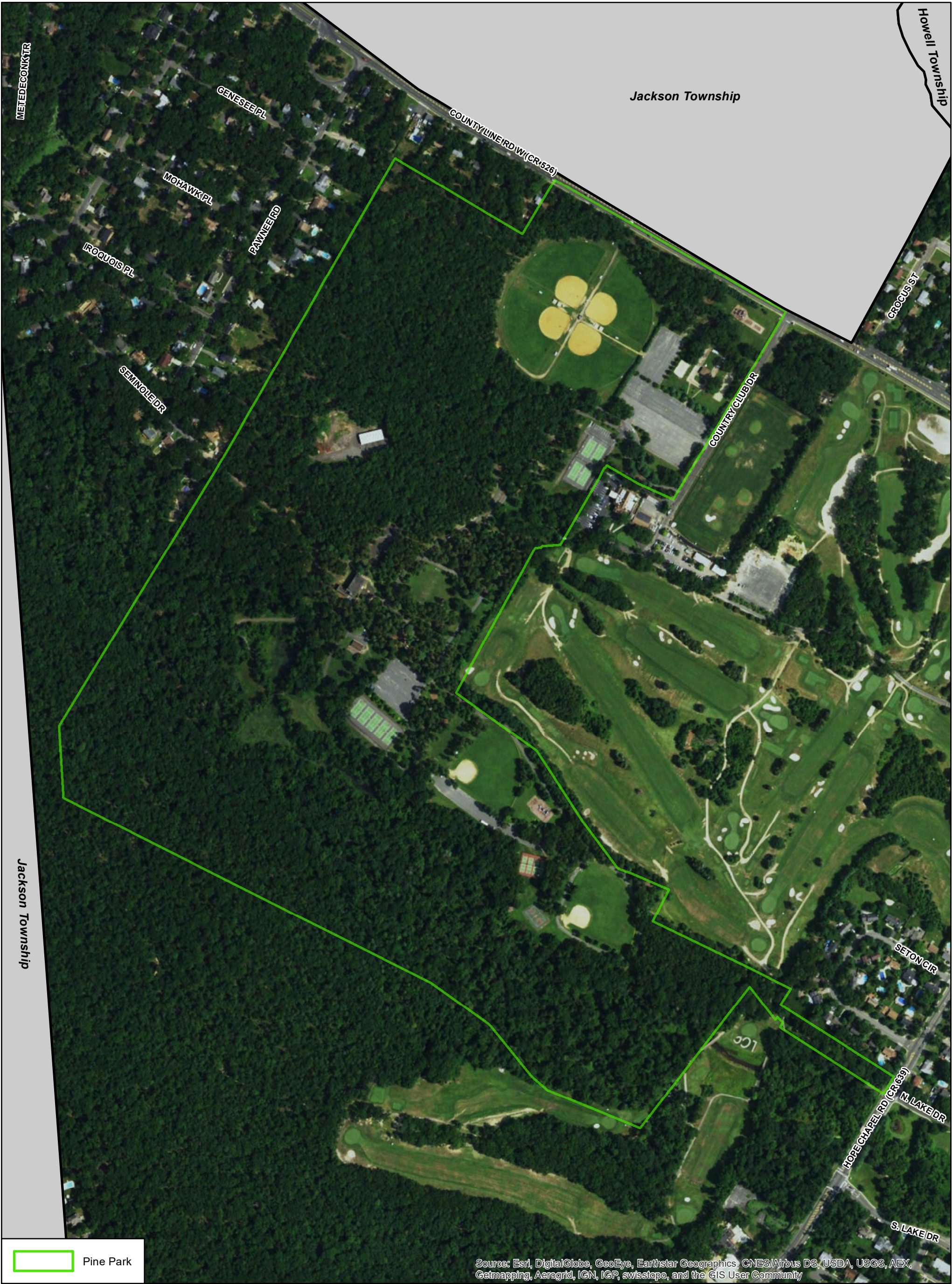
Canterbury Park
Lakewood Township
Ocean County, New Jersey



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Attachment REC-12: Detail of Pine Park

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0 200 400 800
Feet

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Pine Park

Lakewood Township

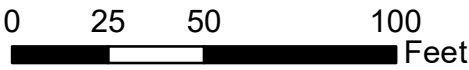
Ocean County, New Jersey

Attachment REC-13: Detail of School Garden Street Park

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School Garden Street Park
Lakewood Township
Ocean County, New Jersey



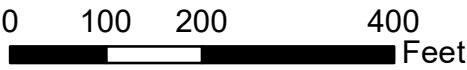
NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment REC-14: Detail of John Patrick Sports Complex

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John Patrick Sports Complex Lakewood Township Ocean County, New Jersey



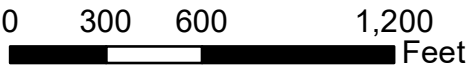
NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment REC-15: Detail of Ocean County Park

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Ocean County Park Lakewood Township Ocean County, New Jersey



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment REC-16: Detail of Lake Shenandoah County Park and Sports
Complex

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0 350 700 1,400
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Source: NJDEP, Ocean County GIS, T&M Associates
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Lake Shenandoah County Park and Sports Complex

Lakewood Township

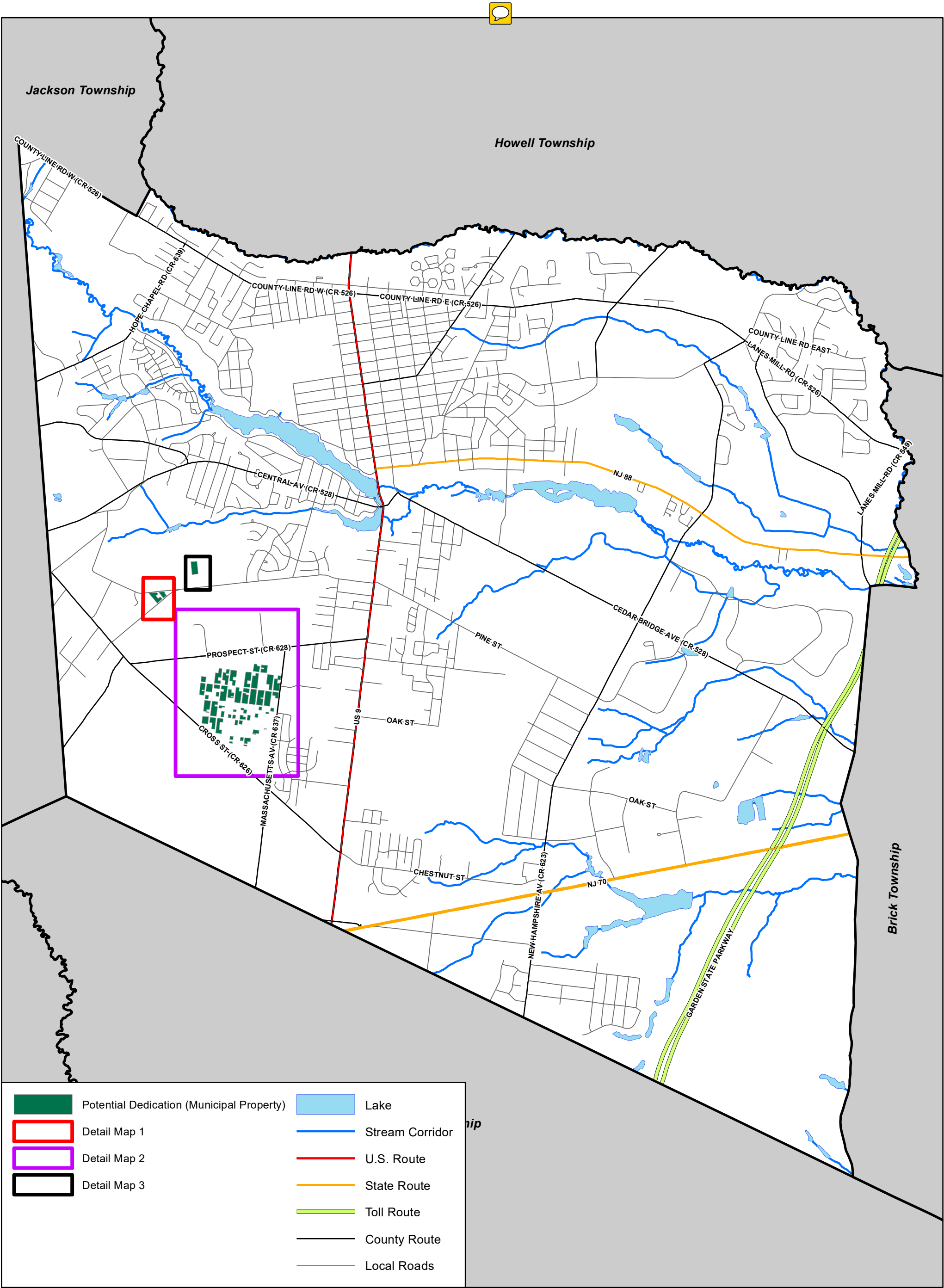
Ocean County, New Jersey



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment REC-17: Potential Park and Recreation Areas (Overview)

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Attachment REC-18: Potential Park and Recreation Areas (Detail 1)

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0 60 120 240
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Source: NJDEP, Ocean County GIS, T&M Associates
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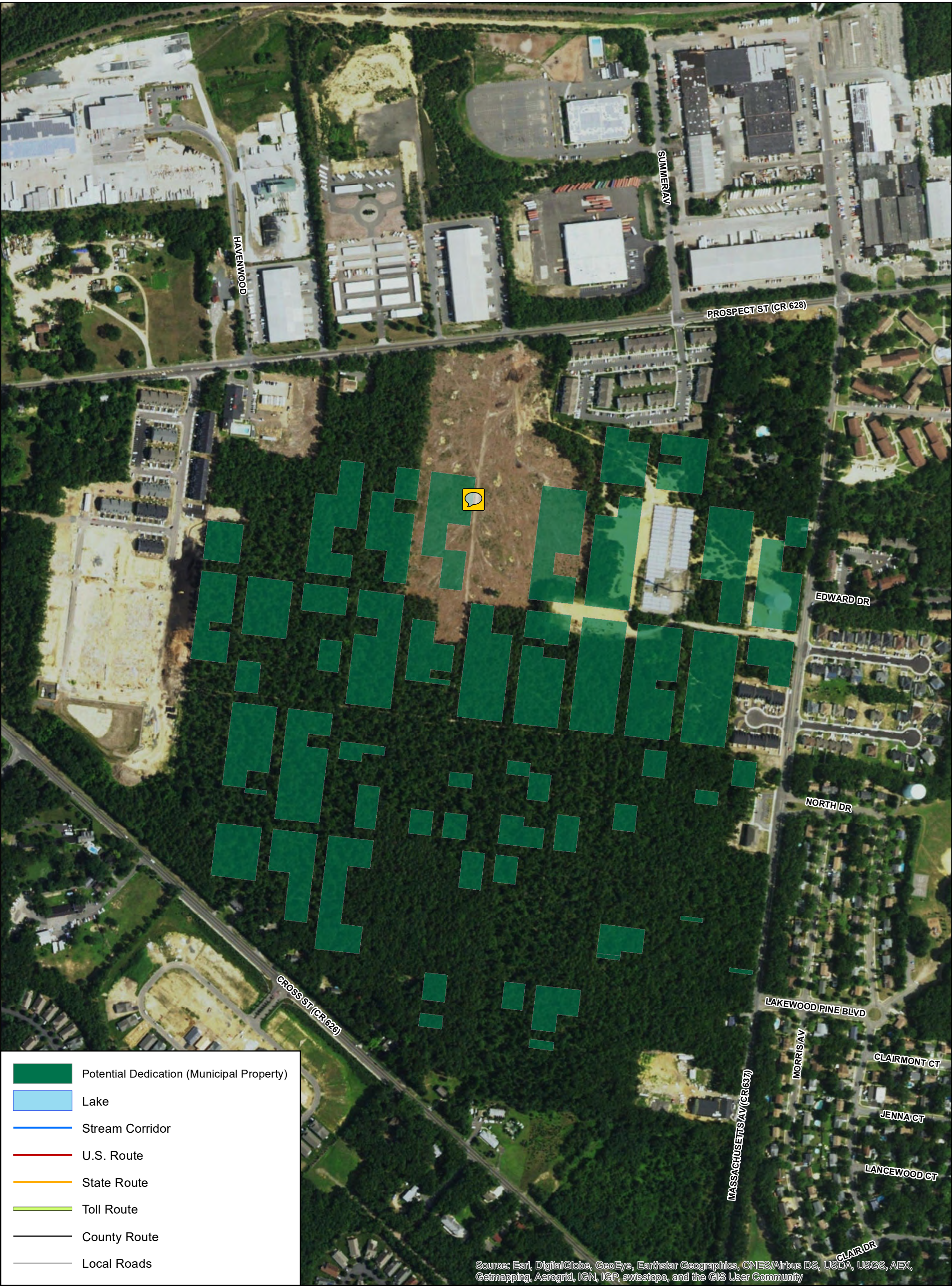
Potential Lands for Development as Park and Recreation Areas (Detail Map 1) Lakewood Township Ocean County, New Jersey



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment REC-19: Potential Park and Recreation Areas (Detail 2)

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Prepared by: RED, 03-16-17
Source: NJDEP, Ocean County GIS, T&M Associates
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Potential Lands for Development as Park and Recreation Areas (Detail Map 2) Lakewood Township Ocean County, New Jersey



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment REC-20: Potential Park and Recreation Areas (Detail 3)

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0 50 100 200
Feet

Prepared by: RED, 03-16-17
Source: NJDEP, Ocean County GIS, T&M Associates
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**Potential Lands for Development as
Park and Recreation Areas (Detail Map 3)
Lakewood Township
Ocean County, New Jersey**



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Conservation Element

Introduction

The Conservation Element provides an inventory of Lakewood's natural resources and discusses the importance of conservation and methods thereof. It also provides a set of policies and strategies to facilitate conservation within the Township.

Inventory of Natural Resource Areas

Lakewood's key natural resources include the Metedeconk River and associated tributaries, the Township's existing open space such as the extensive park areas, Crystal Lake Preserve and the Shorrock Street area, and critical habitat areas along the branches of the Metedeconk and in the Kettle Creek and Cedarbridge Areas. The resources areas are discussed in the following subsections.

Metedeconk River and associated tributaries

The Metedeconk River and its associated tributaries provide a natural border between Lakewood and Howell Township in Monmouth County, as well as a framework for an integrated open space system of passive and active recreation areas. The North Branch of the Metedeconk forms the boundary between Lakewood and Monmouth County, while the South Branch of the Metedeconk includes Lake Shenandoah, Lake Carasaljo, and Lake Manetta. Both the North and South Branches of the Metedeconk are classified as Category I (C-1) waterways by the NJDEP's surface water quality standards. The Metedeconk, and all of Lakewood, are part of the Barnegat Bay Watershed. In addition, the Metedeconk is an important component of the regional water system as it feeds the Brick Reservoir, a significant source of potable water for northern Ocean County.

Existing Open Space

Approximately 25 percent of Lakewood's land area is already dedicated for recreation and open space. Existing open space within the Township is located predominately along the South Branch of the Metedeconk River. Lakewood has several County and local parks and recreation areas, including Lake Shenandoah and Lake Carasaljo; and identified conservation areas, including the Crystal Lake Preserve and the Shorrock Open Space area as well as municipal recreation areas at Pine Park and the John F. Patrick Sports Complex. The Township Unified Development Ordinance provides for an open space zone in the areas that surround Lake Shenandoah and Ocean County Park; while the land in the Crystal Lake Preserve has a very low density residential designation. Additionally, the 59.47 acre Dwulet Farm on Joe Parker Road has been preserved as active farmlands through Ocean County's Farmland Preservation Program.

Critical Habitat Areas

Lakewood's forested wetlands, wooded areas, lakes and rivers are also important wildlife habitat areas. The Township is located within the Barnegat Bay federal priority wetland and the Metedeconk River System. Lakewood's wetland and forest areas support a variety of suitable habitat for wildlife and vegetative species including the wintering population of the Federally-threatened and State Endangered Bald Eagle and for other state listed species such as Red-shouldered hawks, Pine Barrens Tree Frogs, and Barred Owls.

Please refer to Attachment CE-1, which depicts freshwater wetlands, flood hazard areas, lakes, and stream corridors in Lakewood Township.

Promoting Conservation

Conservation of Lakewood's natural resources is important. Indeed, as has been previously shown in this Conservation Element, the Township's natural resources help to improve local water quality, provide important wildlife habitat, and therewith, promote increased biodiversity within the region. In addition, Lakewood's waterways and woodlands provide scenic vistas and recreational opportunities for residents and visitors alike.

The following subsections provide an overview of key methods to promote conservation in Lakewood.

Environmental Preservation Strategy

To enhance and expand its open space and recreation resources, the 2013 Township Smart Growth Plan proposes a comprehensive environmental preservation strategy that includes new parks to serve the recreational needs of the current and future residents of Lakewood and the preservation of large contiguous areas of open space to support wildlife and vegetative species habitat. Based on the Township's proposal, over a thousand new acres of open space will be preserved in the Township and a variety of new active recreation areas and parks will be added to the Township's inventory.

Areas proposed for preservation include:

- Lands along Kettle Creek near NJ Route 70 and in the proposed Oak Street Neighborhood;
- Crystal Lake Preserve Area;
- Wetlands and wooded areas in the Cedarbridge redevelopment area;
- Areas within Lake Shenandoah Park adjoining Cedarbridge Avenue;
- Wetlands north of Cedarbridge Avenue in the Lakewood Industrial Park;
- Undeveloped areas along Shorrock Street to be combined with existing Green Acres preserved land;



- Lands east of the Parkway adjoining the Township boundary with Brick Township; and,
- A portion of the former Department of Public Works site along the Cabinfield Branch.

In addition, new open space area and public park facilities are proposed in the Oak Street Neighborhood and the Cross and Prospect Street Core.

Another element of the Township environmental preservation strategy is the protection through a conservation easement of 600-700 acres of municipally-owned parcels that are located outside of the sewer service area. The properties will be used for tree save purposes in the proposed non-contiguous cluster ordinance.



For further information please see Attachment CE-2, which shows the Comprehensive Environmental Strategy which was adopted as part of the 2013 Smart Growth Plan.

Non-Contiguous Cluster Ordinance

The adopted 2013 Lakewood Smart Growth Plan proposed the adoption of a non-contiguous clustering ordinance as one prong of the Township's environmental preservation strategy. This Conservation Plan Element affirms that approach to assist in the implementation of the Township's preservation strategy. Adoption of a non-contiguous clustering ordinance is recommended to direct development to areas identified for future growth in the Township's Smart Growth Plan and preserve open space areas prioritized for preservation. As outlined in the 2013 Smart Growth Plan, this noncontiguous clustering approach is intended to provide a mechanism in which key habitat preservation areas and open space areas are preserved in large contiguous tracts.

Non-contiguous clustering is permitted under the NJ Municipal Land Use Law (MLUL). Non-contiguous clustering does not transfer development rights from one property to another, but identifies areas to be developed and preserved in a planned approach on two non-contiguous parcels that are developed as a "single entity." In both contiguous and non-contiguous clustering permitted development is shifted to and concentrated in one area of the tract, with the remaining areas preserved as open space. While the overall gross residential density or amount of non-residential development remains the same, the net density or intensity is increased in the area where the development is concentrated. Simply put, a contiguous and non-contiguous cluster works in the same way, with the exception that a non-contiguous cluster will include a tract with one or more non-contiguous properties.

The non-contiguous clustering ordinance should be adopted by the Township Committee as part of Lakewood Unified Development Ordinance (UDO) creating a new planned development district that permits and establishes the criteria for reviewing the noncontiguous cluster development.

Where appropriate in areas under Coastal Area Facility Review Act (CAFRA) jurisdiction, the open space component of the non-contiguous cluster could be used for tree save and habitat protection pursuant to CAFRA review and approval. In addition, parcels will be considered as one tract in the application before the Planning Board and under CAFRA review. The ordinance will contain “reasonable criteria” to fully evaluate the proposed non-contiguous clustering approach including areas that are preferable for designating as the open space and development components of the planned development.

The non-contiguous cluster ordinance will allow tree save to occur on the portion of a non-contiguous cluster tract that is in the Schedule A area (i.e. large contiguous open space areas), while allowing development to occur in the portion of the tract in the Schedule B area. The Schedule A properties will include the aforementioned municipally-owned properties (located outside of the sewer service area) that are preserved by a conservation easement and well as privately-owned properties. The non-contiguous cluster ordinance would not affect the permitted impervious coverage requirements applicable to the tract. Developers would be able to develop in the Schedule B area (i.e. properties in cores and other areas with development potential) in accordance with the 70% coverage permitted in the cores and nodes. The portion of the tract in the Schedule A area would be used to satisfy any tree save requirement generated by the proposed development under CAFRA.

The non-contiguous cluster ordinance should be adopted by the Township and will set forth and delineate properties to be preserved for future tree save purposes (Schedule A properties) and properties that would be developed (Schedule B properties). The ordinance will establish standards for review and approval of the proposed non-contiguous cluster by the Planning Board consistent with the MLUL statutory requirements. The ordinance will also establish the procedures and mechanisms by which Schedule A properties would be acquired and deed restricted to meet the tree save requirements of the tract as may be required by CAFRA.

The non-contiguous clustering ordinance will identify proposed “Schedule A” and “Schedule B” areas and specify the criteria by which proposals for planned development using non-contiguous clustering can be evaluated. Schedule A properties include: large contiguous open space areas, areas identified for future preservation, potential habitat area, large undeveloped woodland tracts, watersheds, headwaters, and stream corridors, properties adjoining other environmentally sensitive areas, preserved open space or parks, and both Township-owned and privately-owned properties. Schedule B properties are categorized as follows: properties located in the Oak Street Neighborhood and Cross/ Prospect Street Core, properties located in the highway cores (US Route 9, NJ Route 70, and NJ Route 88), other areas in Suburban Planning Area (PA2)- undeveloped or underutilized with development potential, development must promote smart growth principles, within a sewer service area.

Wetlands, environmentally sensitive, or otherwise environmentally constrained land should not be included as Schedule A properties. To use the non-contiguous cluster option in the Core or Node the area proposed for development must be developed in accordance with smart growth principles enumerated in the ordinance or the center-based development approach permitted in the respective areas.



Attachment CE-3 depicts the Non-Contiguous Clustering Approach for the township.

Preservation Mechanism

Lakewood Township will establish an administrative function to manage the preservation of the Schedule A properties to be preserved and used for tree save. The lands will be designated and reserved for purposes of tree save in non-contiguous cluster developments and not for any other purpose other than tree save or other relation preservation purposes. The properties are not to be developed or disturbed in any way that would reduce or eliminate their ecological value. The municipality will keep records of the lands that it holds and those lands that have been preserved for tree save through deed restriction pursuant to the approval of the non-contiguous cluster.

The components of the non-contiguous clustering ordinance that will need to be established are:

- Establish the ecological value of individual parcels in the Schedule A area using a point system and geographic information system (GIS) mapping that assigns relative values to certain key ecological features and develop a non-contiguous cluster ordinance consistent with the recommendations in the Smart Growth Plan.
- Establish a Township administrative entity to hold the municipal properties to be preserved and used for tree saved in Schedule A.
- Require developers to pay the township entity for land to be preserved for tree save purposes based on the amount of acreage needed and the ecological value of the land established through the point system. The proceeds will be paid to the Township upon approval of the non-contiguous cluster development and the execution of the deed restriction preserving the land for tree save purposes.
- Private property owners in Schedule A could convey land to the municipal administrative entity on a contingency basis where the township would be responsible for holding the property until used as part of a non-contiguous cluster development at which time the proceeds would conveyed to the private property owner. Alternatively, the private property owner could donate land to the township for tax purpose.
- The township would determine the sequence of the sale and use of the individual parcels for tree save based on factors consistent with the purpose of the township's conservation plan and non-contiguous cluster ordinance. Factors that could be considered include:



- the creation of large contiguous tracts of preserved land;
- proximity to existing open space and environmentally sensitive areas such as stream corridors; and
- ecological value of the land based on the point system established in the non-contiguous cluster ordinance.
- The administration of this preservation function will be in collaboration with the New Jersey Department of Environmental Protection. Once used for tree save purposes, the Schedule A property would be permanently restricted from development
- The document creating the township will include a “sunset” provision specifying that if the lands held by the trust are not deed restricted by a definite date (for example 20 years hence or some other date tied to the anticipated build-out of the cores and nodes in the township) the remaining municipally-owned land held by the township must be preserved by either being placed on the Municipal Recreation and Open Space Inventory (ROSI) or permanently deed restricted from development.
- Protection of Private Property Interests in Schedule A. This mechanism would protect the rights of private property owners in Schedule A areas. Private property owners would be able to either:
 - Develop their property in accordance with the township zoning and applicable NJDEP regulatory requirements, although the development potential of the property would be limited due to the lack of sewers and other infrastructure and restrictions under CAFRA in Planning Area 5.
 - Convey their property to the trust on a contingency basis and receive the proceeds for the value of the land to be used as part of a non-contiguous cluster development. The value of the land would be based on the need for tree save acreage by developers in Schedule B and the relative ecological value of the land determined by the point system in the non-contiguous cluster ordinance, but would likely be more than its development value given the regulatory restrictions governing the property¹.
 - Donate the land to the trust for tax purposes (the nature of the donation and the potential tax benefits would need to be confirmed)².
- The non-contiguous cluster ordinance could include other incentives to preserve Schedule A lands in addition to their use for tree save purposes under CAFRA. For example, the township ordinances could provide for density and floor area ratio (FAR) bonuses or other incentives, such additional building height/stories, that would be made available based on

¹ This option would provide incentives for the private property owner not to disturb or reduce the ecological value of their land by clear cutting forested areas, which would reduce their value for tree save purposes.

² This option would provide incentives for the private property owner not to disturb or reduce the ecological value of their land by clear cutting forested areas, which would reduce their value for tree save purposes.

the preservation of lands in Schedule A. This is independent of NJDEP and CAFRA concerns and at the discretion of the Township Committee to determine if it wanted to provide such additional incentives.

Additional Conservation Policies and Strategies

To facilitate conservation in Lakewood Township, this Conservation Element recommends the following other policies and strategies:

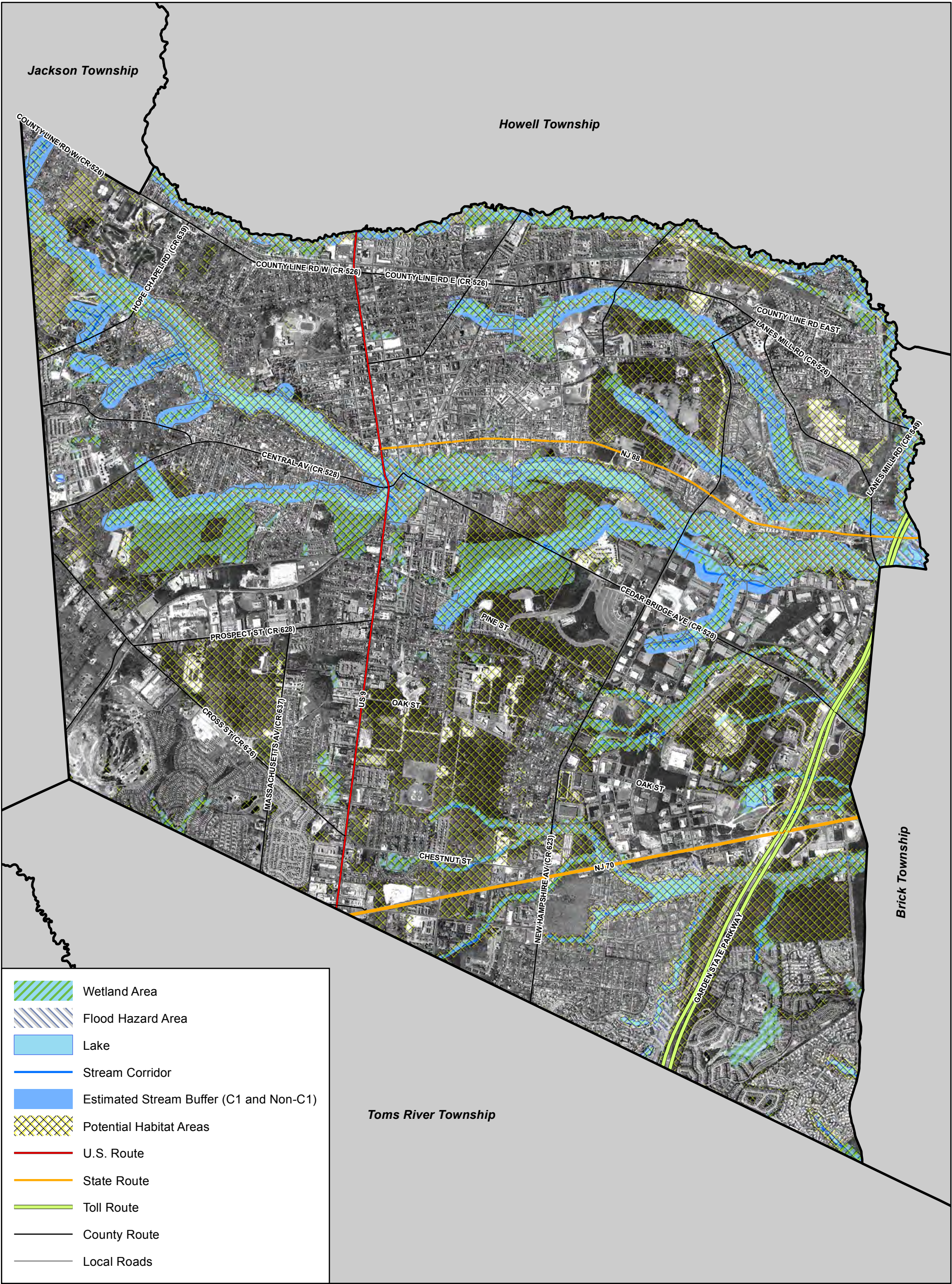
- Adopt a **Riparian Corridor Protection Ordinance** to designate riparian zones, and to provide for land use regulation therein for those riparian zones in order to protect the streams, lakes, and other surface water bodies of the Township of Lakewood; to protect the water quality of watercourses, reservoirs, lakes, and other significant water resources within the Township of Lakewood; to protect the riparian and aquatic ecosystems of the Township of Lakewood; to provide for the environmentally sound use of the land resources of the Township of Lakewood, and to complement existing state, regional, county, and municipal stream corridor protection and management regulations and initiatives.
- Adopt an **Outdoor Water Landscape Conservation Ordinance** placing restrictions on lawn watering with a hose, hose-end sprinkler, and irrigation.
- Adopt a **Wellhead Protection Ordinance** to protect the public health, safety and welfare through the regulation of the land use and the storage, handling, use and/or production of hazardous substances and hazardous wastes within areas of land surrounding each public community and non-transient, non-community well.
- **Establish a comprehensive greenway system linking public open spaces and recreational sites with community facilities (i.e., libraries and schools).**

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Attachment CE-1: Critical Habitat Areas



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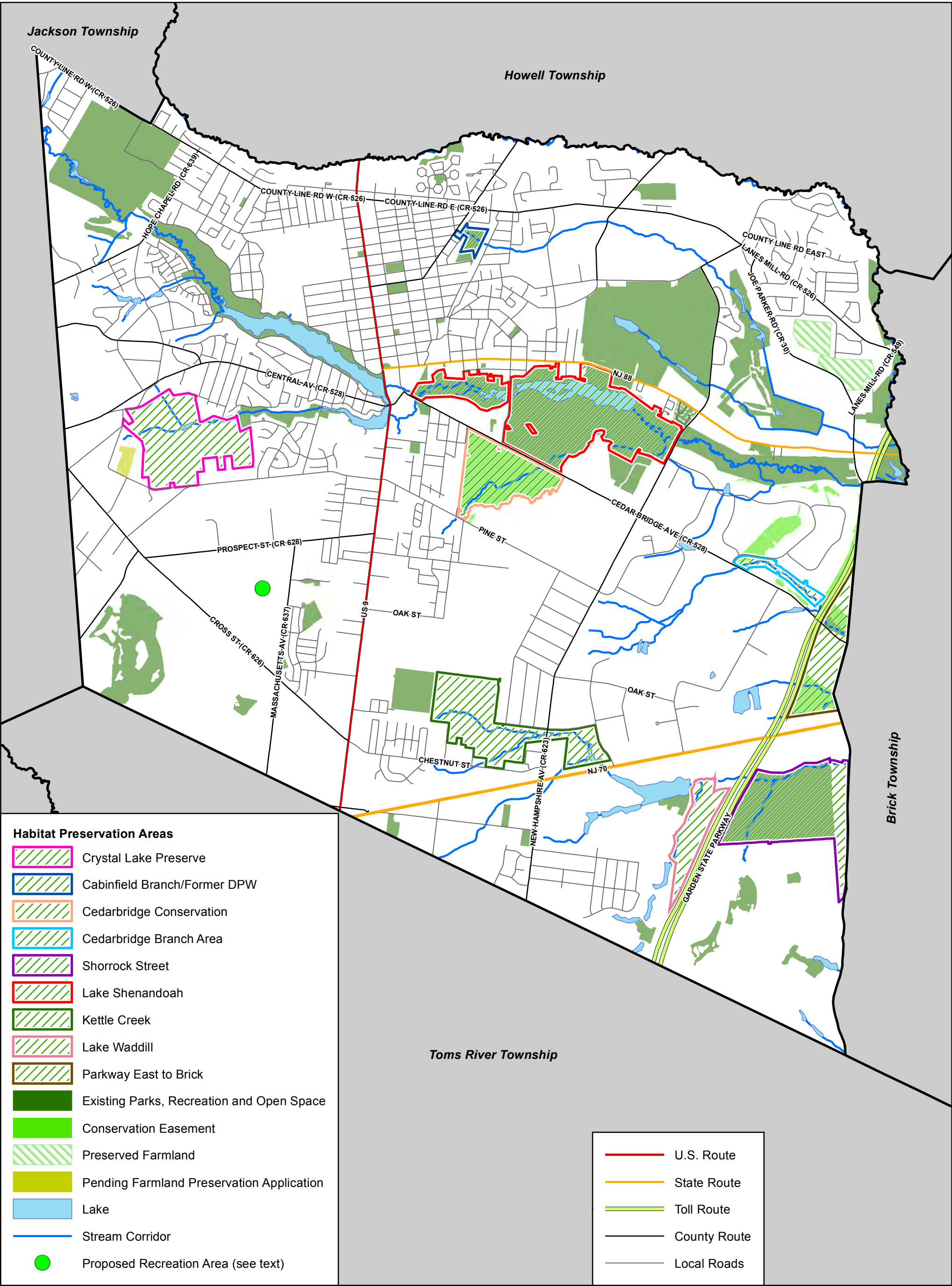
Habitat Areas Lakewood Township Ocean County, New Jersey




NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment CE-2: Comprehensive Environmental Strategy 

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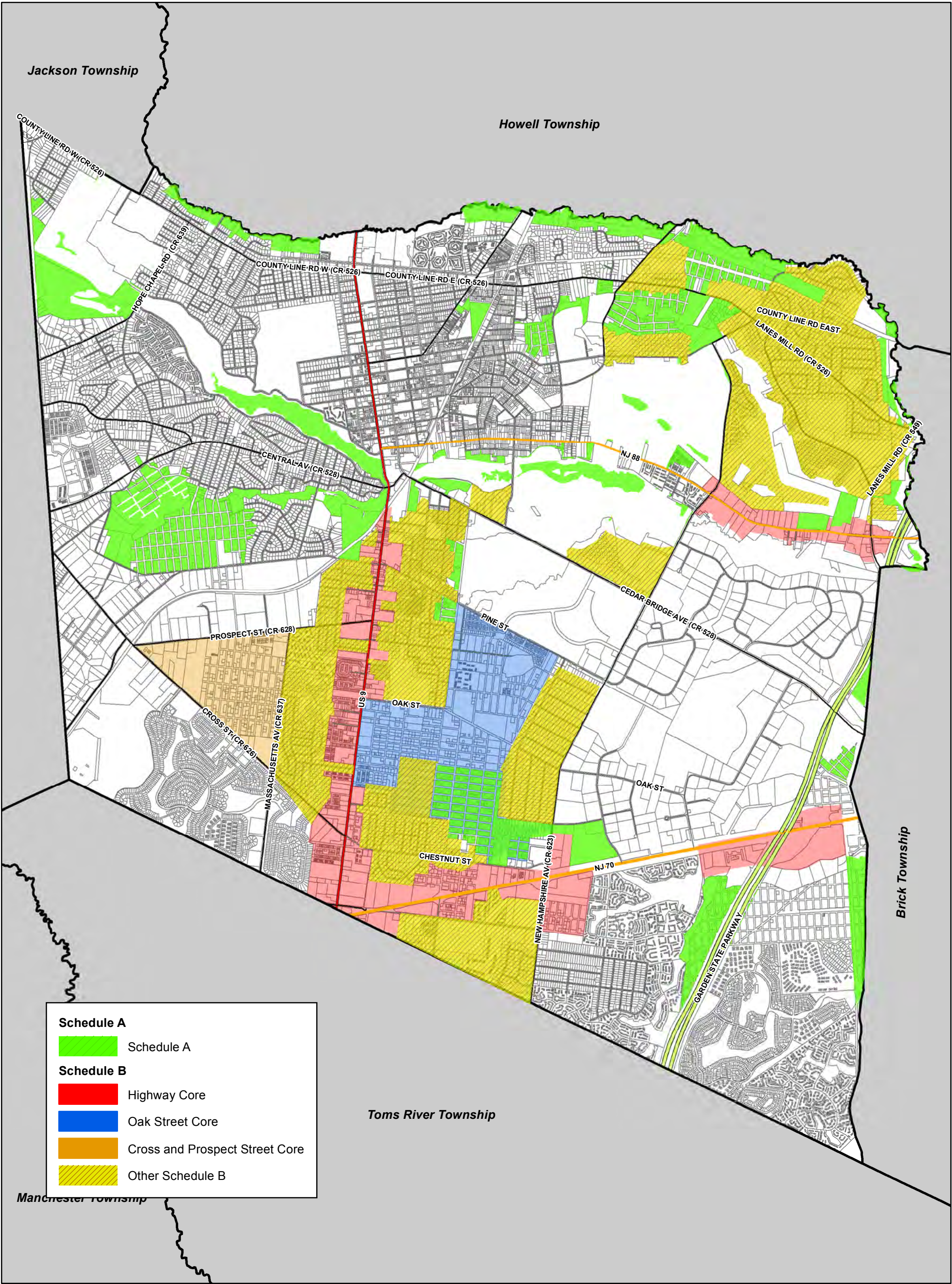
***Comprehensive Environmental Strategy
Lakewood Township
Ocean County, New Jersey***



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Attachment CE-3: Non-Contiguous Clustering Approach

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Proposed Non-Contiguous Clustering Approach Lakewood Township Ocean County, New Jersey



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Circulation Element

Introduction

The Circulation Element has been designed to meet the requirements of the New Jersey Municipal Land Use Law. It provides an inventory of the township's circulation system, and describes current, circulation-related issues and proposals. It then outlines a set of goals and objectives for the overall purposes of: fostering safe, efficient and convenient movement of people and goods through and within the township; and, supporting the realization of the township's Land Use Element.

Circulation System Inventory

Lakewood Township's circulation system consists of roadways, public parking, public transportation, its municipal airport, and freight rail lines. Each of these components is described in this inventory.

Roadways

There are approximately 211 miles of roadways within Lakewood Township. The township's roadways are described in terms of functional class and jurisdiction in the following subsections.

Functional Class

Functional class refers to the class to which individual roadways belong in the hierarchy of roads. Lakewood Township, has roadways of six different types of functional class, as follows:

- Freeways/Expressways: Freeways/expressways are limited-access highways that facilitate regional mobility. They generally have the highest volume and highest speed of all roadway classes. Lakewood has approximately eight miles of freeways/expressways, which consist of the north and southbound directions of the Garden State Parkway.
- Principal Arterials: Principal arterial roadways are high-capacity roadways that facilitate the flow of traffic between freeways/expressways and collector roadways (discussed below). Lakewood has approximately 26 miles of principal arterial roadways.
- Minor Arterials: Like principal arterials roadways, minor arterials are high-capacity roadways that facilitate the flow of traffic between freeways/expressways and collector roadways. They are, however, generally narrower and have a lower traffic volume than principal arterials. Lakewood has approximately 12 miles of minor arterials.
- Major Collectors: Major collector roads serve to move traffic from local streets to arterial roadways. Lakewood has approximately 23 miles of major collectors.

- Minor Collectors: Like major collectors, minor collectors serve to move traffic from local streets to arterial roadways. They are, however, generally narrower and have a lower traffic volume than major collectors. Lakewood has approximately three miles of minor collectors.
- Local Roadways: Local roadways facilitate access to development. They are the most numerous of the township's roadways, and facilitate connections from individual properties to higher-level roadways. They general have a lower volume of traffic and the lowest speed of all roadway classes. Lakewood has approximately 139 miles of local roadways.

Functional class is mapped in Attachment CIR-1

Jurisdiction of Roadways

The jurisdiction of Lakewood's roadways may be classified as local, county, or state, as follows:

- Local Roadways: Local roadways are planned, designed and maintained by Lakewood Township. There is a total of approximately 138 miles of local roadways within the township. Please note that a limited number of private roadways may be included within this total. While such roadways may be privately owned, they often function as local roadways and are sometimes maintained at the municipal level.
- County Roadways: County roadways are planned, designed and maintained by Ocean County. There is a total of approximately 46 miles of county roadways within the township. These roadways have county route numbers (e.g., Ocean County Route No. 623 [New Hampshire Avenue], Ocean County Route No. 24 [Ridge Avenue]), and tend to be collector and arterial roadways, though there are some local roadways among the roadways falling under county jurisdiction.
- State Roadways: Lakewood has approximately 27 miles of state roadways, including: NJ Route 70; NJ Route 88; the Garden State Parkway; and, US Route 9, which, although it has federal route number, is considered to fall under state jurisdiction, because its planning, design and maintenance is administered by the State of New Jersey.

Jurisdiction of roadways is important, because it dictates the level of coordination and interaction between the township and other entities that is required for the planning, design and maintenance of roadways that are not under local jurisdiction.

Roadway jurisdiction is mapped in Attachment CIR-2.

Public Parking

There are currently no dedicated parking structures in Lakewood. There are, however, several municipal parking lots in the downtown, specifically at the following locations:

- Between Clifton and Lexington avenues and Ninth and Tenth streets;
 - Along the south side of Third Street and between Clifton and Lexington avenues;
 - At the northeast corner of First Street and Lexington Avenue;
-

- On the western side of Clifton Avenue, between First and Main streets;
- At the northeast corner of Madison Avenue and First Street, and extending to Second Street;
- Between Clifton and Madison avenues and Second and Third streets;
- Between Clifton and Madison avenues and Third and Fourth streets; and,
- Between Clifton and Madison avenues on the south side of Fifth Street.

Please note that the above-listed municipal parking lots are supplemented by site-specific parking and on-street parking in various locations. Please also note that as of the preparation of the 2017 Lakewood Township Master Plan, Lakewood's public parking was provided free of charge.

Attachment CIR-3 depicts the location of Lakewood's municipal parking lots.

Public Transportation

The following subsections describe the public transportation services that exist within Lakewood Township.

Bus Service

Public bus service is provided through: New Jersey Transit; and, the Lakewood Community Shuttle, which is a township-run shuttle service that operates vehicles that were purchased with a grant from the Federal Transportation Administration. The Lakewood Transportation Center, which is located at First Street and Lexington Avenue, is the hub of bus services in Lakewood.

Specific route information is listed below:

- New Jersey Transit Route 63: Provides weekday express service from Lakewood via Jersey City to Weehawken. This bus stops at the Lakewood Transportation Center.
- New Jersey Transit Route 64: Provides weekday local service from Lakewood via Jersey City to Weehawken. This bus stops at the Lakewood Transportation Center.
- New Jersey Transit Route 67: Provides daily local service from Toms River via Lakewood to Jersey City. This bus stops at the Lakewood Transportation Center.
- New Jersey Transit Route 130: Provides weekday express and limited weekend service from Lakewood via Union Hill Park and Ride in Marlboro to New York. This bus stops at the Lakewood Transportation Center.
- New Jersey Transit Route 132: Provides weekday express and limited weekend service from Lakewood via Gordon's Corner Park and Ride in Manalapan to New York. This bus stops at the Lakewood Transportation Center.

- New Jersey Transit Route 136: Provides weekday express and limited weekend service from Lakewood via Freehold Mall to New York. This bus stops at the Lakewood Transportation Center.
- New Jersey Transit Route 137: Provides local weekday service from Toms River via Lakewood to New York. This bus stops at the Lakewood Transportation Center.
- New Jersey Transit Route 139: Provides weekday express and limited weekend service from Lakewood to New York. This bus stops at the Lakewood Transportation Center.
- New Jersey Transit Route 317: Provides local daily service from Asbury Park via Lakewood to Philadelphia. This bus stops at the Lakewood Transportation Center.
- New Jersey Transit Route 319: Provides local weekday service from New York via Lakewood to Atlantic City, Wildwood and Cape May. This bus stops at the Lakewood Transportation Center.
- New Jersey Transit Route 559: Provides daily local service from Atlantic City to Lakewood. This bus stops at the Lakewood Transportation Center. This bus stops at the Lakewood Transportation Center.
- Lakewood Community Shuttle (Westgate Route): Provides weekday service with stops at the following locations: Westgate Plaza; Hillside Boulevard and North Crest Place; Hope Chapel Road and Fourteenth Street; Forest Avenue and Ninth Street; Central Avenue and Sunset Road; and, Central Avenue and Carlton Court. This bus does not stop at the Lakewood Transportation Center. Pre-arranged route deviations within two blocks of the normal route are made for a fee of \$2.00 (n.b., fees for deviations are waived for senior citizens and the disabled).
- Lakewood Community Shuttle (Industrial Park Route): Provides weekday service between various points in downtown Lakewood and the Lakewood Industrial Park. This bus stops at the Lakewood Transportation Center. Pre-arranged route deviations within two blocks of the normal route are made for a fee of \$2.00 (n.b., fees for deviations are waived for senior citizens and the disabled).

Current bus service within Lakewood is mapped in Attachment CIR-4.

Passenger Rail Service

There is currently passenger rail service in Lakewood Township. However, a rail service with a stop in Lakewood has been proposed by New Jersey Transit. This proposed service, which is referred to as the “Middlesex–Ocean–Monmouth Line” would link Lakehurst and points north (incl., Lakewood) with either the existing North Jersey Coast or Northeast Corridor lines of New Jersey Transit. The project is currently unfunded, but plans should continue to be monitored.

Lakewood Municipal Airport

Lakewood Municipal Airport is a civil aviation airport that is located near the southwestern corner of Airport Road and Cedar Bridge Avenue (Ocean County Route No. 528), in the central-

eastern portion of the township. The airport is the base for more than 60 private aircraft, two flying clubs, and the Pinelands Squadron of the Civil Air Patrol. It has a runway of 3,450 feet and can accommodate most single- and twin-engine aircraft. Facilities for fuel, aircraft repair services, and flight lessons, as well as aircraft sales, charter service and tie-downs are provided.

Lakewood Township has plans to add a terminal building with public meeting facilities, a restaurant, an emergency service facility, additional parking and other improvements. While the terminal building is not anticipated to be complete for several years, new hangars were under construction as of July 2017.

In addition to the above, it is noted that the township's zoning ordinance has designated an Airport Hazard Zone in accordance with N.J.A.C. 16:62. The Airport Hazard Zone is discussed in the Land Use Plan Element.

The location of Lakewood Municipal Airport is shown in Attachment CIR-2.

Freight Rail

A total of about 4.77 miles of freight rail lines traverse the township. The lines enter the township from Howell and Jackson townships, and provide connections between the James and Prospect Street Industrial Park and the larger North American freight rail network.

Freight rail lines are shown in Attachment CIR-2.


Bicycle Facilities

There are currently no dedicated bicycle facilities (e.g., bike lanes, bike parking facilities, etc.) in Lakewood Township.

Circulation Issues

Key circulation issues in Lakewood include, congestion, parking, the need for improved public transportation, and the need to reduce reliance on motor vehicles by developing bicycle and pedestrian facilities. Each of these issues is elaborated on in the following subsections.

Traffic Congestion

Traffic congestion is a major issue in Lakewood, which results in delays and, therewith, inefficient fuel consumption.  There are many locations throughout the township where high traffic volumes are noted. These include:

- US Route 9
- County Line Road
- Forest Avenue and Fourth Street

- Forest Avenue and Fifth Street
- Forest Avenue and Sixth Street
- Forest Avenue and Seventh Street
- Forest Avenue and Eight Street
- Kennedy Boulevard East
- Downtown Lakewood
- Intersection of New Jersey Route No. 88 and Clifton Avenue

It is important to recognize that the issue of traffic congestion results not only from a high volume of traffic in the township, but also from improper loading or inadequate loading areas (e.g., at schools, school bus stops and local businesses). The issue of congestion in Lakewood is important to correct, not only from environmental and efficiency perspectives, but also from a safety perspective, as traffic congestion can lead to increased emergency vehicle response times and the fact that roadway congestion can result in an increased motor vehicle accident rate. Reducing congestion is therefore a goal of this Circulation Element, and several objectives are provided to help achieve it.

Parking

There is an inadequate supply of public parking in downtown Lakewood. This issue manifests not only in inconvenience to visitors to the downtown when available parking cannot be located, but also adds to the township's traffic congestion issues as motorists drive around the downtown area looking for available parking. This has been an ongoing issue in Lakewood, and improvements are needed to facilitate greater access to parking in downtown Lakewood. Consequently, increasing the supply and turnover of parking in downtown Lakewood is a goal of this Circulation Element, and several objectives are provided to help achieve it.

Public Transportation

While Lakewood is served by many bus routes, the public transportation network needs improvement to help ease traffic congestion and parking issues by reducing reliance on private automobiles. A key part of any such improvements should include increased route frequency, reducing wait times between buses, improving bus stop facilities (e.g., by providing rain and wind shelters), and, to the maximum extent possible, expanding the route network.

In addition to the above, Lakewood needs an enhanced means of inter-regional public transportation. While buses from Lakewood access destinations as far away as Cape May, New York, and Philadelphia, service on such routes is often infrequent, slow, and subject to delay. Rail service, and specifically the realization of the Middlesex–Ocean–Monmouth Line, could be used to enhance transportation options from Lakewood, and facilitate connections to the broader, state and national rail and bus networks. Lakewood's existing bus routes could be

used to support the use of such a rail service by township residents and visitors by providing opportunities for inter-modal connections throughout the township.

Bicycle and Pedestrian Facilities

Although Lakewood has adopted a complete streets policy, there are currently no dedicated bicycle lanes or similar facilities in the township. There is a need to provide facilities to increase the convenience and safety of bicycling in Lakewood. By doing so, more township residents will utilize bicycles as a means of transportation, which, thereby, reduces reliance on private automobiles and congestion on township roadways.

In addition, pedestrian facilities should be enhanced. To this end, the township's large sidewalk network should be properly maintained and made more inviting, and, to the maximum extent possible, expanded with new sidewalks and similar pedestrian walkways in strategic locations. The safety of pedestrian-vehicular interactions (e.g., at crosswalks) should also be enhanced. By improving pedestrian facilities and safety in the township, walking will become more desirable and prevalent as a means of transportation for local trips.

Enhanced bicycle and pedestrian facilities should be a key element of improvements for multi-modal transportation alternatives. The plans for the downtown center, cores and nodes should encourage improved local connections in site design through bicycle lanes, better walkways and sidewalks, bicycle racks and lockers and similar facilities. Upgrades to the bicycle and pedestrian facilities in Lakewood are integral to the implementation of a smart growth development strategy.

Goals and Objectives to Alleviate Circulation Issues

This Circulation Element has four main goals that are intended to help alleviate the key circulation issues identified in the preceding section. For each goal, several objectives are provided to help achieve it (i.e., the goal). The Circulation Element's goals and objectives are outlined in the following subsections.

Goal 1: Reduce Traffic Congestion


Reducing traffic congestion will not only promote energy efficiency, reduced consumption of fossil fuels and improved air quality, it will also promote increased roadway safety and convenience for township residents and visitors. Thus, achievement of Goal 1 is of critical importance.

To achieve Goal 1, the following objectives are outlined:

- Work with the State of New Jersey and other interested parties to promote the widening of US Route 9 south of Main Street (n.b., the New Jersey Department of Transportation has indicated that it does not currently have funds to support this effort).



-
- Seek opportunities to promote north-south linkages throughout the township in order to reduce traffic volume on US Route 9.
 - Complete the street grid by developing paper streets in strategic locations (e.g.: Vermont Avenue, between New Jersey Route No. 70 and Chestnut Street; Broadway between US Route 9 and Vine Street), and, also, explore the possibility of new connections (e.g.: between Massachusetts Avenue and Sunset Road; between New Hampshire Avenue and East Kennedy Boulevard East or East County Line Road) to reduce traffic congestion on existing roadways.
 - Explore the potential widening of, and related improvements to, strategic roadways (e.g., County Line Road East, New Jersey Route No. 88, Pine Street, Central Avenue, Prospect Street, Chestnut Street) as a means of creating alternatives to US Route 9.
 - Explore possibilities to redirect traffic from US Route 9 to alternate routes.
 - Explore the potential for redesign of existing one-way streets in strategic locations as a means of facilitating improved traffic flow. Where appropriate, explore the designation of new one-way streets.
 - Facilitate increased coordination between township interests and concerns and county and state roadway planning activities by appointing liaisons between Lakewood Township and Ocean County, and Lakewood Township and the State of New Jersey.
 - Minimize loading and unloading of school buses within public rights-of-way by: providing dedicated school bus stops in new and existing developments; and, providing dedicated, on-site loading zones at school sites.
 - Ensure the proper and full implementation of the Transportation Improvement District within all areas of the township.
 - Consider the implementation of the Transportation Improvement District through the township to fund circulation improvements
 - Discourage creation of cul-de-sacs and street vacations where such action can limit the free flow of traffic in grid patterns.
 - Improve access to and from the Garden State Parkway through improvements to existing interchanges.
 - Establish weight limits to avoid truck traffic on residential streets. Strictly enforce established weight limits.
 - Install traffic lights and left-turn signals at the following intersections: Forest Avenue and Fourth Street; Forest Avenue and Fifth Street; Forest Avenue and Sixth Street; Forest Avenue and Seventh Street; and, Forest Avenue and Eight Street.
 - Install new traffic signals at the intersection of: Oak Street with US Route 9; Broadway with US Route 9; Prospect Street with Cross Street; Prospect Street with Massachusetts Avenue; Vine Street with Clover Street; Martin Luther King Drive with Pine Street; Oak Street with Pine Street; and, North Lake Drive with Lakewood Avenue.
 - Explore possibilities and need for additional traffic signals along Clifton Avenue and Lexington Avenue.
-


- Facilitate access to downtown Lakewood by equipping four-way intersections of US Route 9 and cross streets leading into downtown Lakewood with left-turn signals.
- Improve the clarity and quantity of directional signage throughout the township.
- Evaluate the appropriateness of traffic signal timing at key intersections.
- Explore the possibility of timing traffic signals in such a manner that traffic can flow freely through multiple intersections.
- Coordinate with the North Jersey Regional Transportation Planning Authority to implement relevant aspects of its December 2016 US 9 Corridor Study.
- **Implement relevant aspects of the 2013 Smart Growth Plan** 

Goal 2: Increase Parking Supply in Downtown Lakewood and Other Key Locations

There is a shortage of parking in Lakewood. This not only results in inconveniences to motorists as the search for parking, but also leads to illegal parking, and traffic congestion. Increasing the supply of parking, which may be achieved by increasing the quantity and reducing the length of time that individual parking spaces are occupied, are central to achieving this goal.

To achieve Goal 2, the following objectives are outlined:

- Increase the parking supply at strategic locations to serve commuters, shoppers, employees and students.
 - Pave the former little league field located between Clifton and Lexington avenues and Ninth and Tenth streets, which is used for parking, to formalize this use. Review appropriateness of on-street parking in adjacent areas.
 - Explore possibilities to construct one or more multi-level parking garages in strategic locations. Construction of such facilities may be possible on sites used as existing municipal parking lots.
 - Stringently enforce the parking and loading requirements of the Lakewood Township Code.
 - Evaluate the appropriateness of parking and loading requirements of the Lakewood Township Code. Explore opportunities to implement shared parking arrangements.
 - Explore possibilities to create additional parking areas in the downtown, as well as near Georgian Court University and Beth Medrash Govoha.
 - Explore possibilities to create dedicated drop-off and loading zones near Georgian Court University and Beth Medrash Govoha.
 - Explore possibilities to provide dedicated, on-street, time-restricted loading spaces for light-duty delivery trucks in downtown commercial areas. The purpose of this objective is to minimize double parking and traffic blockage.
 - Stringently enforce parking time limits to obtain a high turnover of existing parking supply.
 - Create a municipal parking authority to manage parking throughout the township, and enforce requirements related thereto.
-

- Investigate the feasibility of metering on-street parking and municipal parking lot spaces to increase turnover of existing parking supply, and raise funds to parking-related improvements. To minimize potential consequences of paid parking on local businesses, explore the possibility of providing a reasonable time of free parking with parking ticket validation at local businesses or some other means of verification.
- Implement relevant aspects of the 2013 Smart Growth Plan 

Goal 3: Enhance Public Transportation Access and Service

Providing adequate access to high-quality public transportation will help to reduce reliance on private automobiles and, therewith, reduce traffic congestion and demand for parking. Goal 3, is therefore, of critical importance and must be considered part of an overall, coordinated strategy to alleviate Lakewood's key circulation issues.

To achieve Goal 3, the following objectives are outlined:

- Work with New Jersey Transit and other state entities, as well as state legislatures, to lobby for funding and implementation of the Monmouth–Ocean–Middlesex Line. As part of this effort, Lakewood should identify potential locations for a stop in the downtown core.
- Work with New Jersey Transit to upgrade existing bus stops and provide bus shelters at frequently used bus stops.
- Work with New Jersey Transit to increase the frequency and quality of bus transit within Lakewood.
- Encourage the Beth Medrash Govoha and Georgian Court University to consider private dedicated shuttle service to address the needs of commuting students.
- Explore options to increase the frequency and reach of the Lakewood Community Shuttle. A key focus of such improvements should be providing access from neighborhood areas to downtown Lakewood.
- To incentivize ridership of the Lakewood Community Shuttle and patronage of local businesses in downtown Lakewood, explore the potential to offer reduced fares with validation from downtown businesses or some other means of verification of patronage.
- Coordinate timing between bus routes to facilitate transfers between them.
- Provide information on bus schedules and routes at bus stops within the township.
- Explore opportunities to develop park-and-ride facilities within the township.
- Implement relevant aspects of the 2013 Smart Growth Plan.

Goal 4: Promote Non-Motorized Transportation Alternatives

Promoting non-motorized alternatives to motor vehicle transportation will help to reduce the number of vehicles on township roadways and, therewith, support the improvement of the township's parking and congestion issues. In addition, improved bicycle and pedestrian facilities

can also be used to facilitate access to public transportation. Thus, achievement of Goal 4 is of critical importance.

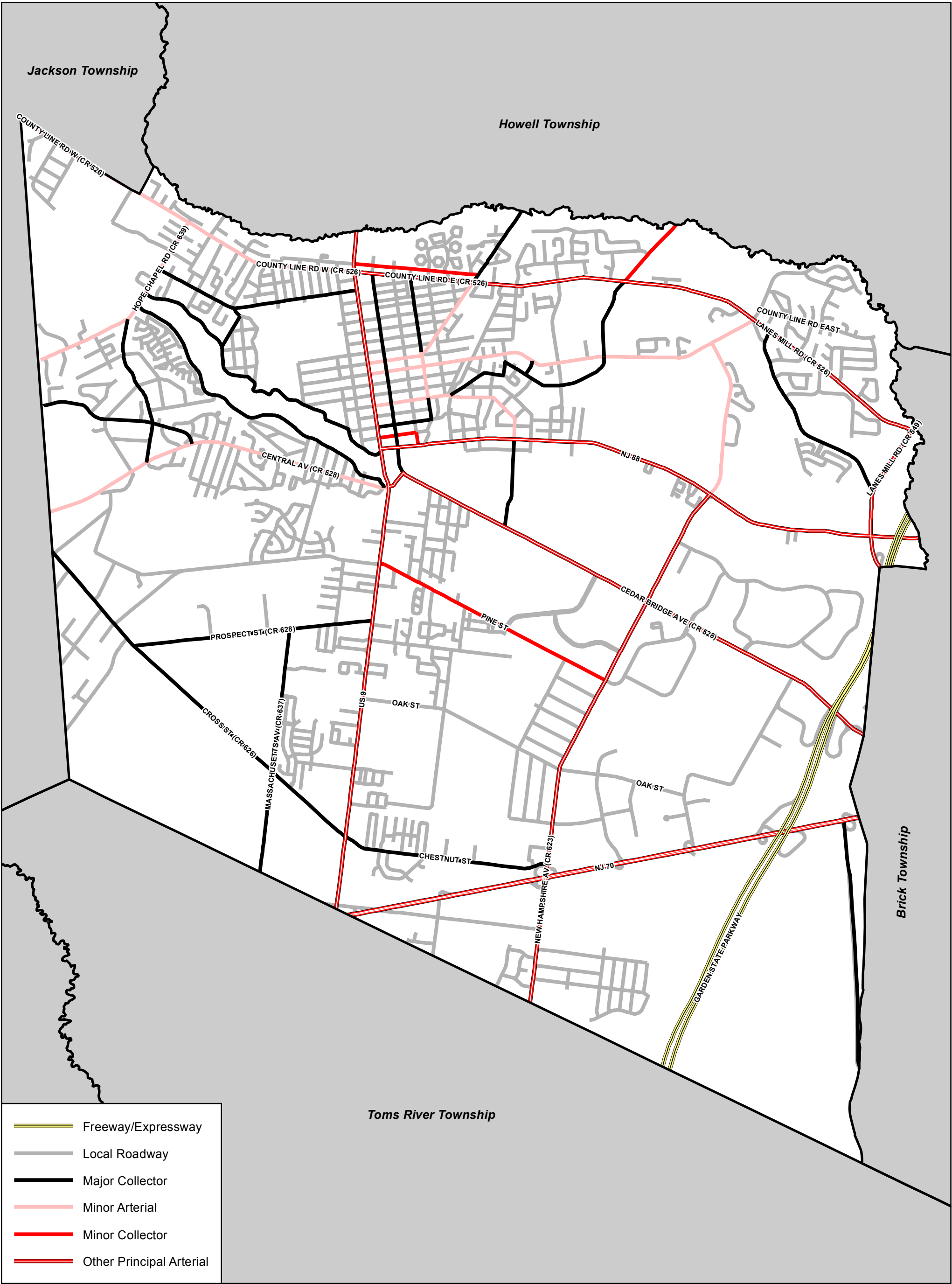
To achieve Goal 4, the following objectives are outlined:

- Designate and encourage the development of pedestrian corridors and bikeways that link residential neighborhoods with schools, parks, community facilities and public transit.
- To the maximum extent possible, develop dedicated, grade-separated bicycle paths along public rights-of-way.
- On low-volume streets, and when the development of dedicated, grade-separated bicycle paths is not possible, consider the application of on-street markings to designate bicycle lanes or make motorists aware of the presence of bicyclists.
- Maintain, improve and expand the township's sidewalk network.
- Construct a bicycle and pedestrian network to connect different parts of the township. These pedestrian and bicycle enhancements will provide an alternative to the single-passenger vehicle and relieve congestion on the road network.
- Explore opportunities to connect park and recreation areas with multi-purpose trails and paths that facilitate intra-municipal trips.
- Explore possibilities to provide a walking bridge over Lake Carasaljo.
- Investigate funding opportunities (e.g., Safe Routes to School) to expand and maintain the township's bicycle and pedestrian networks.
- Improve pedestrian crosswalks and provide increased signage and other safety device to alert motorists.
- Identify need and explore opportunities to provide pedestrian bridges and overpasses (e.g., on Cedarbridge Avenue, between Vine Street and Dr. Martin Luther King, Jr. Boulevard).
- Provide wayfinding signage within downtown Lakewood. Such signage should identify safe and efficient routes to Beth Medrash Govoha and Georgian Court University.
- Provide benches and similar amenities along public rights-of-way to provide resting opportunities and comfort to pedestrians.
- Provide amenities for bicyclists, such as bike racks, lockers, and pump and tool stands, in strategic locations.
- Ensure that adequate lighting is provided along sidewalks, bicycle paths and lanes, and similar non-motorized transportation routes.
- Accommodate bicycles on the Lakewood Community Shuttle. Work with New Jersey Transit to ensure that bicycles are accommodate on all bus routes.

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Attachment CIR-1: Functional Class Map

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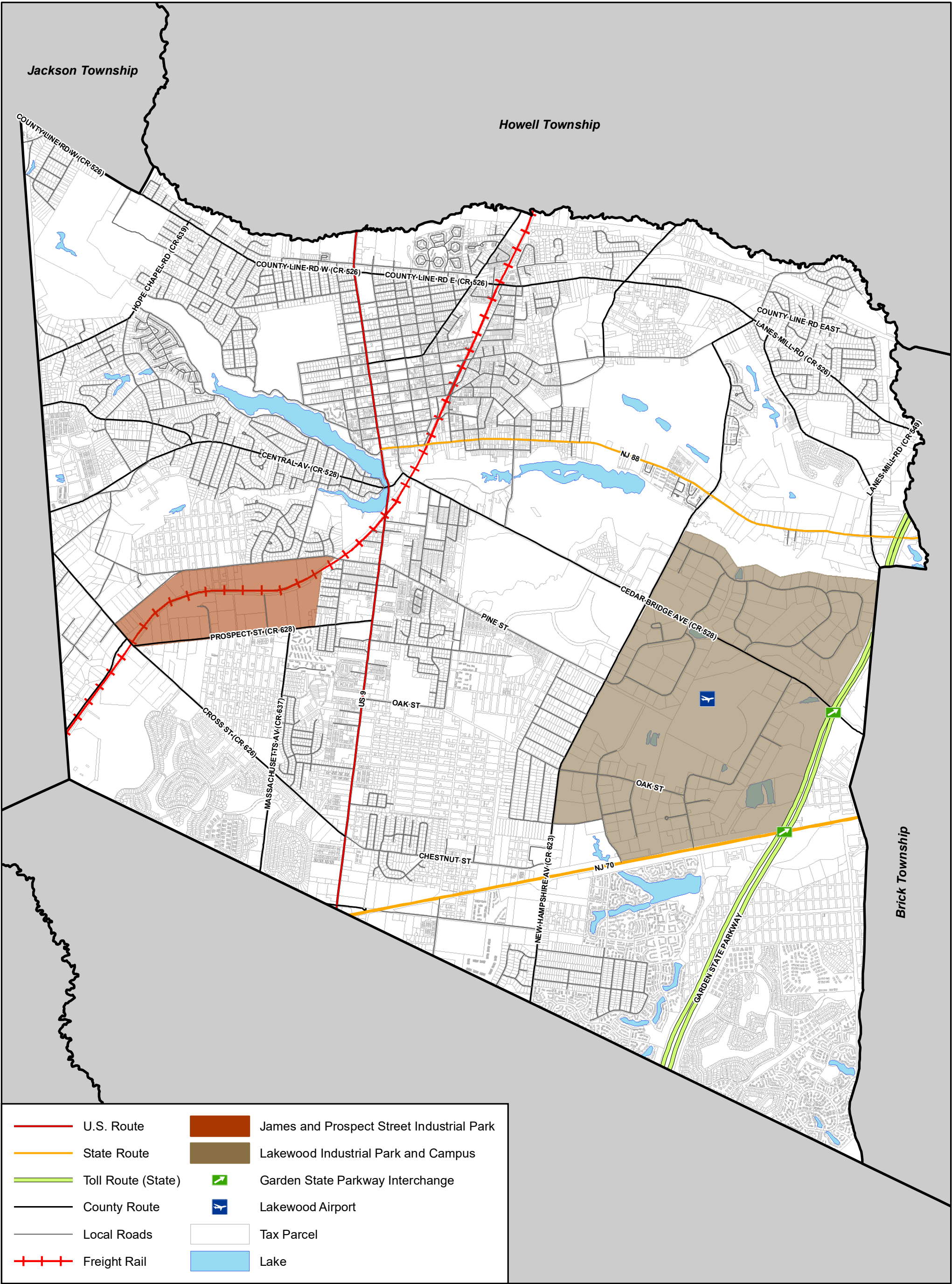


Roadway Functional Class Lakewood Township Ocean County, New Jersey

NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment CIR-2: Existing Transportation

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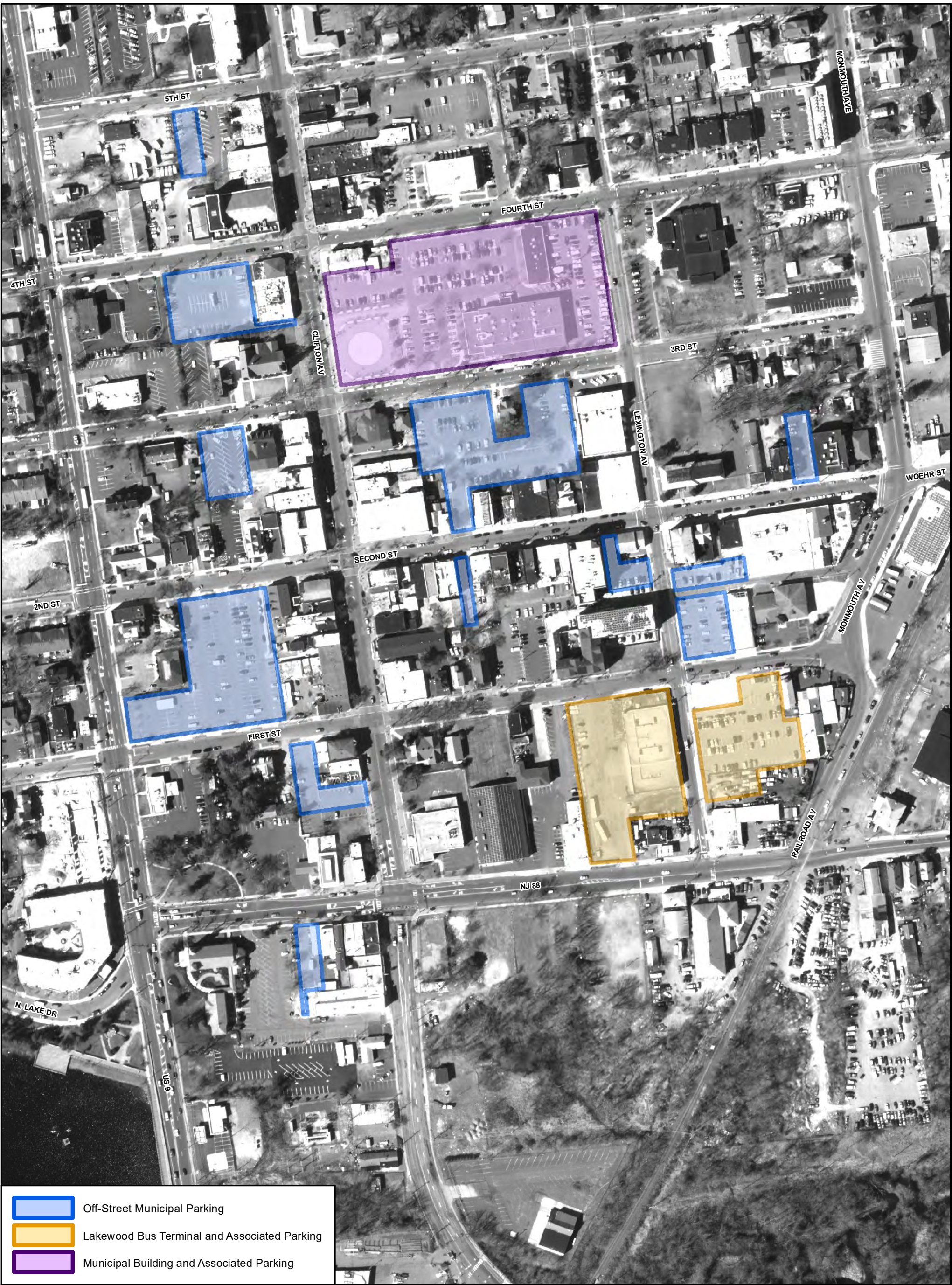
Existing Transportation Lakewood Township Ocean County, New Jersey



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment CIR-3: Off-Street Municipal Parking

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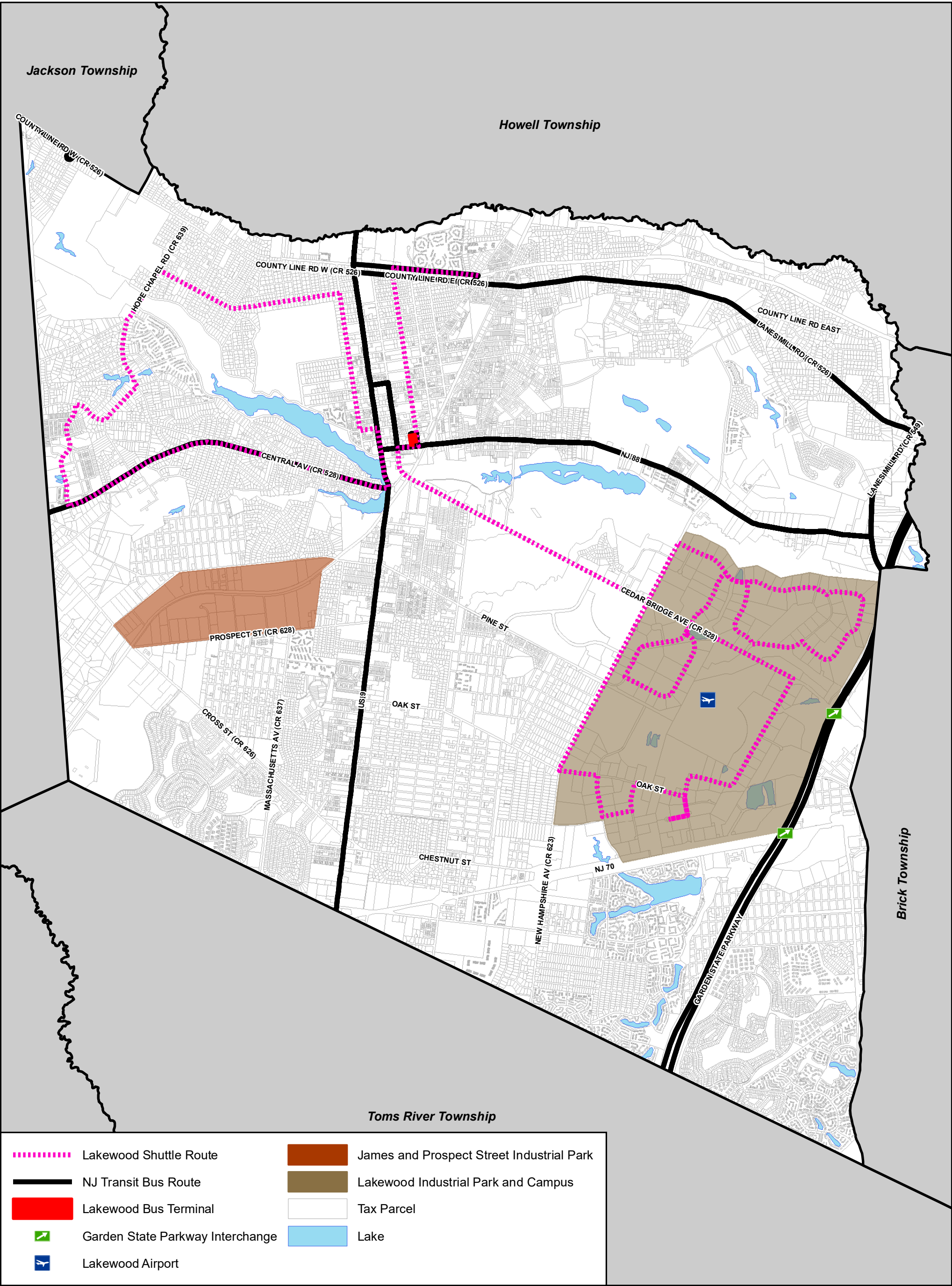



Off-Street Municipal Parking Lakewood Township Ocean County, New Jersey

NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Attachment CIR-4: Existing Bus Routes

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Public Bus Service Lakewood Township Ocean County, New Jersey



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Utility Services Element

Introduction

This Utility Services Element has been prepared in accordance with the New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.). The Municipal Land Use Law describes the intent of the Utility Services Element is to analyze the need for, and showing the future general location of, water supply and distribution facilities, drainage and flood control facilities, sewerage and waste treatment, solid waste disposal and provision for other related utilities. A Utility Services Element also includes by reference the Township's stormwater management plan, which was previously adopted by the Township in 2006.

Water Supply and Distribution

The Lakewood Township Municipal Utilities Authority (LTMUA) and the New Jersey American Water Company (NJAWC) both provide public water service in the Township. Attachment UE-1 identifies the service areas of the LTMUA and NJAWC within the Township of Lakewood. The Township's drinking water comes from 20 wells. The Lakewood Township Municipal Utilities Authority is a public entity with a board of commissioners appointed by the Lakewood Township Committee. The New Jersey American Water Company, a subsidiary of American Water Works Company, Inc., an investor-owned corporation with headquarters in Voorhees, New Jersey. The American Water Works Company also provides potable water and sewer services throughout New Jersey and other states.

Lakewood Township Municipal Utilities Authority

The Lakewood Township Municipal Utilities Authority (LTMUA) service area is approximately 11 square miles in area and serves primarily the eastern portion of the Township, through approximately 100 miles of water mains. The Lakewood Township Municipal Utilities Authority operates two treatment plants, located on Shorrock Street and New Hampshire Avenue, which manage most of the water from the Authority's wells.³ These wells draw from the Englishtown, Potomac-Raritan-Magothy, and Cohansey Aquifers. The Authority has plans to install an additional five wells, one of which would be a standby well. In addition, the Authority purchases water from New Jersey American Water and, if necessary, the Brick Township Municipal Utilities Authority. Water is stored in the Authority's five water storage tanks, which collectively

³ It should be noted that water from some smaller or seasonal wells is not treated at either the New Hampshire Avenue or Shorrock Street treatment plant, as per the Lakewood Township Municipal Utilities Authority's Annual Drinking Water Quality Report for the year 2016 from the year 2015.

have an effective storage capacity of 5.97 million gallons.⁴ In addition to the wells managed for potable use, the Lakewood Township Municipal Utilities Authority manages an additional three wells that are dedicated for use at the Lakewood Cogeneration Facility.

Table UE-1, which is located on the next page, describes the water supply limits, existing demands and firm capacity of the Lakewood Township Municipal Utilities Authority, based on data provided to the New Jersey Department of Environmental Protection's Division of Water Supply and Geoscience. This data, last updated on September 1, 2016, indicates that the Authority is permitted to withdraw a maximum of 188.840 million gallons per month (MGM), or 1,544 million gallons per year (MGY) from its wells. The Authority supplements this supply with purchases from outside sources, enabling it to provide a total monthly supply of 198.140 MGM, or 1,653.5 MGY. When peak demand⁵ is evaluated,⁶ the Lakewood Township Municipal Utilities Authority has a surplus of 2.386 MGM, or 70.928 MGY available for use.

The LTMUA is fully aware of the growth projections of the Lakewood Smart Growth Plan and anticipated development. Based on the information above and Township consultation with Authority staff, the LTMUA appears well poised to meet current and immediate future demands in its service area and is taking further steps to increase its capacity to meet future needs.

Specifically, to meet future demand the Lakewood Township MUA is drilling additional supply wells, discussed plans for an added interconnection with the Brick MUA, submitted an application for a water allocation permit modification to the NJDEP for additional withdrawal from existing wells, consulted with the NJ American Water concerning a purchase agreement for potable water, modernized its water treatment facilities and upgraded the system to install automated real time data reporting equipment to reduce detection time for leaks and to improve customer service. In addition, the MUA has been preparing a ten-year Water Supply Plan and is anticipated to issue the draft plan in early September 2017.

⁴ Based on the January 2015 Application for Modification of Water Diversion Permit No. 5079, the Authority's five (5) water storage tanks have a total capacity of 8.57 million gallons.

⁵ Peak demand is a measure of the average day of the highest recorded demand month occurring in the last five (5) years.

⁶ Calculation of total peak demand includes the existing peak demand, but also peak demand from "committed" sources, or projects that have been approved for connection to the system, but not yet constructed.

Table UE-1: Water Supply Limits, Existing Demands and Firm Capacity of the Lakewood Township Municipal Utilities Authority

	Daily (in Million Gallons Per Day [MGD])	Monthly (in Million Gallons Per Month [MGM])	Yearly (in Million Gallons Per Year [MGY])
Water Supply Firm Capacity	7.212 MGD	N/A	N/A
Water Supply Allocation Limit	N/A	188.840 MGM	1544.000 MGY
Water Supply Contract Limit	N/A	9.300 MGM	109.500 MGY
Total Water Supply Limit	N/A	198.140 MGM	1653.500 MGY
Current Peak Demand	4.756 MGD	176.255 MGM	1429.515 MGY
Peak Demand Date	July 2016	July 2016	2015
Committed Peak Demand	1.258 MGD	19.499 MGM	153.057 MGY
Total Peak Demand	6.014 MGD	195.754 MGM	1582.572 MGY
Firm Capacity	1.198 MGD	N/A	N/A
Water Allocation Permit	N/A	2.386 MGM	70.928 MGY

Source: New Jersey Department of Environmental Protection, Division of Water Supply and Geoscience. Last Updated: September 1, 2016

New Jersey American Water Company

The New Jersey American Water Company's Coastal North regional public water system supplies water to thirty-six (36) municipalities throughout Monmouth and Ocean county, including Lakewood Township, where the company's franchise area includes the western portion of the Township. A subsection of the Coastal North System, referred to by the New Jersey American Water Company, as the "Lakewood/Howell" area of the system provides water to Howell Township, Lakewood Township, and a portion of Freehold Township. The potable water facilities include 1,700 miles of water mains, three (3) surface water treatment plants, thirty (30) storage facilities, and twenty-six (26) wells drawing water from the Englishtown, Raritan and Cohansey Aquifers. Of the 26 wells, ten of these wells are located within Lakewood Township.

Table UE-1 describes the water supply limits, existing demands and firm capacity of the New Jersey American Water Company's Coastal North System, based on data provided to the New Jersey Department of Environmental Protection's Division of Water Supply and Geoscience. This data, last updated on July 1, 2016, indicates that New Jersey American Water is permitted

to withdraw a maximum of 1,984.052 MGM, or 15,073.749 MGY from its wells. The Company supplements this supply with purchases from outside sources, enabling it to provide a total monthly supply of 445.625 MGM, or 4,699.375 MGY. When peak demand⁷ is evaluated,⁸ the New Jersey American Water Company's Coastal North System has a surplus of 198.010 MGM, or 1,744.027 MGY available for use.

Information on NJAW water system capacity provided in August 2017 to the Township indicates that the Coastal North System has a firm capacity of 79.621 million gallons per day (MGD) versus of a system demand of 71.017 MGD (including committed peak). (Source: Letter from New Jersey American Water, Wade Wertman, PE dated August 2, 2017.) This information is identified in a NJDEP master permit issued on July 20, 2017. Coast North System current capacity reserves are 8.6 MGD. The available reserves allow for growth throughout the service area.

Sewerage and Wastewater Treatment

Wastewater collection and treatment in Lakewood is managed by three (3) different entities where sewer service is available: the Lakewood Township Municipal Utilities Authority, New Jersey American Water Company, and the Ocean County Utilities Authority. Both the Lakewood Township Municipal Utilities Authority and the New Jersey American Water Company operate portions of the collection system, while the Ocean County Utilities Authority provides wastewater interception and treatment at its facility in Brick Township. While most of Lakewood Township is connected to the existing sewer system, several tracts continue to utilize on-site septic.

The Ocean County Wastewater Management Plan was submitted by the Ocean County Board of Chosen Freeholders on January 8, 2015 and approved by the New Jersey Department of Environmental Protection on December 30, 2015. A map of the sewer service area in Lakewood Township is shown in Attachment UE-1.

Ocean County Utilities Authority

The Ocean County Utilities Authority (OCUA) is the regional wastewater treatment plant and interceptor agency for Lakewood Township. The Ocean County Utilities Authority operates the Northern Water Pollution Control Facility located in Brick Township and eight (8) pump stations, providing secondary wastewater treatment of domestic sewage and some light industrial waste

⁷ Peak demand is a measure of the average day of the highest recorded demand month occurring in the last five (5) years.

⁸ Calculation of total peak demand includes the existing peak demand, but also peak demand from "committed" sources, or projects that have been approved for connection to the system, but not yet constructed.

for Lakewood, as well as Bay Head, Brick, Mantoloking, Point Pleasant Beach, Point Pleasant Borough and Jackson. In addition, the Northern Water Pollution Control Facility provides sewer service to the Monmouth County municipalities of Farmingdale Borough, Freehold Borough, Freehold Township, Howell Township and portions of Wall Township. Treated effluent is discharged through an offshore outfall pipe in the Atlantic Ocean.

At present, the Northern Water Pollution Control Facility is rated to treat a maximum of 32 MGD, with an average flow of 26 MGD. The 2015 Ocean County Wastewater Management Plan projects that by 2035, the average flow will reach 30.169 MGD, requiring the Authority to undertake an analysis of alternatives to handle the additional capacity. The estimated flow is based on estimates derived from buildout analyses in “non-urban” municipalities, defined as communities with greater than ten percent of remaining buildable land,⁹ and population projections for the year 2035 for “urban” municipalities. Remaining treatment capacity is provided on a first come first serve basis. The 2015 Wastewater Management Plan identifies that Lakewood presently directs 5.085 million gallons of wastewater per day to the Northern Water Pollution Control Facility, and anticipates that with buildout, Lakewood’s wastewater output will increase to 7.418 MGD. The Ocean County Utilities Authority has finalized a planning study that would expand the facility from 32 MGD to 36 MGD, however the Authority does not plan to move forward with an expansion until conditions warrant.

Given that significant growth is not anticipated in the other communities served by the Northern Plant, Lakewood expects that there will be sufficient sewer capacity during the next 10 years to serve projected growth in the Township. In the long term, wastewater treatment capacity should be monitored and evaluated relative to projected future growth.

Lakewood Township Municipal Utilities Authority

The Lakewood Township Municipal Utilities Authority (LTMUA) operates 43 major collector lines, with a total of 330,000 linear feet of lines, which connect to the Beaver Dam, Metedeconk and Kettle Creek gravity sewer main interceptors of the Ocean County Utilities Authority (OCUA) system. In addition, the Authority operates two (2) sewage pump stations in the eastern portion of the Township.

⁹ Per the Ocean County Wastewater Management Plan, the projection for Lakewood Township was developed using the changes proposed by the Township’s Smart Growth Plan, as well as current land use patterns and zoning regulations. The Plan includes numerous caveats, such as that the redevelopment within the Cedarbridge Town Center will be similar to development in similar existing districts, and that future residential development will occur in vacant areas where the prevailing land use of neighboring parcels is residential, and the zoning regulations permit residential development.

New Jersey American Water Company

The New Jersey American Water Company (NJAWC) operates one hundred ten (110) miles of sanitary sewer main in the western section of the Township, nine (9) collection mains within the Township, and fourteen sanitary lift stations. As with the Lakewood Township Municipal Utilities Authority, the New Jersey American Water Company's wastewater system also connects to the Ocean County Utilities Authority for treatment.

Solid Waste Disposal and Recycling

The Township's Department of Public Works collects solid waste and recyclable materials from residential dwelling units and some commercial establishments. Solid waste is transported to the Ocean County Landfill in Manchester Township. Larger commercial and industrial establishments contract for private solid waste collection. Recyclables are transported to the Ocean County Recycling Center in Lakewood.

The Public Works Department is responsible for leaf and brush collection, garbage and recycling collection and tire, refrigerator and appliances that contain refrigerants collection. The Public Works Department provides weekly curbside pick-up of the following:

- Newspaper, Cardboard, Mixed Paper, Glass Containers, Plastic Bottles, Tin Cans, Aerosol Cans, Aluminum Cans
- Tree Branches and Shrubbery

Semi-regular curbside pickup of the following is offered:

- Leaves (Scheduled periods in November and December; Leaves are picked up at curbside after December 31)
- Bulk Materials (Once a month, but must call to notify)
 - Wood Products (Tables, Chairs, Cabinets)
 - Metal Items (Washers, Dryers, Water Heaters, Bicycles, Refrigerators)

Residents can drop at the DPW facility:

- Clothing, handbags, belts and shoes
- Computers and Electronics
- Tires and Car Batteries

The following must be dropped off at the County Recycling Center:

- Paint Cans
- Chemicals
- Motor Oil
- Hazardous Materials

Recycling of the following materials is by private vendors:

-
- Concrete Blocks
 - Bricks
 - Cinder Blocks
 - Concrete

Lakewood Township is in compliance with Ocean County requirements for mandated recyclable materials, which are detailed in Table UE-2. It should be noted that the materials described in Table UE-2 represent the minimum requirements, and that the Township may choose to include additional materials as part of its recycling program.

Table UE-2: County-Mandated Recyclables

	Residential	Commercial, Industrial, Institutional
Aluminum & Tin Cans	Mandated	Mandated
Asphalt	—	Mandated
Auto Batteries	Mandated	Mandated
Bricks	—	Mandated
Brush	—	Mandated
Cardboard	—	Mandated
Cement Blocks	—	Mandated
Computers	Mandated	Mandated
Concrete	—	Mandated
Ferrous Scrap and Non-Ferrous Scrap	—	Mandated
Glass Containers	Mandated	Mandated
High-Grade Office Paper	—	Mandated

Continued on next page.

Table UE-2: County-Mandated Recyclables (Continued)

	Residential	Commercial, Industrial, Institutional
Leaves	Mandated	—
Mixed Paper (Magazines, Catalogs, Junk Mail and used Writing Paper)	Mandated*	—
Motor Oil	Mandated	Mandated
Newspapers	Mandated	Mandated
Plastic Beverage Containers (PET and HDPE [Where the Neck is Smaller than the Body of the Container])	Mandated**	Mandated
Stumps	—	Mandated
Televisions	Mandated	Mandated
Tires	Mandated	Mandated
Tree Trunks	—	Mandated
White Goods	Mandated	Mandated

* Per Ocean County's Department of Solid Waste Management, shredded office paper cannot be effectively sorted by the County's Recyclable Materials Processing Facility and therefore needs to be recycled separately. Instead of including shredded office paper with curbside single-stream recyclables, shredded office paper should be brought to the drop-off boxes at one of the County's recycling centers.

** Per Ocean County's Department of Solid Waste Management, plastic bags, plastic five-gallon pails, and bottle caps are not recyclable and should not be included with single stream recyclables. Instead, plastic bags can be brought to most supermarkets and other large retailers that have their own programs for plastic bag recycling. Plastic five-gallon pails may be disposed through the County's Rigid Plastics Program. Bottle caps should be disposed with regular garbage.

In addition, consistent with state law, Chapter 18 the Lakewood Township Unified Development Ordinance requires at section 809 that "in any new multifamily or townhouses in excess of ten (10) units or commercial development, an indoor or outdoor recycling and trash receptacle area" must be provided.

Drainage and Flood Control

The Township last prepared a Municipal Stormwater Management Plan in November 2006, which was approved by Ocean County on December 14, 2006. The 2006 Municipal Stormwater

Management Plan is incorporated herein by reference; this current Utility Services Element supplements, and in no way amends or replaces the 2006 Municipal Stormwater Management Plan.

The Township Stormwater Management Plan has been reviewed in compliance with N.J.A.C. 7:83. to identify any needed updates or changes. In addition to the other elements, the plan addresses water quality and flooding issues in the township in 2006 and discussion of several stormwater improvement projects which were underway at that time. The governing body should authorize the Township Engineer to prepare an update of the plan to address any current issues and plans.

Recommendations

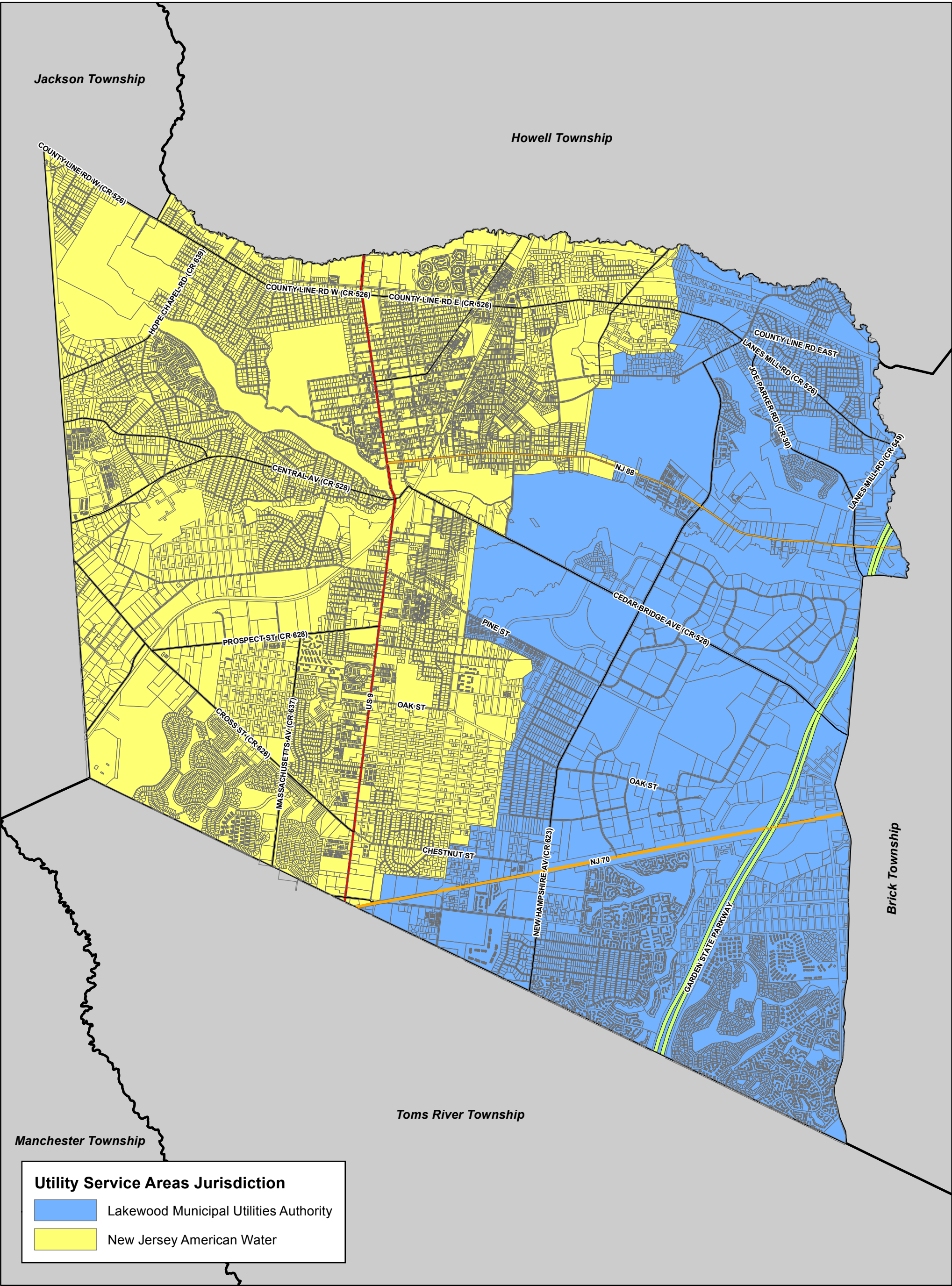
To continue to have an efficient and effective water and sewer system, that meets the future infrastructure needs of the township, the Utilities Services Element recommends the following:

1. Encourage compact development in appropriate locations to minimize infrastructure costs.
2. Encourage redevelopment and infill development to reduce the need to extend water and sewer services.
3. Research innovative finance solutions for new facilities and maintenance to lessen costs.
4. Adopt green building standards for new construction and neighborhoods to increase efficiency and reduce infrastructure load.
5. Promote water conservation measures to address future water demand and supply issues and thereby reduce wastewater flows. Consider the following water conservation strategies:
 - a. Adopt an outdoor landscape water conservation ordinance to reduce excessive watering.
 - b. Promote drought tolerant landscaping to reduce outdoor water usage.
 - c. Investigate the benefits of water conservation rate structures.
 - d. Incentivize enhanced installation of water conservation appliances in new construction and rehabilitation.
 - e. Consider opportunities to incentivize the use of water conservation as a condition of new development to optimize water usage and wastewater capacity.
6. Prohibit the connection of sump pumps to the sewer system
7. Implement structural and non-structural Best Management Practices (BMP's) in new developments and incorporate BMP's when retrofitting existing stormwater basins to diminish any existing stormwater management and flooding problems.
8. Prioritize the upgrading and extension of public water and sewer infrastructure to existing developed areas, areas zoned for development especially within the regional center, the cores and nodes as identified in 2013 Smart Growth Plan.
9. Ensure that all residences and businesses have adequate water supply and pressure.

10. To meet future demand, encourage the continued upgrading and expansion of the water supply system, such as replacing mains, constructing potable wells, water treatment and storage facilities, interconnections and purchase agreements with other water purveyors.
11. Protect lands surrounding potable well from potential contamination by limiting certain land uses.

Attachment UE-1: Sewer Service Provider Service Areas

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11 Tindall Road
Middletown, NJ 07748-2792
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0 1,600 3,200 6,400
Feet

Prepared by: JAC, 8/7/2017
Source: NJDEP, NJDOT, New Jersey American Water, Lakewood MUA, T&M Associates
File Path: G:\Projects\LAKE\00600\GIS\Projects\Utility Service Areas.mxd



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Utility Service Areas Lakewood Township Ocean County, New Jersey

Community Facilities Element

Introduction

A community facilities element is intended to provide the location of existing and proposed and type of educational and cultural facilities, libraries, hospitals, fire, police and emergency personnel, stations and other related facilities, including their relation to the surrounding areas.

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 shifts and variations in demographics in Lakewood Township require a broad range of community facilities. Previously, the Township had a growing senior population. The Township is now experiencing dramatic growth in school-age children. The Township constantly strives to meet the competing needs of all demographic cohorts within the parameters of available facilities and budget constraints.

Municipal Facilities

This category of community facilities includes those facilities that are funded by municipal taxes and volunteer services. The facilities are described in the following subsections.

Lakewood Municipal Building

The Lakewood Municipal Building is located on Third Street between Lexington and Clifton Avenues, in the township's Central Business District. The Township provides a substantial number of services via various municipal departments at this location including Finance Department, Planning and Zoning, Construction, Engineering, Economic Development, Personnel, Recreation, Tax Assessor, Tax Collector, Township Clerk and Municipal Court. Meetings of the Township Committee as well as other meetings of the Township's Boards and Commissions are held in the municipal courtroom, with other meeting rooms available within the building providing adequate space for personnel and public events. Attachment CF-1 shows the location of this site.

John J. Franklin Public Works Complex

The John J. Franklin Public Works Complex, a very modern facility located at 1 America Avenue, near New Hampshire and Cedar Bridge Avenues. The complex contains vehicle wash and maintenance facilities for Township vehicles including large trucks and equipment. There is also a recyclable drop-off area for residents. It is supported by a rooftop solar array which provide the facility with electricity. Attachment CF-1 shows the location of this site.

Lakewood Police Department

The Lakewood Police Department was created by ordinance of the Township Committee on July 1, 1902, with two appointments to the department: a chief and one officer. The first recorded arrest occurred six days later. Since that time the Department has grown and its operations have evolved significantly.

Currently the Lakewood Police Department consists of 130 sworn police officers and thirty-four civilians in its Communications and Records, Administration, Detectives and Patrol Divisions, handling over 100,000 calls for service annually. The department often coordinates efforts with outside agencies including the Ocean County Sheriff's Department, Ocean County Prosecutor's Office, New Jersey State Police, MONOC, Hatzolah, Chavierim, and the Lakewood Civilian Safety Watch (LCSW).

The Police Department is located in the municipal building on Third Street in downtown Lakewood. Attachment CF-1 shows the location of this site.

Lakewood Fire Department

The Lakewood Fire Department is a combined paid, or 'career', and volunteer department. The Lakewood Volunteer Fire Department was founded in 1888. There are currently 90 active firefighters and fire police members in the volunteer fire department which consists of five fire companies. The stations are:

- Station 64 also known as Engine Co #1, 119 First Street
- Station 65 also known as Rescue Co #2, 1350 Lanes Mill Road
- Station 66 also known as Jr. Hose Co #3, 976 New Hampshire Avenue
- Station 66-1 also known as Jr. Hose Co #3 170 Lafayette Blvd.
- Station 67 also known as Reliance Hose Co #4, 300 River Avenue
- Station 68 also known as Hook and Ladder Co #1, 733 Cedarbridge Avenue

In the 1950s the 'Career' Department was established and continues today with twelve full-time firefighters at two stations:

- Station 74, 735 Cedarbridge Avenue
- Station 74-1, 800 Monmouth Avenue

These facilities are manned 24 hours a day, seven days a week by four firefighters on duty each of three 24 hour shifts. Career firefighters respond as first responders to all calls and are responsible for requesting volunteer assistance in accordance with established protocols. Attachment CF-1 shows the location of these sites.

Lakewood Emergency Medical Services Department

The Township of Lakewood's Emergency Medical Services Department was established in 1979 and provides ambulance service, basic life support service and extrication services via full-time paid staff housed at the Emergency Services Building, located at 1555 Pine Street, as shown in Attachment CF-1. This location includes a training site affiliated with the American Safety and Health Institute that offers emergency services personnel with specialized first aid, emergency and safety training and certification.

The EMS department has select staff that are trained to provide specialized service with Lakewood Police SRT, the township Water Response team, and NJ State EMS task force and all EMS Staff are certified as Emergency Medical Technicians and/ or Paramedics providing Basic Life Support along with Professional CPR, Incident Command, Basic Hazardous Materials awareness, Right to Know and Pre-hospital Trauma Life Support.

In addition to conventional ambulances, the EMS Department include a first responder unit with patient transport capabilities for off road access and severe weather and three bicycle units, which are suited to emergencies at mass gatherings where traditional responder units and/or ambulances may have delayed access. Bicycles are equipped with oxygen, defibrillator and various medical supplies.

The Township also benefits from volunteer agencies including the Lakewood Volunteer First Aid Squad, Hatzolah Life Saving Service and Chavierim Ambulance Service.

Public Schools

The Lakewood School District provides early childhood learning, Pre-K and K through 12 education. It serves a population of approximately 6,270 students at a number of locations throughout the Township, as shown in Attachment CF-1. A description of each of the District's schools and their enrollment data for 2015-2016 follows below:

Preschool – 1st Grade

Facilities for the youngest group of school children (i.e., preschoolers, kindergarteners and first graders) are as follows:

- Piner Elementary School located at 1141 E. County Line Road, is comprised of 580 students that has bilingual classrooms.

- Spruce Street School, 90 Spruce Street, has an approximate enrollment of 200 first graders and 300 kindergarten students with a student to faculty ratio of 9:1.
- Lakewood Early Childhood Center 100 Linden Avenue, supports early childhood development with Early Childhood classrooms at this location as well as at Piner Elementary School and Spruce Street School. There are currently approximately 250 general education students and 150 special education students.

Elementary School

There are three elementary schools in Lakewood, as follows:

- Oak Street School, 75 Oak Street, has approximately 935 students in grades 1 through 5, which includes three autistic self-contained classrooms, five multiple disabled (MD) self-contained classrooms and three language learning disabled (LLD) rooms. This school has a student to faculty ratio of 11:1.
- Ella G. Clarke Elementary School, 455 Manetta Avenue, has 475 students in grades to 5 with a student to faculty ratio of 6:1.
- The Clifton Avenue Grade School, 625 Clifton Avenue, has 760 students in grades 2 to 5 with a student to faculty ratio of 12:1.

Middle School

Grades 6 through 8 are served in the Lakewood Middle School, which is located in the north-central part of the township and described below:

- Lakewood Middle School, 755 Somerset Avenue, has approximately 1,128 students in grades 6 through 8. The student to faculty ratio is 15:1.

High School

Lakewood High School adjoins Lakewood Middle School and is described below:

- Lakewood High School, located at 855 Somerset Avenue consists of grades 9-12 with approximately 1,100. There is a student to faculty of ratio of 9:1.

Private Schools

The Township is home to a large number of private, parochial primary and secondary schools as well as special education facilities for school-aged and adult individuals. One of the critical planning issues for Lakewood is the amount of land in suitable areas for an increasing number of private school facilities.

Private Schools

The combined enrollment of private and other parochial schools in Lakewood exceeds 25,000 children, which is substantially more than the public school enrollment. Previously, Holy Family,

a catholic school and church located on East County Line Road, enrolled as many as 900 students ten years ago and was projected to expand at that time. In 2015 the church closed the school, selling the facility to Lakewood Township. It is now owned by the Lakewood School District and used as Piner Elementary.

Currently the largest Christian school in the Township is Calvary Lighthouse Academy, located at 1133 E County Line Road. There are approximately 300 pre-k and k-12 students enrolled.

Private schools serving the needs of Lakewood families are the most prevalent type of educational facility in the Township, and operate with a wide range of enrollment throughout the Township. Busing to the private schools is provided by municipal funds.

Special Education

While a significant number of special needs students are served in the public school district, there are a substantial number of students at private facilities within the Township.

LADACIN

The former Cerebral Palsy of Monmouth and Ocean Counties, Inc., now LADACIN, (Lifetime Assistance for Developmental and Challenging Individual Needs), operates a state approved, full day preschool and Elementary-Secondary Educational Programs at its Lehmann Center, 1100 Airport Road. This facility opened in 1988 and was expanded in 2007 to serve approximately 50 students. Adult programs were added to this location in 2013.

LADACIN also provides vocational training and work programs for adults with developmental and multiple physical disabilities in its ACCESS Unlimited program in Suite 8 at 170 N. Oberlin Avenue. Attachment CF-1 shows the location of this site.

The New Road School of Ocean

The New Road School of Ocean, at 810 Towbin Ave, is a New Jersey approved private school for students with disabilities aged 5 to 21 who have learning, language, social, emotional and behavioral challenges. This school serves approximately 50 students. Attachment CF-1 shows the location of this site.

The School for Children with Hidden Intelligence

The School for Children with Hidden Intelligence, 345 Oak Street, receives approximately 200 Lakewood special needs and special education students in addition to special needs students from around the state. Attachment CF-1 shows the location of this site.

Colleges and Universities

There are two significant schools of higher education located within the Township, as shown in Attachment CF-1.

Beth Medrash Govoha (BMG)

Also known as Lakewood Yeshiva, BMG is located between 6th and 7th Streets west of Private Way. It is a highly specialized, post-graduate institution focused on students properly understanding and analyzing the Talmud to become accomplished Talmudic scholars. The Yeshiva consists of approximately 6,500 students. The campus consists of four main buildings containing more than eight study halls and numerous residence halls.

Georgian Court University

Georgian Court is located along the north shore of Lake Carasajlo in the northwest quadrant of the Township. This private, liberal arts, Catholic university offers undergraduate and graduate programs on its 156-acre campus. The campus contains extensive landscaped grounds including the Sister Mary Grace Arboretum, classrooms, dormitories, administrative offices, a library, athletic center with wellness center, gymnasium and athletic fields. In 2015 there were 1,528 undergraduate and 594 graduate students enrolled.

Library

Dating back to 1893, the Bricksburg Library Association evolved into the Lakewood Library, eventually becoming part of the Ocean County system in 1999. The current location on Lexington Avenue, adjacent to the municipal building, was opened in 1995 and contains 18,500 square feet housing over 120,000 books. The Lakewood Branch of the Ocean County Library is one of the county's busiest libraries; mid-year statistics for 2016 (January-June) published by the Ocean County Library, indicate the Lakewood branch had the highest public computer use in the system and there were almost 280,000 items checked out during that period. Additionally, the Library offers a wide range of programs for children and seniors.

The Ocean County Library's Strategic Plan 2013-2017 calls for the preparation of a new Master Facilities Plan. Key objectives of the current Plan include:

- Evaluating branch floor plans and prioritize renovation and reorganization projects and adapt library facilities for new uses and activities;
- Increase the number of spaces for small meetings, quiet study, and children's learning/play areas;
- Investigate alternative venues for library services and investigate storefront/strip mall locations for non-traditional services, including computer access, story-time/craft programs, and collaborative digital learning labs and spaces.

While an additional branch location may be justified at another location within the township, this evaluation could result in either expansion of the current branch or may cause the existing building to be vacated for another site. The Township should work closely with the County in evaluating the potential to enlarge the library facility at its current location to retain a presence in the downtown. Attachment CF-1 shows the location of this site.

Hospitals and Health Care Facilities

In addition to numerous doctors' offices, medical laboratories and diagnostics centers, Lakewood has a major regional medical facility and two Federally Qualified Health Centers (FQHC), community-based health care providers that receive funds from the Federal HRSA Health Center Program to provide primary care services in underserved areas. Attachment CF-1 shows the location of these sites.

Hospital

Monmouth Medical Center Southern Campus, formerly Paul Kimball Hospital, part of the RWJ-Barnabas Health Care system, is located on US Route 9 south of downtown. This 350-bed acute care hospital provides comprehensive emergency medical services as well as a variety of specialized diagnostic services including radiology, mammography and magnetic resonance imaging. The hospital also offers specialized medical services such as a Comprehensive Vascular Center and Vascular Lab, the Geriatrics Institute, Geriatric Emergency Medicine (GEM) Unit, and the Acute Care for Elders (ACE) Unit.

Monmouth Medical Center Southern Campus serves the greater Ocean and southern Monmouth County area. 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 largest employers and ranks as the sixth largest employer in Ocean County, behind joint base McGuire-Dix-Lakehurst. Further, contractors, suppliers, subsidiaries and support businesses providing goods and services to the hospital contribute additional employment and economic opportunities. As such, the hospital has a significant impact on land use in the neighborhood immediately surrounding the hospital.

Federally Qualified Health Centers (FQHCs)

As noted above, Federally Qualified Health Centers are health care providers that must meet a stringent set of requirements, including providing care based on patient's ability to pay and operating under a governing board that includes patients. FQHCs may be Community Health Centers, Migrant Health Centers, Health Care for the Homeless, and Health Centers for Residents of Public Housing.

The Center for Health Education, Medicine and Dentistry (CHEMED), opened in February 2008 at 1771 Madison Avenue, as a division of the Lakewood Resource and Referral Center (LRRC).

CHEMED provides comprehensive preventive and primary care medical, dental and behavioral health services for adults and children, as well as health education, and nutrition services.

Ocean Health Initiatives, Inc. (OHI) provides affordable, family health care including pediatrics, women's health, dental, internal medicine, podiatry, behavioral health and a pharmacy at its 101 Second Street location. These services are supplemented with school-based Wellness Programs within the Clifton Ave Grade School and Lakewood High School.

Social and Senior Services

As described in the following subsections, the Ocean County Office of Senior Services and the Lakewood Resource and Referral Center operate, as non-municipal entities, within the township.

Ocean County Office of Senior Services

The Ocean County Office of Senior Services maintains the Northern Ocean County Resource Center, located at 225 4th Street in the Township, as shown in Attachment CF-1, offering the following services and programs:

- Meals on Wheels
- Senior Services Ocean County Nutrition Office
- Senior Transportation Services
- Office of the County Clerk for Passports, Notary
- Board of Social Services

Lakewood Resource and Referral Center (LRRC)

Lakewood Resource and Referral Center (LRRC) is a United Way of Ocean County Certified Agency and an Alliance of Information and Referral Systems (AIRS) professional member. Its 212 Second Street, Suite 204, location provides comprehensive social services, information and referral regarding: housing purchasing and rental counseling, health-care insurance plans, nutritional supplementation programs and home utilities payment assistant programs to Lakewood residents and the greater Ocean County community. Attachment CF-1 shows the location of this site.

Cultural and Arts

There are a number of civic associations and clubs in Lakewood serving the diverse nationalities and interests of its residents, including the Puerto Rican Civic Association, Latino Community Connection and the Lakewood Community Coalition.

The Strand Center for the Arts. Originally conceived as a theater for vaudeville, films and pre-performance bookings of Broadway shows, the Strand Theater has stood at the corner of Clifton Avenue and 4th Street since 1922. In 1981, after decades of struggles and neglect, the

Strand was conveyed to the Ocean County Center for the Arts and added to the New Jersey Register of Historic Places. In May of 1982 it was signed into the National Register of Historical Places. Over the course of the past twenty years the Strand has been physically restored and revitalized as a cultural hub in Ocean County. The Strand now produces its own events and presents shows that reflect the cultural, ethnic, and intergenerational tastes of an ever-growing population in holiday concerts, musical concerts, plays, dinner shows and senior activities. Additionally, the Strand School of the Arts, offers expert instruction in musical theater, art, acting, vocal music, and more. Attachment CF-1 shows the location of this site.

Federal Facilities

The US Postal Service relocated from its location downtown to a new, full-service facility at 1820 Swarthmore Avenue in the industrial complex. Attachment CF-1 shows the location of this site.

Recommendations

To continue to meet the expanding needs of the community and enhance the level of services provided within Lakewood, the Planning Board offers a variety of recommendations for the Community Facilities Element. These are described in the following subsections.

Emergency Response Annex

The Senior Community Needs subcommittee of the Master Plan Advisory Committee recommended that the Township convey the property at 1536 Massachusetts Avenue for an emergency response annex (i.e. a police substation) or for open space. The location is in closer proximity than the police headquarters at Thirds Street and could assist in reducing response times in the southwest portion of the township, where are several new active adult communities. The need for such a facility in other sections of the municipality should also be reviewed.

Library

Public input was received during the preparation of the master plan concerning the need for a satellite branch of the Township Library especially for the senior community. A branch library in the south east or southwest sections of the town would provide increase access to library resources. Bookmobile services are another alternative. To ease the convenience of the senior community.

Expansion of Municipal Building and Police Department

There are no specific plans to expand the municipal administrative facility and police headquarters, however, given the town's growing number of residents, a review of facility

needs for township administrative functions and police based on current and future population is prudent.

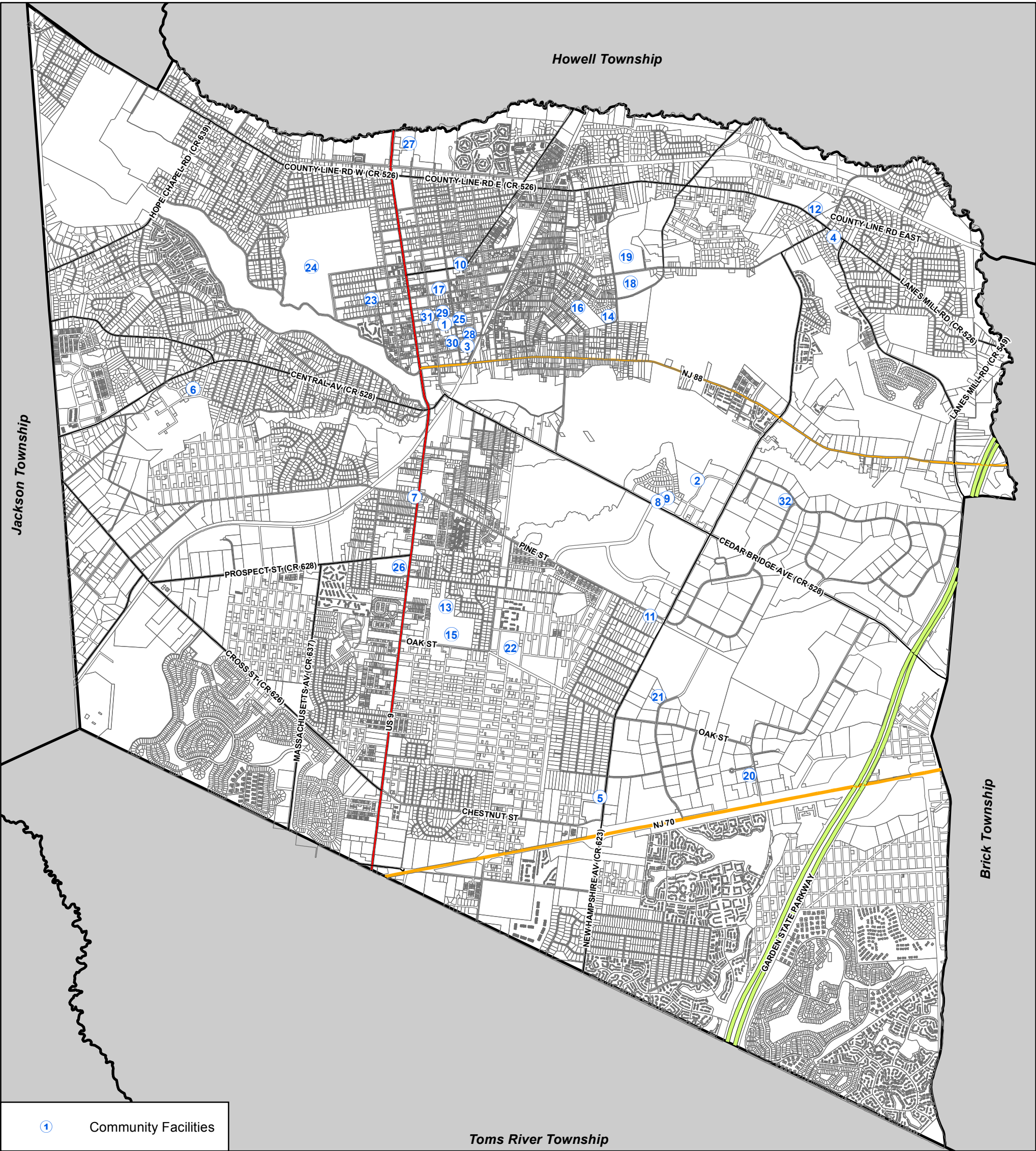
Future School Sites

The Planning Board will continue to allow schools as a permitted use throughout Lakewood. Further study by the Planning Board or Township Committee is recommended to provide for sufficient additional lands for school sites.¹⁰

¹⁰ This statement is based on the recommendation of the Housing Density Subcommittee of the Lakewood Township Master Plan Advisory Committee.

Attachment CF-1: Community Facilities

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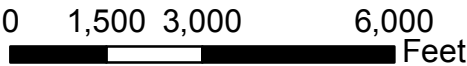
Community Facilities				Community Facilities			
Id	Name	Location	Type	Id	Name	Location	Type
1	Lakewood Municipal Building and Police Department	231 3rd Street	Municipal Facilities	17	Clifton Avenue Grade School	625 Clifton Avenue	Public Schools
2	John J. Franklin Public Works Complex	1 America Avenue	Municipal Facilities	18	Lakewood Middle School	755 Somerset Avenue	Public Schools
3	Station 64, Engine Co #1	119 1st Street	Municipal Facilities	19	Lakewood High School	855 Somerset Avenue	Public Schools
4	Station 65, Rescue Co #2	1350 Lanes Mill Road	Municipal Facilities	20	LADACIN Network - Lehman School	1100 Airport	Private Schools
5	Station 66, Jr. Hose Co #3	976 New Hampshire Avenue	Municipal Facilities	21	New Road School of Ocean County	810 Towbin Avenue	Private Schools
6	Station 66-1, Jr. Hose Co #3	170 Lafayette Boulevard	Municipal Facilities	22	School for Children with Hidden Intelligence	345 Oak Street	Private Schools
7	Station 67, Reliance Hose Co #4	300 River Avenue	Municipal Facilities	23	Beth Medrash Gohova	6th and 7th Streets, West of Private Way	Higher Education
8	Station 68, Hook and Ladder Co #1	733 Cedarbridge Avenue	Municipal Facilities	24	Georgian Court University	North Shore of Lake Carsaljo	Higher Education
9	Station 74	735 Cedarbridge Avenue	Municipal Facilities	25	Lakewood Branch of the Ocean County Library	301 Lexington Avenue	Library
10	Station 74-1	800 Monmouth Avenue	Municipal Facilities	26	Monmouth Medical Center Southern Campus	600 River Avenue	Hospitals and Health Care Facilities
11	Lakewood Emergency Medical Services	1555 Pine Street	Municipal Facilities	27	Center for Health Education Medicine & Dentistry	1771 Madison Avenue	Hospitals and Health Care Facilities
12	Piner Elementary School	1141 East County Line Road	Public Schools	28	Ocean Health Initiatives, Inc.	101 2nd Street	Hospitals and Health Care Facilities
13	Spruce Street School	90 Spruce Street	Public Schools	29	Ocean County Office of Senior Services	225 4th Street	Social and Senior Services
14	Lakewood Early Childhood Center	100 Linden Avenue	Public Schools	30	Lakewood Resource and Referral Center	212 2nd Street, Suite 204	Social and Senior Services
15	Oak Street School	75 Oak Street	Public Schools	31	The Strand Center for the Arts	400 Clifton Avenue	Cultural and Arts
16	Ella G. Clarke Elementary School	455 Manetta Avenue	Public Schools	32	United States Postal Service	1820 Swarthmore Avenue	Federal Facilities

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NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Community Facilities

Lakewood Township

Ocean County, New Jersey

Historic Preservation Element

Introduction

This Historic Preservation Element provides a historic overview of Lakewood, inventories historic sites and structures, discusses the importance of preservation, discusses standards used to identify historic resources, and evaluates the impacts on identified historic resources that are anticipated to result from the implementation of the 2017 Lakewood Township Master Plan. In addition, it outlines a series of goals and objectives to promote historic preservation within the township.

Historic Overview of Lakewood

The area that would become Lakewood was first settled by people of European ancestry in the mid 1750s, when the area was developed with sawmills, one of which was situated at the eastern end of Lake Carasajlo. After the arrival of the sawmills, bog iron ore smelting operations were established. These activities predominated until the 1880s, when, as described below, Lakewood developed into a fashionable resort.

Lakewood's growth as a resort community can be attributed to the: arrival of the New Jersey Southern Railroad, which made the area accessible from around 1860; proximity to lakes and expansive pine forests; and, the subsequent development of large hotels, the first of which, Laurel House, opened in 1880. By the end of the 1890s, Lakewood had, thanks to its accessibility and the claim of its promoters that it was significantly warmer than New York City during the winter months, become a fashionable winter resort for the elite, including President Grover Cleveland and the great American author, Mark Twain. Moreover, some established permanent residences. For example, and as is described in the inventory of historic sites and structures that is included in this Historic Preservation Element, George J. Gould and John D. Rockefeller established grand estates in Lakewood.

As transportation technology improved, Lakewood became less important as a resort; air travel and improved railway networks facilitated travel to warmer areas further south. As a result, Lakewood became something of a backwater until the 1960s, when the construction of large housing developments (e.g., Leisure Village) started. Construction of housing developments continued at variable rates in the period since, and the township's population has grown accordingly (cf., Background Element for a detailed discussion of Lakewood's population development)

Inventory of Historic Sites and Structures

The following inventory of historic sites and structures provides details of properties listed on the state (i.e., New Jersey Register of Historic Places) and national (i.e., National Register of Historic Places) registers of historic places.

In addition, the inventory provides details on properties that are not listed on the state and national registers of historic places, but which have received a Certificate of Eligibility from the New Jersey State Historic Preservation Officer or a Determination of Eligibility from the Keeper of the National Register.

Sites and Structures Listed on the State and National Registers of Historic Places

Sites and structures listed on the state and national registers of historic places are listed in the following subsections.

Please note that listing on the state and national registers of historic places has the benefit of providing access to certain types of technical assistance, tax credits, and grants. In addition, listing provides recognition of a property's historic importance and assures protective review of public projects that might adversely impact the character of a historic property. Listing does not restrict the rights of private property owners by the state or federal government.

Georgian Court (George Jay Gould Estate; Campus of Georgian Court University)

Georgian Court was the estate of George Jay Gould, a railroad executive and financier who lived from 1864 to 1923. After Gould's death in 1923, the estate was purchased by the Sisters of Mercy in 1924 and repurposed for use as Georgian Court College (now: Georgian Court University). The campus is noted for its elaborate architecture, gardens and fountains and has been listed on the state and national registers of historic places since 1978. Attachment HP-1 shows the location of this site.

Strand Theater (400 Clifton Avenue)

The Strand Theater was constructed in 1922 and used as a vaudeville theater and cinema for silent films. It was designed by the Scottish-American architect Thomas Lamb, and is noted for its neoclassical and art-deco architecture. The architecturally and culturally significant site has been listed on the state and national registers of historic places since 1981 and 1982, respectively. Currently, the theater serves as the Ocean County Center for the Arts. Attachment HP-1 shows the location of this site.

Other Historic Sites and Structures

In addition to the sites and structures that have been described in the preceding section, there are several other historic sites in Lakewood. Sites that have received a Certificate of Eligibility or

a Determination of Eligibility, as indicated on the February 21, 2017 Register of the New Jersey Department of Environmental Protection are described in the following subsections and are depicted in Attachment HP-1.

Please note that a Certificate of Eligibility is a certificate that is issued by the New Jersey State Historic Preservation Officer, which satisfies a prerequisite to apply for funds from the New Jersey Historic Trust. A site's receipt of a Certificate of Eligibility does not signify that the site is listed on the state and national registers of historic places.

Please also note that a Determination of Eligibility is issued by the Keeper of the National Register, the office of which is housed within the National Park Service of the United States Department of Interior. While a Determination of Eligibility is a formal certification that a property site is eligible for inclusion on the National Register of Historic Places, it does not in itself signify inclusion on same.

[All Saints Episcopal Church and Rectory \(215 Madison Avenue\)](#)

The All Saints Episcopal Church and Rectory is located at 215 Madison Avenue. Though it has been altered over the years, its original structure dates to around 1898 and contains several fine examples of Tiffany stained glass windows. All Saints Episcopal Church and Rectory received a Certificate of Eligibility on May 27, 1997. Attachment HP-1 shows the location of this site.

[Rockefeller Park Buildings and Site \(Ocean County Park\)](#)

Ocean County Park, which is discussed in the Park and Recreation Master Plan Element, was once the estate of John D. Rockefeller, an American oil industry business magnate and philanthropist who lived from 1839 to 1937. The site received a Determination of Eligibility on August 9, 1979. The Determination of Eligibility covers the park's historic buildings and the site in general, which is noted for its specimen trees that were planted by Rockefeller. Attachment HP-1 shows the location of this site.

[Young Men's Christian Association \(131 Second Street\)](#)

The former building of the Young Men's Christian Association (YMCA), which is now used as a school by Congregation Ahavas Chesed, is located at 131 Second Street. The historic building received a Determination of Eligibility on January 28, 1982. Attachment HP-1 shows the location of this site.

[Historical Society and Heritage Commission](#)

The Lakewood Historical Society and Lakewood Heritage Commission serve the community by investigating, recording and perpetuating the rich history of Lakewood. The Historical Society and Heritage Commission are two distinct entities. The Historical Society is a non-profit

organization, which is housed in and operates a museum in Kuser Hall in Pine Park. The Heritage Commission is a municipal entity, which operates out of the Lakewood Municipal Building. While distinct entities, please note that, as of the preparation of this Historic Preservation Element, there was a degree of overlap in the membership of the Lakewood Historical Society and Lakewood Heritage Commission.

Importance of Preservation

Preservation is an important tool to preserve historic sites and structures. Indeed, it provides numerous cultural, educational, and economic benefits. To provide an example of the cultural benefits of preservation, it is noted that preservation secures a tangible form of cultural identity, as reflected in sites and structures, for posterity. In addition, and with regard to the educational benefits of preservation, it is noted that preservation provides educational opportunities insofar as it facilitates learning about local history by experiencing historic spaces and environments. In addition, and to illustrate an economic benefit of preservation, it is noted that historic sites and structures may increase the touristic potential of an area by creating an attractive environment that draws visitors.

In addition to the above, it is noted that historic preservation results in environmental benefits. Indeed, it not only results in the retention of valuable cultural resources, but is also an effective means of promoting sustainability through the use and reuse of historic structures, which results in less waste and energy consumption than new construction.

Identification of Sites and Structures

It is the policy of this Historic Preservation Element that historic sites and structures shall be evaluated in accordance with the standards for inclusion in the New Jersey Register of Historic Places, which are developed and maintained by the New Jersey State Historic Preservation Office of the New Jersey Department of Environmental Protection.

Impacts of the 2017 Lakewood Township Master Plan on Identified Historic Sites and Structures

No adverse impacts on the sites and structures that are identified in this Historic Preservation Element are anticipated to occur as a result of the implementation of the 2017 Lakewood Township Master Plan.

Goals and Objectives

To promote historic preservation in Lakewood Township, this Historic Preservation Element identifies three primary goals, which include: promoting Lakewood's history; protecting identified historic resources; and, identifying additional historic resources. For each goal, a series of objectives is identified in the following subsections.

Goal 1: Promote Lakewood's History

Raising awareness of Lakewood's rich history will not only strengthen the ties of Lakewood residents to their unique community, but can also help to strengthen the local economy by attracting visitors.

To achieve this goal, this Historic Preservation Element identifies the following objectives:

- Work with the Historical Society and Heritage Commission to identify appropriate locations for placards and interpretive signage at historic sites and structures.
- Consider the potential to provide tours of local historic sites and structures.
- Improve the quality and increase the amount of historic information on the municipal website.

Goal 2: Protect Identified Historic Resources

It is important to protect the integrity of identified historic resources. By doing so, the future existence and use of historic resources can be ensured.

To achieve this goal, this Historic Preservation Element identifies the following objectives:

- Work with property owners to maintain historic sites and structures (e.g., through identification of opportunities for grants and technical assistance).
- Engage the membership of the Heritage Commission as liaisons between the New Jersey State Historic Preservation Office and the township on issues related to identification of grant and other resources (e.g., technical assistance).
- Evaluate impacts of the implementation of the 2017 Lakewood Township Master Plan on identified historic resources, and those that may be identified in the future.

Goal 3: Identify Additional Historic Resources

Identifying additional historic resources, and ensuring that they are preserved for posterity, will safeguard Lakewood's tangible cultural heritage.

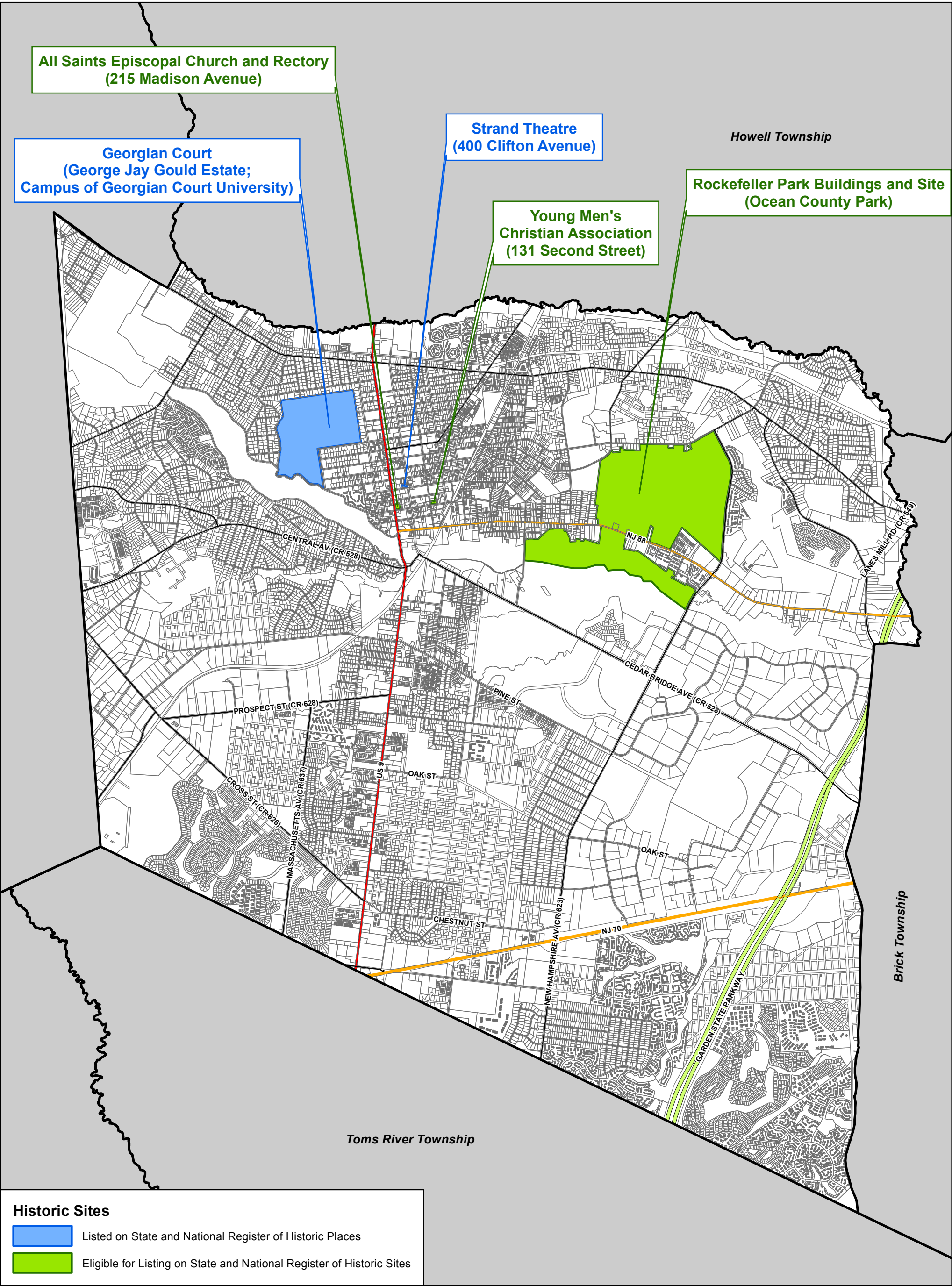
To achieve this goal, this Historic Preservation Element identifies the following objectives:

- Facilitate increased exchange between the Historical Society and Heritage Commission for the purpose of identifying historic sites and structures, as well as recording the significance thereof.
 - Work with property owners of historic sites and structures to recommend applications for inclusion on the state and national registers of historic places, aid in completing such applications, and explain the benefits of inclusion on such registers.
 - Engage the membership of the Heritage Commission as liaisons between the New Jersey State Historic Preservation Office and the township on issues related to identification
-

historic sites and structures, and the application for inclusion on the state and national registers of historic places.

Attachment HP-1: Historic Sites

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Historic Sites Lakewood Township Ocean County, New Jersey



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Plan Relationships

Introduction

The relationship of the 2017 Lakewood Township Master Plan to the planning initiatives of the state, county, and adjacent municipalities are described in this element.

State-Level Planning

The following subsections describe state-level planning within Lakewood and, more specifically, the impact of the New Jersey State Development and Redevelopment Plan and Coastal Area Facilities Review Act on the Township.

New Jersey State Development and Redevelopment Plan

As provided in the 2001 New Jersey State Development and Redevelopment Plan (State Plan) map, 91% of the township is in Planning Area 2 (Suburban Planning Area) and the balance of the municipality is designated as Planning Area 5 (Environmentally Sensitive) and in preserved parklands. The intent of Planning Area 2 is: “provide for much of the state’s future development; promote growth in Centers and other compact forms; protect the character of existing stable communities; protect natural resources; redesign areas of sprawl; reverse the current trend toward sprawl; and revitalize cities and towns.” In addition, the downtown business area along US Route 9 and above Lake Carasaljo was designated in the state plan as a regional center.

Lakewood Township submitted a petition for Plan Endorsement to the NJ State Planning Commission and was granted conditional plan endorsement in February 2016. The map depicting the pending State Planning Areas is shown in Attachment PR-1. Plan endorsement is evidence that the planning vision of the township is consistent with the State Plan as defined by the state planning rules. One of the conditions of the approval by the State Planning Commission was the adoption of a master plan and zoning ordinance amendments. Upon adoption of the zoning ordinance amendments the NJ Office of Planning Advocacy will update the State Plan Map to designate several centers, cores and nodes and revise the boundaries of the state planning areas.

New Jersey State Strategic Plan

The State of New Jersey is proposing a new strategic plan to better prioritize and support sustainable economic growth and, thereby, enable the state to fully recover from the financial crisis and the Great Recession of 2008. The draft New Jersey State Strategic Plan takes a different planning approach than the New Jersey State Development and Redevelopment Plan. For instance, no updated State Plan Policy Map (n.b., this is included in the New Jersey State

Development and Redevelopment Plan) is included with the draft New Jersey State Strategic Plan. Instead, the draft plan recommends organizing the state into “Priority Growth Investment Areas” and “Priority Preservation Investment Areas” to guide future state investments and programs. The specific investment areas will be identified subsequent to the adoption of the New Jersey State Strategic State Plan. The New Jersey State Strategic State Plan’s stated intent is that the State Plan Policy Map will continue to be used and amended in a manner that is consistent with statutory mandates for planning areas and “smart growth” areas on an interim basis until “Priority Growth Investment Areas” are identified and “Department Strategic Plans” for each state department are in place. The draft New Jersey State Strategic Plan has not been adopted by the State Planning Commission at this time and was put on hold following Hurricane Sandy.

Since the State Planning Act mandates that the current state plan identify areas for growth, limited growth, agriculture, and open space conservation, the New Jersey State Strategic Plan proposes that the “Priority Growth Investment Areas” serve as the state plan growth areas. Areas that do not meet the designation criteria for “Priority Growth Area” would be identified as one of two types of “Priority Preservation Investment Areas”, one to protect agricultural use and one for preserving open space and critical environmental resources. To identify areas for open space, the plan recommends using the existing federal, state, local and non-profit open space, and areas identified as future open space through a process to be established by the New Jersey Department of Environmental Protection’s Green Acres Program.

The Township should stay abreast of the actions of the State Planning Commission with regard to potential adoption of the State Strategic Plan.

[Coastal Area Facilities Review Act](#)

A portion of the municipality is located within the Coastal Area Facilities Review Act (CAFRA) Zone. CAFRA authorizes the New Jersey Department of Environmental Protection to regulate and approve the location, design and construction of certain types of development in the CAFRA Zone. Regulated development generally includes: energy facilities; mining activities; industrial operations; marine terminals; residential developments of 75 units or more; new roads; wastewater treatment systems; parking lots; and, landfills. New Jersey Department of Environmental Protection approval is supplementary to the approval of other regulating authorities, including the Lakewood Township Planning and Zoning Boards.

CAFRA rules provide for restrictions on the intensity of regulated development based on the coastal center designation which mirrors the NJ State Development and Redevelopment Plan.

County-Level Planning

The following subsections describe county-level planning within Lakewood and, more specifically, the impact of the Ocean County Comprehensive Master Plan on the township. Given that the township shares a border with Howell Township in Monmouth County, this section also evaluates the impact of the Monmouth County Master Plan.

Ocean County Comprehensive Master Plan

The Ocean County Planning Board adopted a comprehensive master plan in 2011, which serves as a county policy statement about the future development of Ocean County. The plan notes that the County's close proximity of the New York and Philadelphia metropolitan centers has played a significant role in the development of the county, however, it suggests that Ocean County is moving toward a more independent identity, with increasing employment and educational opportunities. Citing 2010 census data, the plan highlights that the County's largest age group (25-44 years old) as one reason the area will experience a greater demand for high salary jobs.

Key goals of the 2011 Ocean County Comprehensive Master Plan, as they relate to Lakewood Township, include:

- Assist the Ocean County Historic and Cultural Commission in identifying and preserving significant historic resources (identifying the state- and nationally-listed historic properties of the Strand Theatre and Georgian Court);
 - Further diversify the education opportunities at high schools, vocational technical schools and colleges. Provide more job training and incorporation of more four-year degree options;
 - Coordinate various programs at the state and local level to minimize potential conflict with economic growth;
 - Promote Brownfields incentives to facilitate the redevelopment of underutilized properties;
 - Evaluate potential growth corridors in Ocean County;
 - Promote Downtown and Main Street programs to assist older commercial centers;
 - Continue to encourage and provide technical and personnel assistance to municipalities which wish to participate in programs and studies such as Safe Routes to School, Walkable Community Workshops, Transit Village design, and Rail to Trail Conversions;
 - Encourage the re-use and redesign of large-scale retail sites to make better use of large surface parking lots and incorporate more pedestrian-friendly design;
 - Encourage mixed-use developments which contain a variety of building types and uses, connected by walkable and aesthetically pleasing streets and corridors;
 - Continue to work with the Department of State and other relative agencies on the State Strategic Plan and other State Planning initiatives;
-

- Encourage municipalities to grow in a fashion that is true to smart growth principals and Town Center design standards, allowing for a mix of land uses in a singular area to increase accessibility by all residents
- Explore the ability to incorporate water conservation requirements into the subdivision and site plan review process.

Lakewood Township has and is addressing many of the above goals of the County Master Plan. For example, the township has been granted Plan Endorsement by the State Planning Commission based on the adoption of the Smart Growth Plan which proposes compact development forms and continues to work with the state agencies on state planning initiatives. In addition, the township adopted a complete streets policy. Further, the township has introduced a water conservation ordinance to limit outdoor water use.

With regard to new development along US Route 9, the 2011 County Comprehensive Master Plan recommends:

- Pedestrian walkways and complete sidewalk connections to improve pedestrian safety;
- Shared parking between neighborhood sites
- Bicycle paths on local intersecting roads as well as on-site bike facilities;
- Enhancements at local park-and-rides and bus stops;
- Addition of rear access roads and rear parking;
- Planning board support of right of way preservation for future expansion through Design Typical Standards (DTS).

[Ocean County Solid Waste Management Plan](#)

Ocean County adopted a solid waste management plan in 1979, with modifications to the plan amended and adopted in 1980. The Solid Waste Master Plan is Ocean County's strategy for the disposal of solid waste, to assure the safe, efficient and lawful collection and disposal of solid waste. At the time that the plan was prepared, Lakewood Township was using its own municipal landfill, however, the plan indicated that within ten (10) years, Lakewood would utilize the County's northern regional landfill in Manchester Township. Lakewood Township participates in the Ocean County Solid Waste District, and the Township's 2017 Utility Services Plan Element reaffirms the Township's intent to comply with the County's mandated recyclables list for residential, commercial and industrial development.

[Monmouth County Master Plan](#)

The Monmouth County Planning Board and Division of Planning adopted a comprehensive update to the county master plan in September 2016. The 2016 Monmouth County Master Plan intends to represent a shift in the focus on planning for Monmouth County, that being a shift from suburban growth management to a focus on redevelopment, revitalization and rediscovery of its communities.

It should be noted that the County's Framework for Public Investment Map identifies the area bordering Lakewood Township for Priority Preservation Investment, Limited Growth Investment, and the US Route 9 corridor for Priority Growth Investment.

Adjacent Municipalities

Lakewood Township is adjacent to four municipalities: Howell Township to the north, Brick Township to the east, Toms River Township to the south, and Jackson Township to the west.

Howell Township

Located to the north of Lakewood Township, Howell Township also serves as the boundary between Ocean and Monmouth County. Howell Township adopted its Comprehensive Master Plan in 1994, and subsequently conducted a reexamination of its Master Plan in 2005, and Township adopted a revised Land Use Master Plan Element in 2006 (amended through November 19, 2007). For the most part, land uses between the two Townships are consistent, however discrepancies exist in terms of residential density. That said, these discrepancies are somewhat mitigated by the separation between the two municipalities by the North Branch of the Metedeconk River. The majority of Howell Township's zoning along its southern boundary with Lakewood consists of the ARE-2 (Agricultural Rural Estate 2 Zone), which permits a residential housing density of one dwelling unit per two acres, with options for clustering and other subdivision tools designed to protect the Township's rural character. The ARE-2 zone borders numerous zones in Lakewood, including the residential R-15 (Residential), R-12 (Residential), and R-LM (Multi-Family Limited Residential), all of which permit residential development at higher densities than in Howell Township. A portion of the ARE-2 zone also borders Lakewood's B-3 (Highway Business Zone). In addition, Howell's HD-1 (Highway Development 1 Zone) is located along the US Route 9 corridor, and serves as one of the major retail centers for the Township. This district largely borders Lakewood's B-3 (Highway Business Zone). Permitted uses in each district are fairly similar, given the character of the US Route 9 highway corridor. Where these two districts differ, however, is in the bulk standards that govern the built environment of this corridor. Lakewood's B-3 zone permits uses on 20,000 sq. ft. lots, with a maximum building coverage of 25 percent, whereas Howell's HD-1 zone permits a minimum lot size of 80,000 sq. ft. with 70 percent impervious coverage. Howell's SED (Special Economic Development Zone) provides for a variety of economic development opportunities in areas of the Township proximate to rail and highway infrastructure, however this is located opposite Lakewood's R-15 (Residential Zone). No specific changes are proposed as part of Lakewood Township's Master Plan along its boundary with Howell Township, however, Lakewood's downtown area, located within proximity of Howell Township, is a Regional Center and increased densities are considered as part of this Plan.

Brick Township

Brick Township is located to the east of Lakewood Township. Brick Township adopted a Comprehensive Master Plan in 2007, with subsequent elements and amendments, including Green Building and Sustainability, Land Use Plan, Stormwater Management and Conservation and Open Space Plan, and numerous coastal neighborhood plans being adopted as part of the Township's involvement in the New Jersey Department of Community Affairs' Post Sandy Planning Assistance Grant Program in 2016. Adjacent land uses are similar in the southern portion of the shared boundary between the two Townships, with both containing, and being zoned for moderate density residential. It should be noted, however, that Lakewood's Open Space (O-S) zone, which is undeveloped, is bounded to Brick Township with moderate density residential development. In both municipalities, the NJ Route 70 corridor is zoned for business. North of this corridor, Brick Township is zoned for highway development, and Lakewood is zoned for LP (Limited Professional/Industrial Park), the permitted uses for both are similar in character. Further north, there is some difference between adjacent zones, in that Lakewood is zoned for industrial uses and Brick is zoned for rural residential and moderate density residential development, however, this section is largely buffered by the Garden State Parkway, which serves as a boundary between both municipalities. Further north, both municipalities contain zones permitting low-to moderate- density residential development. No specific changes are proposed as part of Lakewood Township's Master Plan along its boundary with Brick Township.

Toms River Township

The Township of Toms River is located to the south of Lakewood Township. The Township of Toms River recently completed a comprehensive reexamination of its Master Plan in 2017. Existing land uses between the two municipalities are both residential in character, Lakewood Township is primarily zoned and developed with moderate density residential uses, except for the US Route 9 and NJ Route 70 corridors, Lakewood is zoned for highway business uses, and Toms River's revised 2017 Land Use Plan designates the area for commercial uses, and includes Toms River's conditionally approved NJ Route 70 Highway Core and US Route 9 Highway Core. No specific changes are proposed as part of Lakewood Township's Master Plan along its boundary with Brick Township.

Jackson Township

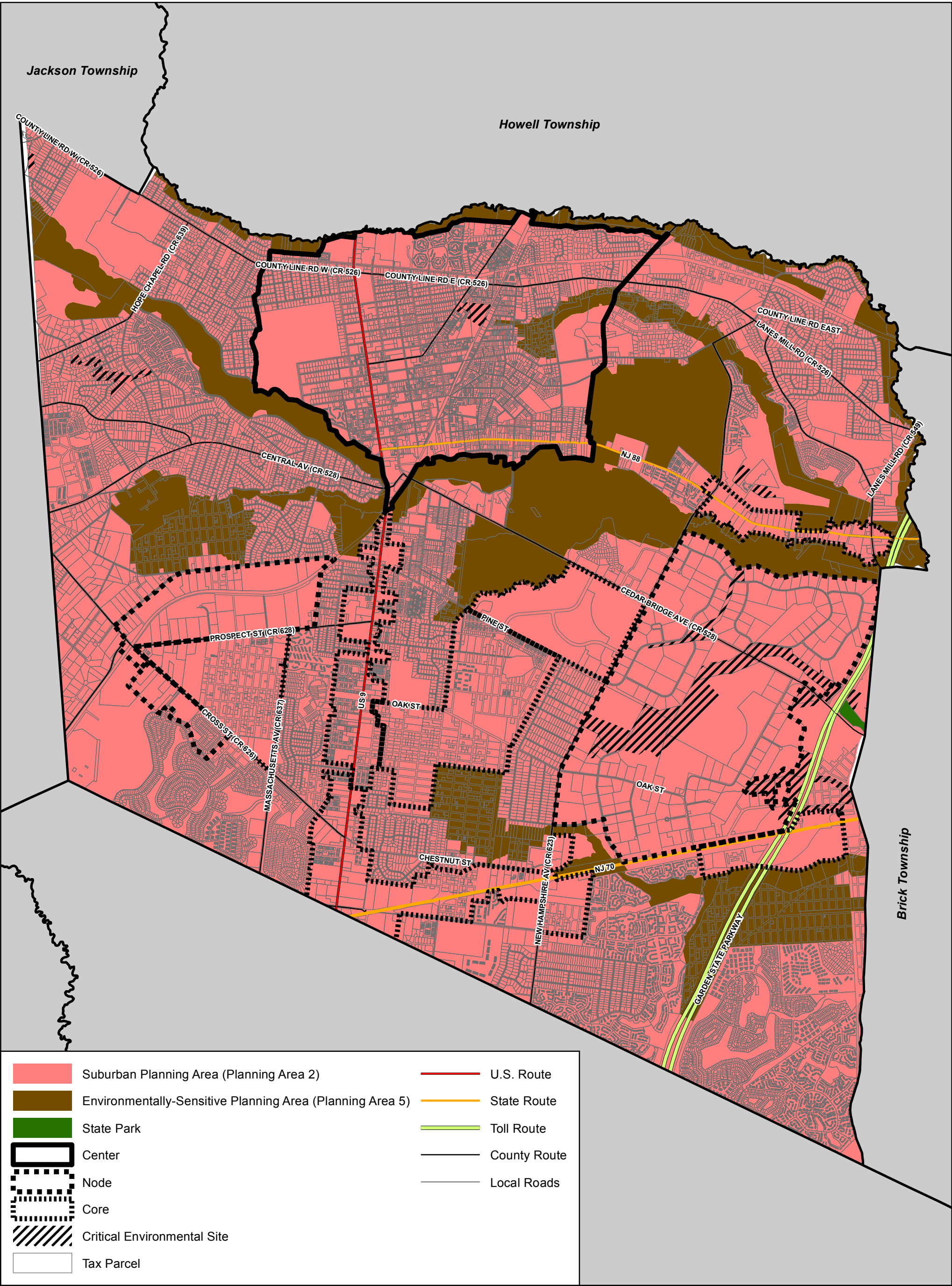
Jackson Township is located to the west of Lakewood Township. Jackson Township last adopted a Master Plan in 2009. For the most part, adjacent residential land uses between the two municipalities are both low to moderate density in character. That said, some differences exist between the two townships, where an industrially zoned section of Jackson Township in its southeastern corner abuts a golf course and moderate density residential in Lakewood. In addition, the East Veterans Highway Corridor in Jackson is zoned for commercial, industrial, and institutional uses, while adjoining Lakewood (New Egypt Road) is zoned for residential, however

existing land uses in Lakewood along this section include commercial and high density residential uses. The northern portion of the shared boundary includes areas both zoned for highway commercial, as this section includes the West County Line Road corridor. The only section proposed for change as part of Lakewood Township's Master Plan along its boundary with Jackson Township is a portion of the R-40 zone in the southwest section of Lakewood Township to permit three to four dwelling units per acre. This proposed change abuts an area of Jackson Township that includes an area zoned for low density residential at one dwelling unit per acre, but also Industrial and commercial uses.

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Attachment PR-1: State Planning Areas

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Prepared by: RED, 02-12-16, Revised by: JAC 08-10-17
Source: NJDEP, NJDOT, NJ Office for Planning Advocacy
File Path: G:\Projects\LAKE\00600\GIS\Projects\State Planning Areas (Pending).mxd

State Planning Areas (Pending) Lakewood Township Ocean County, New Jersey



NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State-authorized.

Appendices

Appendix 1: Report of Housing Density Subcommittee253

Appendix 2: Report of Transportation Subcommittee261

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Appendix 1: Report of Housing Density Subcommittee

**REPORT OF THE
LAKEWOOD TOWNSHIP
HOUSING DENSITY SUBCOMMITTEE**

July 17, 2017

Introduction and Background

The Housing Density subcommittee reviewed the Township from an overall perspective, taking into account that Lakewood is a growth municipality and planning should be proactive to accommodate a growing population consistent with the objectives of the Smart Growth Plan while doing so in a careful, sustainable and non-overburdening manner.

The subcommittee's examination was informed by the prior adopted plans including the 2007 Master Plan Reexamination Report, the 2013 Smart Growth Plan and the 2014 Land Use Plan Amendment. The subcommittee reviewed the zoning of larger undeveloped tracts in the lesser developed areas of the town as well as areas along the state highway nodes. It is the subcommittee's intent that the recommendations be consistent with the existing development pattern of the subject area. As an element of this review the subcommittee was asked to evaluate requests related to zoning submitted by property owners as well as the public. The assessment of the submitted requests focused on an examination of the general locale and neighborhood rather than the specific tract requested and the recommendations are for the general area, not necessarily a specific parcel.

The subcommittee's recommendations are based upon the general policy approach that, prior to the implementation of any amendments to the municipal zoning, the following development strategy and pattern is required for new larger development proposals:

- a. All interior streets should have a greater width than the requirements of the NJ Residential Site Improvement Standards (RSIS);
- b. A significant area of land in new developments should be set aside, more than current requirements, for open space purposes for use by all residents;
- c. An area is dedicated in a development on interior streets or within the development for the pick-up and drop-off of school children;
- d. An area is dedicated in a development for the location of solid waste containers;
- e. A perimeter buffer and deeper setback for new structures is provided along the frontage of major collector and higher volume streets; and,
- f. A landscaped buffer between different land uses (e.g. residential adjoining commercial), greater than existing width requirements, should be provided and strictly enforced at the approval stage.

Infrastructure: The subcommittee recognizes that any discussion of zoning and development in the Township must incorporate and reference supportive, timely and corresponding improvements in the road, sewer and water infrastructure of the subject areas. The subcommittee strongly recommends the Planning Board prioritize and integrate infrastructure improvement recommendations in the master plan to address current areas of concern and avoid and mitigate, where possible, future issues based on Board proposals.

I. REQUESTS

A description of the requests submitted by property owners and the public and the subcommittee's comments are provided below. The recommendations of the subcommittee are provided in italics (*thus*) after the description of each request. Please note that the recommendation provided for each request may or may not reflect a unanimous consensus of the subcommittee members. There was much discussion and careful consideration given to all aspects of each request, and the stated recommendation generally reflects a majority opinion to be submitted to the Master Plan Advisory Committee. A description of each request with subcommittee's findings and recommendations (in *italics*) follows:

1. Rezone the Esti Circle area from A-1 to another residential zone district.

Description: This area is fully developed with single family residences on two-acre lots and road improvements. The tract has a deed restriction which restricts lot sizes to a two-acre minimum. The area was not addressed in the 2007 Reexamination Report and is outside the Smart Growth Plan.

Recommendation: Deny

2. Rezone Oakland Street area from to R-7.5 from R-10.

Description: The area is located north of Route 88 and west of Ocean County Park. The proposal is consistent with the Smart Growth Plan and is consistent with the 2007 Master Plan Reexamination Report.

Recommendation: Additional study of the specific R-10 zone district where this request is located is necessary to review current development pattern (lot sizes). Oakland Street has a significant number of lot frontages less than 100 ft.

3. Rezone southeast area of the Cross St- Prospect Street Core from R-20/12C to B-2 (Business)

Description: This area was not addressed in the 2007 Reexamination Report. The proposal is consistent with the Smart Growth Plan which recommends retail or single-family development.

Recommendation: Remain residential due to traffic concerns. Deny

4. Rezone south central area of the Cross -Prospect Street Core from R-20/12C to R-75.

Description: The area fronts on Cross Street. A development approval for a school with dormitories and apartments has been granted, a density greater than the R-7.5 allows. The property is in the Cross Street-Prospect Street Core in the Smart Growth Plan; specifically, within the single-family area. It is consistent with the Smart Growth Plan. This area was not addressed in the 2007 Reexamination Report.

Recommendation: The committee is in favor of rezoning the general area to a R-7.5 yield with a mix of lot sizes provided there is a significant setback or buffer along this area from Cross Street. In addition, the development infrastructure should provide wider streets to accompany on-street

parking and better bus circulation. The request will allow a lower density than the current approvals.

5. Rezone area along Twelfth Street from R-10 to R-7.5.

Description: The rezoning is neutral from Smart Growth Plan standpoint. The area located within Downtown Regional Center. Township information may incorrectly show part of this area as R-7.5. The current draft Zoning Map currently shows the area to be R-10.

Recommendation: No change because none is needed. Deny

6. Rezone area at West Cross Street, opposite the intersection with Franklin Blvd. from R-40 to R-12B.

Description: Property was part of the study area for the Master Plan Amendment of April 8, 2014. Recommended for R-12B. The area is not in a Smart Growth Plan designation.

Recommendation: Approve as R-10 or R12 density (i.e. 3-4 units per acre), single-family only, provided the area is developed according to the development strategy outlined in #4.

7. Rezone area from R-12 to HD-7 as correction to zoning map

Description: Location: Block 1051 Lot 30 and 56 Route 9 (River Rd). This request is for a correction in zoning map, however the basis of the request needs clarification. Neutral from Smart Growth Plan standpoint.

Recommendation: Lot 30 is in the HD zone and lot 56 is a single-family residence. Deny.

8. Rezone area along New Hampshire Blvd. south of Route 70 which adjoins on the south of the B-5 zone district from R-20 to B-5A.

Description: This area was recommended in the 2007 Master Plan Reexamination report to be rezoned to R-7.5. The proposal is consistent with Smart Growth Plan for mixed-use highway corridors.

Recommendation: Approve.

9. Rezone area located on the northeast corner of the intersection of Dr. Martin Luther King Drive and Pine Street from R-10 to R-7.5.

Description: This is an isolated area of R-10 zone. Neutral for smart growth plan and not addressed in the 2007 Master Plan Reexamination Report.

Recommendation: Should be considered for further study. R-10 corridor on this segment of Pine Street should be reviewed based on current development pattern.

10. Rezone the area between West Cross Street and Drake Road from R-40 to R-12B.

Description: The area is neutral per Smart Growth Plan and not in 2007 Master Plan Reexamination Report. The 2014 Land Use Plan amendment recommended rezoning to R-12B.

Recommendation: R-10 or R-12 density, single-family only, provided the development strategy outlined in recommendation #4 is followed.

11. Rezone area in the south-central area of the Cross-Prospect Street Core from R20/12C to R-7.5 vicinity of Cross Street and Rachel Street.

Description: The area is in the Cross-Prospect St. Core of Smart Growth Plan.

Recommendation: Allow R-7.5 yield with significant buffer. (similar to recommendation #4)

12. Rezone area on the north side of Route 70 west of New Hampshire Boulevard from B-5 and R-12 to B-5A.

Description: Located in Highway Core in Smart Growth Plan: consistent with Smart Growth; 2007 Reexamination Report: Neutral; The Planning Board recommended a zoning review of the subject area.

Recommendation: Approve, B-5A would allow multifamily housing.

13. Rezone area on the south side of Route 88 (Ocean Avenue) east of South Oakland Street from R-10 to R-7.5

Description: Consistent with Smart Growth Plan (Designated as part of Downtown Regional Center) and recommended by the 2007 Reexamination Report. Much of area has been redeveloped consistent with the R-7.5 zoning criteria.

Recommendation: Approve

14. Rezone area north-central area of Cross-Prospect Street Cove from A-1 to RM (multifamily)

Description: Development approvals- there is a development approval on Block 472 for 20 lots (10 duplexes). Multifamily development construction is adjoining to the west. The proposal is consistent with the Smart Growth Plan.

Recommendation: Approve subject to the overall Smart Growth land use plan for the Cross - Prospect St. Core.

15. Rezone area along Burnside Avenue from R-15 to R-10 (north of Ocean County Park)

Description: The area is located near a stream corridor and may be impacted by C-1 riparian corridor buffer requirements. Most of the subject area is within the sewer service area. (only Block 190, Lots 130, 132, 134, and 135 are completely or partially out of the sewer service area.) Smart Growth and 2007 Reexamination Report.

Recommendation: No change. Deny

16. Rezone area on east side of Lanes Mill Road from R-20 to B-4

Description: Area was not addressed in the Smart Growth Plan nor in the 2007 Master Plan. The current land use is single-family homes.

Recommendation: No change. Not consistent with surrounding area for lot area. Deny

17. Rezone area from R40/R20C to R-7.5

Description: Located along the east and west sides of Washington Avenue between Spruce Street and the Affordable Housing Site.

The area is not in the Smart Growth Plan.

Recommendation: No change. Not consistent with surrounding area for lot area. Deny

18. Rezone area along West Cross Street from R-40 to R-10

Description: Generally consistent with 2014 Land Use Plan Amendment. Addressed in the 2014 Master Plan Amendment:

Recommendation: R-10-R12 density, single-family only. Approve provided the development strategy outlined in #4 is followed.

19. Rezone area on West Cross Street and Maplehurst Avenue from R-40 to R-10.

Description: R-40 zone near border with Jackson Township. Most lots in the area are undersized.

Recommendation: Approve for R-10/R-12 density, single-family only.

20. Rezone area from R-20 to R-10A, vicinity of Chestnut Street, west of New Hampshire Boulevard.

Description: A portion of this area is in a preservation area shown in the Smart Growth Plan and is not shown in sewer service area. However, an amendment to the sewer service has been requested to include the area in the sewer service area and the status of an approved amendment should be provided. The area is located between multi-family areas.

Recommendation: Approve R-10 density subject to evidence that the area is within the approved sewer service area.

OTHER REQUESTS

A-1 Adult Communities

- Location: Block 524.23/ Lot 1
- Description: Change the conditional use standard in the R-40B zone district which currently allows adult communities on parcels of 100 acres or more with a density of 4.5 units per acre by deleting the persons of age fifty-five years and over restriction or change the R-40 zone to the R-10 zone.
- Smart Growth Plan-Neutral

A-2 Adult Communities.

- Location: R-40 zone
- Description: As noted above, the Ordinance allows planned adult communities with a density of 4.5 units per acre for tracts of 100 acres in R-40/40B zones provided the residences are limited to persons of age fifty-five years and older. The proposal is to delete the “Senior” requirement but continue planned community requirement.
- *Recommendation for A-1 and A-2: Create a new zone district (R-40C) that allows for new planned communities on parcels of 100 acres or more at a density of 4.5 units per acre without any age restriction.*

B. Schools.

- a. Schools as a permitted use throughout Lakewood should remain intact.
- b. In response to a letter from the Lakewood Industrial Commission, in the Industrial zones, the parking standard for private schools should be three parking spaces per classroom, not per room and no additional parking is required for any other room.
- c. Since it is impossible to estimate additional land area that will be needed for schools for the future population, it is crucial for the Township to designate additional land for schools.

Recommendation: Continue to allow schools as a permitted use throughout Lakewood.

Further study by the Planning Board or Township Committee is recommended to provide for sufficient additional lands for school sites.

II. 2007 MASTER PLAN REEXAMINATION REPORT RECOMMENDATIONS

The 2007 Master Plan Reexamination Report made recommendations concerning 35 changes to the Lakewood Township zoning map. The Planning Board, in the adopted plan, made recommendations to either approve or deny the changes or requested further study. Several recommendations were implemented by the Township Committee through amendments to the Unified Development Ordinance after 2007 however most of the changes were never implemented. Please note that other zoning changes were accomplished during the 2007 to 2017-time frame.

The Housing Density subcommittee affirms the recommendations of the 2007 Master Plan Reexamination Report (shown on Figures 2 and 3 of the report) which have not been implemented to date.

Appendix 2: Report of Transportation Subcommittee

Report of the Transportation Subcommittee
Lakewood Township Master Plan Advisory Committee
Circulation Plan Element
April 2017

The Transportation Subcommittee of the Lakewood Master Plan Advisory Committee has conducted several meetings, including a well-publicized outreach meeting on November 22, 2016, all held at Town Hall. During these meetings, subcommittee members and residents attending were afforded the opportunity to contribute ideas and opinions on topics relative to the transportation and circulation element of the Master Plan.

The following is a brief recounting of key takeaways from those meetings, which will be followed by a formalized proposed report format. This format, once approved by the subcommittee, will be delivered to the Master Plan Advisory Committee for review and adoption as part of the overall Master Plan recommendation to the Township Committee.

OUTREACH MEETING SUMMARY

A. Roadways

1. Reducing traffic congestion on local roads due to student loading and unloading at the numerous school sites. Loading and unloading of students from vehicles in the roadway restricts the free flow of traffic. Setbacks for schools should be increased to allow for on-site drop off/pick up areas and on-site student loading areas should be required. The comparison of the buffer requirement of the HD-7 zone district on the highway was offered to require increased setbacks. Consider re-zoning emerging artery roads (e.g. County Line Road, E. Kennedy Blvd.) with the HD-6/7 designation to protect future widening opportunities.
2. County roads. Communication with the County Engineer should be increased to coordinate Ocean County road improvements with Township concerns. The Township Committee should appoint a liaison or designate one of the planning bodies to interface with Ocean County officials at least annually to review the planned and needed road improvements.
3. One-way streets should be evaluated, especially in the Downtown – extended area (which would include Main St – 14th Streets and Lakewood Ave. to Monmouth/Princeton Aves.), as a means to assist in better traffic flow.
4. Traffic congestion at the intersection of Route 88 and Clifton Avenue was identified - continue to work with the county and the state to resolve traffic problems.
5. Connectivity- Open roads wherever through traffic can be enabled. Vine Street and Arlington Avenue were identified as examples of locations that are recommended for such improvements. The subcommittee recommends a thorough examination of similar opportunities for creating through streets in Lakewood.

6. Sunset Road to Massachusetts connection. Study circulation linkage of Sunset Road to Massachusetts Avenue through the Industrial Park as a means of reducing traffic volumes on Route 9 (River Road).
7. Residential Site Improvement Standards (RSIS). Given the unique issues in Lakewood, there is a need for wider streets to accommodate buses and other vehicles on streets that often have parking on both sides. Thus, we recommend that all new developments require road widths that exceed the RSIS standards.
8. TID. Implement the Transportation Improvement District (TID) throughout the town to fund circulation improvements.
9. Explore additional north-south connector roads, including the possibility of a vehicular bridge over Lake Carasaljo.

B. Parking

1. The existing unimproved parking area at the former Little League site should be paved to provide additional needed parking. This project is in process with the Township. Side street parking adjacent to this lot should be reviewed for single side parking limitations.
2. Parking in the downtown. Study the parking standard for the B-2 zone; currently, providing parking with development is not required. Create a fund dedicated for parking development and mandate contributions to this fund where variance from a parking requirement is requested.
3. Parking requirements. Evaluate the current parking requirements of offices, schools and houses of worship and other quasi-public uses in the Unified Development Ordinance.

C. Mass Transit

1. Increase shuttle bus service through additional grant – private or government -funding.
2. MOM (Monmouth Ocean Middlesex) Line Passenger Rail service. Endorsement of reestablishment of rail service in Ocean County with a station in Lakewood.
3. Mass transit usage. Adding intersecting (transfer) routes and service frequency will attract more users.

D. Pedestrian and Bicycle Circulation

In 2014, Lakewood adopted a resolution for “Complete Streets”, and NJDOT program for design standards and grant opportunities related to safe and livable streets and roadways. In concert with that initiative, the subcommittee recommends:

1. Bicycle Paths. Bicycle paths are encouraged where traffic and bikes can be separated.
2. Kennedy Boulevard East Right-of-Way- Evaluate the right-of-way of Kennedy Boulevard East from Squankum Road in the west to the municipal boundary with Brick and Howell in the east to improve the town’s circulation network and facilities. The

potential future uses include: full or partial road; multi-segment trail; greenway; a utility corridor, and, a combination of uses. (*Background note: Ocean County acquired a right-of-way of approximately 120 feet in width within the aforementioned area. Some portions of the roadway are improved; however, most of the right-of-way is unimproved. It is our understanding that Ocean County has relinquished all rights, jurisdiction and responsibilities (with the notable exception of access to maintain storm water detention basins) over and for the unimproved right-of-way. The right-of-way of Kennedy Boulevard East is located within a developed portion of the Township and is bordered in most cases by single-family residences.*)

3. Sidewalks. The residents of Lakewood fully utilize the sidewalks throughout the town and they provide an alternate to vehicle usage. Sidewalks should be maintained, improved and supplemented. Safe Routes to Schools grant opportunities should be pursued for sidewalks in and around school areas.
4. A walking bridge over Lake Carasaljo was advanced by a resident to improve the pedestrian network. A specific bridge location was not provided.

Lakewood Township Circulation Plan Element

A circulation plan element describes the means by which people and goods travel through and within the town. The goal of any circulation land is to foster safe, efficient and convenient movements and should seek to minimize congestion and limit unwarranted travel delays. The town's transportation network and facilities should support current land uses and provide for the town's vision of growth.

The scope of a circulation plan element is outlined in the NJ Municipal Land Use Law as follows:

"A circulation plan element that shows the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the township, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, conditions and availability of existing and proposed transportation facilities, including air, water, road and rail."

I. Prior Planning

A. Goals.

The 1999 Township Master Plan contained several transportation and circulation goals and objectives. The Transportation Subcommittee recommends the following updates to the 1999 goals and objectives and affirms the balance for the 2017 Master Plan:

- ◆ *Maintain a safe and efficient circulation system capitalizing on Lakewood Township's excellent regional highway access and multi-modal transportation system.*

Updated version: Develop policies and strategies to ameliorate the congestion of Lakewood Township's excellent regional highway access and local road network. Develop plans and strategies to expand and enhance the nascent multi-modal transportation system elements, including park and ride facilities, mass transit and

bicycle/pedestrian pathways. Provide a robust circulation network that will effectively serve the current and future needs of residents and industry.

- ◆ *Examine and pursue the potential of reactivating passenger rail services from Lakewood Township to multiple regional destinations, including New York City.*

Updated version: Actively support efforts focused on the reactivation of passenger rail services from Lakewood Township to multiple regional destinations, including New York City.

- ◆ *Classify future residential roadways in accordance with the Residential Site Improvement Standards (RSIS).*

Updated version: Classify future residential roadways to exceed the Residential Site Improvement Standards (RSIS). Approach all development with the acknowledgement of high density congestion issues. Minimize traffic congestion and negative impacts to residential neighborhoods through appropriate actions during the development approval process. Coordinate transportation improvements with land use densities and intensity.

- ◆ *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.*

Updated version: Encourage creative techniques to control motor vehicle speed in the downtown area and all residential neighborhoods. Traffic calming and other safety strategies consistent with the Complete Streets initiative should be pursued for wide incorporation into Lakewood Township's circulation plan.

- ◆ *Establish weight limits to avoid truck traffic on residential streets.*
 - ◆ *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.*
 - ◆ *Promote sustainable means of funding transportation improvements such as full implementation of the existing transportation improvement district and/or other techniques.*
-

- ◆ *Designate and encourage the development of pedestrian corridors and bikeways that link residential neighborhoods with schools, parks, community facilities and public transit.*

B. Recommendations of the **2007 Master Plan Reexamination Report**.

The recommendations of the 2007 Master Plan Reexamination Report are affirmed and amended as noted below. (Deletions are shown as ~~strikeout text~~, ~~thus~~; supplemental proposals are shown underlined, thus.)

B. Circulation	
U.S. Route 9 (Madison Avenue / River Avenue)	
Goal	Reduce delays along Route 9.
Objective	<i>Equip 4-way intersections with left-turn signals in order to facilitate left turns from Madison Avenue into the downtown business district.</i>
Objective	<i>Increase directional signage on Route 9.</i>
Goal	Improve/widen Route 9 south of Main Street.
Objective	<i>Continue to enforce HD-6 and HD-7 ordinance provisions.</i>
Objective	<i>Review Township right of way requirements consistent with discussions with Ocean County and NJDOT standards.</i>
Objective	<i>Work with Toms River Township, Ocean County and the State of New Jersey to develop a long-term plan for the appropriate Route 9 right of way.</i>
Objective	<i><u>Ensure proper fee schedules are adopted for Transportation Improvement Districts 1 and 2, which were established in 2014 and border the eastern and western sides of Route 9 south of Lake Carasaljo.</u></i>
Goal	Create alternative routes to Route 9.
Objective	<i>Explore the possibility of widening the following roadways: East County Line Road, State Route 88, Pine Street, Central Avenue, Prospect Street, Cross Street, and Chestnut Street.</i>
Objective	<i>Redirect some traffic onto alternate routes.</i>
Objective	<i>Commission a study to investigate extending Massachusetts Avenue through Excel Industrial Park to James Street.</i>
Objective	<i>Commission a study to investigate extending New Hampshire Avenue north through Kennedy Boulevard to Route 9</i>
Objective	<i>Commission a study to investigate extending Vermont Avenue through Essex Street to Pine Street to Route 70 via Vine Street.</i>
Objective	<i><u>Review other alternative routes to Route 9 and encourage the full development of the proposed north-south Pine-Oak connector road near the recently vacated Charity Tull right-of-way.</u></i>
Objective	<i><u>Discourage creation of cul-de-sacs and street vacations where such action can limit the free flow of traffic in grid patterns.</u></i>

Campus Area	
Goal	Improve traffic safety conditions at heavily used intersections.
Objective	<i>Install traffic lights and left-turn signals at the following intersections: Forest Ave. and 4th Street; Forest Ave. and 5th Street; Forest Ave. and 6th Street; Forest Ave. and 7th Street; and Forest Ave. and 8th Street.</i>
Goal	Create additional parking areas and maximize existing parking areas.
Objective	<i>Construct adequate parking facilities to serve the students who commute to the BMG and GCU schools.¹¹ <u>New Proposal: Encourage the institutions to consider private dedicated shuttle service to address the underserved/unserved student commuters from defined clustered areas in Lakewood Township.</u></i>
Objective	<i>Create loading and drop-off zones for commuters on 6th and 7th Street between Private Way and Lakewood Avenue for BMG and loading and drop-off areas for GCU¹²</i>
Downtown Area	
Goal	Improve circulation in downtown area.
Objective	<i>Make streets one-way only, where appropriate, in the area bounded on the north and south by Ninth and First Streets and bounded on the East and West by Princeton Avenue and Lakewood Avenue, based on further study. Also, included in this area is the area between 10th Street and Courtney Road.</i>
Objective	<i>Explore jitney service as an element of a Downtown merchants BID/DID/SID strategy.</i>
Mass Transportation	
Goal	Improve access to mass transportation.
Objective	<i>Put pressure on New Jersey Transit to establish commuter rail service.</i>

Parking	
Goal	Improve parking to aid circulation.
Objective	<i>Construct multi-level parking garages.</i>
Objective	<i>Create a municipal parking authority.</i>
Objective	<i>Establish a multi-modal “park and play” facility on the corner of Clifton Ave. and Ninth Street (site of the former Little League fields) to serve the Campus and Downtown areas. The facility should be planned for possible future construction of a multi-level parking garage to accommodate additional parking needs.¹³</i>

¹¹ It should be noted that representatives of GCU testified that the University did not want to be included in any parking solutions relating to on-site parking needs of the University as they felt that they could address these needs within their campus. This also includes the recommendation for adequate loading and drop off facilities.

¹² See footnote #7 above regarding GCU.

¹³ GCU representatives also objected to this recommendation.

School Busing	
Goal	Improve busing for school children through design review
Objective	<i>Provide locations for school bus pick-up and drop-off as part of a comprehensive transportation plan as well as within developments along major thoroughfares to limit potential conflicts and safety problems.</i>
Objective	<i>Recommend all major developments allow access for school bus pick-up and drop-off.</i>
Objective	<i>At appropriate locations, provide on-site circulation of buses.</i>

C. Recommendations from the Downtown Parking Strategic Plan (dated April 28, 2011)
 The Circulation Subcommittee affirms the following strategies of the Downtown Parking Strategic Plan.

TABLE 8 - STRATEGIES TO MEET PARKING DEMAND

Strategy	Pros	Cons	Con- struc- tion	O&M	Re- venue	Sup- ply
Municipal Parking Garage	Satisfies most if not all parking needs	Takes a substantial amount of time to implement	\$ \$ \$ \$	\$ \$	\$ \$ \$ \$	+ + + +
Municipal Parking Lot(s)	Satisfied some of the parking needs	Requires property acquisition	\$ \$	\$	\$ \$	+ +
Shared parking strategies	More efficient use of existing available parking	Need cooperation from many private entities; requires a plan and supporting Ordinance	\$	\$	N/A	+ +
Enforce parking time limits	Obtain high turnover for existing parking supply	Requires Police or other Authority personnel	N/A	\$ \$ \$	\$ \$ \$	+
Meter on-street parking spaces	Provides a revenue source; creates higher turnover and better utilization of limited parking supply	Parking fees may discourage patrons from shopping in the downtown	\$ \$	\$ \$	\$ \$	

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Meter parking lot spaces	Provides a revenue source; creates higher turnover and better utilization of limited parking supply	Parking fees may discourage patrons from shopping in the downtown	\$ \$	\$ \$	\$ \$	
Institute a Parking Authority	More control and supervision than a Parking Department/Bureau	Requires legislation; funding; puts control of parking outside of general Township administration	N/A	\$ \$ \$	\$ \$ \$	N/A
Institute a Parking Utility		Another bureaucratic level that may duplicate services provided by other agencies	N/A	\$ \$ \$	\$ \$ \$	N/A
Institute a Parking Bureau/Dept.		Requires funding from general operating budget	N/A	\$ \$ \$	\$ \$ \$	N/A
Develop Employee Parking Lots	Frees up parking for customers; could be limited to special event parking needs	Requires property; employees to park remote to their stores; security; transportation (shuttles); permit; education; enforcement; may not be perceived as desirable; requires agreements administrative costs	\$ \$ \$	\$ \$ \$ \$		
Require Developers to Construct Parking Supply	No capital cost to Township	Burdens developers with construction costs; requires Ordinance	N/A			
Acquire Land for Public Parking Lots		Burdens Township with costs				
Direct Patrons to Alternative Parking Areas		Requires shuttle system; signage; shelters; security; public education; remote parking may be perceived as undesirable	\$ \$ \$	\$ \$ \$ \$	\$ \$	++

LEGEND

<i>High Cost</i> = \$ \$ \$ \$
<i>Low Cost</i> = \$
<i>High Benefit</i> = + + + +
<i>Low Benefit</i> = +

E. Recommendations of the **Downtown Lakewood Township Traffic and Pedestrian Circulation Study** (dated July 16, 2009)

The Transportation Subcommittee affirms the following recommendations of the Downtown Lakewood Township Traffic and Pedestrian Circulation Study.

IMPLEMENTATION SCHEDULE

Implementation of the strategies recommended in this report will improve circulation in the Downtown area.

The Circulation study recommends a combination of strategies to improve traffic and pedestrian flow. We have provided a list of these recommendations as Early-Action, Short-Term and Long-Term. Early-Action recommendations could be implemented within one year. Short-Term recommendations could be implemented in one to four years and Long-Term Recommendations could be implemented in a timeframe of more than four years. The implementation of any new traffic signals, turning restrictions and one-way streets will require approval from NJDOT Bureau of Traffic Engineering & Investigation.

Early Action Recommendations:

- Prior to modifications of turn restrictions, implement a way finding signage program to inform motorists of where to make left turns and where to cross Route 9 at signalized intersections.
- Designate time-restricted loading zones on First, Second, Third, and Fourth streets near Clifton Avenue. This would require designating an over-sized parking space for loading vehicles such as FedEx, UPS, food delivery trucks, mail trucks, etc. This would remove double-parked vehicles from Clifton Avenue, improving vehicle capacity and improving safety.
- Improve pedestrian crossings by implementing upgraded signage such as in-road “Yield to Pedestrian in Crosswalk” signs, educational program for the pedestrians by distributing flyers about pedestrian safety to pedestrians and motorists.
- Enforce parking regulations, pedestrian regulations, and loading, unloading and double-parking regulations
- Signs encouraging left turns and cross traffic to use the signalized intersection of Route 9

These Early Action recommendations do not require approval from NJDOT.

Short-Term Recommendations:

- Restrict left turning movements from side streets at unsignalized intersections along Madison Avenue (Route 9).
- Implement one-way streets for Seventh Street westbound and Sixth Street eastbound between Forest Avenue and Lakewood Avenue. This will enable approximately 150 new on-street parking to be implemented.
- Traffic signal coordination along Route 9 (Madison Avenue).
- Improve ambient lighting at Forest Avenue with Seventh Street.

The lighting improvements would not require NJDOT approval. All other recommendations would require approval from NJDOT.

Under a Safe Corridor initiative, NJDOT is currently studying Route 9 between MP 100 and MP 110. One of the potential improvements of that study would be left turn lanes on Route 9 at signalized intersections. If the curb-to-curb width were at least 56 feet, a 10-foot left turn lane, two 11-foot through lanes and two 12-foot through-right lane would be recommended.

Long-Term Recommendations:

- Installation of new traffic signals along Clifton Avenue, Lexington Avenue and Forest Avenue based on continual evaluation of traffic volumes and crash records and a Traffic Signal Warrant study.
- Installation of a new traffic signal is warranted at the intersection of North Lake Drive and Lakewood Avenue

Based on new legislation, (A2731), these recommendations will not require NJDOT approval.

- Monitor traffic and pedestrian volumes to see if the Traffic Signal Warrant is met for the intersection of Route 9 with Seventh Street.

This recommendation will require NJDOT approval.

F. 2013 Smart Growth Plan (adopted June 9, 2013)

The Transportation Subcommittee affirms the transportation strategy and circulation-related recommendations of the Smart Growth Plan adopted in June 2013.

Excerpt from section 6 of the Smart Growth Plan

Transportation Strategy

The intent of the Transportation Strategy is to improve the road network throughout Lakewood to facilitate and disperse vehicular movements within the Township and reduce congestion by reducing the need to access Route 9 or the other major highways. This will include extending and connecting the existing road network at key locations as specified in this plan. This strategy also will include the development of mixed-use cores and satellite retail and service areas as part of smart growth development strategy that provides shopping and service opportunities proximate to existing and planned residential neighborhoods, including the Township's proposed affordable housing sites.

The Township will further emphasize multi-modal transportation alternatives, such as park and ride facilities, mass-transit, pedestrian linkages, and bikeways. The plans for the centers, cores, and nodes will encourage local transit connections in site design through bus shelters, bicycle racks, drop-off areas and similar facilities. Transit opportunities to be explored include expansion of existing bus services and routes within the Township, local jitneys or van and shuttle services, and the location of a new train station in Lakewood's downtown in association with the proposed

MOM rail line. Transit-oriented development opportunities, including residential and mixed-use development and redevelopment proximate to the train station will be explored.

Lakewood Township performed two major transportation and circulation-related studies after adoption of the Master Plan Reexamination Report to address circulation issues. The Downtown Traffic and pedestrian Circulation Study focused on short and long term improvements in the downtown center to improve vehicle and pedestrian circulation. The second study targeted parking needs and recommendations for increase downtown parking facilities. Improvements to US Route 9 are a key Township priority. Lakewood will continue to work with the NJDOT to implement a strategy to improve circulation and safety along this corridor.

Impact Fees

The infrastructure improvements identified in this plan shall be funded through impact fees charged for new development. Impact fees shall be applied to all types of development without any exception, including all residential and non-residential development, non-profit development, affordable housing, and schools to the extent permitted by applicable law. Fees collected shall be used exclusively to defray the cost of infrastructure and not used for any other purpose. Priority should be given to the road and intersection improvements identified in this plan.

Overall Township Transportation Strategy

Lakewood's overall Transportation Strategy to promote smart growth is as follows:

1. Work with NJDOT to implement improvements to Route 9.
 2. Transportation infrastructure such as streets, pedestrian and bicycle accommodations as well as mass transit options must be provided in the core redevelopment and development areas.
 3. Provide a bus shuttle system with multi-modal facilities to reduce vehicular trips and reduce parking demands.
 4. Construct a bicycle and pedestrian network to connect different parts of the Township. These pedestrian and bicycle enhancements will provide an alternative to the single passenger vehicle and relieved congestion on the road network.
 5. Explore and promote local transit connections in site design within each center and core area, and along highway corridors to provide public transportation options to the single passenger car throughout the Township.
 5. A Monmouth-Ocean-Middlesex Railroad Station should be located in the downtown near the existing bus depot. Other more long-term options may be explored depending on Township-wide growth and ridership levels, or if the downtown site is determined not to be a feasible option.
 6. "Complete" streets providing the capacity and accommodations for pedestrians, bicycles, parking, mass transit as well as vehicles.
 7. Widen major corridors (as identified in Figure 6.2) and improve existing traffic signal capacity.
 8. Install new traffic signals at the intersection of Oak Street with Route 9, Broadway with Route 9, Prospect Street with Cross Street, Prospect Street with Massachusetts Avenue, Vine Street with Clover Street, Martin Luther King Drive with Pine Street, and Oak Street with Pine Street.
 9. Complete Broadway between Route 9 and Vine Street.
-

10. Improve access to and from the Garden State Parkway through improvements to existing interchanges.
11. Complete the “gaps” in local streets such as Vermont & Vine Street.
12. Improve West Cross Street, west of the Prospect Street intersection.
13. Connect and improve Arlington Avenue to Pine Street.
14. Improve intersection at Clover Street and Route 88.
15. Restrict on-street parking along Pine Street, Vine Street, and Clover Street.

Downtown Traffic and Pedestrian

Circulation and Parking Recommendations

Within the Downtown, there are several recommendations that address traffic, pedestrians, transit and parking issues. These have incorporated in previous transportation planning efforts by the Township and include:

1. Locate the Monmouth-Ocean-Middlesex railroad station in the downtown.
2. Vehicular circulation should be improved by restricting certain turning movements that impede traffic flow, such as left turns from side streets onto Route 9. Such turns and crossing movements should be accommodated at signalized intersections
3. Wayfinding signage must be provided to direct motorists to signalized intersections as well as direct motorists to parking facilities, transit services and other points of interest, such as BMG and Georgian Court University.
4. Work with the NJDOT to design left turn lanes at all intersections along Route 9 between Main Street and County Line Road.
5. Develop a one-way street pair on 6th and 7th Streets between Lakewood Avenue and Forest Avenue to increase on-street parking and promote safer more efficient drop-off/pick-up for the BMG school, and reorient the parking ingress to Kingscote and Hamilton Halls at Georgian Court University to ensure adequate access.
6. Install traffic signals, when warranted, at intersections along Forest Avenue, Clifton Avenue and Lexington Avenue.
7. Provide on-street loading spaces to remove double parking vehicles that block traffic flow. Enforce double-parking regulations,
8. Increase the parking supply at strategic locations to serve commuters, shoppers, employees and students.
9. Adopt buffer design guidelines for development along the proposed MOM line.

II. Proposed Improvements

- A. US Route 9 corridor study: North Jersey Transportation Planning Authority (NJTPA) study (Route 9, portion south of Route 88), Findings were presented in September 2016.
- B. Ocean County.

The Ocean County Engineering Office advised the Lakewood Township Engineer in November 2016 of the following proposed improvements:

The following locations are proposed for new traffic signals, some of which are already under construction:

- Prospect and Cross
- Prospect and Williams
- Miller and Hope Chapel
- Prospect Street (east of Special Children's Center) approximate location
- Cross Street (near Eagle Ridge) approximate location
- Vine Street and Cedar bridge
- Cedar bridge and Shenandoah
- Cedar bridge and Avenue of the States
- New Hampshire Avenue and America Avenue

The signals at the following locations are proposed to be upgraded:

- James Street and Cross Street
- Locust and Vermont (Flasher to become a full signal)
- Massachusetts and Prospect (Flasher to become a full signal)
- New Hampshire and Pine
- Cedarbridge and Oberlin
- Cedarbridge and Dr. Martin Luther King
- Lanes Mill and Joe Parker
- Ridge and East County Line/Lanes Mill
- East County Line and Brook Road
- East County Line and Somerset

The following streets are proposed to be widened to three (3) lanes:

- Cross Street from Route 9 to the Jackson border (probably to New Egypt but map stops at border)
- Prospect Street from Route 9 to Cross Street
- Massachusetts from Prospect to Toms River Township border (perhaps farther but map stops at border)

Other County Improvements

- The intersection of Cedarbridge and Oberlin is proposed to be upgraded, including all four approaches. The County will inspect the condition of Cedarbridge east to Airport Road, to see if it can be included into this project.
- The County proposes a median on Cedarbridge between Vine and Dr. Martin Luther King to reduce pedestrian fatalities.

III. Other

1. Wayfinding Signage for downtown public parking and various landmarks should be encouraged to assist other improvements in reducing traffic congestion.

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Appendix 3: Report of Senior Community Needs Subcommittee

LAKEWOOD TOWNSHIP

Senior Community Needs Sub-Committee Report to the Lakewood Township Master Plan Committee: 2016

FINAL

7/13/2017

As part of that prestigious Master Plan Committee, multiple Subcommittees were formed to help determine current conditions, based on subject matter, conduct research, and make recommendations regarding the future of Lakewood Township. In this venue, the Senior Community Needs Subcommittee of the Master Plan Committee was established.

BACKGROUND:

Lakewood Township has empaneled a Master Plan Committee to prepare the 2016 Master Plan. The previous Master Plan Committee was established to conduct the 2006 Master Plan. This Master Plan was augmented by a series of updates. They are as follows:

2007 Master Plan Re-Examination,
2008 Addendum to the Re-Examination Report,
2009 Smart Growth Plan was not adopted, but continued to be revised, yielding,
2013 Smart Growth Plan which was adopted.
2014 Amendment to the Re-Examination Report
2014 Master Plan Amendment
2016 Lakewood – Recommendation Report Draft

As part of that prestigious Master Plan Committee, multiple Subcommittees were formed to help determine current conditions, based on subject matter, conduct research, and make recommendations regarding the future of Lakewood Township. In this venue, the Senior Community Needs Subcommittee of the Master Plan Committee was established.

The difficult but necessary research, discussions, planning, and negotiations needed to adequately address the needs of the 2016 Master Plan Committee is an awesome project of major proportions. Like all major projects such as this, the leadership has elected to divide the project into multiple component parts, where each component part will be addressed by subcommittees. Subcommittees will address their part of the project and the chair and vice chair will deliver the results to the Committee leadership for further analysis and discussion. Reverse feedback will occur from the leadership back to the subcommittee for further discussion.

The new Master Plan, when approved by the Master Plan Committee and then the Planning Board and subsequently by the Township Committee, will become a guide for Lakewood's Zoning and Planning Board decisions regarding growth and orderly development of properties within Lakewood Township.

The Township Committee will then prepare ordinances for the recommendations when or if appropriate, to write into law, the recommendations.

SUBCOMMITTEES:

The leadership has approved these seven (7) subcommittees as component parts of the whole Master Plan Committee project:

1. Housing Density
2. Parks & Open Space
3. Transportation
4. Downtown
5. Land for Schools
6. Traffic Control / Infrastructure Repair & Improvements
7. Senior Community Needs - **Subcommittee Members are:**
 - a. Bill Hobday, Chairman – iPhone 732-232-7812
 - b. Mike McLaughlin, Vice Chairman
 - c. Ben Heineman

d. Moshe Lankry

The members of the Senior Community Needs Subcommittee of the 2016 Master Plan Committee have been selected to give of their time, talents, and dedication to the Township of Lakewood to assist with the formation of a new Master Plan.

The members of the Senior Community Needs Subcommittee will need to familiarize themselves with the Lakewood Smart Growth Plan of June 2013, and the 2006 Master Plan Committee, Subcommittee report on Seniors.

Upon becoming familiar with the study and the previous report, the committee can begin discussion as to what worked, what did not work, and how or to what extent the subcommittee can make recommendations for a positive change to the document.

DECLARATIVES:

The Senior Community Needs Subcommittee shall be known as SCNS in this document.
The Age Restricted Communities shall be known as ARC in this document.

WORKING DATA TABLES

See Appendix 1 – Homes and Residents

See Appendix 2 - Taxes

PARAMETERS TO BE USED BY SCNS:

1. The approximate number of existing homes and residents in ARC in 2006 and 2016.
2. The approximate proportion of residents residing in ARC to the total population of Lakewood residents in 2006 and 2016.
3. Taxation of property in ARC and % of Lakewood Tax Base in 2006 and 2016.
4. Municipal Services provided to and for Age Restricted Communities.
5. Emergency services and equipment within close proximity.
6. Availability of shopping in close proximity.
7. Availability of houses of worship in close proximity.
8. Availability of restaurants and entertainment facilities in close proximity.
9. The quality of Healthcare Facilities, Senior Services and Social Services.
10. The availability of local and long distant mass transportation.
11. The general quality of life for seniors that reside in ARC.
12. The most pressing needs of residents of ARC.

RECOMMENDATIONS:

1. See Appendix 1.
2. See Appendix 1.
3. See Appendix 2.
4. Most ARCs have a Municipal Agreement (MA) which should be updated annually. The MA forms the basis of agreement between the ARC and Lakewood Township for Municipal Services for the calendar year.
5. Emergency Services in Lakewood Township are relatively good. Response times are as follows:

- a. Police is measured to be between 4-6 minutes.
 - b. EMS is measured to be between 7- 9 minutes, depending upon traffic conditions and time of day or night.
 - c. Fire is much the same as for EMS.
6. Shopping for ARC residents is limited to shopping centers and strip malls in the surrounding communities of Brick, Toms River, Jackson, and Howell. There are no big box stores in Lakewood. There are no non-kosher food supermarkets in Lakewood. Travel to and from shopping areas is mostly limited to personal vehicles. Some, but not all ARC's own and operate a community bus for residents to address shopping needs.
7. There are many houses of worship in and around Lakewood Township. Travel to and from the houses of worship is limited to personal vehicles.
8. There are some restaurants in Lakewood Township; however, residents typically drive to the surrounding communities of Brick, Toms River, Jackson, Manchester, Freehold, and Howell. The Strand Theatre is under-utilized by residents of ARC. Traffic, parking, and Congestion in downtown Lakewood is a show stopper. .
9. The quality of local Healthcare Facilities is underutilized. If hospitalization or emergency care is needed, ARC residents typically elect to go to Ocean Medical Center in Brick or Community Medical Center in Toms River. The choice of facilities for major medical emergencies are Jersey Shore University Medical Center in Neptune. Monmouth Medical Center, Southern Campus is under-utilized while it rebuilds its reputation. Senior Services and Social Services are generally under-utilized, with the exception of Ocean Ride. Ocean Ride is utilized well for medical appointments when there is ample time for scheduling and availability of the service.
10. Mass transportation to other cities is available at the Lakewood and Toms River Bus terminals ARC residents typically elect to use the Bus Terminals at Toms River. Private vehicles are needed to travel to the bus terminals. NJ Transit and Academy maintain bus stops along US RT 9, but it is rare, if ever that ARC residents use this service.
11. The general quality of life in ARCs is good. Each ARC has one or more clubhouse facility on site for community gatherings and social events. Activities are abundant in the ARCs and most have an Activities Director to orchestrate the timing and placement of all activities within the ARC. There is an abundance of Clubs and Groups that gather inside the ARC. There is also an abundance of outside the gates activities that are part of but limited to trips to near and far away places, Broadway Theatre, Dinner Parties, Sports Events, and trips to Atlantic City.
12. The most pressing issue is to settle down the development around ARC. Properties that abut to the Fairways has been and is a major issue with residents. Seniors count on spending their golden years in peace, quiet, and tranquility.

RECOMMENDATIONS FROM RESIDENTS OF ARC:

1. Support the recommendations related to snow/ice remediation for ARCs.
 2. Granting of unreasonable variances requested by applicants must be stopped.
 3. Schools should be a Not Permitted use on properties that abut to properties owned by Age Restricted Communities. BE IT NOTED THAT THE SUBCOMMITTEE MEMBERS AGREE TO DISAGREE ON THIS ISSUE, AND IT IS UNLIKELY THAT A COMPROMISE CAN BE REACHED.
 4. Add a traffic light at Augusta Boulevard and Cross Street.
-

5. Address local transportation needs for seniors for medical appointments.
6. Advocate deeding 1536 Mass Ave to Open Space or Emergency Response Annex.

RESPONSES and RECOMMENDATIONS:

1. Lakewood Township has a policy to reimburse ARC for Snow/Ice Remediation at the cost that it would have incurred by the Township to conduct the remediation. The amount of reimbursement is calculated by the Township after each Snow/Ice event, however, the actual reimbursement is held for long periods of time, and the actual reimbursement amount is far below the actual cost to each ARC. This is unfair because private contractors require payment for services rendered when work is completed.

Residents of ARCs pay for Lakewood Snow & Ice remediation equipment, personnel, and products through taxes, but do not receive the benefits of these services. State Statutes require the municipality to conduct Snow/Ice remediation for these communities or reimburse the communities for the cost that the municipality would have encored if they would have conducted the work, but it must be a fair calculation based on how contractors construct their billing for services rendered.

RECOMMENDATION 1:

The Township of Lakewood should enter into an agreement with ARCs to work with commercial contractors to conduct the snow & ice remediation events where the approved contractor works directly for the ARCs and bills Lakewood directly for the Snow/Ice remediation service. Lakewood needs to work with each ARC to select Snow/Ice Remediation Contractors to insure the best price for services rendered in a fashion consistent with the quality of work conducted by the Lakewood DPW.

Toms River Township has entered into agreement with the ARC in that town to allow them to recommend a contractor that has an option to negotiate a price and payment for Snow/Ice Remediation with the Township, but they render services and are under the management of the ARC who sets the rules for Snow/Ice Remediation.

This is a good model for Lakewood to adopt, as it would meet the needs of all taxpayers without increasing the size of the Lakewood DPW. Lakewood and Contractor agree to terms and conditions of payment for services. Approved contractor works for the ARC, but submits billing to Lakewood, in place of reimbursement, replacing reimbursement.

2. Lakewood continues to grow in population and density to a point where the quality of life for all residents, has been negatively impacted. Inadequate infrastructure is the bane of rapid, uncontrolled, and unplanned growth. Roadways are overcrowded and dangerous. Traffic clogs every roadway, denying residents safe and efficient passage.

The Planning Board and the Zoning Board of Adjustments grant variances to most appeals and in many cases a waiver of variance is granted by the Engineering Department. Close scrutiny for incomplete or misleading applications is not conducted, sometimes allowing applicant to amend the site plan on the fly.

Bifurcated applications where applicant gains approval for a use only, must be eliminated. This two step process does not provide the Boards with enough information to make an informed decision regarding the intent of applicant. Applicant then returns months or years later with unreasonable variance requests and positions the request on a pre existing approval. This must stop.

RECOMMENDATION 2.

The issue of granting unreasonable variances to applicant is a whole town problem that must be dealt with by the Governing Body, Stakeholders in good government practices, Action Groups, and Individuals that represent all segments of the population. It is clear that there is strength in numbers and that no individual segment of the population can be successful, however by joining together in a common cause there can be a successful outcome.

The Township Committee needs to address the issue with strength and purpose by only appointing board members that are resolved to help maintain and manage the quality of life in Lakewood Township. The Board members must maintain the best interest of all residents of Lakewood Township, and avoid catering to the interests of those that would propose excessive density and/or variances that change the nature of existing neighborhoods for personal gain at the expense of the current residents.

More attention must be given to the Ocean County Planning Board in their deliberations. Many roadways in Lakewood Township are County Roads where approval is needed by the County of Ocean when roadway safety is in question. In all cases, there is a great need for collaboration between the decision making entities in adjoining municipalities.

3. There is an absolute need to protect ARC's from some uses on properties that abut to ARCs. Schools and ARCs are not a good mix.

RECOMMENDATION 3.

Strengthen Ordinance 2015-35 where schools are a not-permitted use and make variances and waivers not permitted for Zone R-40. **BE IT NOTED THAT THE SUBCOMMITTEE MEMBERS AGREE TO DISAGREE ON THIS ISSUE, AND IT IS UNLIKELY THAT A COMPROMISE CAN BE REACHED.**

4. ~~A traffic light is needed at the intersection of Augusta Blvd and Cross Street.~~ *Deleted by the Master Plan Advisory Committee.*

5. Seniors often need transportation for medical and or social matters. There is a deficiency in programs that serve these needs.

6. There is a need for emergency responders to be in more close proximity to ARCs.

7. Advocate deeding 1536 Mass Ave to Open Space or Emergency Response Annex.

OBSERVATIONS:

The subcommittee made several observations at the outset which it considered of sufficient importance to identify as “assumptions” or statements that bear on the Township and its senior population. These include, but are not limited to:

1. Baby boomers have a significant impact on senior growth in Lakewood because the Age Restricted Communities became available to coincide with the retirement age of the boomers. Boomers are the majority of residence in our Age Restricted Communities.
2. Open space and preservation are universal concerns among seniors.
3. The exodus of the middle class with school children, and its impact on the Public Schools and the taxes paid by those on fixed income is of great concern. Most of Lakewood’s middle class do not use the Public Schools, electing to utilize Private Schools instead.
4. Ordinances allowing Private Schools in the industrial park are viewed both as a safety hazard and loss of tax revenue from ratable displaced by tax exempt properties. This is a major source of concern to fixed-income seniors.
5. Does today’s Lakewood encourage and attract its seniors to participate in Community Life? What are the Social and Economic consequences to a community that fails to engage its seniors?
6. Is overbuilding without the needed support infrastructure a deterrent to the residents of Lakewood Township? This is manifest in the issue that many seniors do not/cannot drive in Lakewood Township because of heavy congestion and other traffic concerns on virtually every roadway.
7. Is it really necessary to permit schools to be placed on properties abutting to Age Restricted Communities? Seniors are mostly retired people on fixed income that treasure the quality of life in an Age Restricted Community.
8. When this peace and tranquility is disturbed by unjust rulings by the Zoning and Planning Boards, the net effect is to pit the residents of Senior Communities against Lakewood Township. This sometimes lead to litigation in Superior Court. There must be some respect for residents of Age Restricted Communities that pay very high school district taxes, but have no child in any of Lakewood’s schools.

Concerns and Recommendations

Working off the foregoing Observations, the subcommittee identified major areas of concern. Member dialogue and other ARC resident input along with the 2006 Master Plan and subsequent UDO (Ordinances) formed the basis for the recommendations.

1. **Over-development** is the major concern. This concern focuses on both the impact of density on traffic and other quality of life issues (including the “character of the town” and the loss of open space). Of particular concern, is increased roadways’ congestion impacting access of medical personnel to heavily populated ARC, movement of patients to medical facilities. Emergency evacuation is a related concern.

RECOMMENDATION:

Become more practical about the intensity of uncontrolled growth. Infrastructure is needed in order to expand. The absence of planning is having a negative impact on current residents.

2 Seniors in the Life of the Lakewood Community.

With a significant population, seniors should comprise a part of the social and economic life of the community. This Subcommittee feels that there is greater opportunity to more aggressively involve the senior population in the life of its community.

First focus should be the Lakewood Downtown. With a major entertainment venue in the Strand, steps should be taken to develop a more senior-friendly environment with restaurants, coffee shops that offer before-and after-theater dining opportunities. Development efforts should focus on integrating the ethnic character of Lakewood into those dining opportunities. The appearance of Clifton Avenue storefronts is also cited as in need of higher code standards.

The Lake Carosaljo recreation area remains as pristine as it was a century ago and yet is severely underutilized by seniors.

The Lakewood branch of the Ocean County Library is similarly underutilized by the senior population. The library reports that seniors are 7% of borrowers vs. 23% that seniors represent as a percentage of the Lakewood total population.

Many of the more than 5,000 seniors in the Shorrock Age Restricted Communities use the Brick library.

Despite the fact that the Brick library is 3 miles closer than Lakewood's library, the long wait at the Route 70/Chambers Bridge Road light makes the Lakewood library a more favorable choice in travel time and gas consumption. Reports from seniors in that Shorrock corridor indicate they would use the Lakewood library if its facilities and parking were to be expanded.

RECOMMENDATION:

The Lakewood "Friends of the Library," formerly consisting largely of seniors, is defunct for lack of members. Many residents of ARCs now affiliate with the "Friends" in other Township libraries – Toms River, Manchester, and Brick.

Perceptions of a less-than-senior-friendly downtown are also a deterrent to active participation in the community's civic life – whether it is in attending a School Board meeting or an event at the Strand.

To focus on the role of the ever-changing senior population of Lakewood as part of the vision for a community's future, this Subcommittee believes it is essential to weigh carefully the potential social, economic and civic good seniors can contribute. It must also plan for infrastructure and attitude that will encourage greater participation for Lakewood's seniors in the full life of their community.

From a purely economic perspective and given the amount of senior housing in Lakewood, weight must be given to the foregoing senior issues if adult community properties are to retain their values and thus ensure that the Township ratable base is protected against declines in tax revenues.

APPENDIX 1 HOMES AND RESIDENTS:

APP 1 - HOMES & RES ARC NAMES	2006 NUMBER HOMES	2006 NUMBER RESIDENTS	2016 NUMBER HOMES	2016 NUMBER RESIDENTS	06 v 16 DIFF HOMES	06 v 16 DIF RESIDENTS
A Country Place	376	696	376	676	-	(20)
Covington Place	30	56	210	416	180	360
Enclave at Fairways	233	419	349	628	116	209
Fairways at Lake Ridge	1,024	1,843	1,098	2,013	74	170
Four Seasons at Lakewood	1,319	2,374	1,319	3,335	-	961
Horizons at Woodlake	117	210	208	375	91	165
Leisure Village East	1,412	2,542	1,412	2,500	-	(42)
Lions Head Woods	281	505	281	505	-	-
Original Leisure Village	2,433	4,380	2,433	4,306	-	(74)
Pine River Village	4	7	88	158	84	151
Totals	7,229	13,032	7,774	14,912	545	1,880
Lakewood Township	18,350	91,750	20,803	104,015	2,453	12,265
PCT of Total	39%	14%	37%	14%	22%	15%
NOTE: ARC = AGE RESTRICTED COMMUNITY						
NOTE: NUMBER OF RESIDENTS FOR 2006 AND 2016 ARE ESTIMATED.						

APPENDIX 2 – TAXES:

APPENDIX 2 - TAXES	2006	2006	2016	2016	2006 v 2016	2006 v 2016
ARC	NUMBER	AMOUNT	NUMBER	AMOUNT	DIFF	DIF
NAMES	HOMES	ARC TAX	HOMES	ARC TAX	TAX	PCT
A Country Place	376	-	376	1,138,027	1,138,027	
Covington Place	30	-	210	648,676	648,676	
Enclave at Fairways	233	-	349	3,034,123	3,034,123	
Fairways at Lake Ridge	1,024	-	1,098	6,724,450	6,724,450	
Four Seasons at Lakewood	1,319	-	1,319	7,168,978	7,168,978	
Horizons at Woodlake	117	-	208	1,566,003	1,566,003	
Leisure Village East	1,412	-	1,412	2,357,868	2,357,868	
Lions Head Woods	281	-	281	1,134,789	1,134,789	
Original Leisure Village	2,433	-	2,433	3,208,488	3,208,488	
Pine River Village	4	-	88	861,742	861,742	
Totals	7,229	-	7,774	27,843,142	27,843,142	
Lakewood Township	18,350	-	20,803	189,027,755	189,027,755	0
PCT of TOTAL	39%		37%	15%	15%	
NOTE: ARC = AGE RESTRICTED COMMUNITY						
NOTE: 2006 TAX AMOUNTS ARE BEING RESEARCHED.						

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Appendix 4: Report of Downtown Subcommittee

Report of the Downtown Subcommittee of the Master Plan Advisory Committee
Lakewood Township Master Plan
April 2017

A. Introduction

The Downtown Subcommittee was appointed by the Master Plan Advisory Committee to advise the Advisory Committee of pertinent issues relating to the downtown business district of Lakewood. The subcommittee consists of the following individuals:

Ben Heinemann, chair; Steve Reinman; Justin Flancbaum; Abraham Bernstein, Moshe Lankry, and Mike McNeil. (Martin Truscott of T&M Associates, Township Planner, was an ex-officio member and attended the September meeting.)

The subcommittee met on September 19, 2016, and February 27, 2017. Members of the public attended both meetings. At the September 2016 meeting the following subcommittee were in attendance: Ben Heinemann, chair; Steve Reinman; Justin Flancbaum; Abraham Bernstein, and Marty Truscott. The public consisted of Herschel Hershkowitz and Shlomo Klein.

Subcommittee members attending the February 27th, public meeting were: Ben Heinemann, Justin Flancbaum, Steve Reinman, Moshe Lankry and Abraham Bernstein with Mike McNeil absent. The names of the public attending the February 2017 meeting were not recorded, however Mr. Heinemann reported approximately 30 citizens in attendance in addition to the subcommittee members.

B. Recommendations

Based on the discussions of the subcommittee, the following recommendations are offered to the Master Plan Advisory Committee:

1. "Old School" Look

Many of the buildings in the downtown are older style structures and require some modernization, contemporary features and updates. The subcommittee recommends-

- Freshening up the facades with incentives from the town.
- Full or partial grants to businesses to encourage remodeling.
- Tax abatement for new construction.

2. Latest Technology

It is important for a business area to have access to the latest in communication technology to conduct its business and for customers shopping in the downtown.

- Verizon FIOS is currently not available.
- The Township should advocate the installation of current technology in the downtown.

3. No Parking Downtown Ordinance

To encourage economic development and reduce the economic burden on- or off-site parking, the B-2 zone district does not require off-street parking for new businesses. However, some areas of the downtown have a severe deficiency in available parking spaces. Recommendation:

limit the “No Parking Required” ordinance to the first two stories/floors. Additional stories/floors should be subject to regular parking requirements.

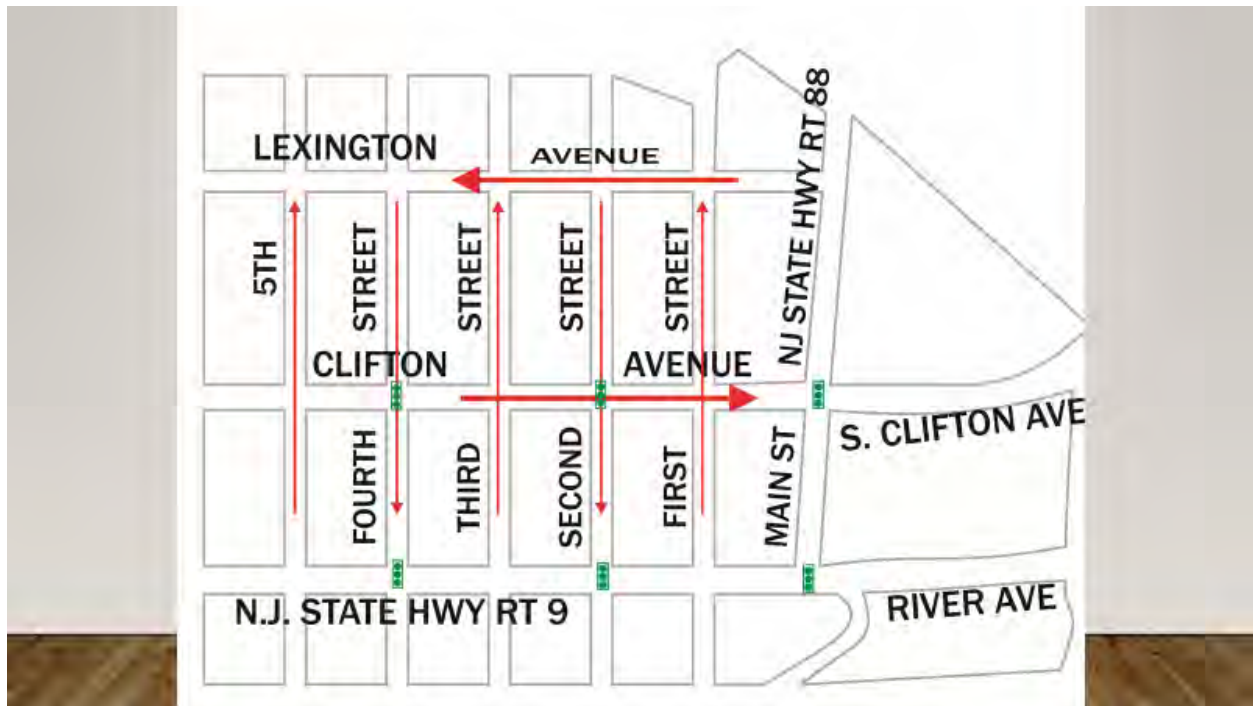
4. Traffic and Bottlenecks

Traffic congestion and bottlenecks are limitations to growth and need to be addressed to spur economic activity. The major downtown circulation problems are:

- Clifton Avenue and Main Street is a big bottleneck
- Clifton Ave Southbound often backed up to 5th St
- South Clifton northbound is always backed up
- Parts of 4th and 2nd often jammed

Possible solution: a one-way street grid and correcting lane patterns. Successful business hubs and downtown districts use a one-way driving grid. Examples are Manhattan and Brooklyn as well as parts of Philadelphia.

Figure One. Possible One-Way Street Grid



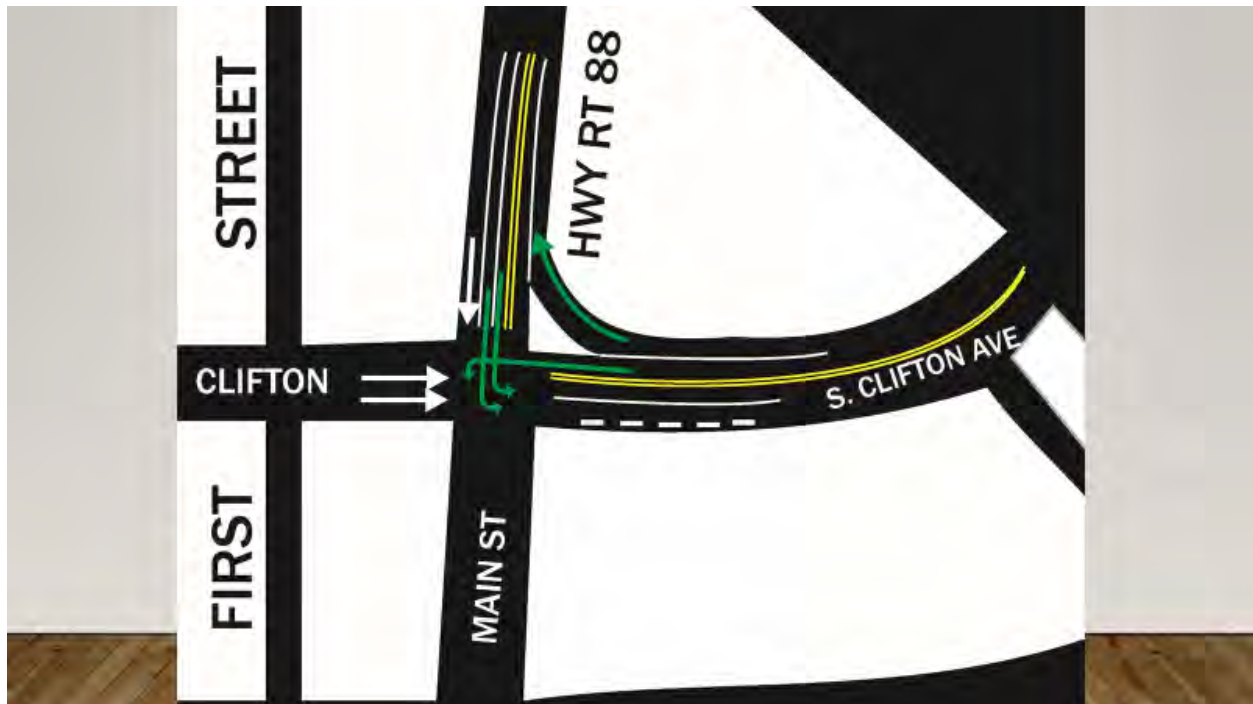
IMPROVEMENTS TO INTERSECTION

CLIFTON AVE AND ROUTE 88

- Clifton Avenue will have 2 lanes going southbound
- South Clifton to have 2 lanes going southbound
- South Clifton northbound will have single lane to go east on Rt 88 without stopping (new lane)
- Route 88 westbound will have 2 lanes to turn into South Clifton

The above should alleviate traffic from all directions – see next slide for illustration.

Figure Four. Possible Lane Configuration at the Clifton Avenue and Route 88/Main St. intersection



5. Additional Parking

Parking for customers is always an issue in a business district. One parking solution in conjunction with the one-way street grid is to provide angled parking on Clifton Avenue. Also, two- sided parking on all streets (including, 1st, 4th and 5th). Designated delivery spots at the end of blocks would address temporary parking for delivery vehicles. Please refer to Attachment #1 which provides an excerpt of a news article regarding a conversion of perpendicular street parking to angled parking spaces.

6. Parking Enforcement

This has been a long debate, with pros and cons on both side. Everyone agrees that proper/friendly enforcement would be optimum. Continuous enforcement is recommended.

Summary of Solutions

- Create plan to encourage downtown beautification
- Bring additional technology to downtown
- Create ordinance that limits “no parking” to 2 story buildings
- Change to one way traffic grid
- Fix traffic pattern at Clifton Ave and Main St

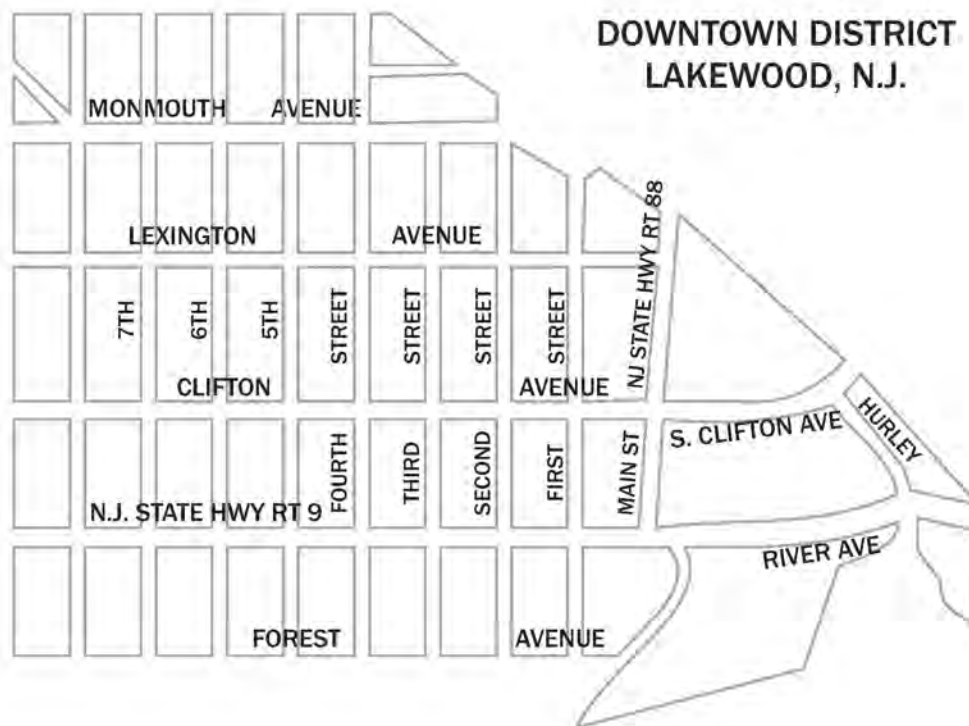
- Add angled parking, (both sides of the street) and delivery zones

C. Additional Recommendations

The Downtown Subcommittee also offers the following recommendations and solutions based on input received from the public after the February meeting.

1. Town Square. There has been discussion of using the town square at the corner of Clifton Avenue and 3rd Street for parking with the resulting loss of a public gathering location. The subcommittee recommendation for the town square is that the Township retain the ability to maintain a town square for public gatherings, shows, festivals, events, etc. even if the surface of the square is modified to allow for parking on selected occasions.
2. Alleys can serve a delivery areas for commercial properties and alleviate the congestion of deliveries on the business street. Alley ways should be encouraged and provided, where possible.
3. Relocation of municipal building to Cedar Bridge Avenue. The benefit of relocating town hall to the Cedar Bridge area is to shift the parking demand (for example, court days) away from the downtown. At same time, it removes one of the downtown anchors. This recommendation was not a consensus choice of all members.
4. Parking structure for the downtown. A vertical parking structure can increase the number of available parking spaces Increasing the
5. Review existing parking areas. Investigate existing parking areas for opportunities to increase the number of parking spaces.
6. Business Improvement District. (BID). A business improvement district is a method for downtown merchants to focus some of the property tax revenues into the downtown for improvements and increased maintenance. A BID should be evaluated as a tool for commercial revitalization
7. Review parking requirements. The municipal requirements for off-street parking spaces should be evaluated to ensure that they are up-to-date and properly address parking generation of applicable land uses.

Figure Five. Overall Map of Downtown Lakewood



Attachment #1: Example of converting parallel parking spaces to angled spaces.

Councilman Chaim Deutsch Continues to Expand Parking Options in Southern Brooklyn (Thursday, March 23rd, 2017 06:15 AM) Looking for parking in New York City can be an aggravating experience, frequently contributing to congestion on our roads. Drivers are often forced to choose between circling endlessly in search of an available spot and parking blocks away from their destination. Last year, Councilman Chaim Deutsch (D – BROOKLYN) launched an initiative to alleviate this issue within his district. To date, Councilman Deutsch has successfully advocated for more than one hundred new parking spots within the 48th council district. At a recent NYC Council Education hearing, Councilman Deutsch called on the city to conduct an in-depth study to determine the feasibility of providing faculty parking in the areas around New York City schools. Deutsch accomplished this at Madison High School, by petitioning the NYC Department of Transportation to convert nineteen parallel parking spaces into forty angled spots on Avenue P between Bedford Avenue and East 27th Street. The added parking will be an asset for residents and school staff. Deutsch is maximizing the space available for motorists to park in other locations as well, changing thirty-three parallel spaces on Batchelder Street to seventy angled spots, as well as two separate locations on Avenue P, where a total of sixty angled spots were added. Deutsch said, “Our lives are already busy and sometimes stressful. My job is to make things easier for my constituents, and that’s why I’m proud to have spearheaded this successful effort to provide additional parking options for my constituents. Thank you to NYC Department of Transportation Commissioner Polly Trottenberg, Brooklyn Commissioner Keith Bray, and Acting Deputy Commissioner Rebecca Zack for their collaboration.” Councilman Deutsch is continuing to collaborate with the NYC Department of Transportation to identify locations that could sustain angled parking spots. To reach his office, call 718-368-9176 or email him directly at CDeutsch@council.nyc.gov.

Source: <http://www.theyeshivaworld.com/news/headlines-breaking-stories/1241878/councilman-chaim-deutsch-continues-to-expand-parking-options-in-southern-brooklyn.html>

Appendix 5: Report of Parks and Open Space Subcommittee

LAKEWOOD TOWNSHIP

Parks & Open Space Subcommittee Report to the Master Plan Committee: 2016

FINAL

1/15/2017

As part of that prestigious Master Plan Committee, multiple Subcommittees were formed to help determine current conditions, based on subject matter, conduct research, and make recommendations regarding the future of Lakewood Township. In this venue, Parks and Open Space Subcommittee of the Master Plan Committee were established.

BACKGROUND:

Lakewood Township has empaneled a Master Plan Committee to prepare the 2016 Master Plan. The previous Master Plan Committee was established to conduct the 2006 Master Plan. This Master Plan was augmented by a series of updates. They are as follows:

2007 Master Plan Re-Examination,
2008 Addendum to the Re-Examination Report,
2009 Smart Growth Plan was not adopted, but continued to be revised, yielding,
2013 Smart Growth Plan which was adopted.
2014 Amendment to the Re-Examination Report
2014 Master Plan Amendment
2016 Lakewood – Recommendation Report Draft

As part of that prestigious Master Plan Committee, multiple Subcommittees were formed to help determine current conditions, based on subject matter, conduct research, and make recommendations regarding the future of Lakewood Township. In this venue, Parks and Open Space Subcommittee of the Master Plan Committee were established.

The difficult but necessary research, discussions, planning, and negotiations needed to adequately address the needs of the 2016 Master Plan Committee is an awesome project of major proportions. Like all major projects such as this, the leadership has elected to divide the project into multiple component parts, where each component part will be addressed by subcommittees. Subcommittees will address their part of the project and the chair and vice chair will deliver the results to the Committee leadership for further analysis and discussion. Reverse feedback will occur from the leadership back to the subcommittee for further discussion.

The new Master Plan, when approved by the Master Plan Committee and then the Planning Board and subsequently by the Township Committee, will become a guide for Lakewood's Zoning and Planning Board decisions regarding growth and orderly development of properties within Lakewood Township.

The Township Committee will then prepare ordinances for the recommendations when or if appropriate, to write into law, the recommendations.

SUBCOMMITTEES:

The leadership has approved these seven (7) subcommittees as component parts of the whole Master Plan Committee project:

8. Housing Density
9. Parks & Open Space
 - a. Subcommittee Members are:

- b. Bill Hobday, Chairman – iPhone 732-232-7812
 - c. Ally Morris, Vice Chairman
 - d. Nechama Morgan
 - e. Yitzy Levi
- 10. Transportation
 - 11. Downtown
 - 12. Land for Schools
 - 13. Traffic Control / Infrastructure Repair & Improvements
 - 14. Senior Community Needs

The members of the Parks and Open Space Subcommittee of the 2016 Master Plan Committee have been selected to give of their time, talents, and dedication to the Township of Lakewood to assist with the formation of a new Master Plan.

The Parks and Open Space Subcommittee will need to familiarize themselves with the Lakewood Smart Growth Plan of June 2013, as it relates to Parks and Open Space. I direct your attention to pages 20-22 of that document. You will see that this is part 5 of that document entitled Environmental Preservation Strategy.

Subcommittee members should also examine the complete series of studies conducted since the last Master Plan of 2006. I have attached these documents for your review. If you do not have the wherewithal to open these MS WORD documents, now is the time to let us know. We will get a hard copy to you without delay.

Upon becoming familiar with the documents, the committee can begin discussion as to what worked, what did not work, and how or to what extent the subcommittee can make recommendations for a positive change to the document. Start on page 20 of the 2013 Smart Growth Plan which was adopted:

OTHER ORGANIZATIONS TO MEET WITH

Lakewood Parks & Recreation Advisory Board/Special Events – Members – 2016

Michael Cohen

John Doyle

Jorge Esmart

William Lindsey

Fred Ponti

Toni Ponti

Jorge Ramos

Henry Sanchez
Donna Santoli-Riegel
Sgt. Frank Work

Lakewood Department of Public Works

Lakewood, an area of 26 square miles, has 217 miles of Township streets. The Public Works Department is responsible for the maintenance and repair of Township roads and sewers, **Township parks and open space**, snowplowing of Township streets, leaf and brush collection, garbage and recycling collection and tire, refrigerator and appliances that contain refrigerants collection.

Patrick Donnelly
Director

Ocean County Parks & Open Space Advisory Committee

This information will be added at a later date.

ENVIRONMENTAL PRESERVATION STRATEGY

Lakewood's environmental preservation strategy presents a framework for planning and zoning decisions that protect natural resources while at the same time promote sustainable development. This community-based environmental preservation strategy was developed using the Township's adopted Natural Resource inventory and through technical assistance from the New Jersey Department of Environmental Protection (NJDEP).

EXISTING PARKS AND OPEN SPACES

There are predefined land areas in Lakewood dedicated for recreation and open space. To serve the needs of the Township residents, Lakewood will continue to protect and preserve its existing open space and maintain and improve where needed its existing recreation areas. Lakewood will list all existing Township owned parks and open space on Lakewood's Recreation and Open Space Inventory.

LAKEWOOD'S EXISTING PARKS:

http://www.lakewoodnj.gov/parks_detail.php#parkslakesplaygrounds

Parks, Lakes & Playgrounds

Whatever your interests or your age, visitors will find Lakewood an ideal place to relax, picnic, or simply enjoy recreation of all kinds. Visitors can play or watch sports at Lakewood's many softball and soccer fields, or volleyball and tennis courts. Besides more than a dozen playgrounds, there is exercise and bike trails; on-site row boats, paddle boats, and canoe rentals; and several parks, some of which have swimming and fishing. The John F. Patrick Sports Complex, due to open in the summer of 2005, will add an additional four baseball fields and four soccer fields.



Parks Department | 732-367-6737

Lake Carasaljo

Route 9 (River Avenue)
732-367-6737



The lake was named in the late 1800's for Carolina, Sarah and Josephine Brick, the daughters of pioneering businessman Joseph W. Brick. Found in the center of town near the Victorian shopping area, Lake Carasaljo is one of the jewels in Lakewood's crown. The lake has a perimeter of 4.5 miles and sits on 176 acres of parkland. During warmer months a wide variety of activities, including fishing, swimming, bicycling, running and picnicking, take place in and around its sparkling waters. The Lakewood Amphitheatre, just a stone's throw from the lake, is a popular venue for community events and is the perfect spot to watch July 4th fireworks. In winter, ice skaters happily glide along the lake's frozen surface.

Ocean County Park

700 Route 88 (Ocean Avenue)
732-506-9090



Ocean County Park No. 1 was once the estate of John D. Rockefeller. This beautiful, 565 acre park is filled with white pine, hemlock and many unique specimen trees. The park's offerings include tennis courts, open play fields, trails, a playground for children and a pristine lake, perfect for swimming. When winter snows fall, the park becomes a Mecca for cross-country skiers.

- 323 acres
- Bike trail
- Cross-country skiing
- Driving range
- Fishing
- Fitness trail
- Lake swimming
- Handicap accessible
- Off-leash dog area
- Open playing fields
- Picnic areas
- Playgrounds
- Restrooms
- Shuffleboard
- Softball field
- Tennis courts
- Volleyball courts

Lake Shenandoah County Park

Route 88 (Ocean Avenue)
732-506-9090



If you're hooked on fishing, you'll love Lake Shenandoah County Park. Anglers have access to large piers, on-site boat rentals and a bait & tackle shop - not to mention a 100 acre lake stocked with trout. Towering oaks and pines ring the lake and foster a tranquil mood - a mood only broken when a "big one" strikes!

- 143 acres
- 100 acre lake
- Bike trail
- Boat rental
- Picnic area
- Restrooms
- Conservation area
- Fishing
- Handicap accessibility
- Playground
- Small boat launch - (electric motors only)
- 84 acre sports complex
- Largest soccer complex in New Jersey
- 6 soccer fields
- 2 softball fields
- Basketball courts

Pine Park

500 Country Club Drive,
off County Line Road (Route 526)
732-367-6737



Pine Park, on the northwest corner of town, was once a part of George Jay Gould's estate, the park's 149 acres now sport campgrounds and ball fields, as well as basketball, handball and tennis courts. The park often hosts large community events.

- 149 acres
- Basketball court
- Campgrounds
- Handball court
- Picnic areas
- Playgrounds
- Open areas
- Softball fields
- Tennis courts

John F. Patrick Sports Complex

Vine Street
732-367-6737



Named for former Lakewood School's Superintendent John Patrick, the 40+ acre complex hosts six soccer fields and four baseball fields, equipped with lighting for night games, ample parking, restrooms, plus a full service concession stand. The complex is the new home to the Lakewood Little League and Lakewood Soccer League.

- 40+ acre complex
- 6 soccer fields (Four lighted)
- 4 lighted playing fields for baseball and softball

Smaller Municipal Parks & Playgrounds

Canterbury Park

Canterbury Drive
Basketball, Playground

Clifton Avenue School

Between 6th & 7th Streets
Playground, Parking lot

Community Center

20 4th Street | 732-367-0040
Monday-Friday, 9AM-9PM
Basketball, Playground, Community Center building with weight room and indoor recreation

D'zio Park

Locust Street & New Hampshire Avenue
Basketball, Baseball, Playground, Picnic area, Shelter, Parking lot

Frank Bartolf Sports Complex

Brook Road
Little League field, Playground with shelter, Football field, Picnic area, two soccer fields, Parking lot

Head Start

East 8th Street - (between Princeton Avenue and the railroad)
Playground

Hearthstone Park

Hearthstone Drive
Playground, Baseball field, Parking lot

North Beach Park

North Lake Drive
Playground, Parking lot

Oak Street School

Oak Street
Playground, Playground with apparatus for special needs. Parking lot

Revered Clayton Park

John Street
Playground, Shelter, Softball field, Basketball

South Beach

South Lake Drive
Playground, Parking lot

Spruce Street School

Spruce Street
Playground, Basketball, Parking lot

Sunset Park

Sunset Avenue
Basketball, Baseball, Playground, Picnic area, Shelter, Parking lot

Recreational Programs

Throughout the year, Lakewood offers a full slate of recreational programs and special activities geared to children, adults and families.

Lakewood Little League

Through proper guidance and exemplary leadership, the Lakewood Little League program assists youth in developing the qualities of citizenship, discipline, teamwork and physical well-being. By espousing the virtues of character, courage and loyalty, Lakewood's Little League Baseball program is designed to develop superior citizens rather than superior athletes.



[Lakewood Little League Website](#)

FirstEnergy Park

First Energy Park
2 Stadium Way
Lakewood, NJ 08701
732-901-7000



[Directions to FirstEnergy Park](#)

Lakewood BlueClaws

Lakewood is the home of the award-winning "Single A" Minor League baseball team, the Lakewood BlueClaws, of the South Atlantic League. The BlueClaws have won three SAL championships, 2006, 2009, and 2010. The BlueClaws, SAL affiliate of the Phillies, play their April to September season at FirstEnergy Park, located at the intersection of New Hampshire (CR 623) and Cedar Bridge Avenues (CR 528).

FirstEnergy Park is the perfect spot to take in a ballgame. It seats 6,588 fans with grass seating for up to 3,000 more. The park features 17 Skyboxes, a brand new Kimball Medical Center Champions Club party-box which can hold up to 50 people, and two party decks. There are three picnic areas, perfect for group outings like company picnics and family reunions. Concession stands sell traditional ballpark food as well as specialty items. Fans can find the latest BlueClaws memorabilia at the team's retail store, Claws Cove.

BlueClaws tickets are reasonably priced, making a trip to FirstEnergy Park fun and affordable for the entire family. So come on out to the ballpark and cheer on Lakewood's team, the BlueClaws!

For information and tickets | Call 732-901-7000
or visit www.lakewoodblueclaws.com



Conference Center

FirstEnergy Park is also home to 900 feet of meeting space. The Conference Center serves as a convenient meeting place for businesses and organizations in Monmouth and Ocean Counties

ABOUT THE PARKS

1. Only 3 parks can accommodate team sports (football, soccer, baseball, etc) right now:
 - a. Pine Park
 - b. Bartoff/Brook Park
 - c. Vine Park
 - d. John J Patrick Park
 - i. Appears to be underutilized.
 - ii. Recommend meeting of teams to work out a schedule to include additional team sport activities.
 - iii. Make strong recommendation to fully utilize existing parks.
 2. Maintenance and upkeep is required.
 - a. Basketball nets.
 - b. Pavement and walkways.
 - c. Field maintenance and striping.
 3. Funding for existing parks.
 - a. The budget for maintenance needs to be examined for adequacy.
 - b. Each park needs a budget line item for maintenance/repair/replacement.
 - c. Routine monitoring is needed.
 3. Funding for new parks and possible supplemental funding for existing parks.
 - a. Possible "recreation trust fund"
 - b. Recreation fee for each new building permit received (1,000 permits per year at \$25 each is \$250,000).
 4. Upcoming development areas with anticipated park needs
 - a. Prospect/Cross triangle
 - i. T&M to identify Twp owned properties in this area that could be used
 - b. Drake/White/Cross area likely to be rezoned
 - i. T&M to check the fringes of the CLP for properties that could be used
 - c. James Street area
 - d. Oak Street Corridor
-

- i. Pocket/linear parks already proposed, but some rights-of-way need to be vacated to accomplish this.
 - ii. More recreational space is needed and recommended.
- 5. Kennedy Boulevard right-of-way
 - a. Wide right-of-way (120') that could be utilized
 - i. T&M prepared a plan some time ago for a bike path from approximately the rail road to Brook Road park consisting of asphalt path, basic lighting
 - b. Recommend utilizing the entire right of way and all abutting Township properties to be dedicated to a newly designated park.
 - i. Asphalt paving
 - ii. Benches at intervals
 - iii. Basketball pole, extension, hoop, and net
 - iv. Bicycle lanes
 - v. Skateboard areas
 - vi. Shelter areas at intervals

SUMMATION AND RECOMMENDATIONS.

1. Lakewood needs to better maintain the recreational facilities that are present. Costs analysis and priority, are important parameters.
2. Lakewood needs to better fund the recreational facilities. Possible dedicated additional cost for each new construction permit to add to recreational budget.
3. Insure that all existing recreational facilities are adequately serving the needs of residents in the area. Field and Permit use of parks should be examined to insure that all parks/fields are being utilized to their maximum potential. All usage permits for parks/fields located in Lakewood need to be issued in and by Lakewood.
4. Consider establishing a Recreation Commission to help oversee Parks and Open Spaces.
5. Post the condition of parks on the Township website. (Out of Order, Under Repair, Good, Better, Best)
6. Encourage the establishment of a recreational "Suggestion Box" on the Township Website.
7. Post booked recreational activities schedule on Township website.
8. Encourage an "Adopt A Park" program for groups and sponsors.
9. Preserve and closely examine adding the right-of-way of Kennedy Blvd East from Squankum Road in the west to the municipal boundary with Brick and Howell in the east.

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