

Township of Lacey
Ocean County
New Jersey

MASTER PLAN

April 8, 1991

prepared by the

Planning Board
of the
Township of Lacey

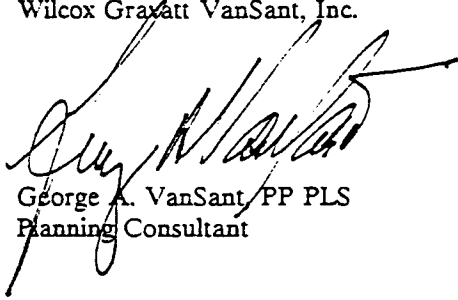
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This document has been prepared under the guidelines and stipulations of the Municipal Land Use Law and more specifically N.J.S.A. 40:55D-28 et seq.

An original of this document has been furnished to the Planning Board of the Township of Lacey in accordance with New Jersey Law. In addition, copies have been furnished to all Planning Board members, the Township Governing Body and the Board of Adjustment.

Wilcox Graxatt VanSant, Inc.



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Planning Consultant

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INTRODUCTION: The Master Plan for Lacey Township is a vision for the future, providing appropriate development patterns where growth can be accommodated without impeding the orderly day-to-day activities of the residents. This vision is a compilation and recognition of existing constraints, both environmentally and socially, which provide for the continued vitality and quality of life of our residents.

How should Lacey be different than what it is today? Should it be a radical change or one which recognizes the qualities which the residents have come to accept and cherish as being unique to our municipality and which with minor alterations, can be made better? The answers to those questions lie within this master plan, a document providing guidance and insight into the future. Generally, only minor changes are warranted representing a "fine tuning" of existing conditions reflective of a dynamic society in the midst of a technological and cultural evolution.

The Master Plan by itself, does not provide the answers but is the foundation of zoning and other ordinances which drive and encourage the development process. While many residents would like to see no change for the future, many realize as well that growth stagnation is the beginning of the decay and death of our municipalities. New tax revenues must continuously be sought to offset the ever growing demands of municipal government in providing for the care and maintenance of a decaying infrastructure as well as accommodating the demands imposed by State and Federal authorities.

With an increasing realization of modern living standards and quality of life prompted by constant change brought about and encouraged by modern technology as well as an appraisal of living conditions elsewhere in the world, change is inevitable. Accordingly, the principles and values of our community must be retained while yet recognizing the need to allow growth to continue.

It is not an impossible task but one which, if conducted with decorum and concerned guidance, can be accomplished at the least expense to the developer but for the utmost benefit for our residents both new and old alike.

LACEY TODAY: Lacey Township is a cohesive community with compact settlement patterns punctuated by retail and service sector employment opportunities in near proximity to the prime residential areas. Although there are those who commute elsewhere there remains yet substantial employment and shopping opportunities within the township for those who wish to stay local.

Lacey Township has an adequate municipal service infrastructure available to service the current needs of its residents.. From the public works department, recycling center, municipal building, police, fire, first aid squads to the library and other community buildings Lacey Township meets or exceeds other adjoining towns in fulfilling the needs of its residents.

While those services were adequate into the 80's, adjustments must be anticipated for the 90's and into the 21st century, both as a consequence of the environmental movement as well as the unprecedented growth and recent court decisions such as Mount Laurel and others.

This plan revision encompasses a "fine tuning" of existing development constraints and placement of appropriate services where the greatest benefit will be achieved, both for existing residents as well as for future generations to come. As the existing residential development patterns and lot densities provide for the needs of Lacey residents for both now and into the future, only minor restructuring of areas is required in order to be more reflective of the current development schemes.

Traffic, utilities, municipal services and the built environment are all intertwined in a complex web of functions, problems and patterns that are intimately familiar to the resident. Solutions have been developed which are an integral part of the daily process of government as well as being representative of a complex planning process which looks toward the future. In order to be successful, each element must be developed in conjunction with the others in order that our precious resources are maximized.

The focus of this plan therefore is towards reconciling the many diverse development interests with environmental constraints, as well as being compatible with the host of regulations imposed by Federal, State and County interests. In so doing Lacey Township can provide areas appropriate to concentrated commercial and residential development in order to fulfill our legal and moral obligations, as well as accommodate future residents in order that they may enjoy the benefits which our existing residents already have.

GOALS AND OBJECTIVES

The future growth of Lacey Township can be guided by five (5) main goals assisted by appropriate objectives and implementation strategies, within five (5) key management areas: Land Use, Capital Facilities, Economic Development, Housing as well as Transportation.

GOALS:

1. Maintain the existing quality of life of Lacey Township residents.
2. Provide contiguous land areas and compatibility among uses so as to protect sensitive natural areas, resources, and wildlife for future generations.
3. Encourage residential development at appropriate densities while providing for aesthetic and economic diversities.
4. Situate new development in locations which maintain the attractive character of Lacey Township.
5. Encourage the continued maintenance of all navigable waterways.

LAND USE OBJECTIVES

- A. Establish a coordinated and comprehensive approach to development
 1. Maintain consistency of documents (master plan, zoning ordinance, capital improvement plan) so as to eliminate redundancy, confusion, and its consequent needless expenditure of funds.
 2. Review local administrative procedures and land development regulations to ensure that development opportunities are not hampered by unnecessary and costly regulatory delays.
 3. Manage development to preserve and enhance the character of the community.
 4. Maintain appropriate professional capability to formulate and implement development activities.
 5. Designate appropriate growth management districts for future guidance to developers.
- B. Promote a diverse and efficient land development pattern
 1. Prepare detailed community design plans and standards.
 2. Provide for mixed-use patterns of development where the land is of such size and configuration as to permit energy efficient alternatives without impacting the existing development pattern of Lacey.
 3. Manage development so that traffic will not exceed the capacity of the existing road network.
 4. Ensure a reasonable balance among all land uses.
 5. Provide areas adjacent to existing commercial centers and major traffic arteries which can act as transition areas for light and noise separation isolating residential properties from intense commercial by providing interim non-competing professional or neighborhood office uses.
 6. Encourage historic preservation and restoration.
 7. Encourage the use of architectural design consistent with the residential and historical characteristics of Lacey Township.

- C. Recognize and implement appropriate statutory regulations and authorities of other reviewing agencies
 - 1. Identify, protect and preserve natural resources.
 - 2. Ensure environmentally sensitive areas are given high priority for public acquisition.
 - 3. Prevent the degradation of and, maintain and enhance the capability of water resources.
 - 4. Ensure that development will have safe and adequate wastewater treatment facilities.
 - 5. Ensure that development will have safe and adequate potable water sources.
 - 6. Maintain consistency with adjacent municipalities and appropriate governmental programs, rules and regulations.
- D. Establish and promote an active open space system for the enjoyment of Lacey residents.
 - 1. Prioritize the acquisition and development of existing open space for active or passive public recreational use.
 - 2. Encourage the development of sufficient recreational facilities that can benefit all age groups within all areas of the Township in future years.

CAPITAL FACILITIES PLANNING OBJECTIVES

- A. Prioritize capital facilities and service that are compatible with development
 - 1. Develop and adopt a Six Year Capital Improvement Program.
 - 2. Review existing regulations, policies, and programs to maximize infrastructure maintenance and improvements efforts.
 - 3. Plan for and provide locations for future emergency service facilities necessary to service future development as projected by the land use plan.
- B. Support appropriate infrastructure development.
 - 1. Provide support for off-tract capital facilities with the private sector paying its fair share.
 - 2. Maximize the maintenance and improvement of infrastructure necessary to support growth.

ECONOMIC DEVELOPMENT OBJECTIVES

- A. Establish a coordinated and comprehensive approach to economic development
 - 1. Professionally staff an economic development office so as to coordinate economic development.
 - 2. Alternatively support the Chamber of Commerce in its efforts to seek appropriate economic development activities.

B. Encourage economic development that is appropriate and compatible.

1. Encourage mixed-use patterns of development at appropriate locations and densities.
2. Expand the economic base of Lacey Township introducing ratables while maintain economically and environmentally compatible growth.
3. Encourage energy efficiency and resource recycling programs.

HOUSING OBJECTIVES

Establish a coordinated and comprehensive approach to concentrate housing development and expand the range of choices with respect to income groups

1. Encourage housing densities based on the carrying capacities of existing infrastructure and natural resources.
2. Encourage a wide range of housing choices at reasonable cost.
3. Streamline the permitting process by the continual review and updating of development and construction codes.
4. Support the expansion of housing at a reasonable cost at appropriate sites.
5. Establish and maintain a vigorous code enforcement program.
6. Plan for improved housing design.
7. Cooperate in meeting housing need allocations.
8. Devise strategies in coordinating housing with community services, economic development, and employment opportunities as well as education and public safety efforts.
9. Minimize displacement effects.
10. Establish a relationship between development and housing needs likely to be generated.
11. Develop a plan for the Township of Lacey to meet its adjusted Mount Laurel fair share obligation in providing appropriate areas for low and moderate income housing.

TRANSPORTATION OBJECTIVES

Establish adequate levels of transportation facilities and services to meet current and projected needs

1. Ensure that future planning activities and initiatives provide for existing and anticipated land uses, traffic demands, and regional concerns.
2. Ensure areas are sufficiently linked with major highway and public transportation corridors.
3. Develop by-pass road areas and encourage development to dedicate and construct the roadways wherever possible.
4. Ensure public transportation services are maintained.
5. Devise parking management strategies.
6. Provide highway access control to facilitate mobility and promote orderly development.



Source: The Ocean County
 Comprehensive Zoning Ordinance
 and accompanying maps, dated
 March 1988, as amended by
 Ordinance No. 1988-10, dated
 November 1988.

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NEW JERSEY DEVELOPMENT RE-DEVELOPMENT GUIDE PLAN

RELATIONSHIP TO OTHER PLANS AND COMMUNITIES

Lacey Township is not an isolated community in space but rather is influenced not only from within, but from beyond as well. The zoning of other communities as well as the directives of the County, State and Federal government all directly affect community objectives, health and vitality.

STATE DEVELOPMENT/REDEVELOPMENT PLAN: The State Plan is consistent with existing zoning although the focus of the State Plan as pertains to Lacey should recognize the unique qualities of Lacey Township as a resort oriented community along the Jersey Shore rather than entirely upon the strict interpretation of planning tiers.

NEW JERSEY COASTAL ZONE MANAGEMENT PROGRAM: The New Jersey Department of Environmental Protection is the proponent agency for the Coastal Zone Management Program and becomes a barometer by which to measure a proposed development against component sets of location, use and resource policies. Lacey Township ordinances are generally consistent with the criteria of the Coastal Zone Program and only where variations are permitted by the various boards of the township have serious difficulties been encountered by applicants with the policies of the State.

NEW JERSEY DEPARTMENT OF TRANSPORTATION: During 1990 the State Department of Transportation proposed a State Highway Access Management Code which anticipates that segments North of the State Game Farm property and South of Taylor Lane to the borders of Lacey will consist of a 114 foot right of way with two travel lanes each direction and a 12 foot landscaped median. The segment between Taylor Lane and the State Game Farm will consist of a 78 foot right of way with two lanes each way, undivided. Though not truly reflective of the downtown area, this proposed right-of-way width allows for flexibility and encourages commercial development whereas the current 66 foot standard would prohibit additional opportunities for private landowners to realize a return on their investment.

FAIR HOUSING ACT: All municipalities are required to develop and implement a housing plan to provide for their regional 'fair share' of low and moderate income housing. Efforts conducted through 1990 have been directed towards bringing Lacey into compliance with the directives of the Fair Housing Act and it is anticipated that this effort will be completed in early to mid 1991.

NEW JERSEY PINELANDS COMPREHENSIVE MANAGEMENT PLAN: All regions of Lacey Township west of the Garden State Parkway are subject to the Pinelands Comprehensive Management Plan. Lacey Township has recently agreed to the delineation of boundaries established by the Pinelands and is developing the appropriate ordinances with certification anticipated early in 1991.

OCEAN COUNTY COMPREHENSIVE MASTER PLAN: In December 1988, the Ocean County Planning Board through the Board of Chosen Freeholders adopted a Master Plan for the County which envisions various land uses for each of its constituent municipalities. Generally the vision is consistent with the growth of the municipality over time with some exceptions for environmentally sensitive regions.

OCEAN COUNTY SOLID WASTE MANAGEMENT PLAN: Lacey Township presently recycles tires, oil, newspapers, glass, leaves and receives credits from Ocean County for the voluntary recycling of plastics by its residents. With the exception of retail, professional and industrial recycling of corrugated cardboard and paper the Township is in total compliance with the Ocean County Solid Waste Management Plan.

ADJOINING MUNICIPALITIES: Lacey Township is bordered by four municipalities, Ocean Township (Waretown), Berkeley Township, Manchester Township, and Woodland Township in Burlington County. Generally all adjacent municipalities are consistent with the existing zoning of Lacey with only minor variations.

NEW JERSEY COASTAL ZONE

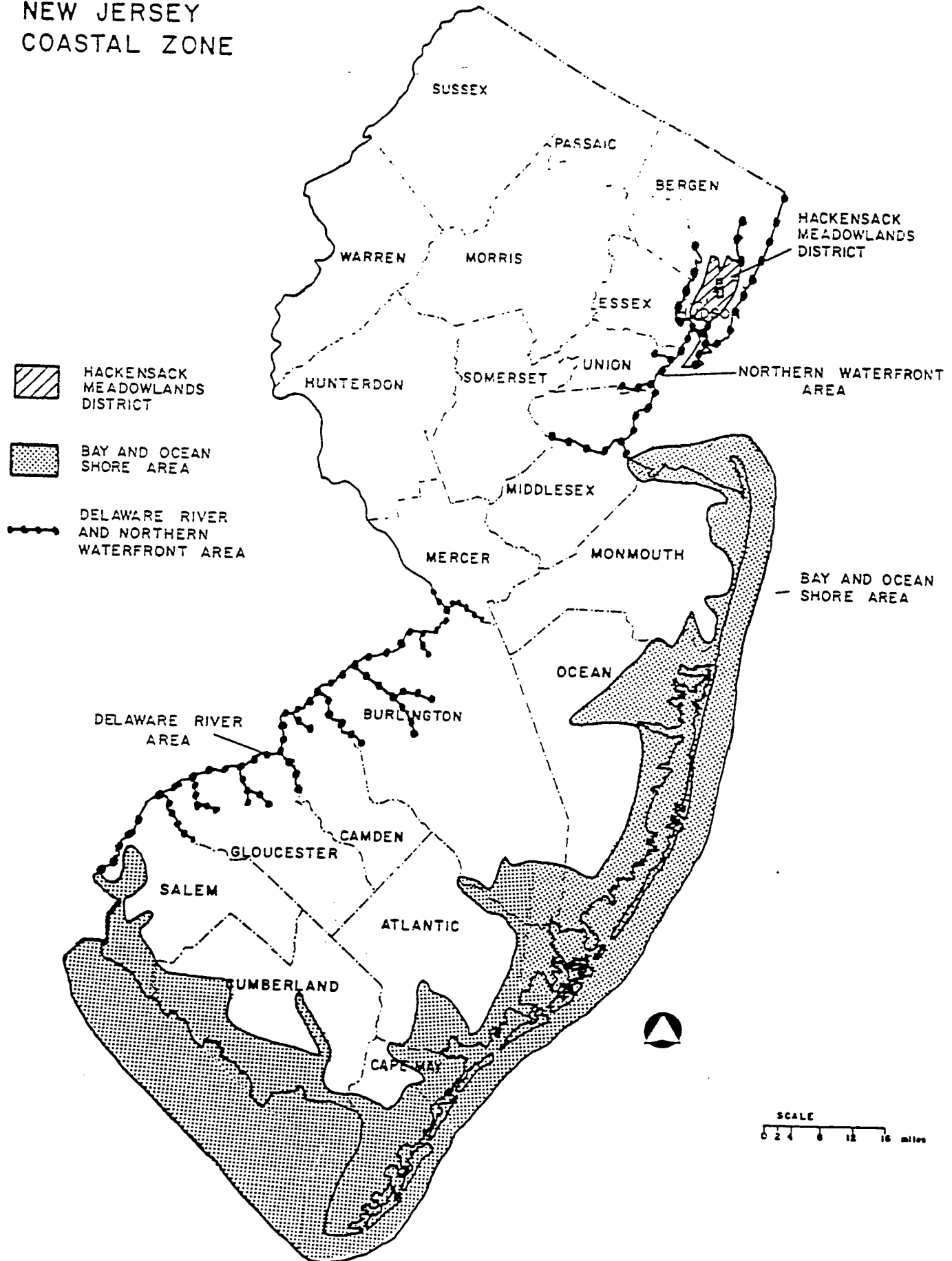
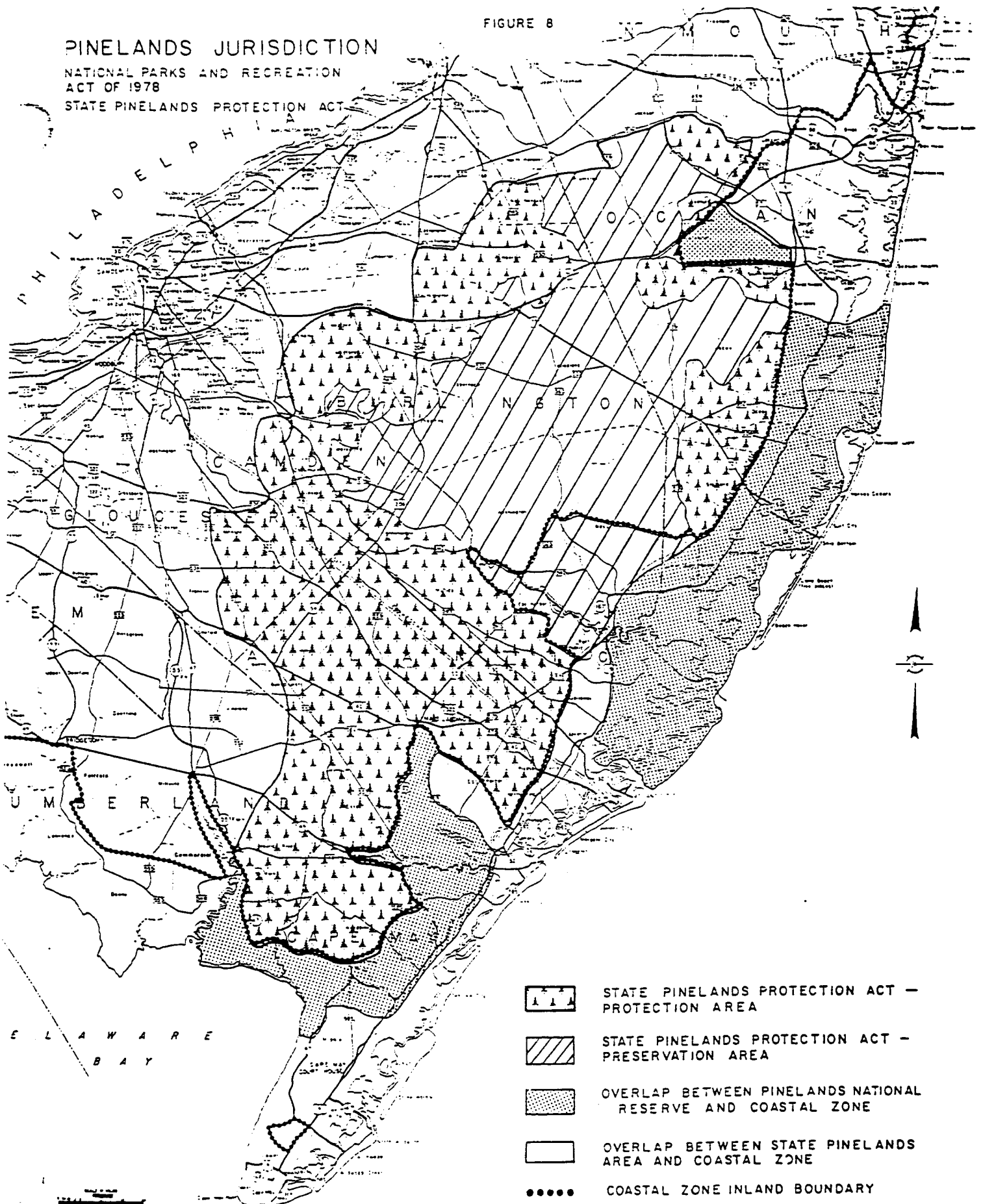


FIGURE 8

PINELANDS JURISDICTION

NATIONAL PARKS AND RECREATION
ACT OF 1978

STATE PINELANDS PROTECTION ACT



STATE PINELANDS PROTECTION ACT -
PROTECTION AREA



STATE PINELANDS PROTECTION ACT -
PRESERVATION AREA



OVERLAP BETWEEN PINELANDS NATIONAL
RESERVE AND COASTAL ZONE



OVERLAP BETWEEN STATE PINELANDS
AREA AND COASTAL ZONE



COASTAL ZONE INLAND BOUNDARY

LACEY TOWNSHIP ZONING

ZONE	MIN. LOT SIZE
R-100	1.000 ACRES
R-150	1.500 ACRES
R-200	2.000 ACRES
R-250	2.500 ACRES
R-300	3.000 ACRES
R-350	3.500 ACRES
R-400	4.000 ACRES
R-450	4.500 ACRES
R-500	5.000 ACRES
R-550	5.500 ACRES
R-600	6.000 ACRES
R-650	6.500 ACRES
R-700	7.000 ACRES
R-750	7.500 ACRES
R-800	8.000 ACRES
R-850	8.500 ACRES
R-900	9.000 ACRES
R-950	9.500 ACRES
R-1000	10.000 ACRES

ZONE	MIN. LOT SIZE
C-100	1.000 ACRES
C-150	1.500 ACRES
C-200	2.000 ACRES
C-250	2.500 ACRES
C-300	3.000 ACRES
C-350	3.500 ACRES
C-400	4.000 ACRES
C-450	4.500 ACRES
C-500	5.000 ACRES
C-550	5.500 ACRES
C-600	6.000 ACRES
C-650	6.500 ACRES
C-700	7.000 ACRES
C-750	7.500 ACRES
C-800	8.000 ACRES
C-850	8.500 ACRES
C-900	9.000 ACRES
C-950	9.500 ACRES
C-1000	10.000 ACRES

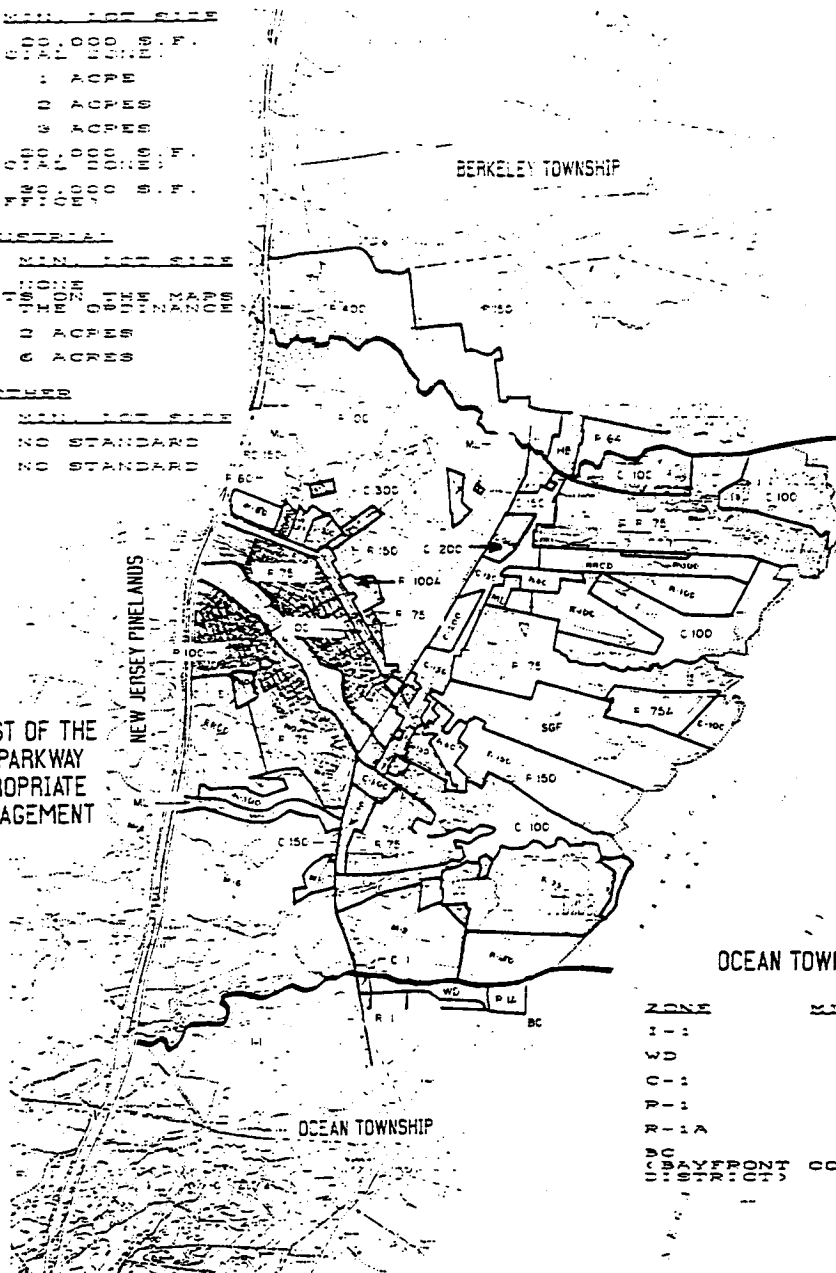
ZONE	MIN. LOT SIZE
M-100	1.000 ACRES
M-150	1.500 ACRES
M-200	2.000 ACRES
M-250	2.500 ACRES
M-300	3.000 ACRES
M-350	3.500 ACRES
M-400	4.000 ACRES
M-450	4.500 ACRES
M-500	5.000 ACRES
M-550	5.500 ACRES
M-600	6.000 ACRES
M-650	6.500 ACRES
M-700	7.000 ACRES
M-750	7.500 ACRES
M-800	8.000 ACRES
M-850	8.500 ACRES
M-900	9.000 ACRES
M-950	9.500 ACRES
M-1000	10.000 ACRES

ZONE	MIN. LOT SIZE
ML	NO STANDARD
SWG	NO STANDARD

BERKELEY TOWNSHIP ZONING

ZONE	MIN. LOT SIZE
R-100	1.000 ACRES
R-150	1.500 ACRES
R-200	2.000 ACRES
R-250	2.500 ACRES
R-300	3.000 ACRES
R-350	3.500 ACRES
R-400	4.000 ACRES
R-450	4.500 ACRES
R-500	5.000 ACRES
R-550	5.500 ACRES
R-600	6.000 ACRES
R-650	6.500 ACRES
R-700	7.000 ACRES
R-750	7.500 ACRES
R-800	8.000 ACRES
R-850	8.500 ACRES
R-900	9.000 ACRES
R-950	9.500 ACRES
R-1000	10.000 ACRES

FOR ZONING WEST OF THE
GARDEN STATE PARKWAY
REFER TO APPROPRIATE
PINELANDS MANAGEMENT
ZONES



OCEAN TOWNSHIP ZONING

ZONE	MIN. LOT SIZE
I-1	9 ACRES
WD	15.000 SF
C-1	30.000 SF
R-1	10.500 SF
R-1A	5.000 SF
U-1	15.000 SF
U-2	15.000 SF
U-3	15.000 SF
U-4	15.000 SF
U-5	15.000 SF
U-6	15.000 SF
U-7	15.000 SF
U-8	15.000 SF
U-9	15.000 SF
U-10	15.000 SF
U-11	15.000 SF
U-12	15.000 SF
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U-94	15.000 SF
U-95	15.000 SF
U-96	15.000 SF
U-97	15.000 SF
U-98	15.000 SF
U-99	15.000 SF
U-100	15.000 SF

HOUSING:

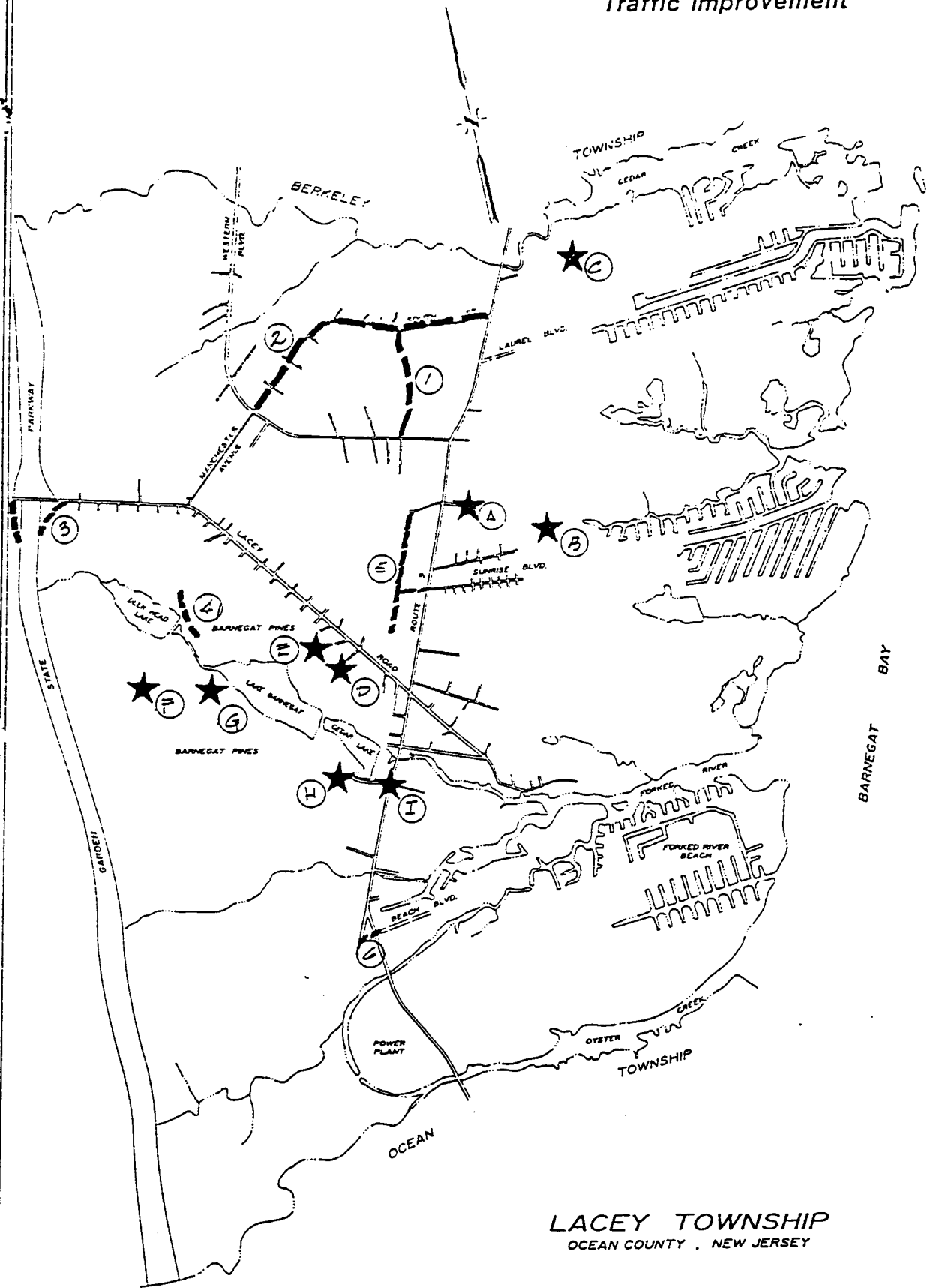
The typical house in Lacey is a 3 bedroom ranch style house situated on a 10,000 square foot, or less, lot, constructed between 1970 and 1980 serving as a residence for a family of 2 to 3 persons generally between 22 and 44 years old earning between \$35,000 to \$50,000 per year. (U. S. Census Bureau data.) Nested among the typical homes are several, particularly within Barnegat Pines, units constructed prior to 1970 generally consisting of 1 and 2 bedrooms. Within subdivisions created after 1980, the typical form of housing has been 2 story colonial or bi-level dwellings with 4 or more bedrooms, 2 car garages and other amenities reflective of a more affluent lifestyle.

Although 17% of the total housing stock is classified as vacant in all likelihood this is an attribute of the seasonal nature of some of our residents who live and work elsewhere within the region and occupy their local homes only on weekends or during the summer. Many people find the relative peace and tranquility afforded by our local quality of life an escape and radical departure from the pressures and stress of their everyday world. It is interesting to note that of the 9,424 dwelling units in Lacey only 70 of them lack heat of any type and it can be assumed that these 70 are all seasonal - summertime only - dwellings.

Currently (1990) there are over 499 dwelling units for sale in Lacey Township for an average asking price of \$115,000 to \$120,000 with several units commanding over \$700,000 apiece. In 1990, 237 dwellings were sold for an average price of \$119,878.00 which would imply that the market is stable even with the economic climate of 1990 and 1991, although there are instances where persons must sell their homes at their present mortgaged value, regardless of the equity amassed, in order not to face foreclosure. This factor would directly influence the sales price lowering the average threshold significantly if it were to become a dominant trend.

The existing residential areas adequately service the population, however it is appropriate to allocate areas which are specifically designed towards providing convenient retail and living opportunities for Senior Citizens as well as Low and Moderate Income families. There are several large vacant parcels along Route 9 north of Lacey Road which are suitable for either residential and/or commercial uses. Due to the proximity to public transportation and shopping opportunities it is appropriate to encourage residential uses by allowing it to occur as a conditional use within the district.

Traffic Improvement



LACEY TOWNSHIP
OCEAN COUNTY, NEW JERSEY



PREPARED BY
WILCOX GRAVATT VANSANT, INC.

CIRCULATION: Traffic is an ever increasing complex interaction between the demands of the residents for convenience in reaching a destination, the generation of commercially oriented trips and the capacity of the system to accommodate these demands without undue stress being created in the form of traffic jams, accidents, and other impediments to the orderly movement and flow of vehicles. Lacey is blessed with a variety of roadways having adequate widths and lengths by which to move the large volumes of traffic associated with rush hours.

As with any municipality, there will always be instances and areas where improvement is desired or required. For Lacey, these are relatively few and have been identified by the members of the Planning Board, their consultants, the Police Department, and concerned citizens as being:

1. The extension of Lake Barnegat Drive North from Haines Street to South Street/Cedar Avenue,
2. Improvement of Manchester Avenue from Haines Street to Route 9,
3. Creation of a "toll free" four-way interchange at Exit 74 of the Garden State Parkway.
4. Deerhead Lake Drive in vicinity of Williams Avenue,
5. Route 9 service road, and
6. Extension of Beach Boulevard to Industrial Way.

DANGEROUS INTERSECTIONS: Additionally a series of intersections have been identified as being dangerous or confusing to the travelling public and need to be scrutinized in the future so as to alleviate the concerns, these are;

Lanoka Harbor Section

- A. 1st Street, Constitution Drive, Merimac Drive, and Pinta Way,
- B. Nautilus Blvd, Independence Drive, and Shady Brook Lane,
- C. Bay Way and Clairmore Avenue where Bay Way turns towards Cedar Creek,

Forked River Section

- D. Letts Avenue, Lower Lake Drive, and Bunnel Place,
- E. Elwood Street, Shepard Avenue, Briggs Avenue, and Cliff Lane,
- F. Hillside Place,
- G. Beverly Road, Woodmere Place, and Lakeside Drive South,
- H. Sylvania Place, Lakeside Drive South, and Taylor Lane , and
- I. Lakeside Drive South and U. S. Highway Route 9.

UTILITIES: Lacey Township has a community wide sanitary sewer collection system and is constructing and implementing a water system under the auspices of the Lacey Township Municipal Utilities Authority. The water is expected to be totally available to those areas East of the Garden State Parkway by 1995.

Electric: The most noticeable of utilities in Lacey Township is an attribute of the Oyster Creek Nuclear Generating Station located in the southernmost portion of the community, owned and operated by General Public Utilities whose subsidiary, Jersey Central Power and Light Company services Lacey. Being in close proximity to the plant, Lacey has redundancy in their lines which implies power outages are infrequent as well as brownouts are practically non-existent.

Telephone: Often sharing the same transmission poles are the lines of A.T.&T., New Jersey Bell Telephone and other companies. Due to the complexity of the service agreements and the numerous phone companies it would be inappropriate to identify each of them other than to indicate that Lacey does have adequate phone service.

Cable Television: Cable Haven Television in Manahawkin and Toms River provides franchised Cable Television Service to all areas of the municipality for a fee.

Natural Gas: New Jersey Natural Gas Company has transmission lines throughout the municipality thus ensuring availability and connections where necessary. There are instances where the lines are distant from a desired hookup point which necessitates either increased cost to the consumer or requiring multiple hookups being assured before extension of the service.

For those instances where natural gas service is not available a number of propane gas companies are available within the region to supply the needs of the community.

COMMUNITY FACILITIES: Existing municipal facilities are located throughout the Township providing efficient and rapid emergency response time and services to the community.

POLICE: The Lacey Township Police Department occupies a "stand alone" building on the eastern portion of the Municipal Complex located along Lacey Road west of Manchester Avenue. Recently constructed the building houses the dispatchers, temporary detainment facilities, the Chief, detectives and recreational training facilities for the officers.

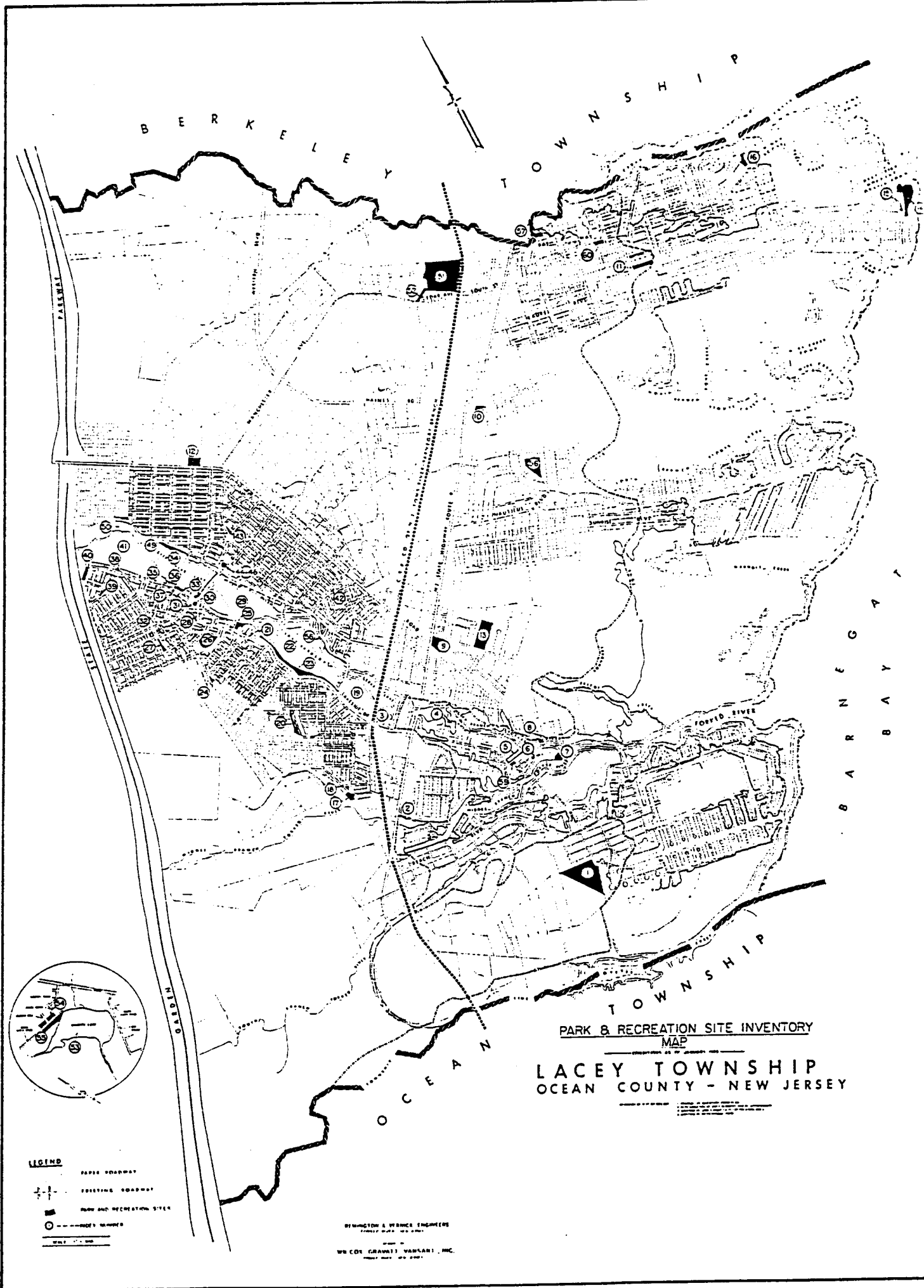
FIRE: Lacey Township has three volunteer fire companies with a wide variety of equipment strategically sited to reflect the need. It is recommended that an Emergency Services Evaluation Team be formed in order to "load manage" and offer recommendations as to the efficient purchase of equipment in order to assure the residents of continued well, directed fire safety efforts.

FIRST AID: Lacey Township is serviced by two first aid squads, one located in Lanoka Harbor and the other in Forked River. Together they offer quick response times and the most modern of equipment available. Currently some of the ambulances are aging and in need of repair or replacement, an issue currently being addressed by the Township Committee in providing cooperative maintenance services through the Public Works facilities.

HOSPITALS: Lacey Township is equi-distant between Community Memorial Hospital in Toms River and Southern Ocean County Hospital in Manahawkin although Community is more accessible. Both hospitals are capable of handling most emergencies equally and are supplemented by some of the finest facilities in the world in Philadelphia, New York, and Baltimore, as well as Deborah Heart and Lung Hospital in Burlington County, world renowned for their work in the treatment of heart diseases.

Community Memorial Hospital currently has 460 beds with 140 additional beds under construction. Southern Ocean County Hospital has 100 beds with a new addition currently being planned in order to provide residents with increased and enhanced services.

EDUCATION: Lacey Township in 1981 assumed full responsibility for educating its school children by providing modern up-to-date facilities on attractive sites. From 1790 to today, Lacey Township has continuously improved its facilities to where it now has a high school, middle school, and three elementary schools. Its original school building is preserved to this day as the Historical Society building located along Route 9 in Forked River.



RECREATION: Recreational facilities maintain the quality of life of a communities residents while providing areas for the peaceful enjoyment of nature. Lacey Township is blessed with an abundance of water fronts - both bay, river, creek and lakes - as well as numerous parks and playgrounds, most of which are well maintained and used by the residents. There are over 50 sites, spread throughout the township providing a variety of recreational opportunities for the enjoyment of the citizenry. Accordingly a seemingly adequate supply of recreational opportunities exists to satisfy the demand both now and in the future.

In order to alleviate the demand to provide additional lands and facilities the Township Committee has entered into an agreement with the Lacey Township Board of Education to share sports facilities. This proactive partnership has greatly alleviated some of the problems with team sports in Lacey.

However with six team organizations having a minimum of 140 players each and several of 600 to 700 players, available space to accommodate these enthusiastic individuals is at a premium. Each organization requires special spatial considerations, which often cannot be jointly utilized due to scheduling difficulties, the necessity to rebuild the turf after each season as well as size and layout differences.

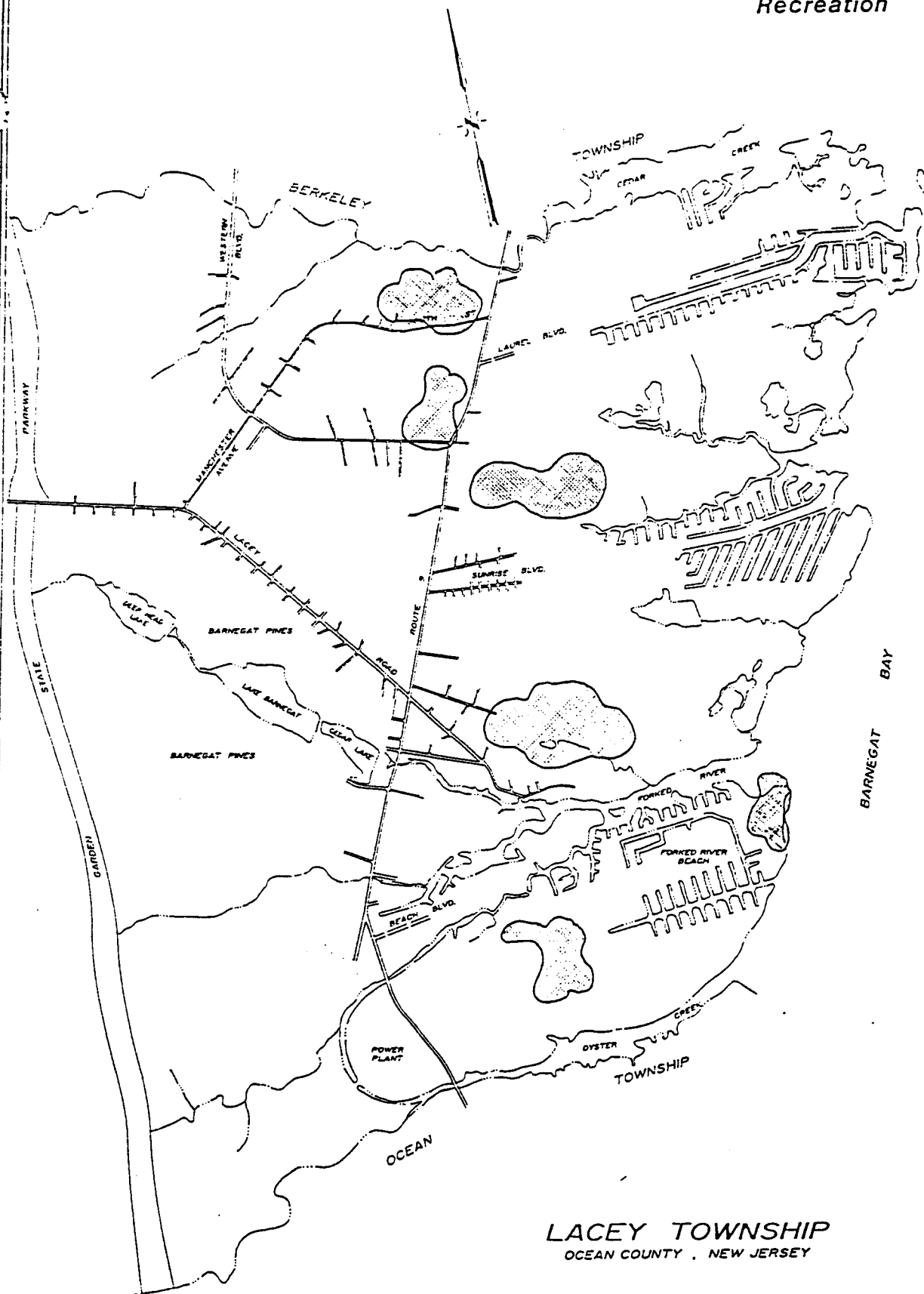
Families with participating children often are forced to travel from one end of Lacey to the other in order to watch and encourage their teams. The solution is not to reduce the number of teams but rather to concentrate activities within complexes specifically designed to accommodate the use. This implies prudent and efficient management of our resources and will, in turn, reduce the amount of energy wasted in travelling from game to game. Of the 50 sites within Lacey there are but two major parks; William Hebrew and Vincent Clune in which to accommodate the needs of the sports community.

It is recommended that available properties be sought for acquisition and development wherever possible some of which are illustrated on the following page.

Existing parks to be improved are:

1. **WILLIAM HEBREW PARK:** It is suggested that William Hebrew Park remain as a multi-functional facility with emphasis on Soccer.
2. **VINCENT CLUNE PARK:** This facility in the southern portion of the township should be focused toward fulfilling the needs of the baseball/softball community while yet maintaining its existing level of service with respect to tennis, football, basketball and playgrounds and picnicking. Further options to expand and improve this facility should be actively pursued in order to provide and enhance the recreational opportunities of our youth.
3. **FORKED RIVER BEACH:** The Township has recently acquired the beach front area along Beach Boulevard representing the only remaining large parcel of waterfront generally not environmentally sensitive within the municipality. Plans and permitting are presently being prepared to provide multiple waterfront opportunities of enjoyment for the residents.

Recreation



LACEY TOWNSHIP
OCEAN COUNTY, NEW JERSEY

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Within Lacey, East of the Garden State Parkway there are several large areas in field or sparse woods with varying degrees of environmental sensitivity which could be used for recreational purposes. These parcels are located near to existing residential subdivisions which encourage pedestrian and bicycling activities in order to be used.

Area 1, North of Haines Road, West of Route 9

In and around William Hebrew park are several large parcels where it is feasible to provide intensive recreational opportunities for team sports. Although some of the parcels have historic structures, their position yet allows development of the tracts without having to destroy or move them. Further for the most part these structures are completely serviceable and easily adaptable to ancillary facilities for the various sports organizations.

Area 2, East of Route 9, North of the North Branch of the Forked River

Areas lying East of Route 9 consist of a variety of environmentally sensitive regimes. Accordingly although there are numerous large parcels within the area, most are environmentally sensitive and generally not conducive to intense recreational activities. Where suitable lands exist, the amount of upland versus wetlands, both fresh and coastal, is normally minimal. It is inappropriate to identify specific sites due to the sensitivity of the soils and that the upland portions do not follow distinct property lines, accordingly each region must be evaluated as a total entity without regard to ownership or zoning constraints.

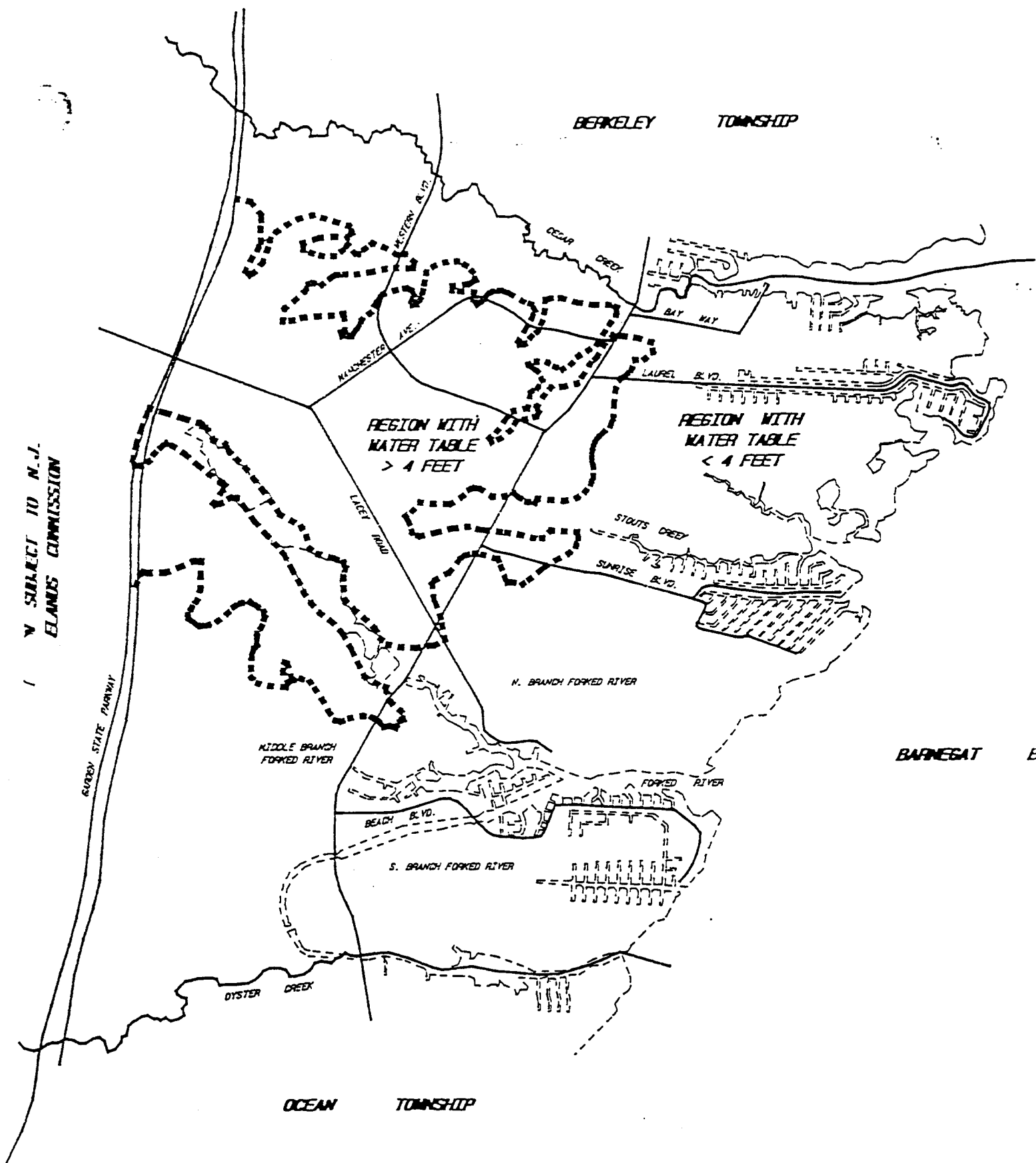
Area 3, Forked River Beach

The Township currently has two parcels within the area which have been or currently is actively used for recreational opportunities. Where possible additional acquisitions of suitable upland parcels would enhance the existing recreational facilities within the area whether contiguous or not.

Other lands

Though there are other lands within the Township which could be available for active recreation, they are generally not suitable due to the proximity to existing surrounding residential units, their size or configuration or that they may be entirely isolated. Accordingly these have not been identified.

W. SUBJECT TO N.J.
MISSISSIPPI SANDS COMMISSION

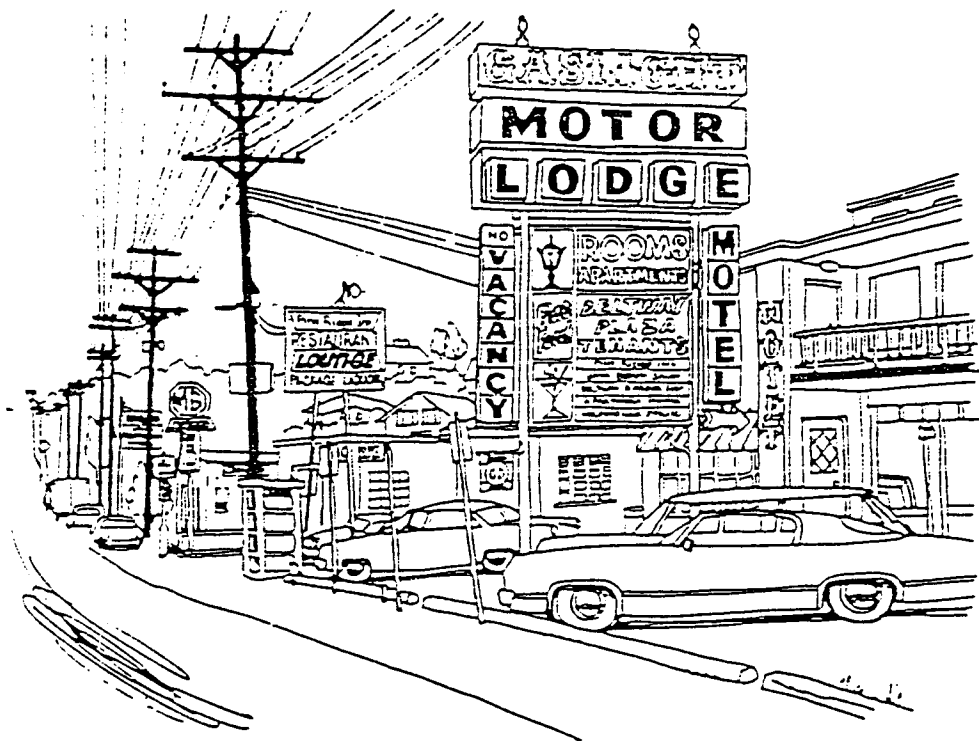


CONSERVATION: Lacey Township, like any other municipality, consists of a variety of soils, vegetation, water bodies and urban spaces which co-exist with one another. With the continuing enlightenment as to preserving and maintaining a viable ecosystem for the sustainment of life, it is readily apparent that this ecological diversity must be recognized, protected, and preserved. Protected for future generations to come but not confiscatory to the point where a beneficial use to the land owner cannot be realized.

Currently, there are a host of regulations and initiatives at the State and Federal level of government which clearly dictate what a property owner can or cannot do with his lands. The efforts of Lacey Township should then be directed towards identifying areas of ecological diversity and providing an appropriate mechanism to protect and preserve them for the future yet allowing the landowner some latitude in developing his land. Further, appropriate mapping clearly identifying areas of concern must be available at the Planning and Zoning Offices, the Tax Assessor, and others for inspection and permitting.

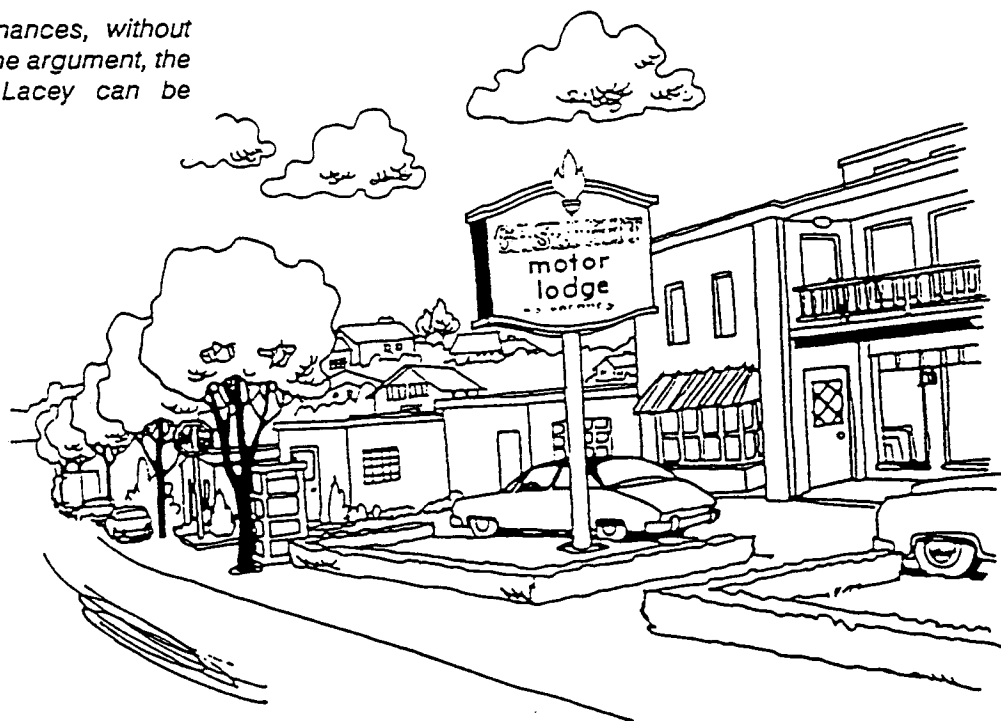
In order to preserve sensitive lands, while yet allowing a landowner a return on investment, a series of flexible controls should be employed which maximize the state-of-the-art of prudent land management as well as enhance the quality of life elsewhere within Lacey. Some of these mechanisms are:

1. Clustering properties together on upland sites.
2. Maximize utilization of replenishable energy resources such as solar, wind and water.
3. Reduce roadway widths commensurate with the intended use of the system and the area served.
4. Plant shade trees along roadways at a closer density than presently permitted.
5. Preserve existing stands of trees.



before

Using the existing ordinances, without deviation regardless of the argument, the visual appearance of Lacey can be greatly enhanced.



after

TOWNSCAPE

An important attribute of the major traffic corridors - both land and water - within Lacey Township is its visual environment. Daily the travelling public is inundated with a variety of visual information which is useful but unfortunately distracts and hinders the safe movement of pedestrians and vehicles. Signage is not the only invasive element within the ecosystem but types, height, color, configuration or nature of buildings, trees and landscaping, or the lack thereof, and conflicting lands uses contribute to the confusion as well.

The entrances to Forked River and Lanoka Harbor create a lasting first impression of our communities character and should be carefully and considerately crafted in order to provide a friendly welcome to visitor and resident alike. Within the corridors the failure to separate pedestrian and vehicular traffic creates visual confusion and unsafe conditions. Definition of pedestrian and vehicular areas through the installation of curbing, sidewalks, and street trees produces a neater right-of-way and a more inviting community.

Within the business districts, well designed off-street parking areas are often a convenient solution providing sufficient parking in a pleasant setting. Parking areas can be made attractive with landscaping, pedestrian walkways, and lighting. Larger lots can be divided with grassy islands and trees to act as windbreaks and to provide shade.

Strip development, a condition much like a plague, necessitated by insufficient depth lots and linear roadways can be controlled and enhanced. Strict adherence to screening, buffers, landscaping, and signage can greatly improve the visual appearance of strip development. Small, well landscaped, berms or islands can easily provide the separation of space necessary for safety and convenience.

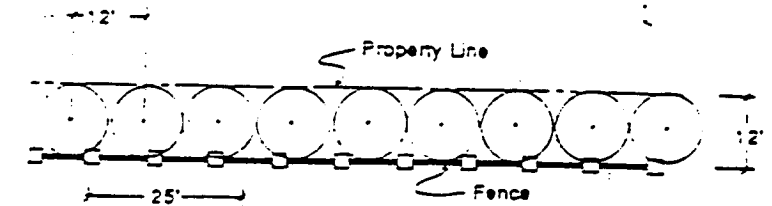
Development is encouraged but must be subjected to visual environmental scrutiny during the approval process. In particular, appropriate signage mounted to the facade of the building would be more preferable to having a sign along the roadway. In instances where signage is necessary, it should be ground or pylon mounted and set significantly off the roadway so as not be a traffic impediment and must be consistent with the ordinance..

Along our most important asset, the waterways, it is especially important to consider the visual impact not only from adjacent properties but also from areas such as Barnegat Inlet, Seaside or Long Beach Island as well. Any and all elements which could be obtrusive to the boating public should be reviewed and specifically addressed through view studies or simulations prior to receiving approvals.

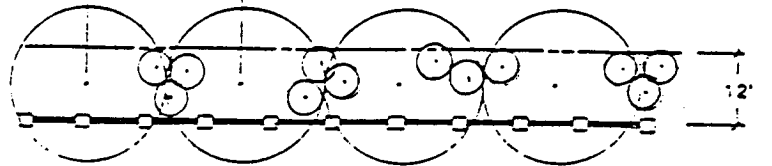
SCREENING STRIPS

TYPE A

Dense evergreen row

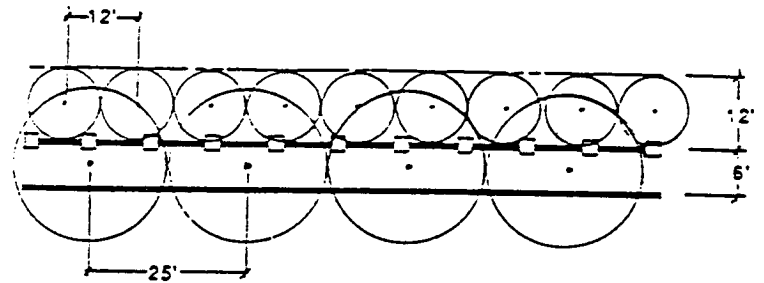


Alternate: Deciduous trees underplanted with evergreen shrubs



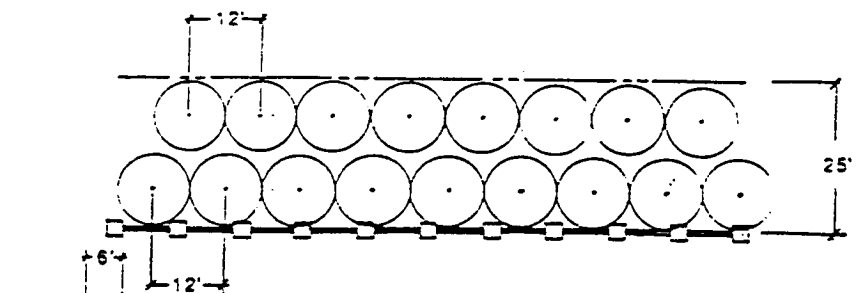
TYPE B

Dense evergreen row backed with deciduous row

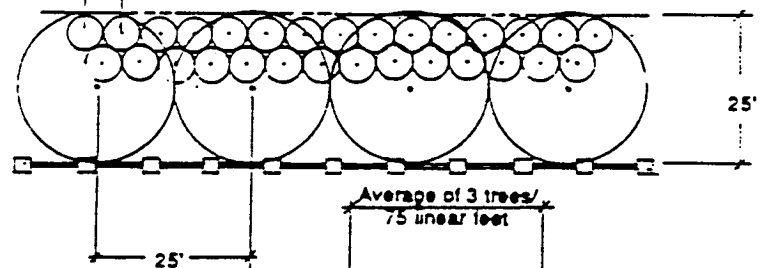


TYPE C

Double row of evergreens

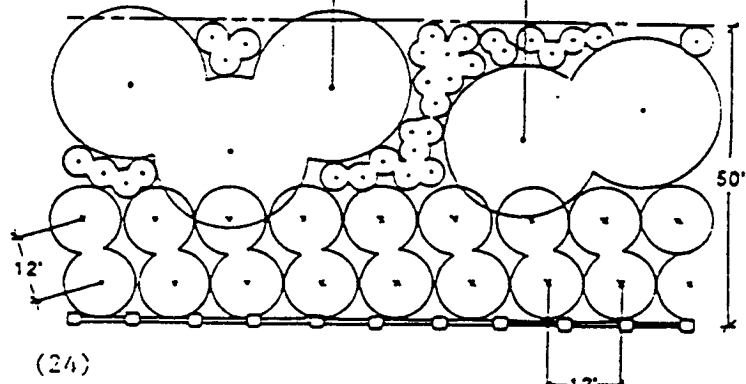


Alternate: Deciduous trees with large evergreen shrubs



TYPE D

Dense deciduous / evergreen screen with smaller shrubs interspersed



SCREENING STRIPS AND BUFFERS

Perhaps the most abused ordinance is that dealing with Screening Strips and Buffers, principally because it is simply much too prohibitive to be applied in its strictest interpretation. A better solution, one which recognizes the constraints of each area and the uniqueness of varying lands uses should be implemented.

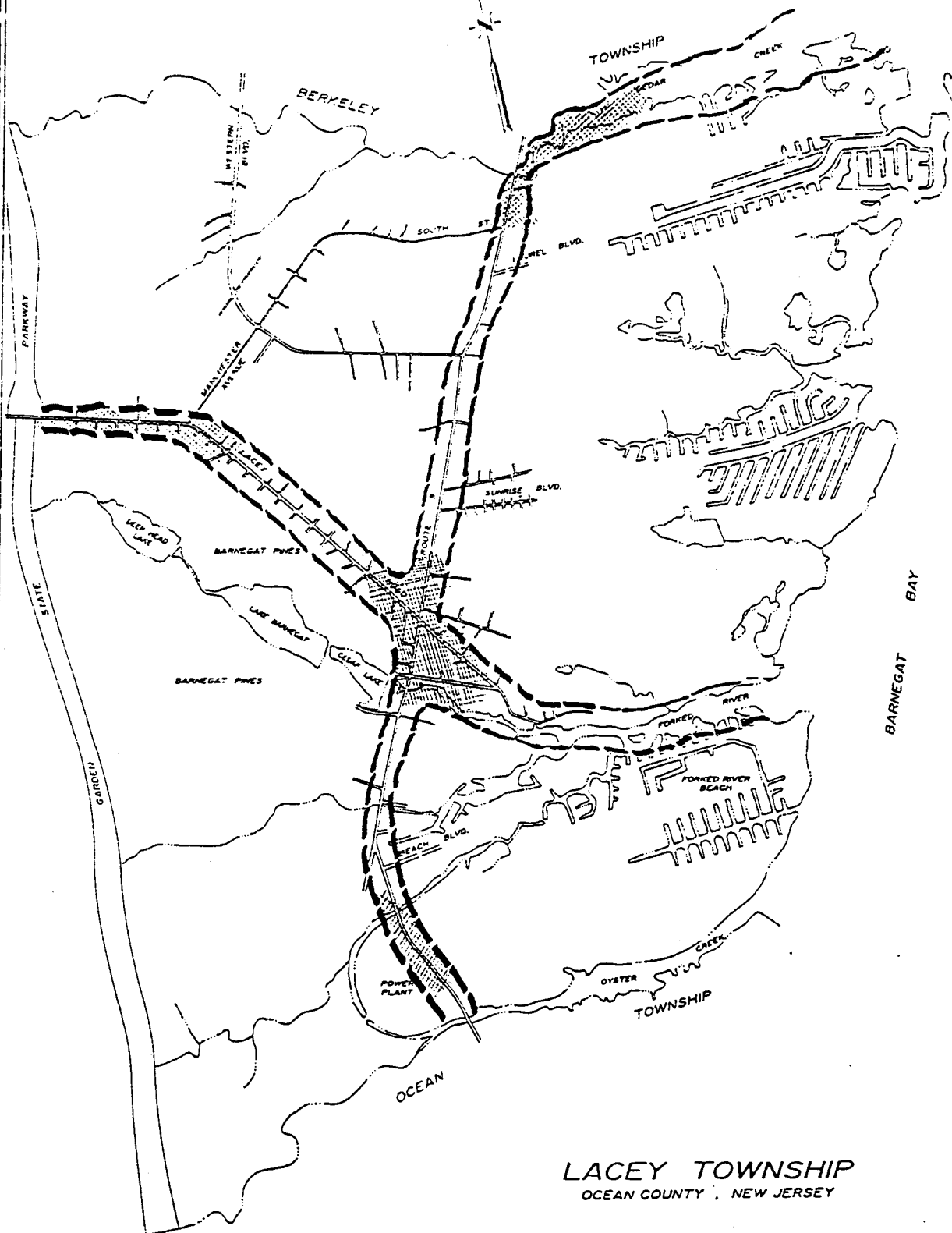
For each different land use within a zone there should be provided a screening strip of the following minimum dimensions and configuration, such as:

Residential Units/Acre				Retail Commercial			Other Uses		
	4+	2-4	0-2	1-4	5-9	>10	IND #1	MC #2	STOR #3
Residential Uses									
4+ /ac	NA	NA	NA	B	C	C	100 #4	C	C
2 - 4/	NA	NA	NA	B	B	C	100 #4	C	C
0 - 2/	NA	NA	NA	B	B	D	100 #4	C	B
Commercial Uses									
1 - 4	B	B	B	A	A	A	D	A	B
5 - 9	C	B	B	A	A	A	D	A	B
> 10	C	C	D	A	A	A	D	B	A
Other Land Uses									
IND #1	100#4	100#4	100#4	D	D	D	A	D	D
MC#2	C	C	C	A	A	B	D	A	A
STOR #3	C	C	B	B	B	A	D	A	A

Notes:

- #1 Industrial uses commonly defined for the M-1, M-2 and M-6 zones of the Township
- #2 Marine Commercial uses
- #3 Any outside storage of boats, automobiles, wreckage, recycling or other similar type uses.
- #4 The recommended configuration of the screening strip for Industrial Uses is a doubling of Type "D" using the fence as the mid ordinate of the screening strip
- #5 The maximum screening strip required between properties along Lacey Road is type "A".

Scenic Quality Districts



LACEY TOWNSHIP
OCEAN COUNTY, NEW JERSEY

SCALE IN FEET
0 2000 4000

PREPARED BY
WILCOX GRAVATT VANSANT, INC.

ECONOMIC

A communities prosperity is directly related to its commercial enterprises as single family residences require the bulk of municipal services while generally only providing enough income through taxes to sustain a minimum of services. Commercial and Industrial not only fortify the tax base but allow a municipality to provide parks, additional police, fire, first aid protection as well as to improve roads and other amenities which enhance the quality of life of the residents.

Commercial property nationally traditionally account for approximately 4 to 5% of all taxable lands versus Lacey at 6.4% and industrial about 8 to 9% compared to our current 5.5%. It can easily be determined that there is a surplus of commercially rated lands and a shortage of industrial properties in Lacey which is exemplified by the vacancies of commercial enterprises spread along Lacey Road and Route 9.

In order to balance the available lands within national trends the previously approved Municipal Industrial Park is encouraged to be developed as soon as practical within strict environmental and aesthetic guidelines. The existing park must be scrutinized in the future to ensure Industrial uses rather than retail or wholesale retail uses are encouraged to develop.

Commercially precise definitions must be developed for each zone. Additionally, the zoning must reflect shopper trends and be particular cognizant that the "going to work" side of a roadway does not encourage a shopping public. This attribute is particularly apparent along Route 37 and Route 72 within Ocean County.

While there may be a diminution of commercially designated properties as a consequence of this radical departure, being situated along major roadways does not necessarily give a landowner a vested right to have a commercially zoned property. Commercial properties, in order to properly augment a community must represent a balance with regard to the need. The current surplus of vacancies, partially as a consequence of the national economy, but more importantly a result of supply and demand, is clearly indicative of this rule.

For purposes of this plan, four separate designations for the commercial regions have been developed, each of which indicative of their ultimate clientele and service areas associated. These are defined as follows:

Proposed Retail Centers



Community Retail

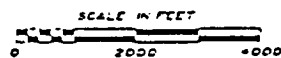


Neighborhood Retail



Village Retail

LACEY TOWNSHIP
OCEAN COUNTY, NEW JERSEY



PREPARED BY
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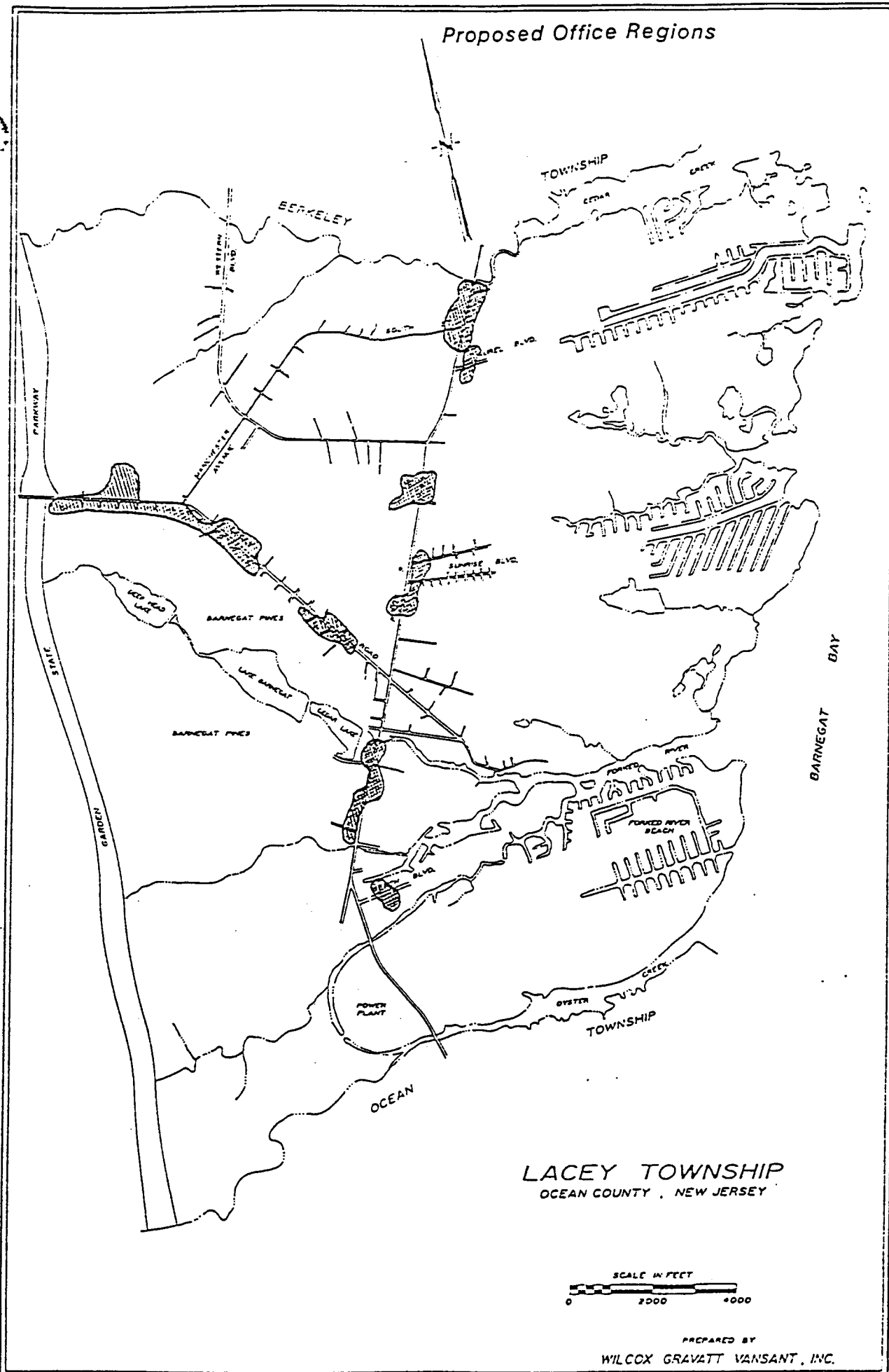
Offices: A room or group of rooms used for conducting the affairs of a business, profession, service, industry, or government. Generally the services provided are personal in nature, such as real estate, insurance, legal, engineering or other profession and retailing services are not performed. Parking is normally long term and trips are infrequent.

Village Retail: Village Retail uses are those primarily directed towards the immediate surrounding neighborhood providing for the day to day needs of the residents with items such as convenience food distribution (7-11, WaWa, etc.) liquor stores, card shops, or other such facilities as well as personal services (laundry and dry cleaning, barbering, as well as shoe repairing) are included. These facilities normally are found in small clusters of 3 to 5 stores within a singular structure or are "stand alone" structures designed and used for a specific use.

Neighborhood Retail: Neighborhood Retail centers are somewhat larger, with leasable area ranging from 25,000 to 75,000 square feet gross. In addition to the convenience goods and personal services of the Village Retail centers, a Neighborhood Retail Center provides a wider range of facilities for the sale of soft lines (wearing apparel for men, women, and children) as well as hard lines (hardware and appliances). A Neighborhood Retail center is "anchored" by a food market and can have one or more larger stores as well, although full line department stores are generally not found within the center. The focus, again is towards the immediate neighborhood and not a larger marketing area. Perhaps the best example of this within Lacey is the Foodtowne Shopping Center along Lacey Road.

Community Retail: The Community Retail center is typified, in Lacey, by the ShopRite complex in which a variety of services abound and adequate space exists for expansion. This center is more regionally oriented, drawing customers from beyond the limits of the municipality, providing a greater range of goods and services than either the Neighborhood Retail or Village Retail centers.

Proposed Office Regions



Lacey Road is a major traffic corridor providing passage from the Garden State Parkway to Route 9. As such, traffic is more destination oriented and not generally affected by impulse shopping, which is clearly characterized by the current high vacancy rate of retailers along the roadway. Contrasting this is Route 9 where the tenancy mix is essentially similar but the vitality of the businesses are markedly different in that traffic now becomes more locally oriented with impulse shopping more dominant, particularly at the convenience stores or other smaller retail facilities which lie along the arterial and are "on the way" to larger shopping opportunities.

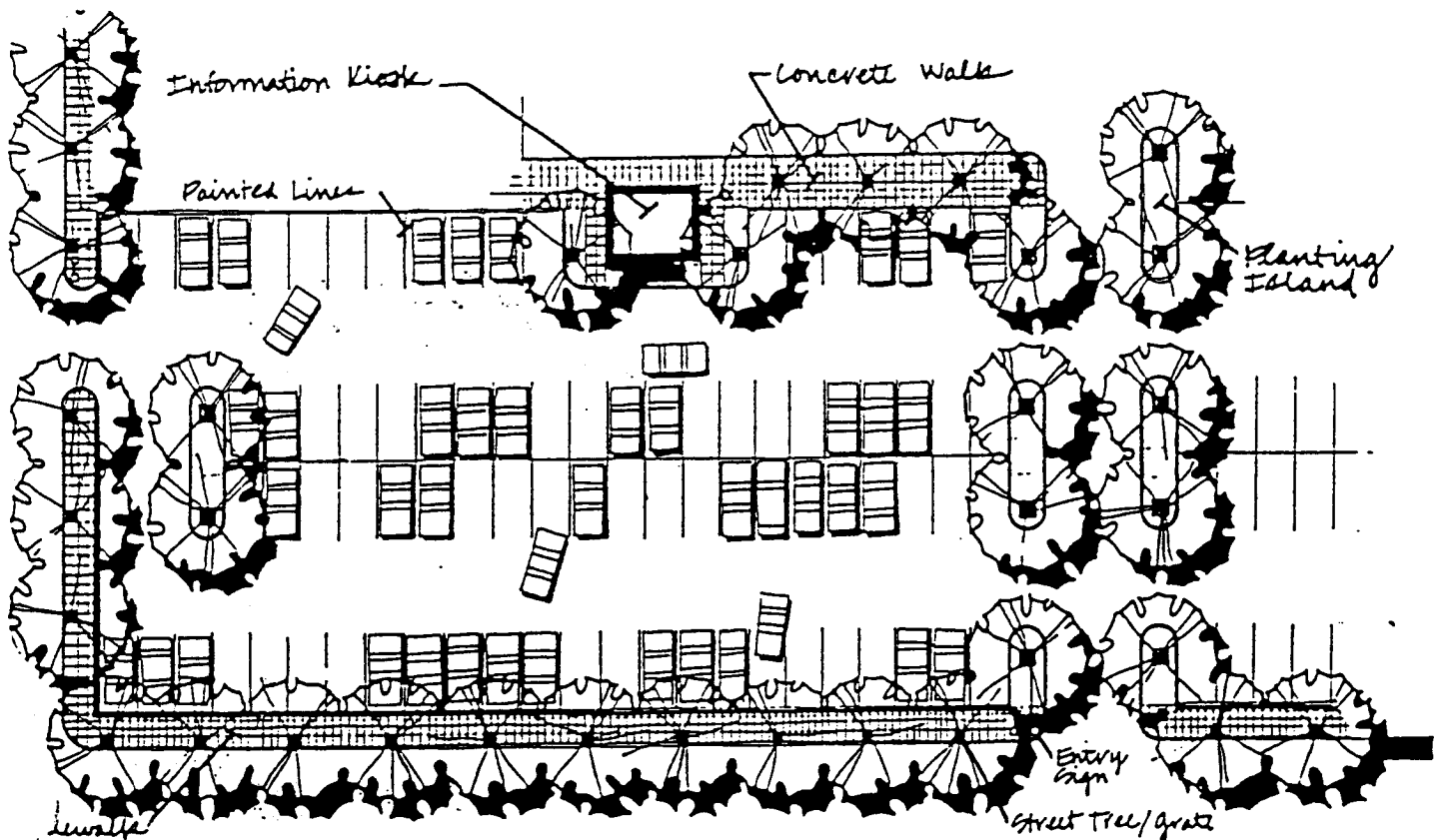
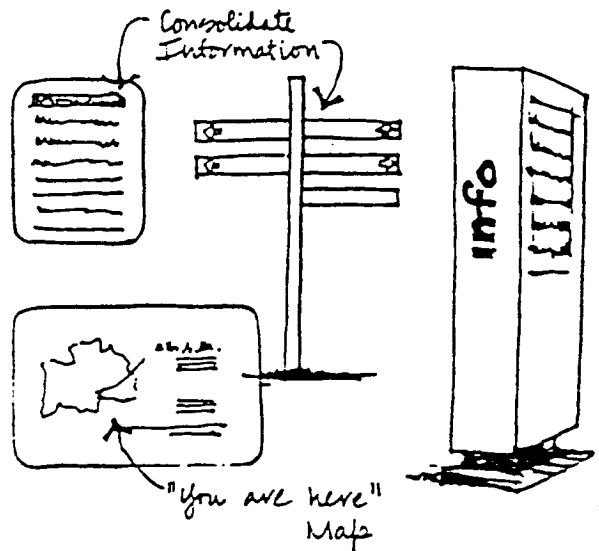
What Lacey Road does service particularly well are the myriad of medical, legal, and other service providers which have congregated along the road. These individual businesses serve particular needs and generally develop consistent patterns of use through the appointment and re-appointment process. They are also immediately adjacent to major residential areas which fulfill the supply and demand attributes of the system.

Lacey Road as a conductor needs to maintain a consistency of traffic flow throughout its entire length which is best accomplished by enhancing the professional environment over the retail commercial enterprises. Accordingly, in the future, retail commercial shall be encouraged at key intersections as well as at locations where the use presently exists. The balance of the roadway will be dedicated to office uses.

The Coastal Resource and Development Policies typify the structure of existing development trends along Lacey Road. Historically, lots of approximately 20,000 square feet have been developed with a single 2 story building of 3,000 square feet ground floor area requiring 30 parking spaces. Total area of parking, entrance drive, and building is approximately 16,000 square feet -- assuming a 9 by 18 foot parking space and a single loaded 25 foot drive aisle -- or an impervious surface coverage of 80%, which is consistent with the policies for an area of this nature. Particularly, as the depth to water is greater than 4 feet and that the area is served by municipal sanitary sewers.

Parking Area Landscaping Opportunities

Parking lots, like signs, are intrusive visual elements within commercial districts. They need to be placed in the front of stores in order to encourage people to shop but their impact can be softened by the scale of the project with respect to the surroundings. A good parking lot design is one having all of the elements, pedestrian paths, parking stalls, landscaping, signage, and lighting in harmony with one another. By exercising close attention to detail and scrutiny of applications, Lacey's scenic corridors, and the economic vitality of the area will be greatly improved.



Route 9 functions best as the major retailing roadway of the community. Even during the summer when traffic congestion often becomes depressing, Route 9 yet fulfills the demand for retail opportunities by the several centers along its path, both big and small. Route 9 is a diverse experience with the major retailing centers being developed along the western flank of the roadway with smaller ancillary services provided along the eastern side. This trend is not expected to change in the foreseeable future and, in fact, is most desirable as it serves to isolate the intensity of traffic, light and glare penetration as well as masks noise from the more intense residential areas lying east of Route 9.

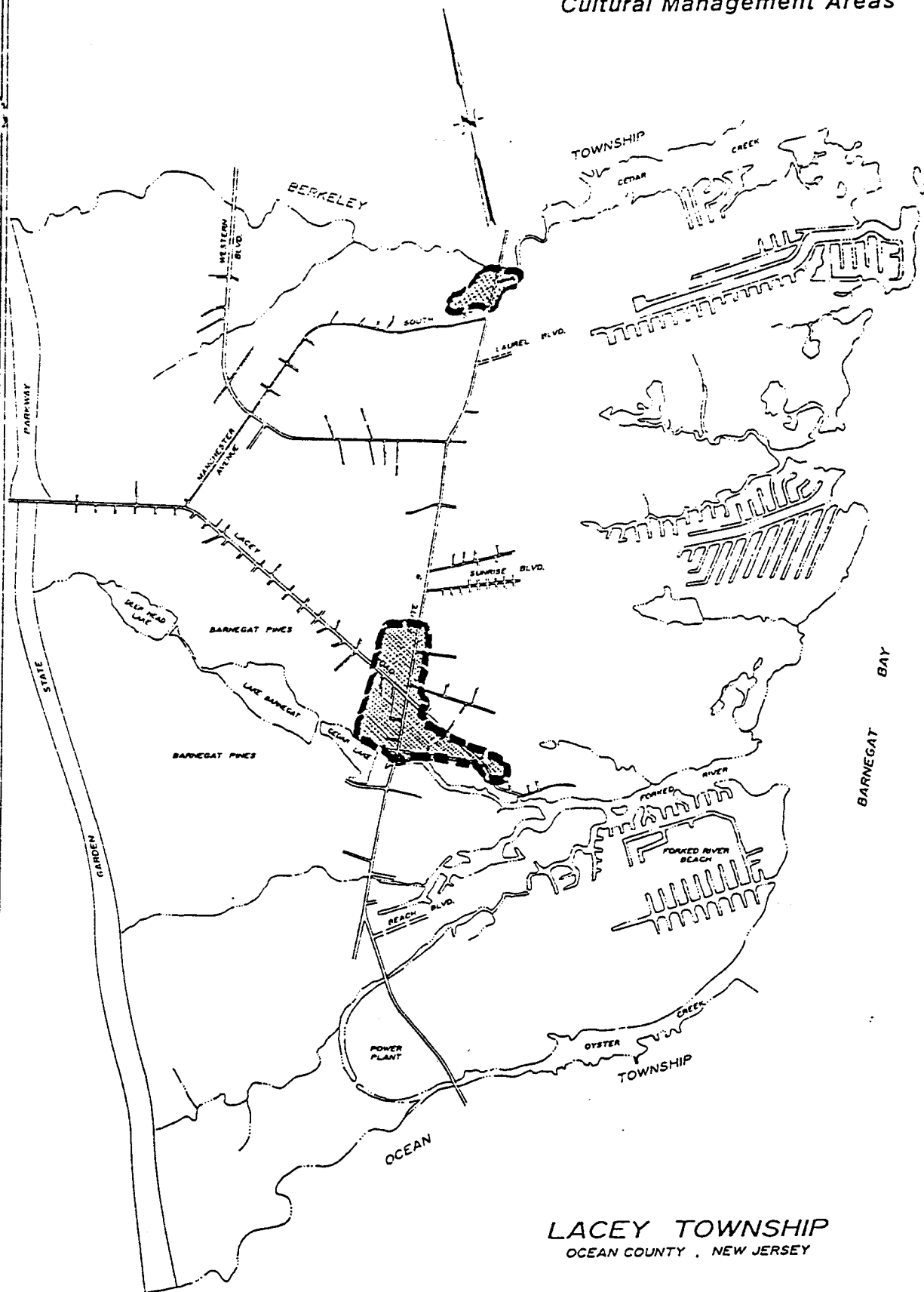
Yet, due to the lack of demand for a total shopping experience within Lacey and the abundance of large undeveloped parcels along Route 9 it is appropriate to provide for Senior Citizen as well as Low and Moderate Income residential subdivisions where appropriate. Due to the proximity of public transportation and existing retail shopping opportunities in already developed commercial centers, residential uses become co-compatible and would be encouraged by providing for them as a conditional use within the commercial district.

Lands which are environmentally sensitive would be encouraged to develop at an overall density of 30% impervious surface coverage on a minimum lot size of 5 acres in order to minimize ground water pollution whereas the balance of the lands could achieve an 80% impervious coverage standard.

The three separate use classifications, Village Retail, Community Retail and Neighborhood Retail would be interspersed so as to allow traffic to stabilize before reaching areas of greater intensity. Further, pedestrians are encouraged to use these transitional areas by incorporating cross walks as well as sidewalks both along Route 9 as well as between properties.

In several areas along and east of Route 9 it is appropriate to provide for medical practitioners which could serve the immediate adjacent subdivisions. Roadways such as Beach Boulevard, Sunrise Boulevard and Laurel Boulevard from Route 9 east for approximately three to four hundred feet would appropriately fulfill the need and could lessen future traffic utilization and congestion as well as being a buffering effect from the intensity of development along Route 9. This area is intended to provide for the development of small office structures which can be located proximate to residential areas. The District would be characterized by low-intensity uses located on well landscaped sites, and the District is intended to function as a buffer between commercial and residential uses.

Cultural Management Areas



LACEY TOWNSHIP
OCEAN COUNTY, NEW JERSEY



PREPARED BY
WILCOX GRAVATT VANSANT, INC.

CULTURAL MANAGEMENT: Lacey Township, with over 80 structures constructed prior to the turn of the century, has a rich and diversified legacy upon which to build. Three separate areas within Lacey are dominant in their concentration of structures and all but two of the 80 structures are worthy of preserving for future generations to come.

The early white settlers constructed their homes along the meadow of Barnegat Bay as early as the 17th century. However, not until the construction of John Eastwood's sawmill in 1740 along Cedar Creek did the area enter into a period of steady development. In 1770 the first house of worship, Thomas Potters house in Good Luck, became the birthplace of the Universalist Church in America. Shortly thereafter, Thomas Potter constructed the first formal church in Lacey, on the hilltop, midway between his home and the railroad. That structure exists today and can be seen by appointment.

In 1838 Forked River contained 30 families, 2 or 3 stores, a hotel, and the Presbyterian Church. By the late 1880's Forked River had become an exclusive pleasure resort and boasted not one, but a number of hotels, including the Forked River House, the Parker House, and the Riverside Hotel. By the turn of the century, however, Forked River had reverted to a more complacent rural community, having relinquished its dominance to the Island Communities and their attraction of the Atlantic Ocean. Not until 1950 did any real growth occur, then, with the planning and development of the Nuclear Power Plan in the 60's, Lacey Township exploded, providing business opportunities for its new residents who could still relax in a quiet community.

Two areas are recommended for consideration important for maintaining the Cultural Heritage of Lacey Township. A significant initiative in the early 80's met with defeat at the hands of the citizenry due to their concern over condemnation of property and not being allowed to expand their residences or businesses except within a historical motif. It is recommended that this earlier initiative be reconstituted with appropriate changes of dialogue in order to allay the fears of the residents while yet preserving our unique legacy. That area bounded by the Presbyterian Church to the North, The abandoned railway to the West, the North Branch of the Forked River to the South, and the confluence of Lacey Road with Bay Avenue to the East be accorded special planning principals providing walkways, appropriate period lighting and other amenities in which the residents can traverse properties without relying upon the automobile. Additionally, an area in Lanoka Harbor bounded by Cedar Creek to South Street along Route 9 should be set aside for the encouragement of maintaining and enhancing the quality of the existing structures.

Wherever possible the property owners should be encouraged to preserve the existing forms and to construct new in keeping with a colonial theme. This is not a dictatorial form of regulation but rather an encouragement to preserve the region for future generations if at all possible and feasible. The ultimate decision must be that of the individual property owner and not that of the township or other governmental agency.

The existing development standards would not change but rather these areas would become special management regions in which new development would be scrutinized to be consistent with the prevalent historical form and not detract from recent initiatives in maintaining the ambience of colonial architecture through the renovation, improvement and creation of the library, community hall, the Worden house and those commercial structures recently rehabilitated by private sector initiatives..

RECYCLING: Perhaps the most important and least understood issue within New Jersey is that of recycling. The State, as well as its neighbors, is being buried under a sea of garbage, and like traffic, is insurmountable without a collective and concerted effort being made.

Lacey Township currently recycles approximately 30% of the eligible waste stream versus the New Jersey average of 39%. This deficiency is not as a result of the efforts of the recycling department and committee but rather a lack of the recognition of the importance of this element by the residents of Lacey. By 1995 the Statewide goal will be a reduction of 60% of the waste stream or a doubling of current levels. In order to achieve this goal all residents must become more proactive in the protection of the ecosystem by responsible management of the waste stream.

Ocean County, on July 18, 1979 adopted its first Solid Waste Management Plan which has been revised periodically to reflect changing circumstances, with the latest revision being December 1990. This revision reinforces the 60% goal and supplements the list to now include mandatory recycling of PET (plastic soda beverage containers), HDPE (plastic beverage containers such as clear milk and water bottles), PVC, corrugated cardboard for commercial establishments; and, office paper for offices with more than 25 employees as well as in all institutions. Leaf and yard residue composting within each municipality is strongly encouraged using natural processes.

The Recycling Center located immediately to the North of the Public Works garage on Municipal Lane has adequate space to accommodate additional bins required for the plastics and corrugated cardboard. The Center is open year around providing convenience for those wishing to bring their residue to the center. In addition Lacey has bi-weekly curb side pick up of newspapers, and cans and bottles throughout all of the residential neighborhoods.

Composted yard waste and leaves are tilled on the closed landfill and a large pile has been made available to residents annually adjacent to the Recycling Center. This composted material has been well received and used by the residents.

In order to promote and encourage recycling Lacey conducts a continuous ad campaign circulated freely throughout the community through local publications. The ad campaign should be continued and reinforced in the future so as to bring Lacey into compliance with the 60% waste stream reduction prior to 1995.

In order to meet the goals of the County and State plan the business community must be brought into harmony with the residential effort, through cooperative efforts and programs. In order to further the goals, a series of guidelines should be established and promoted by the Solid Waste Advisory Council, and the Chamber of Commerce, to include plans for individual business recycling container facilities. The current ordinances should be reviewed to insure effective compliance dates and mechanisms through inducements and or appropriate penalties.

The total cost to Lacey Township for garbage collection in 1989 was \$1,968,591 part of which is reflective of a 63% increase in tipping fees at the Northern Ocean County Landfill in Manchester Township. This charge must be carefully scrutinized in order to determine the benefits and associated costs between private versus public collections.

ENVIRONMENTALLY SENSITIVE LANDS: Much of the undeveloped land lying east of the Parkway consists of environmentally sensitive wetlands which fulfill the role of storm retardation as well as cleansing of the water before it reaches the underlying water regime. Accordingly, it is appropriate to establish a set of criteria which would allow this function to occur while yet allowing the property owner some return on his investment.

There are a variety of New Jersey agencies having permitting authority over these regions, the most important of which is the Division of Coastal Resources, New Jersey Department of Environmental Protection. This agency has developed a set of criteria predicated on existing conditions and the likelihood of fulfilling a regional need which, when analyzed for a particular parcel of land, result in a recommended density guideline based in percentages. For the environmentally sensitive regions, with wetlands or having a relatively high water table and for which sanitary sewer and roadways must be extended, the Coastal Resource and Development Policies recommend a maximum level of development intensity of 3% impervious surface coverage.

Using this as an appropriate density criteria and assuming that the average size house (ground floor area) is approximately 1,300 square feet with an additional 50 square feet required for sidewalks then the minimum permissible lot would be 45,000 square feet or 1.033 acres. Assuming further that a lot would be 200 feet wide and would have a 30 foot wide paved roadway in front of it, again using the 3% criteria would result in a total impervious surface coverage of 143,666 square feet or 3.2 acres per unit. This is the general criteria of the New Jersey Pinelands Commission as well for areas of this nature.

Accordingly, for areas of High Environmentally Sensitivity it is recommended that the maximum impervious surface coverage allowed will be 3% which is an appropriate density for all lands currently undeveloped (1990) and which are either wetlands or have a water regime at or within four (4) feet of the surface. Areas which are already developed will be encouraged to maintain their existing development intensities within the perimeter of the subdivision boundaries. This density allocation is also consistent with the goals and objectives of Tier 7 of the proposed State Development / Redevelopment Guide Plan.

DEVELOPED RESIDENTIAL AREAS

Development trends in Lacey Township have gradually evolved from the historical small lot configuration (20' x 100') of the Barnegat Pines or Forked River Beach areas to larger, more aesthetically pleasing subdivisions such as Quail Hill, Oakfield, or Cranbury Hill. Minimum lot sizes, under zoning, have increased from 7,500 square feet (4 lots per acre) to 15,000 square feet (2 lots per acre), partly as a consequence of the minimum development standards but also due to the environmental consciousness of the individual resident in their desire for larger, more vegetated, lots.

For developed areas within the township where there is a low to moderate environmental sensitivity the N.J.D.E.P. Coastal Resource and Development Policies allow a maximum of 30% coverage for structure and impervious surfaces. Using the 30% criteria and the allowable density guidelines of the current R-75 and R-100 zoning it can be easily demonstrated that the current standards within Lacey are most appropriate.

R-75 Residential Zone

Typical Lot Area 7,500 S.F.

Typical roadway area for 75 foot frontage 1,125 S.F.

Average areas for walks and drives 756 S.F.

Maximum size dwelling (ground floor area) 1,686 S.F.

R-100 Residential Zone

Typical Lot Area 15,000 S.F.

Typical roadway area for 150 foot frontage 2,250 S.F.

Average areas for walks and drives 1,326 S.F.

Maximum size dwelling (ground floor area) 3,427 S.F.

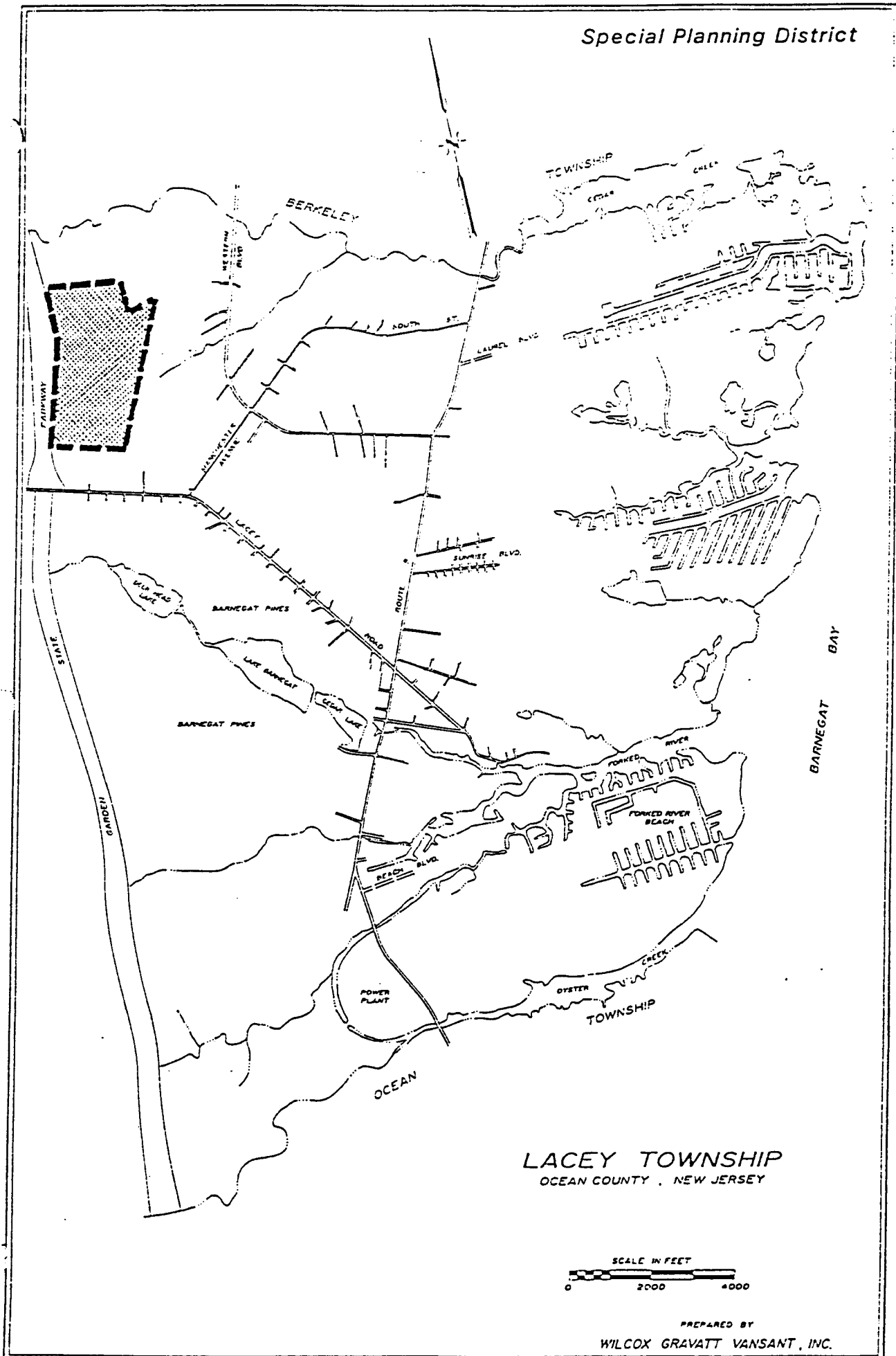
Rather than having the current multiplicity of districts (R-75, R-75A, R-80, etc.) it is more appropriate to establish minimum and maximum performance standards which must be attained for development to occur. In so doing, the master plan and development ordinances are more closely aligned with the philosophy of the Department of Environmental Protection, the County Master Plan, and the Office of the State Planning Commission in density allocations. In keeping with the philosophy of the State and County plans, clustering of dwelling units should be a desirable option but only in areas and of such size as can be adequately supported by the Township of Lacey. Developers proposing this option must provide all relevant documentation and prepare exhaustive studies as to the short and long term effects of this form of development versus that which would be achieved by a conventional scheme.

MANCHESTER AVENUE DISTRICT: Manchester Avenue functions as a major collector of traffic enabling vehicles accessibility to the Garden State Parkway from the northern portion of the Township. Between Lacey Road and the Lanoka Harbor Elementary School there are but a few single family residences which have driveways directly on the roadway. North of the Haines Road/Western Boulevard intersection, a number of subdivisions have recently been built with reverse frontages thereby decreasing the amount of driveway conflicts yet allowing development of the area.

A number of years ago the zoning from Lacey Road to Haines Road/Western Boulevard was upgraded to R-15 requiring a minimum lot size of 1.5 acres. This procedure was taken in order to minimize the development along the roadway so as to maintain the roadways integrity as a major collector. Over the years, several variances were secured for the development of residences and commercial enterprises on lots significantly smaller than specified by the ordinance.

In order to maintain the integrity of the roadway it is recommended that the R-15 zone be continued with appropriate modifications to the ordinances discouraging frontage along Manchester Avenue. This "reverse frontage" concept is consistent with development occurring to the north of the Haines Road/Western Boulevard intersection and due to the paper streets paralleling Manchester Avenue could easily be implemented at a minimum cost to adjacent property owners but of immeasurable benefit to the residents of Lacey.

Special Planning District

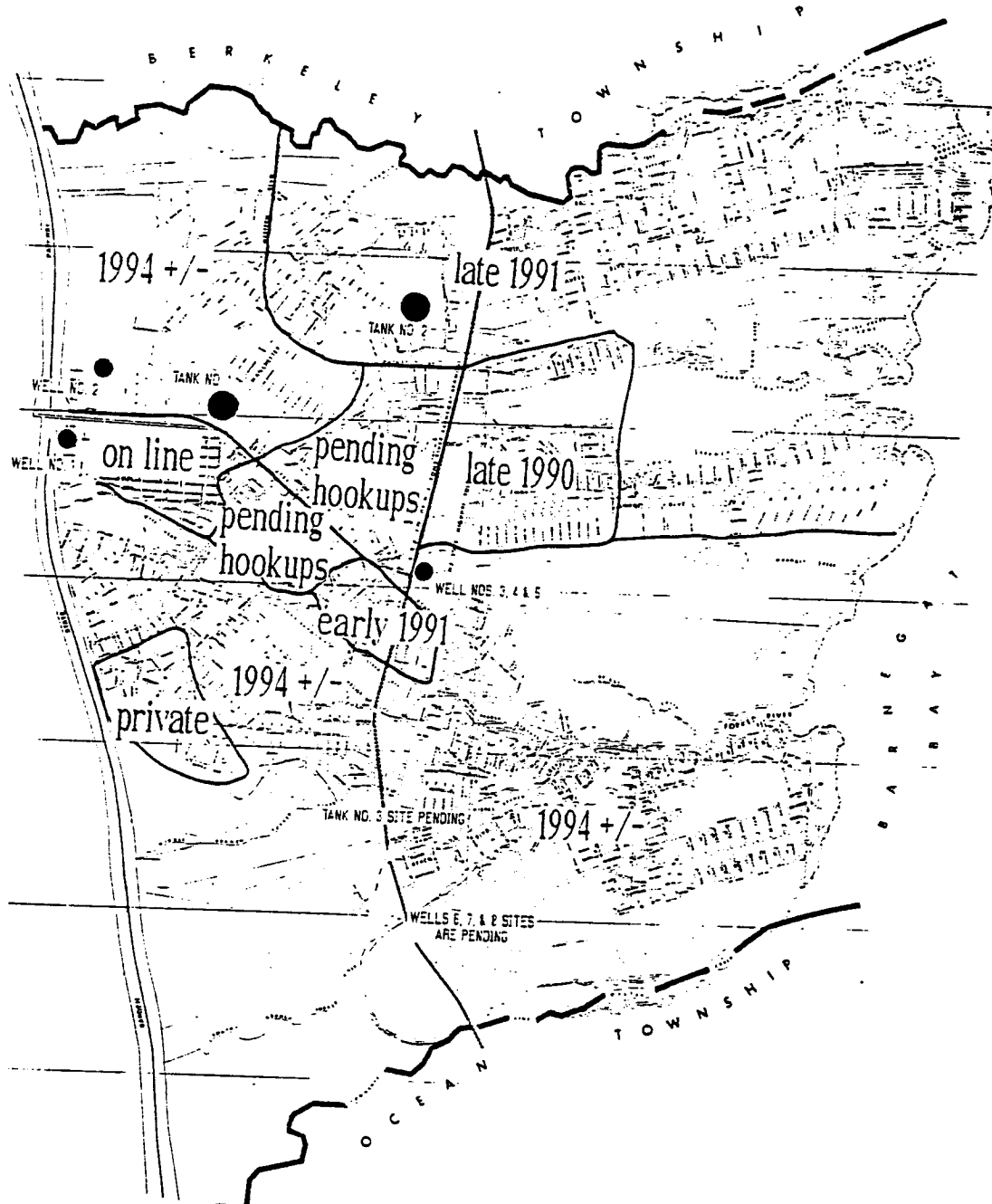


SPECIAL PLANNING DISTRICT: Within the area bounded by the Oakfield Subdivision, as well as municipal and school properties on the east, Elsieah Street (a "paper" street) to the south, the Garden State Parkway to the west, and the edge of wetlands along Cedar Creek to the north, there are several tracts of land, comprising about 280 acres, consisting of soils suitable for a variety of development configurations. The existing zoning within the region is R-100 allocating 2 residential units per acre.

Inasmuch as there are no other suitable areas available within the township which are not either environmentally sensitive or already constrained by development occurring around it, the creation of a district so as to encourage and allow a multitude of uses, particularly low and moderate income housing, under the concept of a planned community is a logical extension of the development trends begun in the 1930's with the creation of the Barnegat Pines Subdivision, provided that the overall current net density of anticipated population (2,465 persons) and traffic generation of 5,697 not be exceeded. (R-100 standards.)

The development of this region would be encouraged under the "cluster" concept or, 'a development of residential, commercial and public uses created so as to preserve desirable open space, conserve floodplains and wetlands as well as provide recreational parks and land for purposes compatible with the residential uses by the reduction of lot sizes and other regulations'. It is recommended that the net density of residential units not exceed 6 units per acre and that the residential area be integrated within an overall development scenario incorporating offices, retail, day care centers as well as related community facilities such as parks, recreational fields, fire and first aid and to encourage walking rather than the use of the automobile wherever possible.

In order not to overly stress the existing environment, a minimum of 40% open space would be required and the dwellings would be segregated in enclaves of approximately 150 units maximum, each with open space or commercial between and intertwined as an integral part of the development.



SOURCE: LACEY TWP
MUNICIPAL UTILITIES
AUTHORITY, AUGUST '90

WILCOX
GRAVATT
VANSANT
Consulting Engineers, Surveyors, Planners
Post Office Box 180
Lacey, WA 98503
Phone (509) 794-1100
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LACEY TOWNSHIP MUNICIPAL UTILITIES AUTHORITY POTABLE WATER CONNECTION DATES

WELL HEAD PROTECTION PROGRAM Recently the Division of Water Resources, New Jersey Department of Environmental Protection, has introduced a new program by which to evaluate the long term degradation of ground water resources by various land uses. The purpose of the program "is to minimize the potential for well pollution, through controls on existing or potential pollutant discharges". The Ocean County Planning Board is working the State to develop the program within the County.

Lacey Township has tentatively been selected as one of the communities to participate in this program within the County. The County's program will evaluate several parameters, and areas of concentration, such as:

- * Identify the well head protection area likely to be affected over 5, 10, 15 and 20 year planning horizons,
- * Measure and verify the protection area through groundwater monitoring,
- * Identify potentially hazardous land use categories
- * Provide recommendations on best management practices and land use controls.
- * Implement the recommendations.

This Master Plan for Lacey Township addresses the concerns of the County initiative by allocating appropriate lands for growth to occur but which are sensitive to the environmental consequences of rampant uncontrolled growth. The existing design guidelines should be scrutinized to assure reasonably cost effective mechanisms are provided to the development community to protect this vital resource.

FEDERAL INITIATIVES: During 1990 two federal programs sponsored by Senator Bradley were discussed by the public, these were;

Pinelands Cultural Resource Center: This program anticipates developing a Resource Center at one or more locations within the New Jersey Pinelands, most likely at existing historic sites owned by the State.

New Jersey Heritage Trails Program: This program is not well defined other than being directed towards developing appropriate corridors in New Jersey from Sandy Hook to Cape May to encourage and facilitate cultural, historical, and tourism educational experiences within the State. A variety of proposals have been presented in order to encourage tourism, to promote an environmental appreciation and understanding or to preserve the cultural and historical nature of the coast.

Although seemingly diverse programs, Lacey Township is ideally geographically situated to maximize the goals of the programs providing educational and cultural opportunities for its residents. With the Garden State Parkway exit and being at the threshold of the New Jersey Pinelands a golden opportunity exists for Lacey to further the goals of the two programs encouraging tourism as a further means of diversifying our local economy.

It is anticipated that a singular structure managed by one organization could fulfill all of the program goals, both federally and local at a minimum expense. In so doing, the recognition of the ecological diversity of the Pinelands would be greatly facilitated and the importance of the area as a important cultural resource would be furthered. The most opportune location for a center of this nature would be immediately North of Lacey Road and West of the Parkway with accessibility to Double Trouble State Park and the Garden State Parkway.

Inasmuch as this would be located within the Preservation Zone of the New Jersey Pinelands it would be appropriate to encourage the purchase or donation of lands near to the Parkway interchange to encourage the Federal Government to construct the facility thereon. In this manner the visual appearance of Lacey Road is significantly improved, the disturbed landscape is enhanced and as sanitary services are relatively nearby, the construction of this facility would not cause environmental degradation and would complement the goals and objectives of the Pineland legislation.

CONCLUSION

This master plan was not created in a vacuum, but rather is a compilation and compromise between ideal planning theories and the realities of the current built environment. It is the balance between the needs of the community on one side and the construction industry on the other.

The future of Lacey Township is one of vision, looking towards the future while recognizing the tremendous currently built out areas of the township fabric. As such it is founded on the principal of recognizing and working with the realities of today - rather than the future - and in so doing, encouraging improvement for future generations to come.

The Planning Board is now faced with the awesome task of implementing and recommending the various mechanisms of change to the governing body. Through the cooperative effort of all agencies of government coupled with the leadership of the governing body of the Township of Lacey, Lacey residents can look forward to a better community in the years ahead. Together, all are working for a better tomorrow.

Township of Lacey
Ocean County
New Jersey

MASTER PLAN

VOLUME 2

LANDS WEST OF THE GARDEN STATE PARKWAY
ALL OF WHICH ARE LOCATED WITHIN THE

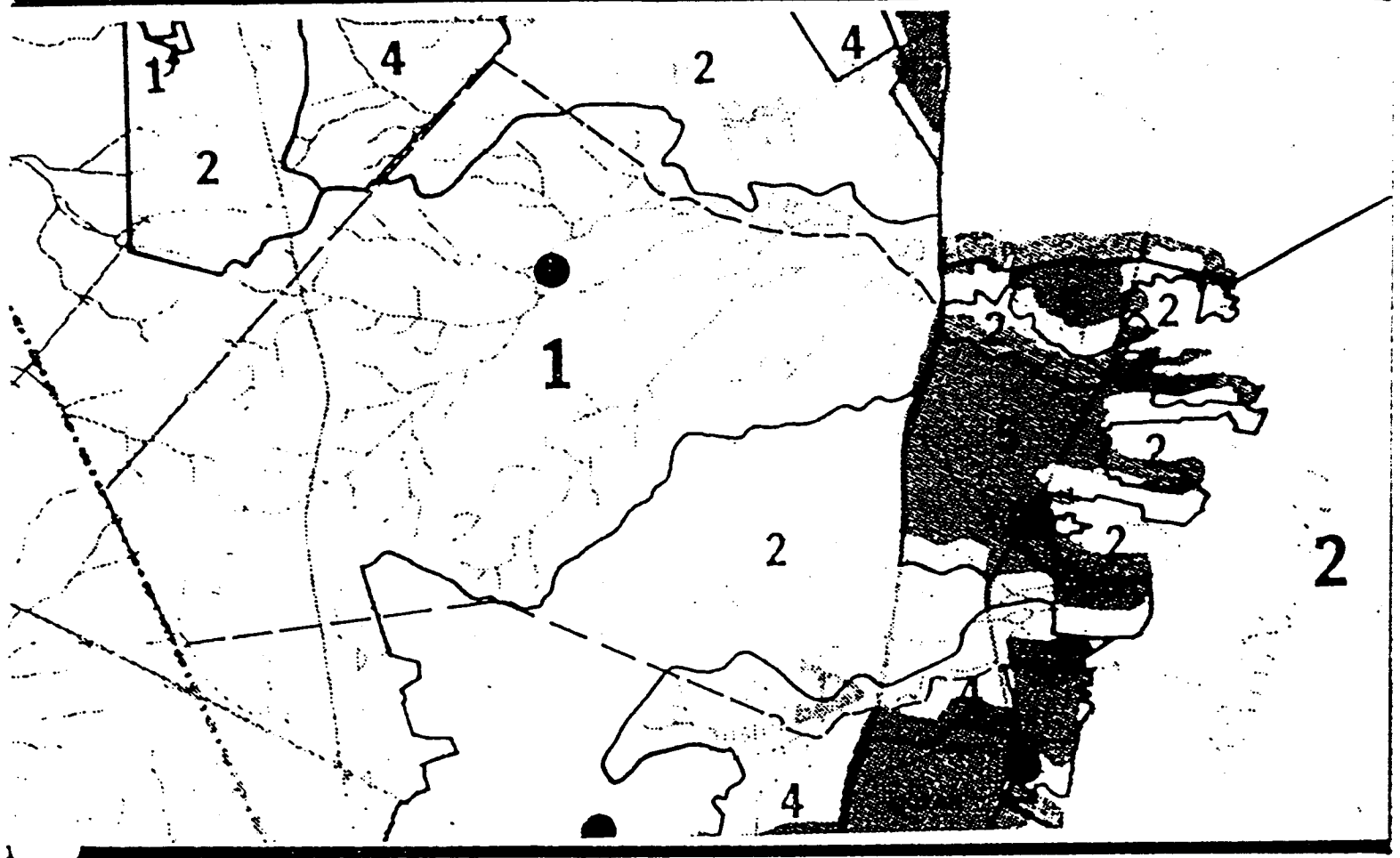
NEW JERSEY PINELANDS

prepared by the
Planning Board of the
Township of Lacey
May 1991
with modifications as suggested by
the Pinelands Commission
May 16, 1991

Plan adopted August 12, 1991

in cooperation with

George A. VanSant, PP PLS
Wilcox Gravatt VanSant, Inc
4 Lakeside Drive South
Forked River NJ 08731
(609) 693 6126



*Portion of Plate 28
Land Capability Map
New Jersey Pinelands Comprehensive Management Plan*

*as it pertains to the
Township of Lacey
for areas both
East and West
of the
Garden State Parkway*

Legend:

- 1 Preservation Area District*
- 2 Forest Area*
- 4 Rural Development Area*
- 5 Regional Growth Area*

RESOLUTION

WHEREAS, pursuant to New Jersey Municipal Land Use Law (C. 40:55D-28) the Lacey Township Planning Board is responsible for preparation, reexamination and amendment to the Municipal Master Plan; and

WHEREAS, the Comprehensive Management Plan adopted by the State of New Jersey, Pinelands Commission, requires conformance of the Lacey Township Master Plan with the Comprehensive Management Plan; and

WHEREAS, in accordance with such requirements, the Planning Board has conducted the necessary study, review and public hearings so as to complete amendments to the Master Plan as required by the Municipal Land Use Law; and

WHEREAS, in accordance with both the requirements of the Municipal Land Use Law and the Pinelands Comprehensive Management Plan, the Planning Board has prepared amendments to the Master Plan; and

WHEREAS, the Pinelands Comprehensive Management Plan mandates certain land use standards within the Township of Lacey west of the Garden State Parkway; and

WHEREAS, the Pinelands Comprehensive Management Plan mandated land use standards require the Township to review and amend its Master Plan so as to best provide for the required management of lands subject to regulation of the Pinelands Protection Act.

NOW, THEREFORE, BE IT RESOLVED by the Planning Board of the Township of Lacey that it is appropriate to develop a Master Plan unique to the New Jersey Pinelands and more specifically, for that region lying west of the Garden State Parkway in Lacey Township by preparing and adopting a separate document entitled Volume 2 of the Comprehensive Master Plan of the Township of Lacey.

This Resolution shall be immediately forwarded to the Lacey Township Committee and to the Lacey Township attorney for their information.

A copy of this Resolution should further be immediately forwarded to the Ocean County Planning Board and the Municipal Clerks of each adjoining municipality.

A copy of Volume 2 to the Master Plan of the Township of Lacey shall also be immediately forwarded to the Ocean County Planning Board by certified mail or personal service.

Lacey Township Planning Board

By _____
Secretary

I, _____, Secretary of the Lacey Township Planning Board, do certify that the foregoing Resolution was duly passed by the Lacey Township Planning Board at a regularly held meeting on the ____ day of _____, 19__.

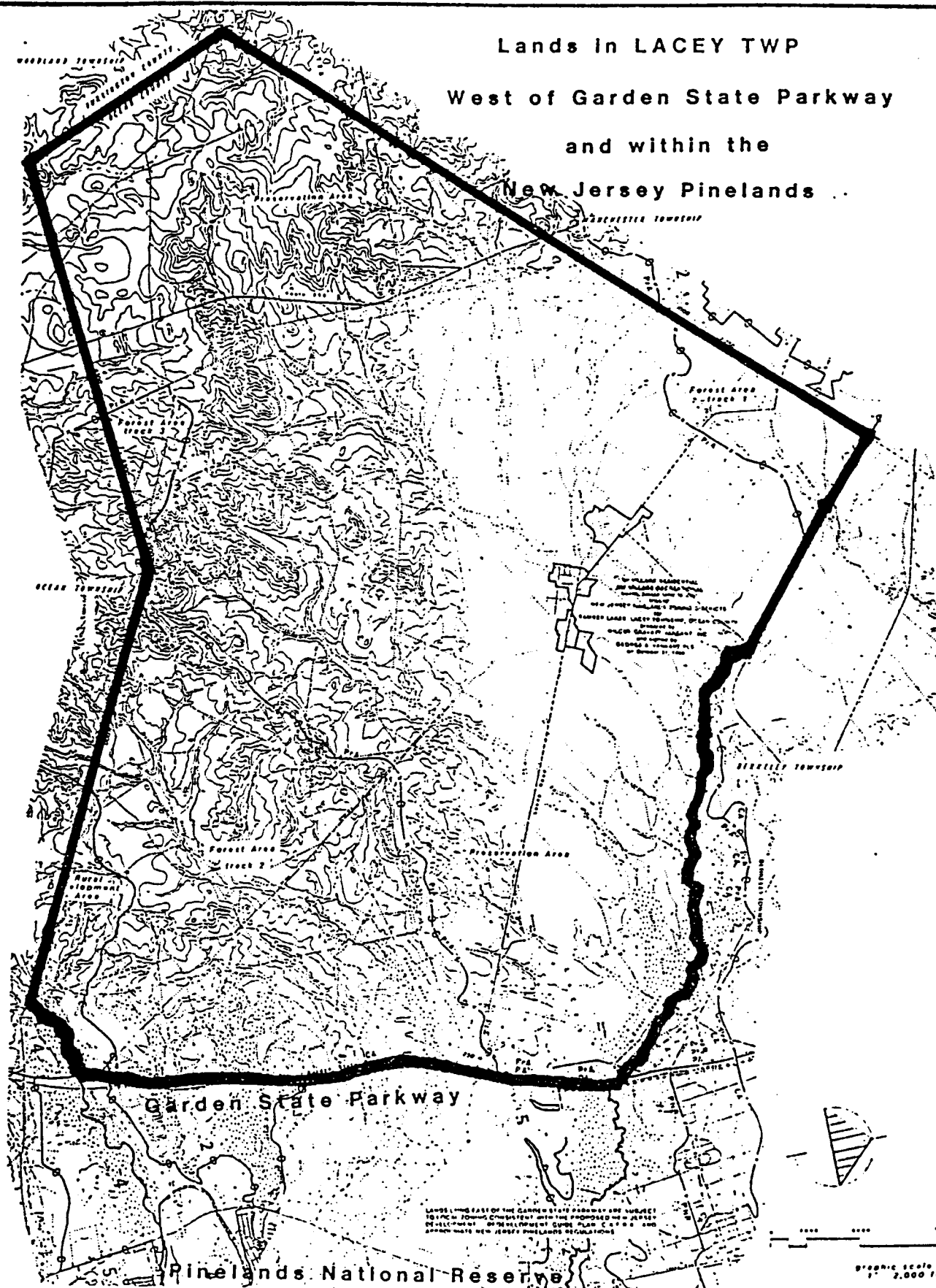
IN WITNESS WHEREOF, I have hereunto set my hand and seal this ____ day of _____, 19__.

Secretary

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West of Garden State Parkway
and within the
New Jersey Pinelands ..



44-38861-1566
 GEORGE A. VANSANT PLS 23910

INTRODUCTION

The adoption of the Pinelands Protection Act by the State of New Jersey in June of 1979 established the New Jersey Pinelands Commission, whose responsibilities included the preparation of a Comprehensive Management Plan (CMP) implementing regional planning and regulating land uses within the Pinelands Area.

The Pinelands Area as delineated by the Pinelands Protection Act consists of approximately 368,000 acres of semi-wilderness Preservation Area and approximately 566,000 acres of Protection Area. All, or portions of, seven (7) counties and fifty-two (52) municipalities within the State of New Jersey are located within the Pinelands Area.

The entire area of Lacey Township west of the Garden State Parkway (42,469 acres) is within the Pinelands Area, which is comprised of approximately 30,632 acres of Preservation Area and an additional 11,837 acres of Protection Area of which 10,874 acres is designated as Forest Area; and 963 acres as Rural Development.

The area of Lacey Township east of the Garden State Parkway is within the Pinelands National Reserve which is defined within the National Parks and Recreation Act of 1978. Although the Pinelands CMP was prepared for the entire National Reserve, the actual regulatory authority of the Pinelands Commission is limited to the Pinelands Area, or that area west of the Garden State Parkway in Lacey Township. The Pinelands CMP requires each municipality with jurisdiction over land located within the Pinelands Area to conform its master plan and land use ordinances to the minimum standards of the CMP.

The Lacey Township Planning Board having evaluated the entire community has developed, and reviewed after conducting public hearings, a Comprehensive Master Plan for areas east of the Garden State Parkway, within the Pinelands National Reserve, as a separate and distinct document. This document was approved by resolution on May 13th and is entitled "Township of Lacey, Ocean County, New Jersey, MASTER PLAN".

This document, Volume 2, as adopted by the Lacey Township Planning Board, addresses the goals and objectives of Lacey Township with respect to areas West of the Parkway and within the guidelines of the Pinelands comprehensive Management Plan. The primary purposes of this additional volume to the Lacey Township Master Plan is to promote and preserve the unique natural, physical and cultural qualities of the Township's Pinelands Area. In accordance with that purpose, the Governing Body, after review by the Planning Board, has adopted a Township zoning ordinance amendment incorporating the Pinelands CMP density standards and environmental standards necessary to effectuate the programs and land use proposals.

This Volume to the Comprehensive Master Plan of Lacey Township supplements the comprehensive Master Plan for the Township of Lacey, providing for appropriate land uses for properties west of the Garden State Parkway.

GOALS AND OBJECTIVES

The future growth of Lacey Township, for areas West of the Garden State Parkway, can be guided by four (4) main goals assisted by appropriate objectives and implementation strategies; within five (5) key management areas: Land Use, Capital Facilities, Economic Development, Housing as well as Transportation.

GOALS:

1. Maintain the existing quality of life of Lacey Township residents.
2. Provide contiguous land areas and compatibility among uses so as to protect sensitive natural areas, resources, and wildlife for future generations.
3. Encourage residential development at appropriate densities while providing for aesthetic and economic diversities.
4. Situate new development in locations which maintain the attractive character of Lacey Township.

LAND USE OBJECTIVES

- A. Establish a coordinated and comprehensive approach to development.
 1. Maintain consistency of documents (master plan, zoning ordinance, capital improvement plan) so as to eliminate redundancy, confusion, and its consequent needless expenditure of funds.
 2. Review local administrative procedures and land development regulations to ensure that development opportunities are not hampered by unnecessary and costly regulatory delays.
 3. Manage development to preserve and enhance the unique character of the Pinelands.
 4. Maintain appropriate professional capability to formulate and implement development activities.
- B. Promote a diverse and efficient land development pattern.
 1. Prepare detailed community design plans and standards.
 2. Provide for mixed-use patterns of development where the land is of such size and configuration as to permit energy efficient alternatives without impacting the existing development pattern of Lacey.
 3. Manage development so that traffic will not exceed the capacity of the existing road network.
 4. Ensure a reasonable balance among all land uses.
 5. Encourage architectural design consistent with the residential and historical characteristics of Lacey Township and the New Jersey Pinelands.
- C. Recognize and implement appropriate statutory regulations and authorities of other reviewing agencies.
 1. Identify, protect and preserve natural resources.
 2. Ensure environmentally sensitive areas are given high priority for public acquisition.
 3. Prevent the degradation of, maintain, and enhance the capability of water resources.
 4. Ensure that development will have safe and adequate wastewater treatment facilities.
 5. Ensure that development will have safe and adequate potable water sources.
 6. Maintain consistency with adjacent municipalities and appropriate governmental programs, rules and regulations.
- D. Establish and promote an active open space system for the enjoyment of Lacey residents.
 1. Prioritize the acquisition and development of existing open space for active or passive public recreational use.

2. Encourage the development of sufficient recreational facilities that can benefit all age groups within all areas of the township in future years.

CAPITAL FACILITIES PLANNING OBJECTIVES

- A. Prioritize capital facilities and services that are compatible with development.
 1. Develop and adopt a Six Year Capital Improvement Program.
 2. Review existing regulations, policies, and programs to maximize infrastructure maintenance and improvements efforts.
 3. Plan for and provide locations for future emergency service facilities necessary to service future development as projected by the land use plan.
- B. Support appropriate infrastructure development
 1. Provide support for off-tract capital facilities with the private sector paying its fair share.
 2. Maximize the maintenance and improvement of infrastructure necessary to support growth.

ECONOMIC DEVELOPMENT OBJECTIVES

- A. Establish a coordinated and comprehensive approach to economic development
- B. Encourage economic development that is appropriate and compatible
 1. Encourage mixed-use patterns of development at appropriate locations and entities.
 2. Expand the economic base of Lacey Township introducing ratables while maintaining economically and environmentally compatible growth.
 3. Encourage energy efficiency and resource recycling programs.

HOUSING OBJECTIVES

Establish a coordinated and comprehensive approach to concentrate housing development and expand the range of choices with respect to income groups

1. Encourage housing densities based on the carrying capacities of existing infrastructure and natural resources.
2. Encourage a wide range of housing choices at reasonable cost.
3. Streamline the permitting process by the continual review and updating of development and construction codes.
4. Support the expansion of housing at a reasonable cost at appropriate sites.
5. Establish and maintain a vigorous code enforcement program.
6. Plan for improved housing design.
7. Cooperate in meeting housing need allocations.
8. Devise strategies in coordinating housing with community services, economic development, and employment opportunities as well as education and public safety efforts.
9. Minimize displacement effects.
10. Establish a relationship between development and housing needs likely to be generated.
11. Develop a plan for the Township of Lacey to meet its adjusted Mount Laurel fair share obligation in providing appropriate areas for low and moderate income housing.

TRANSPORTATION OBJECTIVES

Establish adequate levels of transportation facilities and services to meet current and projected needs

- 1. Ensure that future planning activities and initiatives provide for existing and anticipated land uses, traffic demands, and regional concerns.**
- 2. Ensure areas are sufficiently linked with major highway and public transportation corridors.**
- 3. Ensure public transportation services are maintained.**
- 4. Provide for scenic and view corridors along all roadways within the Pineland Region.**

NATURAL RESOURCE INVENTORY

Lacey Township's abundant natural resources include typical Pineland landscapes and ecosystems, with extensive undisturbed acreages of upland and lowland vegetation complexes. Habitat diversity of both rare and common plant and animal species is found throughout the region with both the Pinelands Curly Grass Fern and the Pine Barrens Tree Frog commonly found within the Township. Lacey also contains habitat for one of the last known strongholds of the Timber Rattlesnake.

Stream systems draining the Pinelands Area of Lacey Township are, for the most part, characteristic of undisturbed Pineland streams. These streams include the Cedar Creek, Forked River, Oyster Creek, headwater of the North Branch of the Rancocas Creek and headwaters of the Wading River. These streams typify the acidic and nutrient poor conditions of the Pinelands and support assemblages of Pineland aquatic species.

Natural features occurring within Lacey's Pinelands Area include Webbs Mill, a famous botanical site, as well as the Forked River Mountains. Extensive cedar swamps also parallel many of Lacey's stream courses.

By reference, Volume 2 of the Lacey Township Master Plan adopts and incorporates, as a prelude to planning, the Pinelands Comprehensive Management Plan as the Township's Pinelands Areas Natural Resource Inventory. The Comprehensive Management Plan provides information on Pinelands vegetation, soils, wetlands, endangered and threatened plants, wildlife, threatened and endangered birds, reptiles and amphibians and other natural resource data.

A comprehensive inventory of Pinelands natural resources is maintained and available for review at the office of the Pinelands Commission. Users of the data should recognize that the available natural resource inventory and mapping is of a generalized nature and may not provide site specific data in sufficient detail for the purpose of preparing individual development proposals.

LACEY TOWNSHIP PINELANDS AREA MANAGEMENT PROGRAMS

Volume 2 Lacey Township Master Plan, herein adopts by reference the following management programs of the Pinelands CMP. Furthermore, the Master Plan recommends inclusion and adoption within the Lacey zoning ordinance of the minimum standards of the CMP necessary to implement these programs.

WETLANDS

Coastal and inland wetlands constitute vital elements of the ecological character of Lacey Township. They are critical habitats for many threatened and endangered plants and animal species and play many other important roles including the maintenance of surface and ground water quality. The Wetlands Program, as contained within Subchapter 6, Part 1 of the CMP, is adopted by the Planning Board as the minimum program necessary to protect the long term integrity of wetlands.

VEGETATION

Vegetation represents the most visible element of the essential character of the Pinelands within Lacey Township and constitutes the fundamental structure of wildlife habitats, including the habitats of several species which are designated as threatened or endangered. The Pinelands landscape of Lacey Township is comprised of a mosaic of plant associations which reflect the interaction of water, soil, topography, fire and human influence. The continued integrity of Lacey's Pinelands vegetation is essential to the preservation and maintenance of the essential character of the Pinelands. Therefore, within the Township's Pinelands Area, vegetation clearing should be limited to authorized forest activities, fire hazard mitigation, preparation of agricultural fields and the minimum clearing necessary to permit construction of development or land use authorized by the Lacey Township zoning ordinance. In addition, landscaping material employed in Lacey's Pinelands Area must be compatible with native vegetation in order to preserve the visual and ecological character of the Pinelands.

Volume 2 of the Lacey Township Master Plan herein adopts by reference the Vegetation Program contained within Subchapter 6, Part 2 of the CMP as the minimum program necessary for protection of the integrity of Pinelands vegetation.

FISH AND WILDLIFE

The Pinelands environment supports a rich diversity of fish and wildlife species. Many threatened or endangered species are found in the Pinelands and they, together with the other fauna of the area constitute an important part of the essential ecological character of the Pinelands that requires careful management and protection.

Volume 2 of the Lacey Township Master Plan herein adopts by reference the Fish and Wildlife Program contained within Subchapter 6, Part 3 of the CMP as the minimum program necessary for protection of fish and wildlife within the Township's Pinelands Area.

FORESTRY

Forest vegetation represents a unique and financially valuable part of the essential character of the Pinelands. If they are properly managed, Pinelands forest represent significant economic opportunities to their owners while perpetuating the overall ecological value to the Pinelands.

The Master Plan encourages commercial forestry that will maximize forest land value and provide for the long term economic and environmental integrity of the Pinelands. Therefore, Volume 2 of the Lacey

Township Master Plan herein adopts by reference the Forestry Program contained within Subchapter 6, Part 4 of the CMP as the minimum program necessary for protection of the integrity of Pinelands forests within the Township.

AGRICULTURE

Agriculture is an important element of the Pinelands economy and plays a significant role in the conservation of the essential ecological character of the Pinelands. In particular, the dependency of berry agriculture on pristine water, has contributed greatly to the ecological stability of the Pinelands. However, the long term vitality of agricultural activity depends upon protection from competing land uses and continued use of agricultural practices that conserve the soil and water resources of the Pinelands.

Volume 2 of the Lacey Township Master Plan herein adopts by reference the Agricultural Program contained within Subchapter 6, Part 5 of the CMP as the minimum program necessary to protect the integrity of agriculture in the Pinelands.

RESOURCE EXTRACTION

Sand, gravel, and other mineral resources are important Pinelands values that have been commercially utilized in the past. Such activity can provide a substantial economic benefit to landowners; however, it is critical that such activities do not conflict with other values of the Pinelands. The Lacey Township Master Plan intends to ensure that extraction activities do not adversely affect long term ecological values in the Pinelands, and that abandoned extraction sites will be restored so that they will be a functional part of the Pinelands ecosystem.

Volume 2 of the Lacey Township Master Plan herein adopts by reference the Resource Extraction Program contained within Subchapter 6, Part 6 of the CMP as the minimum program necessary to manage resource extraction operations within the Township.

WASTE MANAGEMENT

The disposal of untreated solid and liquid waste by application to land in the Pinelands represents a substantial threat to surface and ground water quality. It is the intent of Volume 2 of the Lacey Township Master Plan to support a program to protect the Pinelands from degradation resulting from waste disposal activities.

Volume 2 of the Master Plan herein adopts by reference the Waste Management Program contained within Subchapter 6, Part 7 of the CMP as the minimum program necessary for waste management within the Township.

WATER QUALITY

An essential element of the overall ecological value of the Pinelands environment is its extensive surface and ground water resources of exceptional quality. The Pinelands Protection Act provides that the CMP protect and maintain the quality of surface and ground water through the control of development and land use, and close cooperation and coordination with local, state and federal agencies of government. The Lacey Township Water Quality Management Program is intended to protect and preserve surface and ground waters of the Pinelands to ensure that random and uncontrolled growth and development will not degrade the Pinelands environment.

Therefore, Volume 2 of the Lacey Township Master Plan herein adopts by reference the Water Quality Management Program as contained within Subchapter 6, Part 8 of the CMP as the minimum program

necessary for the protection of surface and ground water quality within the Township. Nothing within the Water Quality Program of Subchapter 6, Part 8 of the Pinelands CMP is applicable to agricultural activities except as otherwise provided by state or federal regulation.

AIR QUALITY

Air quality in Lacey is important to the character and ecology of the Pinelands. It is the intent of the Lacey Township Master Plan to ensure that the quality of air in the Pinelands region is protected and enhanced.

Volume 2 of the Lacey Township Master Plan herein adopts by reference the Air Quality Management Program contained within Subchapter 6, Part 9 of the CMP as the minimum program necessary for the protection of air quality in the Pinelands and the Township.

SCENIC RESOURCES

The Pinelands is a complex of environmental values that present a definable visual character to residents and visitors. This character contributes substantially to the attractiveness of the area and, therefore, is an important element of the area's economy. Volume 2 of the Lacey Township Master Plan encourages development that will take advantage of and enhance the visual character of the Pinelands.

Volume 2 of the Lacey Township Master Plan herein adopts by reference the Scenic Program contained within Subchapter 6, Part 10 of the CMP as the minimum program necessary for the protection of the scenic values of the Pinelands within the Township.

FIRE MANAGEMENT

Forest vegetation represents a significant wildfire threat to structures developed within the Pinelands. Therefore, development within the Pinelands must conform to certain requirements in order to protect life and property from catastrophic forest fires and ensure the maintenance of the Pinelands forest ecosystems.

Volume 2 of the Lacey Township Master Plan herein adopts by reference the Fire Management Program contained within Subchapter 6, Part 11 of the CMP as the minimum program necessary to protect life and property and ensure the maintenance of the Pinelands forest ecosystem.

RECREATION

The Pinelands are an important recreational resource. It is the purpose of the Lacey Township Master Plan to protect those natural resources necessary for compatible recreational uses, promote diverse recreational opportunities in a manner that minimizes land use conflicts, promotes the location of low intensity recreational uses in undeveloped areas, and promote intensive recreational uses in developed areas. Volume 2 of the Lacey Township Master Plan herein adopts by reference the Recreation Program contained within Subchapter 6, Part 13 of the CMP as the minimum program necessary to protect and enhance recreational resources.

HISTORICAL, ARCHAEOLOGICAL AND CULTURAL PRESERVATION

The Pinelands Commission or Lacey Township may designate historic districts and historic, archaeological or cultural resources in furtherance of public purposes as included within Subchapter 6, Part 14 of the CMP.

Volume 2 of the Lacey Township Master Plan herein adopts by reference this Historic, Archaeological and Cultural Management Program of the CMP as the minimum program necessary for protection of such resources.

The Planning Board recommends adoption within the Township zoning ordinance of the applicable Pinelands CMP standards necessary to implement the Lacey Township Master Plan Historical, Archaeological and Cultural Preservation Program. It is further recommended that the Planning Board serve as the Historic, Archaeological and Cultural Preservation Board referred to in the Pinelands CMP and assume the powers and duties set forth therein regarding the designation of historic resources and districts and the issuance of certificates of appropriateness to govern development associated with those designations. In carrying out these duties, the Planning Board should rely upon the advice and assistance of the Township's Historic Sites Committee.

LAND USE PLAN

Volume 2 of the Lacey Township Master Plan herein adopts by reference the Land Capability Plan, Plate 28 of the Pinelands CMP, as the Township's Pinelands Area Land Use Plan. The Lacey Township Pinelands Area Land Use Plan is comprised of four (4) land use categories, the Preservation Area, the Forest Area, the Rural Development Area and the Village of Bamber.

Land Areas New Jersey Pinelands			
Total Land in Lacey within the Pinelands			42,469 Acres
Preservation Area			30,632 Acres
Part of which consists of:	Bamber Village	347	
	Village Rec.	59	
Protection Area			11,837 Acres
Consisting of	Forest	10,874	
	Rural	963	

PRESERVATION AREA

The Pinelands Area of Lacey Township, west of the Garden State Parkway, comprises 42,469 acres (66.4 square miles). Of that, 30,632 acres or 72.1% is within the Pinelands Preservation Area. The Preservation Area of Lacey Township encompasses practically all but the southeastern section of the Township's Pinelands Area (see Land Capability Plan, Plat 28, Pinelands CMP).

The Preservation Area is the heart of the Pinelands environment and is an area of significant environmental and economic values which are especially vulnerable to degradation. It is a large, contiguous area of forests, transected by a network of pristine wetland, streams and rivers, all of which support diverse plant and animal communities. This area is extremely sensitive and must be protected from development pressure and land uses that adversely affect its long term ecological integrity.

The delineation of the Pinelands Preservation Area within the Lacey Township land Use Plan is, as required by law, identical to the Preservation Area description contained within the Pinelands Protection Act.

The Lacey Township Master Plan envisions land uses within the Preservation Area that are compatible with maintaining its long term ecological integrity. The Master Plan proposes the following generalized land uses in the Preservation Area of Lacey Township

1. Berry agriculture or horticulture and agriculture employee housing as an accessory to an active agricultural operation
2. Forestry
3. Fish and wildlife management
4. Necessary public service infrastructure to service the Preservation Area.
5. Home occupations

The Pinelands CMP also establishes a regional transfer of development rights program as a means to further protect lands in the Preservation Area from development, encouraging development in designated growth areas and providing an additional "transferable use" for Preservation Area lands which may help property owners realize a greater return for their land than would otherwise occur if developed for the limited uses permitted within the Preservation Area. This program is summarized later in this document.

The master plan recommends the following land uses be considered as conditional uses within the Preservation Area of Lacey Township

1. Residential dwelling units on 3.2 acre lots provided the applicant meets, among other requirements as specified within the CMP, the cultural, social or economic link to the essential character of the Pinelands.
2. Low intensity recreation
3. Continuation of existing mining operations in accordance with the requirements of Chapter 63 of the Lacey Township Code.

PROTECTION AREA

Lands west of the Garden State Parkway within Lacey Township and not within the Preservation Area, are within the Pinelands Protection Area. The Protection Area of Lacey Township is comprised of approximately 11,837 acres, representing 27.9% of the Township's total Pinelands Area. This region is further subdivided into separate groups, each of which having distinctively different land use capabilities and capacities.

Forest Area

Of the 42,469 acres of total Pinelands Area within Lacey Township, 10,874 or 25.6% is classified Forest Area by the Township's Land Use Plan. The majority of Lacey's forest Area (9,083 acres) is located within the southeastern corner of Lacey's Pinelands Area; adjacent to both the Ocean Township municipal boundary and the Garden State Parkway.

Two small Forest Areas, noncontiguous to Lacey's primary Forest Area, are located within the Township. The first contains 523 acres and is located just west of Lacey's primary Forest Area. The second is located in the extreme northwestern corner of the Township and contains 1,268 acres. Both of these represent portions of larger forest areas extending into Ocean, Barnegat, Berkeley and Manchester Townships.

Forest Areas are undisturbed forested portions of the Protection Area which support characteristic Pinelands plant and animal species. These areas are an essential element of the Pinelands environment and are very sensitive to random and uncontrolled development.

The Pinelands Comprehensive Management Plan allocates one (1) dwelling unit for every 15.8 acres of uplands within the Forest Area. The CMP allocates 466 total dwelling units to Lacey Township's Forest Area which, based upon the approximate 10,874 acres of total land area within the Township's Forest Area, results in a uniform density of one (1) dwelling unit per 25 acres.

The master plan recommends the following typical land uses be permitted within Lacey's Forest Area:

1. Residential dwelling units at a density of one (1) unit per 25 acres.
2. Agriculture uses according to the standards currently within the Township zoning code as well as agricultural employee housing as an accessory use to active agricultural operations.
3. Forestry.
4. Fish and wildlife management.
5. Public service infrastructure necessary to serve the Pinelands.

The master plan further recommends that the following land uses be considered conditional uses within the Forest Area of Lacey Township

1. Residential dwelling units on 3.2 acre lots provided the applicant meets, among other requirements as specified by the CMP, the cultural, social or economic link to the essential character of the Pinelands.
2. Low intensity recreational uses.
3. Institutional uses.

4. Pinelands resource related industrial or manufacturing.
5. Mining.
6. Agricultural commercial establishments.
7. Roadside retail and service establishments.

Rural Development Area

Of the 42,469 acres of Pinelands Area within Lacey Township 963 acres or 2.3% are classified by the CMP as Rural Development Area. Lacey's Rural Development Area is located within the extreme southeastern corner of the Township, immediately bounded by Ocean Township and the Garden State Parkway.

Rural Development Areas are lands which are slightly modified and may be suitable for limited future development subject to strict adherence to the environmental performance standards of the Lacey Township Master Plan and as further provided in the Township zoning ordinance. Rural Development Areas represent a balance of environmental and development values that are intermediate between the pristine Forest Area and existing growth areas.

Lacey township's Rural Development Area is located in an undeveloped, remote portion of the Township. Access to the area is extremely limited and is generally only from Ocean Township. Classification of these lands drained by Oyster Creek as Rural Development was primarily in recognition of the slightly disturbed nature of a subwatershed to the south.

The difficulty of providing municipal services to the remote CMP established Rural Development Area precipitated an investigation into the feasibility of relocating the Rural Development Area to another Section of the Township. The proposed relocation of the Township's Rural Development Area was explored and examined by the Township during formulation of the master plan. An alternate location for Lacey's Rural Development Area was identified within the Township's Forest Area south of Lacey Road, near the intersection of Lacey Road and the Garden State Parkway. Although a specific configuration for the relocated Rural Development Area acreage has yet to be determined, the concept of relocating the Rural Development Area is encouraged by this master plan. While the master plan clearly supports the proposed relocation, until further review and analysis of such a relocation is completed, the master plan recommends retaining the present location of the Rural Development Area.

Establishment of a recommended minimum lot size for the Rural Development Area was determined as follows:

Although the CMP permits the Township to zone for residential development on the basis of 1 home for every 3.2 acres of upland, the Planning Board recommends a less intensive density on the basis of the area's remoteness, undeveloped character, and soil conditions which substantially limit the placement of on-site septic systems. Of the total district, only approximately 250 acres of land are suitable for development with on-site septic systems. Allocating one home for every 3.2 acres of these lands which have seasonal high water tables of five feet or greater results in a gross density of 1 home for every 11 acres of land.

Additional permitted land uses compatible with Lacey's Rural Development Area include the following:

1. Churches
2. Schools

3. Public buildings
4. Parks, playgrounds and recreational facilities
5. Library and museums
6. Agriculture and accessory agricultural employee housing
7. Agricultural employee housing accessory to active agricultural operations.
8. Roadside farm stands

The master plan proposes that the following types of land uses be considered conditional uses in the Rural Development Area:

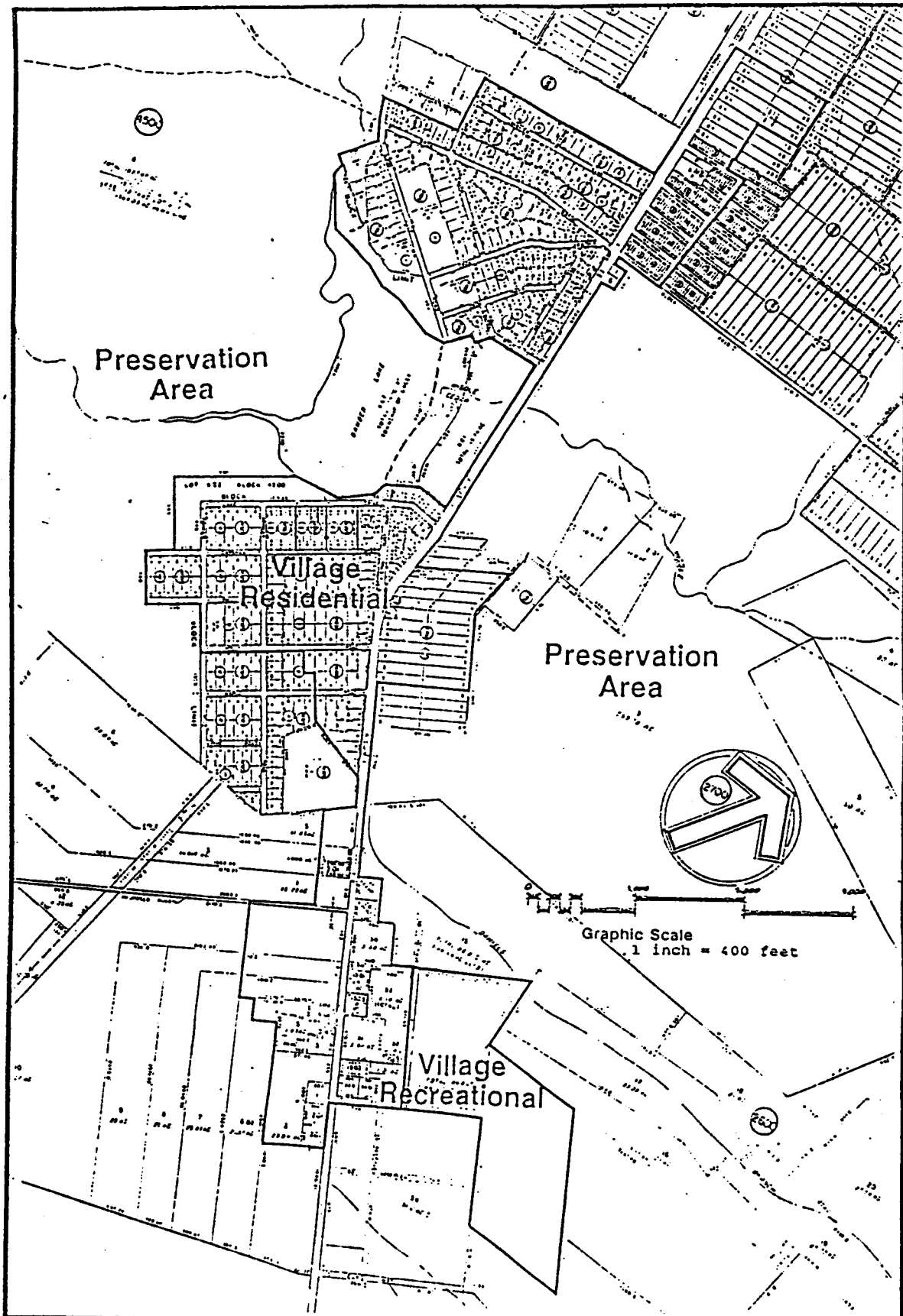
1. Uses similar in character to the permitted uses in the Rural Development Area.
2. Residential dwelling units on 3.2 acre lots provided the applicant meets, among other requirements of the CMP, the cultural, social or economic link to the essential character of the Pinelands
3. Nursery schools or day care centers
4. Cemeteries
5. Mining

Bamber Lake Village

The Lacey Township Master Plan, in addition to the Pinelands CMP, recognizes the Village of Bamber Lake as an existing community within the Pinelands Area which is appropriate for residential development compatible with its existing character.

The Village of Bamber Lake is located entirely within the Pinelands Preservation Area. The Village as envisioned by the Planning Board comprises approximately 406 acres, of which it is recommended that 347 acres be utilized as residential area and the remaining 59 acres be utilized as a recreational area. The Village land use map appended to this plan identifies the boundaries of the Village.

Due to the absence of public sanitary sewer, the minimum lot size of the Village is one (1) acre with an alternative on site septic system and 3.2 acres with a conventional on site septic system. At the request of many Bamber residents, the Township pursued a proposal with the Pinelands Commission which would have permitted residential development on a half acre lot as long as another half acre lot within the village area would be deed restricted to prevent residential development. An alternative system entitled the "RUCK" system would service the lot to be developed in an effort to keep localized groundwater pollution problems to a minimum. Although the Pinelands Commission embraced the concept, it advised the Township that until the RUCK system has been fully tested and evaluated, it is premature to assume such a high level of nitrate-nitrogen attenuation. Thus, for the time being, this septic system can be permitted on one acre lots on a trial basis. Recent testing by the Pinelands Commission has indicated that the system does reduce the nitrate nitrogen levels but not to the degree required and that the success of the system is heavily dependent on extensive homeowner maintenance. Accordingly this may no longer be a viable alternative.



New Jersey Pinelands Zoning Districts
for
Bamber Lakes, Lacey Township, Ocean County

prepared by:

Wilcox Gravan VanSant, Inc.
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Forwood River, New Jersey
(609) 693 6726

George A. Vansant - *March 4, 1990*
GEORGE A. VANSANT PLS 23919

It is important to note that since Bamber Village is located in the Preservation Area, the inclusion of lands within the Village Area eliminates their eligibility for Pinelands Development Credits. Therefore, the inclusion of lands within the village that are not suitable for residential development due to environmental constraints, such as wetlands or a seasonal high water table close to the ground's surface would be a disservice to the residents and property owners of the area.

The master plan recommends the following typical land uses be permitted in the Village:

1. Detached single family dwellings
2. Rest homes
3. Churches
4. Schools
5. Public buildings
6. Recreational facilities
7. Clubs and social organization buildings
8. Agriculture according to the standards currently within the Township's zoning code

The master plan further recommends that the following land uses be considered conditional uses in the Village:

1. Uses similar to permitted uses in the Village
2. Nursery schools and day care centers
3. Cemeteries

Within the Village of Bamber Lake, the master plan further recommends establishment of a 59 acre Village Recreational land use area. The area so recommended currently is in public ownership. The purpose of this area would be to permit public recreational facilities, non-profit recreational and community buildings including social and fraternal organizations not commercial in character, forestry and fish and wildlife management.

The master plan also recommends the following land use as conditional use in the Village Recreational Area:

1. Residential dwelling units on 3.2 acre lots provided the applicant meets, among other requirements as specified in the CMP, the social, cultural or economic link to the essential character of the Pinelands.

NATIONAL RESERVE

All lands within Lacey Township lying east of the Garden State Parkway are located within the Pinelands National Reserve. These lands are subject to Coastal Area Review Act Regulations as well as a host of other constraints imposed by local, county and state agencies as well as large developments must be consistent with the growth management of the CMP.

PINELANDS DEVELOPMENT CREDIT PROGRAM

If land use and development of the Pinelands is concentrated in Regional Growth Areas, the Pinelands as a region can tolerate additional development without damaging the Pinelands environment. It is the purpose of the Lacey Master Plan to facilitate such patterns of growth and development by providing landowners in the Preservation Area with an opportunity to secure an additional beneficial use of their land without the risk of damaging the essential ecological character of the Pinelands.

The Lacey Township Master Plan herein adopts by reference the Pinelands Development Credit (PDC) Program contained within Subchapter 5, Part 4 of the CMP.

HOUSING

Since Lacey's development potential west of the Parkway is greatly constrained by the Pinelands CMP, much of the future demand for housing will have to be met east of the Parkway.

UTILITIES WATER AND SEWER

The Lacey Township Master Utilities Plan does not propose sanitary sewer within the Pinelands Area of Lacey Township.

COMMUNITY FACILITIES

The Lacey Township Master Plan, Community Facilities Plan does not indicate existing or proposed community facilities within Lacey's Pinelands Area. However, the village recreational area within Bamber Village may permit the Township to develop community recreational facilities to serve the village residents in the future.

ENERGY CONSERVATION

All development within the Pinelands Area of Lacey Township must be carried out in a manner which promotes energy conservation.

COORDINATION OF MASTER PLAN WITH ADJACENT MUNICIPALITIES

Barnegat Township

Lacey Township shares a common southwestern municipal boundary with Barnegat Township. Within Lacey, this common boundary is primarily Preservation Area, with a smaller Forest Area. Both of these management areas are compatible with the Preservation and Forest Areas zoning within Barnegat. Barnegat has established an industrial one within its forest area.

Berkeley Township

Lacey Township shares a common northern municipal boundary with Berkeley Township. Berkeley's Forest and Preservation Areas zoning conforms with these same areas as designated in Lacey.

Ocean Township

Lacey Township shares a common southeastern municipal boundary with Ocean Township. The Rural Development and Forest Areas of Lacey are compatible with the same management areas and their zoning within Ocean Township. The Ocean Township Zoning Map designates rural residential and conservation land use within its rural development area. Ocean Township's Zoning Map further designates low density residential and resource industrial within its Forest Area.

Manchester Township

Lacey Township's common northwestern municipal boundary with Manchester Township is compatible with the Preservation Area zoning of southeastern Manchester and the Forest zoning eastern Manchester.

Woodland Township, Burlington County

The Preservation Area along Lacey's common westerly municipal boundary is compatible with the Preservation Area within Woodland Township.

ADDENDA
Compilation of Permitted Uses
and
Minimum Property Standards

<u>Permitted Uses</u>	<u>PA</u>	<u>FA</u>	<u>RD</u>	<u>VR</u>	<u>VRC</u>
Agriculture & Horticulture	Y	Y		Y	
Agricultural Employee Housing	Y	Y	Y		
Forestry	Y	Y			
Fish & Wildlife Management	Y	Y			
Public Service Infrastructure	Y	Y	Y	Y	
Sewer Treatment & Collection Facilities				Y	Y
Home Occupations Within an Existing Dwelling	Y				
Pinelands Development Credits	Y				
Beekeeping	Y				
Detached Single Family	*	Y	Y	Y	*
Places of Worship			Y	Y	
Public & Parochial Schools			Y	Y	
Public Recreational & Community Facilities			Y	Y	Y
Private Non-Profit Facilities			Y	Y	
Federal, State, County & Municipal Buildings for Public Use			Y	Y	
Stables & Noncommercial Kennels			Y	Y	
Agricultural Commercial Establishments				Y	
Convenience Stores				Y	
Financial Establishments				Y	
Nursery & Day Care				Y	
Fire & Rescue Facilities				Y	
Farm Activities			Y	Y	

<u>Conditional Uses</u>					
	<u>PA</u>	<u>FA</u>	<u>RD</u>	<u>VR</u>	<u>VRC</u>
Detached single family dwellings	Y*	Y*	Y		Y
Low intensity recreational uses	Y	Y			
Mining	Y**	Y**	Y**		
Institutional		Y			
Agricultural Commercial		Y			
Roadside Sales		Y			
Nursery & Day Care			Y		
Cemeteries			Y		

LEGEND:

PA Preservation Area
FA Forest Area
RD Rural Development
VR Village Residential
VRC Village Recreational

NOTES:

* Applicant for single family housing on 3.2 acre minimum parcels must meet the cultural, social and economic linkages required by the Comprehensive Management Plan and which are essential to preserving the character and heritage of the New Jersey Pinelands.

** All mining activities are subject to the scrutiny as specified within Chapter 63 of the Lacey Township Codes as well as the permitting required by Lacey Township, the New Jersey Pinelands Commission and the Ocean County Soil Conservation District as well as such other entity exercising jurisdiction as to the removal and replacement of the resource.

	New Jersey Pinelands Commission Restrictions pertaining to single family residential uses in the various zones of the Pinelands for Lacey Township				
	Preserv. area	Forest Area	Rural Development Area	Village Residential	Village Recreational
Comments	Only existing homes remain	Conflicts with cond. Uses	Conflicts with Cond. Uses	Permitted	Conflict with ordinance prov.
Min. Lot size	3.2 ac.	25 ac.***	11 ac.***	1 ac.****	3.2 ac.
Min. width	600 ft.	600 ft.	600 ft.	150 ft.	600 ft.
Front yard setback	200 ft.	200 ft.	200 ft.	40 ft.	200 ft.
Side yards	75 ft.	75 ft.	75 ft.	20 ft.	75 ft.
Max % Lot coverage	10	2	5	15	10

NOTES:

*** This can be reduced to 3.2 acres minimum provided the applicant meets the cultural, social and economic linkages necessary and essential to preserving the character and integrity of the Pinelands heritage.

**** The 1 acre minimum is for properties developed with an approved alternative septic system. For those on conventional systems the minimum required lot size is 3.2 acres.

Township of Lacey
Ocean County
New Jersey

MASTER PLAN

Volume 3

Supplemental and Supporting Studies
May 20, 1991

prepared by the

Planning Board
of the
Township of Lacey

in cooperation with

George A. VanSant, PP PLS
Wilcox Gravatt VanSant, Inc
4 Lakeside Drive South
Forked River NJ 08731
(609) 693 6126

This volume constitutes the background studies which have culminated in the issuance of the Lacey Township Master Plan. The material contained herein may differ from the Master Plan due to the nature and context of this volume. This document is the base from which the final Master Plan was developed. As it is a compilation of the background studies which were issued separately, the dates have been changed to reflect the current issue date.

This document has been prepared under the guidelines and stipulations of the Municipal Land Use Law and more specifically N.J.S.A. 40:55D-28 et seq.

The original of this document has been furnished to the Planning Board of the Township of Lacey. Appropriate copies of this document have been made available to the individual members of the Lacey Township Planning Board, the Township Committee and Township Administrator, as well as copies are on file in the offices of the Planning Board.

Wilcox Gravatt VanSant, Inc.

George A. VanSant, PP PLS
Planning Consultant

Participating Members:

Lacey Township Governing Body

Debra Madensky, Mayor
Robert Bischoff, Deputy Mayor (1990)
Thomas Barcellona, Deputy Mayor (1991)
Phil Luccarrelli
Christopher Connors (1990)
Russell Palumbo (1991)

Planning Board Members

Lorraine Sansone 1991
Steven Hutler, Chairman 1990
Terry Stuart, Vice Chairman 1990
Debra Madensky, Mayor
Robert Bischoff, Committeeman
Richard Watson, Vice Chairman 1991
Robert Schuler
Frank Lagravenis (1990)
John Slota (1990)
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Leonard Roeber, ESQ. (1991)

Alternates

Russell Palumbo (1990)

John Carusillo (1990)

Thomas Palczewski (1991)

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Susan Volpone

Board Professionals

John Paul Doyle, Esq., Attorney, 1991
Russell P. Cherkos, ESQ, Attorney, 1990
Michael Geller, P.E.
George VanSant, P.P., P.L.S.

INTRODUCTION: This volume is a compilation of the background studies encouraged to be developed under N.J.A.C. 40-55 D 28. Each analysis has been modified to reflect the many discussions of the Planning Board and others over the duration of the preparation of the Master Plan.

TOPICS: The following separate reports are included within this volume:

Element	Reference	Page
a. Goals and Objectives	N.J.A.C. 40 55D-28.b(1)	
b. Land Use Element	N.J.A.C. 40 55D-28.b(2)	
c. Housing Plan Element	N.J.A.C. 40 55D-28.b(3)	
d. Circulation Plan	N.J.A.C. 40 55D-28.b(4)	
e. Utility Service Plan	N.J.A.C. 40 55D-28.b(5)	
f. Community Service Plan	N.J.A.C. 40 55D-28.b(6)	
g. Recreation Plan	N.J.A.C. 40 55D-28.b(6)	
h. Conservation Plan	N.J.A.C. 40 55D-28.b(7)	
i. Economic Plan	N.J.A.C. 40 55D-28.b(8)	
j. Historic Preservation	N.J.A.C. 40 55D-28.b(9)	
k. Recycling	N.J.A.C. 40 55D-28.b(10)	

These studies, when completed, were synthesized becoming the foundation for the ultimate text of the plan.

GOALS AND OBJECTIVES

The original goals and objectives developed by the Planning Board in 1988 and 1989 were broad in scope and duplicative. During the preparation of this finalized version the goals and objectives were synthesized and ordered for clarity.

ORIGINAL VERSION (1988-1989)

GOALS AND OBJECTIVES

The development of this Master Plan has started with the establishment of goals and objectives which form the framework for the Plan. The various elements have been developed with an eye towards these goals:

1. To provide a very desirable place to live, work and play.
2. To maintain the high class residential character of the Township while allowing for a controlled and orderly development.
3. To preserve the Pinelands area and open space to the greatest extent possible with current and projected development pressures.
4. To preserve wetlands, woods, streams, and natural areas that presently contribute to the natural beauty of Lacey Township.
5. To encourage the development of adequate public facilities in a manner that will aid the orderly growth and development of the Township.
6. To encourage the development of sufficient recreational facilities that can benefit all age groups within all areas of the Township in future years.
7. To expand the economic base of Lacey Township while introducing ratables and economically and environmentally advantageous growth.
8. To guide development to locations that are consistent with environmental constraints and can be adequately served by municipal facilities.
9. To insure that development is consistent with existing and proposed development to adjacent communities and those programs proposed by the State of New Jersey and affected County governments.
10. To provide for a broad range of residential, professional, commercial, industrial, public recreational and conservation development and uses.
11. To protect the groundwater supply of Lacey Township.

12. To insure the efficient movement of traffic through the municipality by a suitable road network planned for future growth and free of conflicting traffic movements.
13. To encourage historical preservation and restoration.
14. To encourage energy efficient development and resource recycling programs.
15. To provide locations for future fire fighting and first aid squad facilities necessary to service future development as projected by the land use plan.
16. To promote the use of architectural design consistent with the residential and historical characteristics of the Township.
17. To encourage development of increasingly better quality of housing for Township residents by the use of the latest housing types, methods and materials.
18. To ensure higher quality housing and construction, in general, by continual updating of development and construction codes.
19. To encourage development that will protect environmentally sensitive areas while providing for the enjoyment of those areas by residents of the Township, County and State.
20. To prevent development in areas that are not suitable to the type of development proposed.
21. To encourage the Township to attract new commercial, industrial and business uses into planned areas, especially along Route 9 and Lacey Road.

REDRAFTED VERSION (and as used in the accepted plan)

GOALS AND OBJECTIVES: The future growth of Lacey Township can be guided by five (5) main goals assisted by appropriate objectives and implementation strategies, within five (5) key management areas: Land Use, Capital Facilities, Economic Development, Housing as well as Transportation.

GOALS:

1. Maintain the existing quality of life of Lacey Township residents.
2. Provide contiguous land areas and compatibility among uses so as to protect sensitive natural areas, resources, and wildlife for future generations.
3. Encourage residential development at appropriate densities while providing for aesthetic and economic diversities.

4. Situate new development in locations which maintain the attractive character of Lacey Township.
5. Encourage the continued maintenance of all navigable waterways.

LAND USE OBJECTIVES

A. Establish a coordinated and comprehensive approach to development

1. Maintain consistency of documents (master plan, zoning ordinance, capital improvement plan) so as to eliminate redundancy, confusion, and its consequent needless expenditure of funds.
2. Review local administrative procedures and land development regulations to ensure that development opportunities are not hampered by unnecessary and costly regulatory delays.
3. Manage development to preserve and enhance the character of the community.
4. Maintain appropriate professional capability to formulate and implement development activities.
5. Designate appropriate growth management districts for future guidance to developers.

B. Promote a diverse and efficient land development pattern

1. Prepare detailed community design plans and standards.
2. Provide for mixed-use patterns of development where the land is of such size and configuration as to permit energy efficient alternatives without impacting the existing development pattern of Lacey.
3. Manage development so that traffic will not exceed the capacity of the existing road network.
4. Ensure a reasonable balance among all land uses.
5. Provide areas adjacent to existing commercial centers and major traffic arteries which can act as transition areas for light and noise separation isolating residential properties from intense commercial by providing interim non-competing professional or neighborhood office uses.
6. Encourage historic preservation and restoration.
7. Encourage the use of architectural design consistent with the residential and historical characteristics of Lacey Township.

C. Recognize and implement appropriate statutory regulations and authorities of other reviewing agencies

1. Identify, protect and preserve natural resources.
2. Ensure environmentally sensitive areas are given high priority for public acquisition.
3. Prevent the degradation of and, maintain and enhance the capability of water resources.
4. Ensure that development will have safe and adequate wastewater treatment facilities.
5. Ensure that development will have safe and adequate potable water sources.
6. Maintain consistency with adjacent municipalities and appropriate governmental programs, rules and regulations.

D. Establish and promote an active open space system for the enjoyment of Lacey residents

1. Prioritize the acquisition and development of existing open space for active or passive public recreational use.
2. Encourage the development of sufficient recreational facilities that can benefit all age groups within all areas of the Township in future years.

CAPITAL FACILITIES PLANNING OBJECTIVES

A. Prioritize capital facilities and service that are compatible with development

1. Develop and adopt a Six Year Capital Improvement Program.
2. Review existing regulations, policies, and programs to maximize infrastructure maintenance and improvements efforts.
3. Plan for and provide locations for future emergency service facilities necessary to service future development as projected by the land use plan.

B. Support appropriate infrastructure development

1. Provide support for off-tract capital facilities with the private sector paying its fair share.
2. Maximize the maintenance and improvement of infrastructure necessary to support growth.

ECONOMIC DEVELOPMENT OBJECTIVES

A. Establish a coordinated and comprehensive approach to economic development

1. Professionally staff an economic development office so as to coordinate economic development.
2. Alternatively support the Chamber of Commerce in its efforts to seek appropriate economic development activities.

B. Encourage economic development that is appropriate and compatible

1. Encourage mixed-use patterns of development at appropriate locations and densities.
2. Expand the economic base of Lacey Township introducing ratables while maintaining economically and environmentally compatible growth.
3. Encourage energy efficiency and resource recycling programs.

HOUSING OBJECTIVES

Establish a coordinated and comprehensive approach to concentrate housing development and expand the range of choices with respect to income groups

1. Encourage housing densities based on the carrying capacities of existing infrastructure and natural resources.
2. Encourage a wide range of housing choices at reasonable cost.
3. Streamline the permitting process by the continual review and updating of development and construction codes.
4. Support the expansion of housing at a reasonable cost at appropriate sites.
5. Establish and maintain a vigorous code enforcement program.
6. Plan for improved housing design.
7. Cooperate in meeting housing need allocations.

8. Devise strategies in coordinating housing with community services, economic development, and employment opportunities as well as education and public safety efforts.
9. Minimize displacement effects.
10. Establish a relationship between development and housing needs likely to be generated.
11. Develop a plan for the Township of Lacey to meet its adjusted Mount Laurel fair share obligation.

TRANSPORTATION OBJECTIVES

Establish adequate levels of transportation facilities and services to meet current and projected needs

1. Ensure that future planning activities and initiatives provide for existing and anticipated land uses, traffic demands, and regional concerns.
2. Ensure areas are sufficiently linked with major highway and public transportation corridors.
3. Develop by-pass road areas and encourage development to dedicate and construct the roadways wherever possible.
4. Ensure public transportation services are maintained.
5. Devise parking management strategies.
6. Provide highway access control to facilitate mobility and promote orderly development.

LAND USE ELEMENT

LAND USE ELEMENT: Portions of this section are also included within, Circulation Plan, Housing Plan, Conservation Plan and the Economic Plan as well as selected excerpts of those elements are included herein:

RESIDENTIAL: Residential development trends in Lacey Township have gradually evolved from the historical small lot configuration (20' x 100') of the Barnegat Pines or Forked River Beach areas to larger, more aesthetically pleasing subdivisions such as Quail Hill, Oakfield, or Cranbury Hill. Minimum lot sizes, under zoning, have increased from 7,500 square feet (4 lots per acre) to 15,000 square feet (2 lots per acre), partly as a consequence of the minimum development standards but also due to the environmental consciousness of the individual resident in their desire for larger, more vegetated, lots.

For developed areas within the township where there is a low to moderate environmental sensitivity the N.J.D.E.P. Coastal Resource and Development Policies allow a maximum of 30% coverage for structure and impervious surfaces. Using the 30% criteria and the allowable density guidelines of the current R-75 and R-100 zoning it can be easily demonstrated that the current standards within Lacey are most appropriate.

R-75 Residential Zone

Typical Lot Area	7,500 S.F.
Typical roadway area for 75 foot frontage	1,125 S.F.
Average areas for walks and drives	260 S.F.
Maximum size dwelling (ground floor area)	865 S.F.

R-100 Residential Zone

Typical Lot Area	15,000 S.F.
Typical roadway area for 100 foot frontage	1,150 S.F.
Average areas for walks and drives	540 S.F.
Maximum size dwelling (ground floor area)	2,460 S.F.

COMMERCIAL: Commercial properties and uses of varying intensities are located throughout the entire Route 9 and Lacey Road Corridor east of the Parkway. Lot sizes vary depending upon the land availability and the density of development occurring. The numerous small lots located immediately north of the Power Plant, presently occupied with a combination of residential and commercial uses have created driveway and screening conflicts. This problem also exists between Lacey Road and the Covered Bridge Car Wash, although not at the intensity of the southern region.

Lacey Road is a major traffic corridor providing passage from the Garden State Parkway to Route 9. As such, traffic is more destination oriented and not generally affected by impulse shopping, which is clearly characterized by the current high vacancy rate of retailers along the roadway. Contrasting this is Route 9 where the tenancy mix is essentially similar but the vitality of the businesses are markedly different in that traffic now becomes more

locally oriented with impulse shopping more dominant, particularly at the convenience stores or other smaller retail facilities which lie along the arterial and are "on the way" to larger shopping opportunities.

What Lacey Road does service particularly well are the myriad of medical, legal, and other service providers which have congregated along the road. These individual businesses serve particular needs and generally develop consistent patterns of use through the appointment and re-appointment process. They are also immediately adjacent to major residential areas which fulfill the supply and demand attributes of the system.

Lacey Road as a conductor needs to maintain a consistency of traffic flow throughout its entire length which is best accomplished by enhancing the professional environment over the retail commercial enterprises.

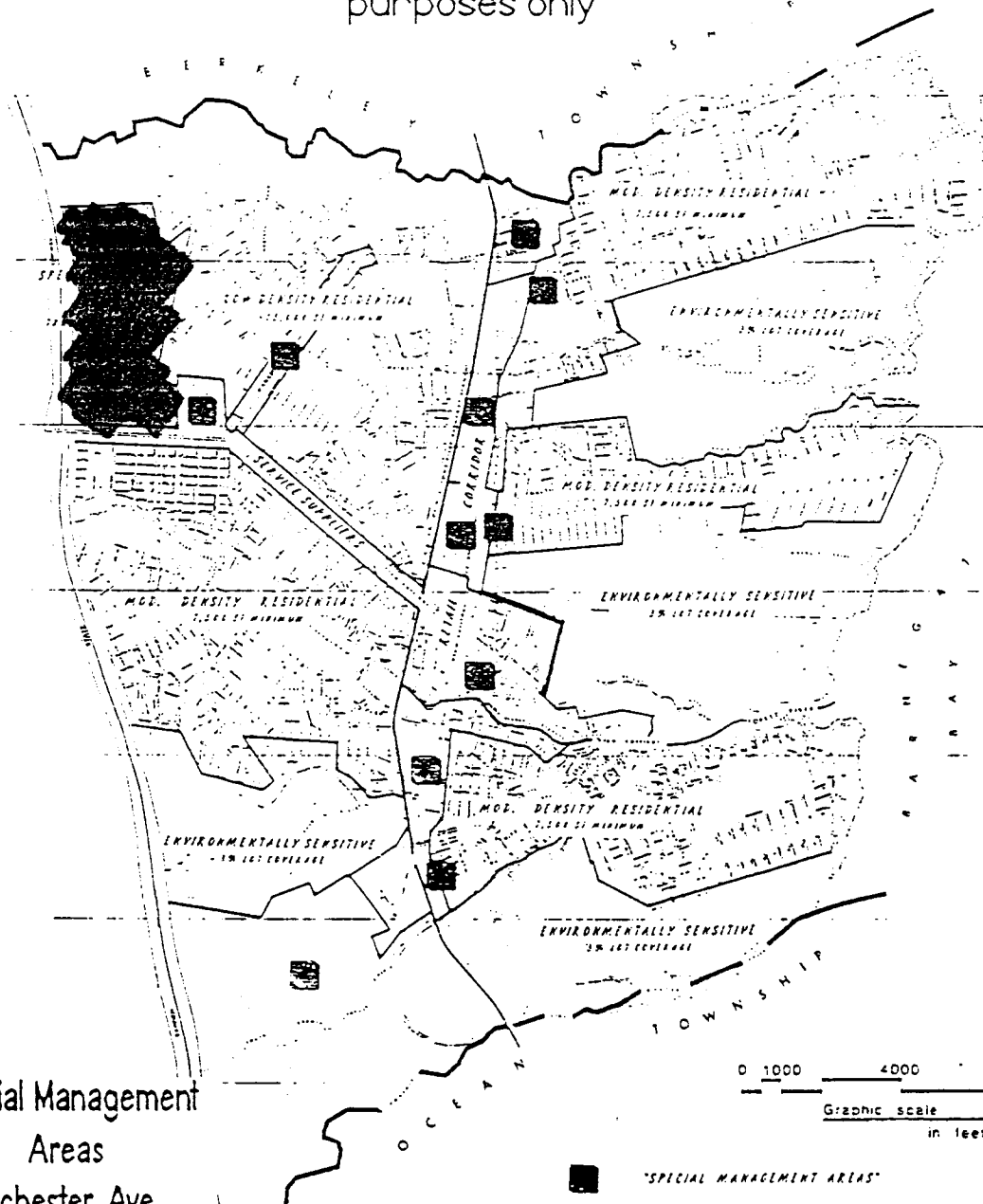
The Coastal Resource and Development Policies typify the structure of existing development trends along Lacey Road. Historically, lots of approximately 20,000 square feet have been developed with a single 2 story building of 3,000 square feet ground floor area requiring 30 parking spaces. Total area of parking, entrance drive, and building is approximately 16,000 square feet -- assuming a 9 by 18 foot parking space and a single loaded 25 foot drive aisle -- or an impervious surface coverage of 80%, which is consistent with the policies for an area of this nature. Particularly, as the depth to water is greater than 4 feet and that the area is served by municipal sanitary sewers.

Route 9 functions best as the major retailing roadway of the community. Even during the summer when traffic congestion often becomes depressing, Route 9 yet fulfills the demand for retail opportunities by the several centers along its path, both big and small. Route 9 is a diverse experience with the major retailing centers being developed along the western flank of the roadway with smaller ancillary services provided along the eastern side. This trend is not expected to change in the foreseeable future and, in fact, is most desirable as it serves to isolate the intensity of traffic, light and glare penetration as well as masks noise from the more intense residential areas lying east of Route 9.

Lands which are environmentally sensitive would be encouraged to develop at an overall density of 3% impervious surface coverage on a minimum lot size of 5 acres in order to minimize ground water pollution whereas the balance of the lands could achieve a 30 to 80% impervious coverage standard in consonance with the Coastal Resource and Development Policies.

SPECIAL PLANNING DISTRICT

This plan has
been prepared
for presentation
purposes only



Special Management Areas

- a. Manchester Ave
- b. e. Historic
- c. d. f. h. Commercial
- l. 2. 3. Medical Practice
- v.c. View Corridors

It is not
the official
Lacey Township
Master Plan

WILCOX
GRAVATT
VANSANT
CONSULTING ENGINEERS
1000 1st Avenue, S.W.
Tacoma, WA 98402
206-255-1234

DATE: 10/1/91
BY: J. VANSANT
CHECKED: J. VANSANT
APPROVED: J. VANSANT

SPECIAL PLANNING DISTRICT: Along the Garden State Parkway, north of Lacey Road are several vacant parcels of land comprising 284 acres of upland. The current zoning within the area is R-100 allowing for 15,000 square foot lots or an average yield of 1.75 to 2.0 units per acre. (The Oakfield subdivision for its 8 sections ranged from 0.67 to 2.12 units per acre for an overall average of 1.71 units per acre)

Currently within the zoning ordinances of the Township are two zones where cluster or planned developments are authorized, and one of these, the RIA zone, specifically allows for apartments and duplexes. (Although it is our understanding that this was to be repealed but was never conveyed to the code company). In general, the requirements within these areas is for a density of 6 units per acre, from 20 to 30 percent of open space and the incorporation of shopping, medical, and other support facilities.

Incorporating the philosophy of the RIA, RRIA and RRCD zones, it would be appropriate to designate the region nearest the Parkway for similar uses particularly as the existing zoned locations are simply inappropriate for this designation as they are all within environmentally sensitive areas.

The clearest example as to how this zone works is the Pheasant Run community although, it must be emphasized that this area should never have been developed as it was, due to the environmental constraints and the problem the Township is now faced with in trying to reconcile adverse soil conditions with an already built environment.

Simple mathematics (284 acres @ 2.0 dwelling units per acre) indicates that the current potential yield of residential units is 568 or an anticipated population of 2,465 persons assuming a fairly homogeneous mixture of 3, 4 and 5 bedroom units.

Type unit	Bedrooms	Number	Population	School Children	Total
Single Family	2	0	0	0	
	3	190	672	192	
	4	190	880	352	
	5	188	913	339	
Total Anticipated Population			2465	882	

The goal, therefore, of the revised zoning within the area would be not to exceed the population number but achieve an overall net density of 6 units per acre after excepting out open space, commercial and other similar uses. Inasmuch as there have been no definitive studies as to the population count for low and moderate income units, the assumption will be that mobile homes will contribute approximately the same population as would low and moderate. Accordingly, it can be demonstrated that the overall net density derived from 840 units can be 2,454 persons or 11 less than the comparable single family.

Type unit	Bedrooms	Number	Population	School Children	Total
Mobile Homes	2	420	983	97	
	3	420	1471	476	
Total Anticipated Population			2454	574	

A similar iteration could be performed for duplexes but it is not necessary to develop the issue further. From this analysis it can be safely assumed that the carrying capacity of the land is 2,465 persons of which 882 will be children. How that is achieved would be up to a developer.

Another component of the process, and for which data is readily available, is traffic. From our earlier work, the 568 residential units will generate approximately 5,697 vehicle movements per day.

Land use	SF GFA /Units	Factor	Traffic Generation
Single Family 568		10.03	5697

Mobile homes of similar density will generate 2,715 movements resulting in a surplus capacity of 2,965 movements.

Land use	SF GFA /units	Factor	Traffic Generation
Mobile Homes 568		4.78	2715

Considering this tract as part of a total community, it would be practical to allocate approximately 1,500 square feet to a Day Care Center, and then develop an approximate 60/40 mix of professional versus retail. Accordingly it would be possible to have the following without exceeding the current anticipated yield of the land (carrying capacity) with respect to traffic.

Land use	SF GFA /units	Factor	Traffic Generation
Mobile Homes	568	4.78	2715
Motel	88	6.13	539
Day Care Center	1.5**	79.14*	119
General Office	3.25**	12.43*	40
Medical Office	2.5**	39.83*	100
Shopping Center	8**	83.43*	667
Convenience Mkt	2**	756.44*	1513
Total traffic generation			5693

*Source: Institute of Traffic Engineer, Trip Generation Per 1,000 S.F. G.F.A.

** Represents 1,000 S.F. G.F.A.

In conclusion, the carrying capacity of the tracts in question should be stipulated in terms of the traffic generation and the anticipated population yield with the maximum density established at 6 units per acre maximum. In this manner, the opportunity for a well rounded community (new town) is afforded a potential developer without unduly taxing the already anticipated demand upon Lacey Township or its residents.

NEW JERSEY PINELANDS

NEW JERSEY PINELANDS: In 1976, in response to mounting environmental concerns, the New Jersey Legislature in concert with the Congress of the United States enacted legislation protecting the Pinelands of New Jersey from unnecessary and unwarranted development pressure.

This resource constitutes nearly one-quarter (1/4) of the State of New Jersey and is located within the southern one-half (1/2) of the state. It occupies much, if not all, of Ocean, Burlington, Camden, Gloucester, Atlantic, Cumberland, and Cape May Counties and provides a regional framework within which to plan for the development of properties.

Development is managed under a single Comprehensive Management Plan which identifies five regions for growth. Each region can be developed at appropriate densities which were derived only after comprehensive research and analysis as to the likely consequence of development with respect to the "carrying capacity" of the land, both terrestrial and subterranean.

The Pinelands region is divided into three distinct subregions: The Pinelands Preservation and Protection areas, which lie west of the Garden State Parkway and the Pinelands National Reserve. Inasmuch as funding from the program is derived from the National Environmental Protection Agency the Pinelands has review authority over lands both east and west of the Parkway.

Of the 84 square miles in Lacey Township, 73 of it lies within the New Jersey Pinelands most of which is within the most restrictive Preservation region. Additional portions of the Pinelands are zoned Forest Area or Rural Development Area with varying intensities of development permitted.

The Forest Area is generally less restrictive than the Preservation Area however the controls have been specifically established to protect the Preservation Area from adverse development pressures thereby requiring equally stringent development review guidelines. The portion of the Township lying within the Rural Development Area is along the Ocean Township border and not accessible from within Lacey, accordingly Lacey will receive little to no benefit from this zoning.

The region encompassing Bamber Lakes is designated a Pinelands Village allowing development of single family homes to occur within but with the proviso that the owner and resident must be a native of the New Jersey Pinelands thereby preserving and protecting the cultural integrity of the region. Adjacent to the Pinelands Village are two township lands, contiguous with another which have been designated by the Pineland Commission as Pinelands Village Recreational thereby permitting team sports and other community recreational uses to occur thereon. This is the only area within the Pinelands of Lacey where any intense activity may occur.

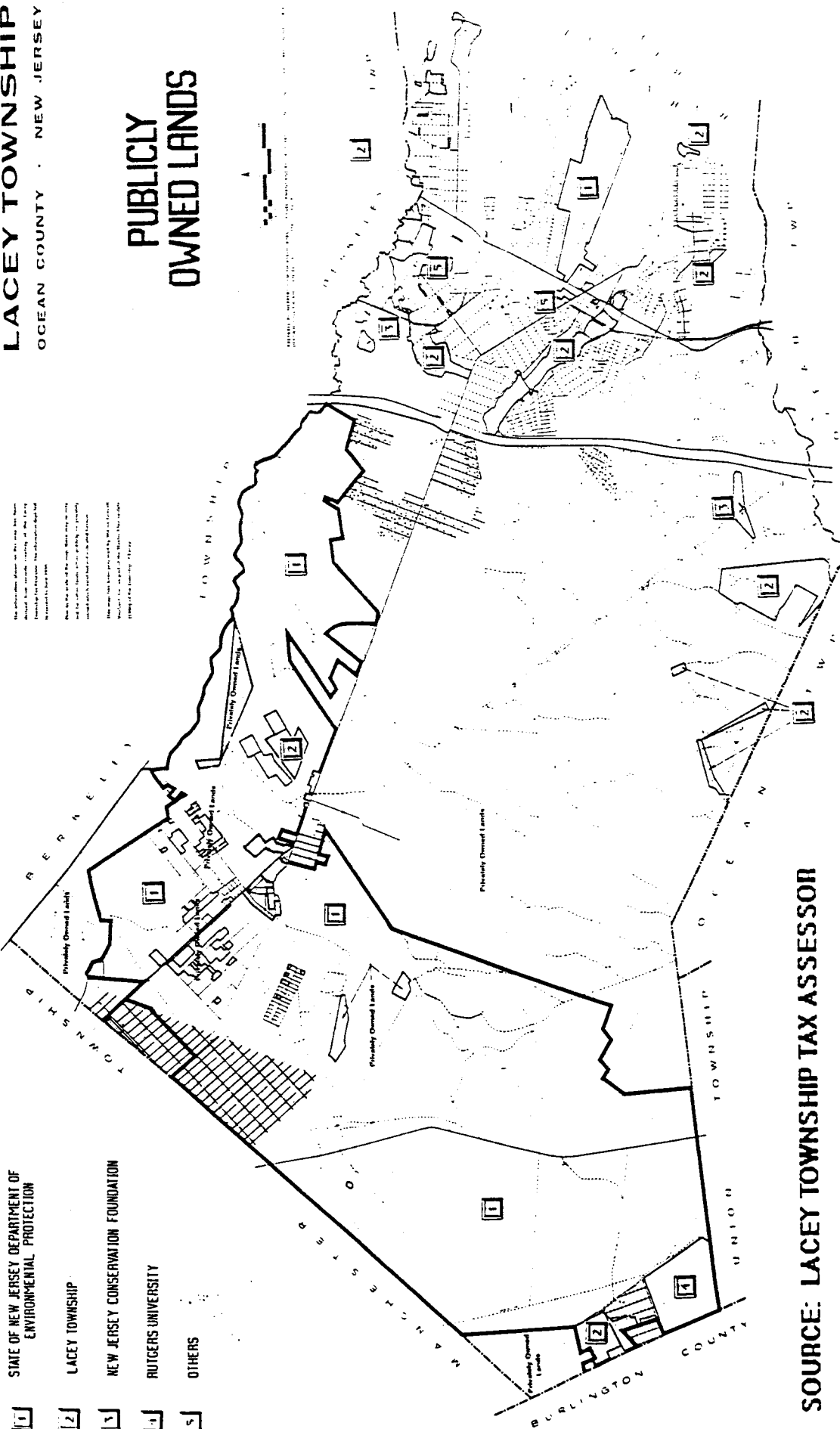
For areas east of the Garden State Parkway, within the Pinelands National Reserve, if a project is subject to New Jersey Department of Environmental Protection review, it must also be subjected to Pinelands approval under a Memorandum of Understanding between the two agencies. What this implies is that if the development review standards of the Pinelands can be achieved the project is generally realizable due to the nature of the funding and levels of authority. Additionally, it reflects increased delays for a developer in working through the process.

For Lacey Township, it is prudent to recognize the areas designated for east of the Parkway and to ensure consistency between documents, particularly C.A.F.R.A. and the New Jersey State Development/Redevelopment Guide Plan. Additionally the effort in securing Pinelands compliance should be diligently pursued in order to secure zoning authority for lands west of the Parkway.

LACEY TOWNSHIP OCEAN COUNTY · NEW JERSEY

PUBLICLY OWNED LANDS

The information shown on this map was obtained from records located at the Lacey Township Tax Assessor's Office. The information has been prepared to the best of the Assessor's knowledge and belief. It is not intended to be a legal description of the lands shown. The Assessor's Office does not warrant the accuracy of the information shown on this map. The Assessor's Office is not responsible for any errors or omissions on this map. The Assessor's Office is not responsible for any damages or losses resulting from the use of this map. The Assessor's Office is not responsible for any claims or liabilities resulting from the use of this map. The Assessor's Office is not responsible for any claims or liabilities resulting from the use of this map.



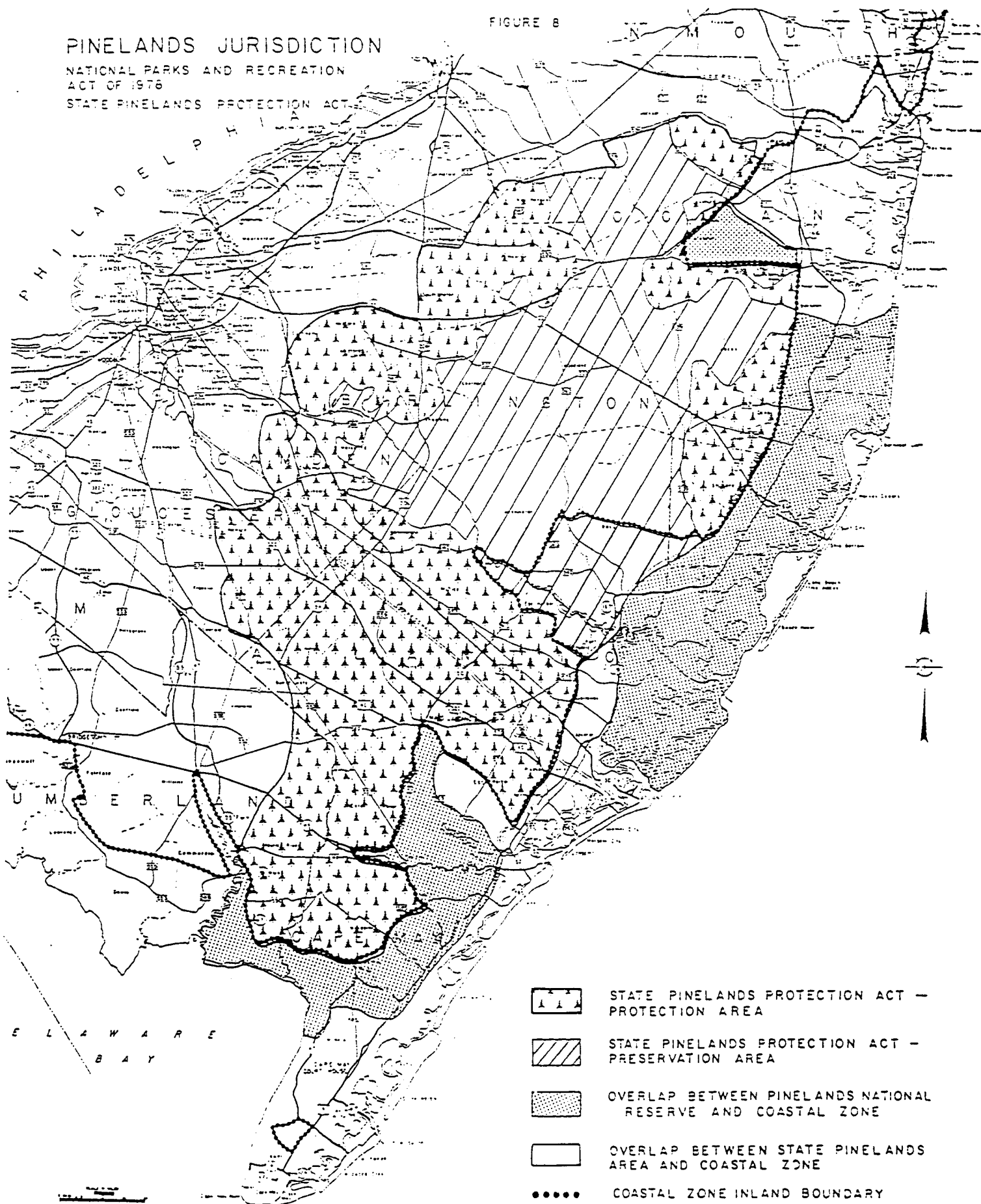
SOURCE: LACEY TOWNSHIP TAX ASSESSOR

FIGURE 8

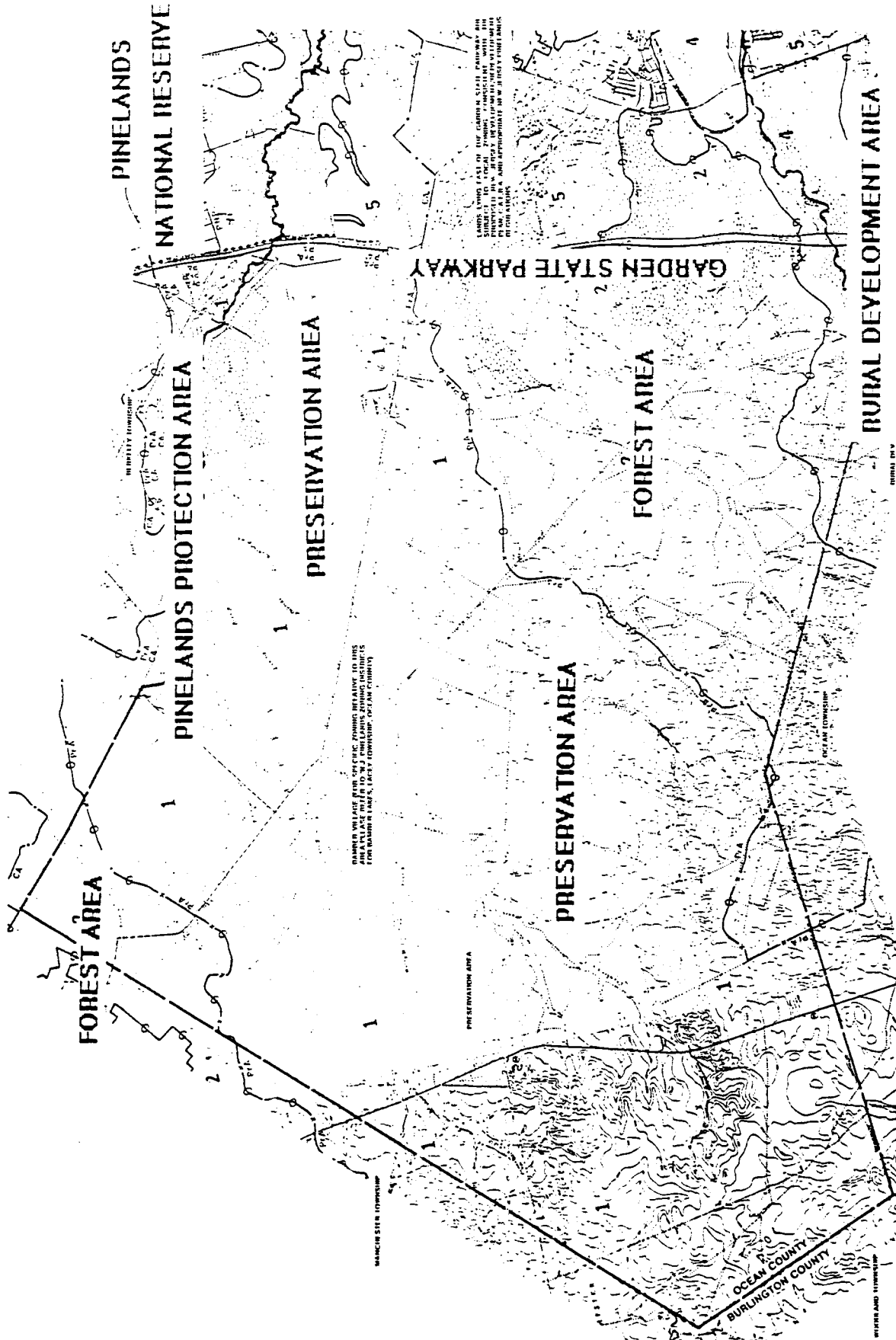
PINELANDS JURISDICTION

NATIONAL PARKS AND RECREATION
ACT OF 1976

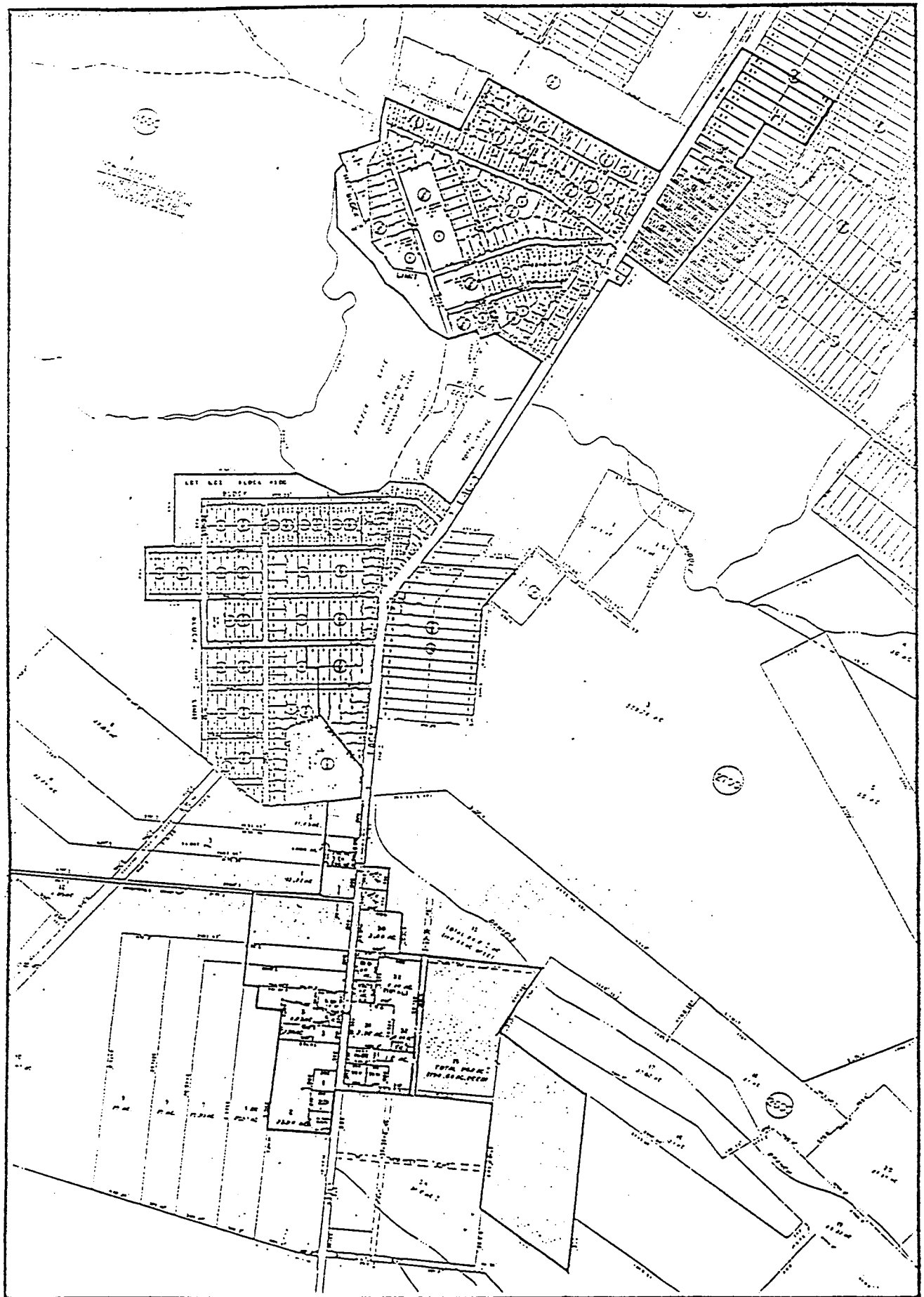
STATE PINELANDS PROTECTION ACT



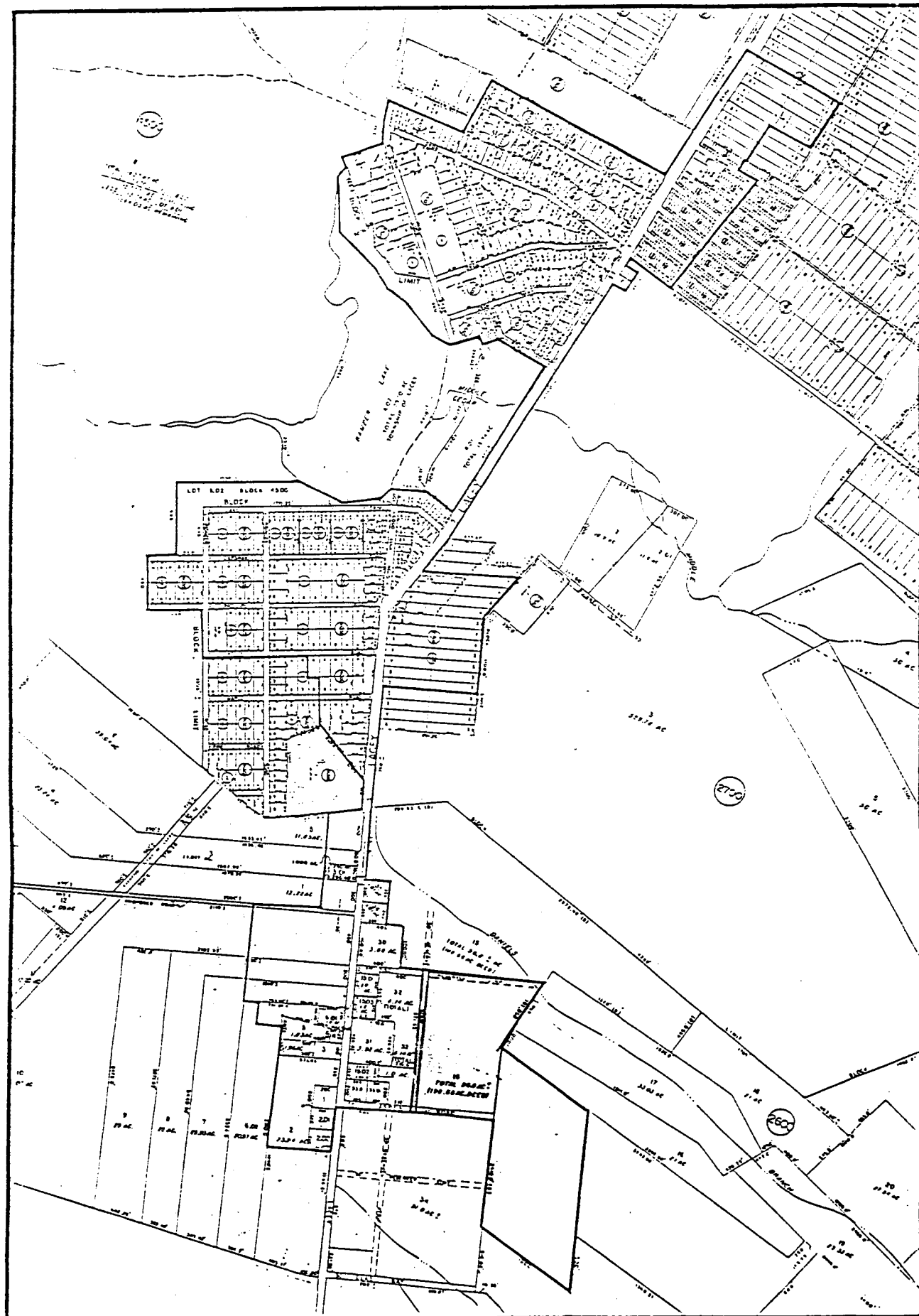
NEW JERSEY PINELANDS GROWTH MANAGEMENT AREAS



source: new jersey pinelands commission



Village Residential Zone
Bamber Village



Village Recreational Zone
Bamber Village

**RELATIONSHIP
TO OTHER
MUNICIPALITIES
AND
OCEAN COUNTY
MASTER PLANS
AND ZONING
ORDINANCES**

RELATIONSHIP TO OTHER PLANS AND COMMUNITIES: Lacey Township is not an isolated community but rather is influenced not only from within, but from beyond its borders as well. The zoning of other communities as well as the directives of the County, State and Federal government all directly influence our explicit zoning patterns but also how residents external to Lacey live work and play within the community.

STATE DEVELOPMENT/REDEVELOPMENT PLAN: Recently the State of New Jersey has taken the initiative in formulating a state wide Development and Redevelopment plan which parallels the efforts of the New Jersey Department of Environmental Protection, Coastal Area Facilities Review Act and the New Jersey Pinelands Commission through their Comprehensive Management Plan. This initiative coalesces a variety of other initiatives into a cohesive unit to drive the development of the state over the next decade. Although being permissive in nature, it none-the-less will permit the legislature to allocate funds to those regions where development should occur as well as provide mechanisms and programs to conserve lands where appropriate.

For Lacey Township three development intensity tiers for areas east of the Garden State Parkway were established by the Township professionals after consultation with the Governing Body and the County Planning Board. Two of the tiers were directed towards maintaining and managing growth in an orderly manner. The third tier recognizes and encourages the protection of environmentally sensitive lands within the Township.

A segment of the approval procedures to the overall planning effort is one of cross-acceptance, where the State, County and local municipality must agree to the various terms, goals, objectives and implementation strategies. Lacey Township, although accepting the two growth tiers also voiced their objection and recommended that a new tier be developed which is reflective of the unique aspects of the coastal environment and the seasonal fluctuation of visitors to the shore. The State Planning Commission has prepared additional documents specifically addressing those concerns, which may or may not be accepted through the cross-acceptance process.

NEW JERSEY COASTAL ZONE MANAGEMENT PROGRAM: The New Jersey Department of Environmental Protection is the proponent agency for the Coastal Zone Management Program under the auspices of the Coastal Area Facility Review Act promulgated in the early 70's. This program establishes management districts for the coastal zone predicated upon historical trends tempered by environmental and infrastructure constraints.

The policies of the N.J.D.E.P. measure a proposed development against component sets of location, use and resource policies. The ultimate decision is a balance between the policies and the various special interest groups in light of the goals of the overall program. For Lacey Township it directly affects projects of greater than 24 housing units or having more than 300 parking spaces among others, as well as, for areas directly along tidal waterways, the single family home.

The policies are continuously being upgraded to reflect concerns and the ever changing development environment. The policies allow for an orderly progression for the analysis of a project and are generally permissive, although in some instances they are also prohibitive.



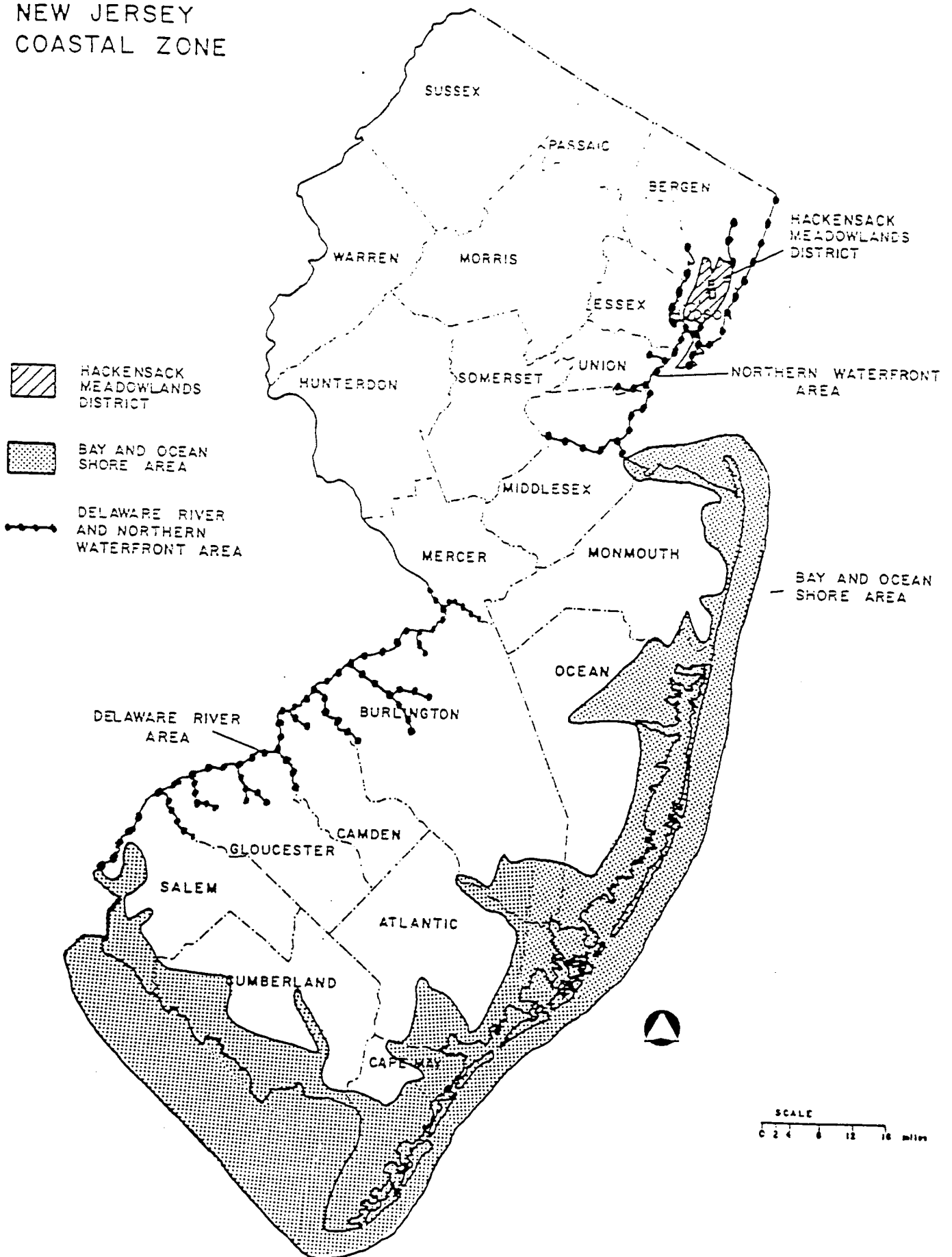
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WILCOX
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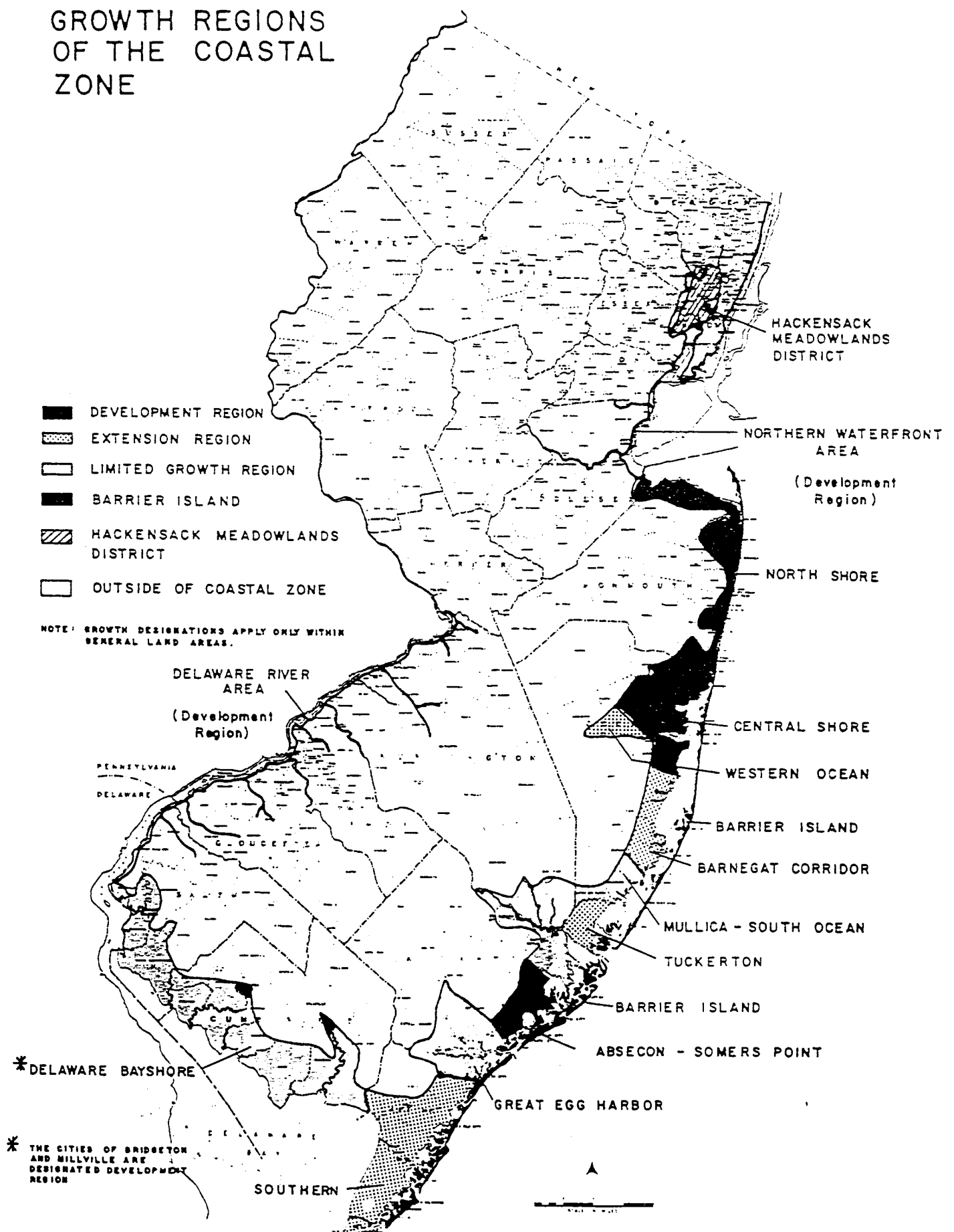
Consulting Engineers, Surveyors, Planners
P.O. Box 100
Forest Hill, New Jersey 08731-0100
Telephone: 908-238-0000

NEW JERSEY DEVELOPMENT
RE-DEVELOPMENT GUIDE PLAN

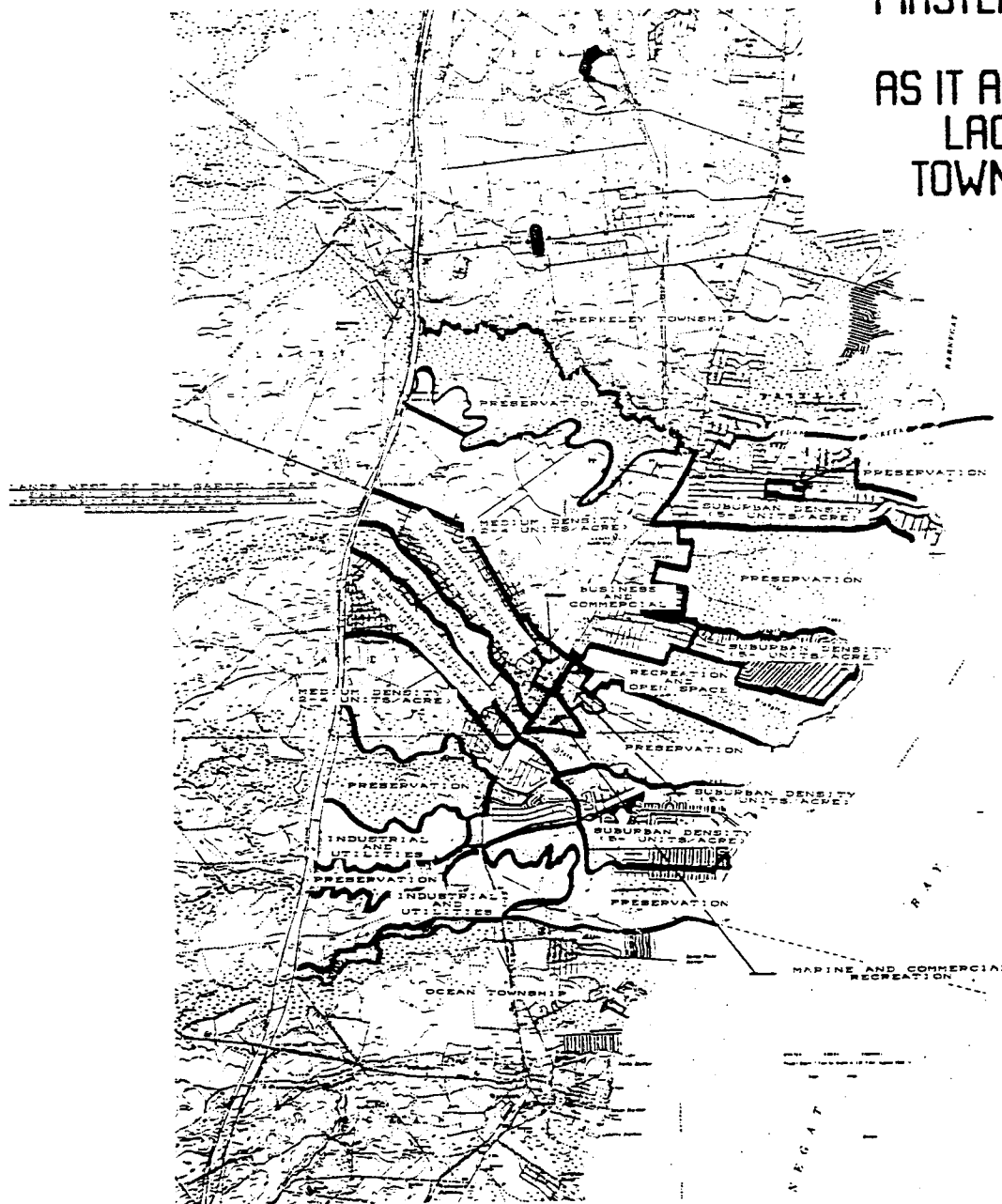
NEW JERSEY COASTAL ZONE



GROWTH REGIONS OF THE COASTAL ZONE



AS IT AFFECTS
LACEY
TOWNSHIP

[illegible]

Consulting Engineers, Surveyors, Planners
Post Office Box 1007
Ford River, New Jersey 08911-1007
609-974-126 • Fax 609-971-776

LACEY TOWNSHIP ZONING

BERKELEY TOWNSHIP ZONING

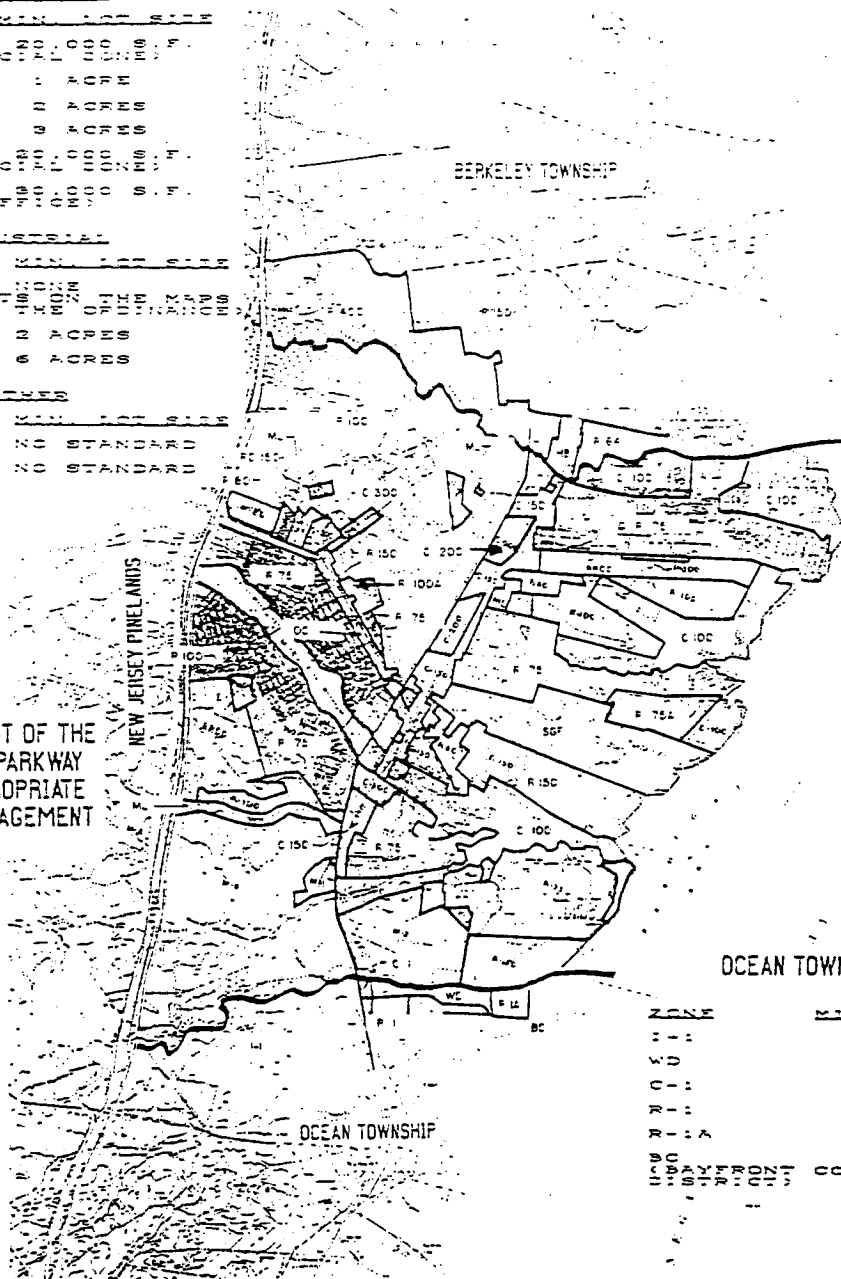
ZONE	MIN	LOT	AREA
R-1	1.000	5.000	5.000
R-2	0.500	5.000	5.000
R-3	0.250	5.000	5.000
R-4	0.125	5.000	5.000
R-5	0.062	5.000	5.000
R-6	0.031	5.000	5.000
R-7	0.016	5.000	5.000
R-8	0.008	5.000	5.000

ZONE	MIN	LOT	AREA
R-1	1.000	5.000	5.000
R-2	0.500	5.000	5.000
R-3	0.250	5.000	5.000
R-4	0.125	5.000	5.000
R-5	0.062	5.000	5.000
R-6	0.031	5.000	5.000
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ZONE	MIN	LOT	AREA
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R-6	0.031	5.000	5.000
R-7	0.016	5.000	5.000
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ZONE	MIN	LOT	AREA
R-1	1.000	5.000	5.000
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R-6	0.031	5.000	5.000
R-7	0.016	5.000	5.000
R-8	0.008	5.000	5.000

FOR ZONING WEST OF THE
GARDEN STATE PARKWAY
REFER TO APPROPRIATE
PINELANDS MANAGEMENT
ZONES



OCEAN TOWNSHIP ZONING

ZONE	MIN	LOT	AREA
R-1	1.000	5.000	5.000
R-2	0.500	5.000	5.000
R-3	0.250	5.000	5.000
R-4	0.125	5.000	5.000
R-5	0.062	5.000	5.000
R-6	0.031	5.000	5.000
R-7	0.016	5.000	5.000
R-8	0.008	5.000	5.000

NEW JERSEY DEPARTMENT OF TRANSPORTATION: In 1984, the New Jersey Department of Transportation developed a comprehensive statewide transportation master plan with revisions anticipated at 5 year increments. Recently the State also proposed a State Highway Access Management Code which proposes that the entire length of Route 9 within Lacey Township would be 114 feet wide, an increase from the current 66 foot width, as well as provisions for creating a divided highway with barriers and the prohibition of left turns exiting from a site among others.

The Lacey Township Planning Board has opposed the enactment of this plan as being unrealistic for the entire stretch of Route 9, particularly through the Route 9/Lacey Road intersection area. Rather it was proposed that the Township develop its own access code reflective of the existing community attributes incorporating the relevant portions of the State Access Code as appropriate. Authority for this proposed action is vested to the municipality within N.J.S.A. 40.67 entitled "Streets, Tunnels, Bridges and Viaducts."

FAIR HOUSING ACT: A direct result of the Mount Laurel court decisions was the enactment of the 1985 Fair Housing Act, which requires all municipalities to develop and implement a housing plan to accommodate their 'fair share' of low and moderate income housing. The Act established an independent Council on Affordable Housing which is responsible for designating state housing regions, provide estimates of present and prospective housing needs and certifying adopted municipal housing plans. In addition, the Council offers protection to municipalities from Mount Laurel type lawsuits once their housing plan elements are certified.

Lacey Township through the update of the master plan is developing compliance with the Fair Housing Act and anticipates being in full compliance by the end of 1990.

NEW JERSEY PINELANDS COMPREHENSIVE MANAGEMENT PLAN: Those regions of Lacey Township west of the Garden State Parkway, are subject to the Pinelands Comprehensive Management Plan. This document contains the substantive land use and resource policies adopted by the Pinelands Commission to manage development with the Pinelands Area.

Each municipality is encouraged to prepare and submit for certification, their land use elements which are to be in substantial agreement with the Comprehensive Management Plan. Lacey Township has recently agreed to the delineation of boundaries established by the Pinelands and is developing the appropriate ordinances with certification anticipated early in 1991. This is further discussed in a separate component to this document entitled "Pinelands".

OCEAN COUNTY COMPREHENSIVE MASTER PLAN: In December 1988, the Ocean County Planning Board through the Board of Chosen Freeholders adopted a master plan for the County which envisions various land uses for each of its constituent municipalities. Generally the vision is consistent with the growth of the municipality over time with some exceptions for environmentally sensitive regions.

Lacey Township has been designated, for lands east of the Garden State Parkway, to consist of 6 distinct regions. These are: Medium Density Residential, Suburban Density Residential, Business and Commercial, Industrial and Utilities, Recreation and Open Space, as well as Preservation. For lands to the west, they are consistent with the Pinelands Comprehensive Management Plan mentioned in the preceding sections.

ADJOINING MUNICIPALITIES: Lacey Township is bordered by 4 municipalities, Ocean Township (Waretown), Berkeley Township, Manchester Township and Woodland Township in Burlington County. For purposes of the Master Plan, inasmuch as municipalities within the Pinelands are directed to be consistent with the Regional Comprehensive Management Plan only the zoning of Berkeley and Ocean Townships will be discussed.

BERKELEY TOWNSHIP Berkeley Township, to the North of Lacey, consists of a variety of land use zones with those most directly affecting Lacey being:

R-400 Residential requiring 40,000 SF

This zone is adjacent to the R-100 Residential Zone of Lacey which requires a minimum lot size of 15,000 square feet for development.

HB Highway Business requiring 15,000 SF

This zone corresponds to the C-150 Commercial Zone within Lacey which requires a minimum lot area of 1 Acre for development to occur.

R-64 Residential requiring 6,400 SF

Two zones within Lacey adjoin the R-64, these are the C-100 Marine Commercial requiring 20,000 SF for development as well as the R-75 Single Family Residential Zone requiring 7,500 SF for development to occur.

OCEAN TOWNSHIP (WARETOWN) Located immediately to the South is Ocean Township which shares similar zoning with Lacey. These are:

I-1 Industrial requiring 3 Acres for development

The M-6 zone in Lacey is comparable to this zone although the minimum lot size requirements are larger having a 6 acre minimum rather than the 3 acres. This zone encompasses the Nuclear Power Plant in Lacey therefore the 6 acre minimum is appropriate.

For areas lying east of New Jersey Route 9 there are four separate zones, which are:

C-1 Commercial requiring 30,000 SF
WD Waterfront Development requiring 15,000 SF

These two zones are adjacent to the M-2 zone in Lacey on property of Jersey Central Power and Light Company.

Additionally, adjacent to the J.C.P. & L. CO. property zoned R-150 in Lacey is the R-LA zone (8,000 SF) and the BC Bayfront Conservation zone (25,000 SF) in Ocean Township.

The BC Bayfront Conservation zone recognizes the right of an individual owner to utilize his or her property within the constraints of environmental sensitivity. This zone requires a minimum lot size for residential of 25,000 SF which may be reduced to 12,500 provided that the property abuts an existing road and has access to both community sewer and water.

SENATE BILL 2821, Introduced June 28, 1990

A new bill pending before the New Jersey Legislature is worthy of mention within this component of the Master Plan inasmuch as it is a re-incarnation of earlier legislation enveloped within existing statutes. The bill provides for the comprehensive planning and regulation of development within the coastal area of the State.

Although the coastal area has been under the jurisdiction of the "Coastal Facility Review Act" it has been ineffective in controlling development due to the construction of the Act and the many thresholds which have proven relatively simple to circumvent. This new bill will strengthen the original document in the following manner:

1. Reduce the threshold for parking from the current 300 spaces to 100 spaces for commercial development.
2. Maintains the current 24 unit threshold for residential development within the CAFRA area with the exception of "Growth Regions" where the threshold has been raised to 74 units. (It is presumed that the current "Development Regions" will become the Growth Regions. Generally these areas are: From Middlesex County south to Route 37 in Toms River and those mainland portions of Atlantic County south of County Road 561, Jimmy Leeds Road, and east of the Garden State Parkway to County Road Alternate 559 in Atlantic County).
3. Establishes a 1,000 foot line of demarcation from the waters' edge for any development, be it residential, commercial or industrial with the exception of the single family house. It should be noted that the current ruling [on waterfront development] applies to residences within 500 feet of the water and expansions of greater than 750 square feet. The proposed regulations will control any residence where the total cumulative expansion will exceed 25% of the existing structure regardless if constructed in one or more increments.

4. Creates a new document entitled The Coastal Area Natural Resource Protection and Land Use Management Plan. This document will control all development within the Coastal Area. More importantly however will be the provision that Municipalities must come into compliance with this document or lose all State funding as well as having the State of New Jersey assume control of all building permits until the Municipality conforms.
5. Creates a Coastal Area Facility Review Act Advisory Board. The composition of this august body is strikingly similar to the Coastal Commission which recently engendered the wrath of the Island communities.
6. Added to the mandatory findings on acceptability of a project as an additional constraint:

(The project) would not individually or, in conjunction with a previously existing development or developments, cumulatively have an adverse impact on the natural resources or environmental quality of the coastal area.

[The importance of this statement is that it give the State Department of Environmental Protection broad powers to deny development even if the project will not degrade the quality of life of the shore]

The bills statement pointedly admits to the failings of the original legislation, specifically:

- a. The lack of a uniform plan to guide development and to take into account the cumulative impacts of development;
- b. Instead of land use planning, CAFRA has relied upon resource degradation;
- c. The "loopholes" in the requirement of obtain a permit for development;
- d. The emphasis on economic development over environmental protection, the lack of adequate local participation in the formulation and implementation of C.A.F.R.A..

It clearly specifies that the intent of the legislation is to slow growth directing it towards target areas or regions more suitable for development.

The importance of this legislation cannot be overstated. It will control the destiny of Lacey Township into the future and therefore its passage must be closely monitored with implementation of the components as appropriate.

HOUSING PLAN

HOUSING PLAN:

INVENTORY: The typical house in Lacey is a 3 bedroom ranch style house situated on a 10,000 square foot, or less, lot, constructed between 1970 and 1980 serving as a residence for a family of 2 to 3 persons generally between 22 and 44 years old earning between \$35,000 to \$50,000 per year. (U. S. Census Bureau data.) Nested among the typical homes are several, particularly within Barnegat Pines, units constructed prior to 1970 generally consisting of 1 and 2 bedrooms. Within subdivisions created after 1980, the typical form of housing has been 2 story colonial or bi-level dwellings with 4 or more bedrooms, 2 car garages and other amenities reflective of a more affluent lifestyle.

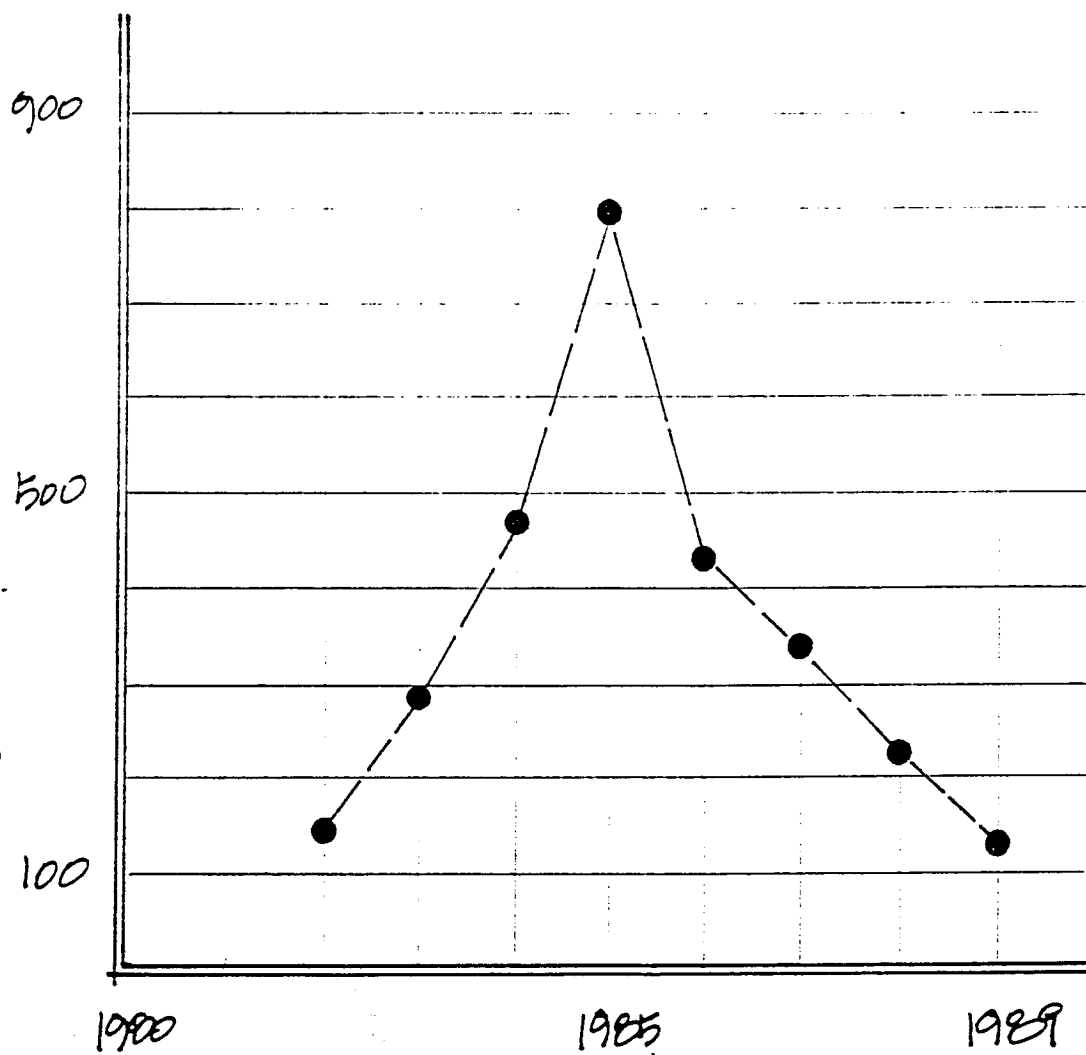
Although 17% of the total housing stock is classified as vacant, in all likelihood, this is an attribute of the seasonal nature of some of our residents who live and work elsewhere within the region and occupy their local homes only on weekends or during the summer. Many people find the relative tranquility afforded by our local quality of life an escape and radical departure from the pressures and stress of their everyday world. It is interesting to note that of the 9,424 dwelling units in Lacey only 70 of them lack heat of any type and it can be assumed that these 70 are all seasonal - summertime only - dwellings.

Currently there are over 499 dwelling units for sale in Lacey Township for an average asking price of \$115,000 to \$120,000 with several units commanding over \$700,000 apiece. In 1990, 237 dwellings were sold for an average price of \$119,878.00 which would imply that the market is stable even with the economic climate of 1990 and 1991, although there are instances where persons must sell their homes at their present mortgaged value, regardless of the equity amassed, in order not to face foreclosure. This factor would directly influence the sales price lowering the average threshold significantly if it were to become a dominant trend.

Since the turn of the century the average household size has continuously declined to where, in 1990 the number of persons per unit is 2.228. This is reflective both of the trend to younger households through the youth severing their familial ties earlier as well as the gentrification of Lacey where over 4,000 persons are greater than 65 years of age.

PROJECTIONS OF THE FUTURE: Since 1982 the number of building permits has steadily declined, reflective of a gradual diminution of available lands for development due to the build out of the community as well as the multiplicity of governmental permitting requirements. Coupled with the percipituous decline of the regional economy over 1990, there is little opportunity for the pronounced metiorical construction pace of the early part of the decade of the 90's.

For the past year, Major Subdivisions have been non existent at the Planning Board level as well as there have been few Major Site Plans granted for commercial and industrial development. This pronounced lack of activity is clearly indicative of the economic stagnation of the area and is not likely to rebound within 1991, accordingly within the next six (6) years it is anticipated that growth of single family units will occur on sub-standard lots or within several small subdivisions in Lanoka Harbor between Manchester Avenue and Western Boulevard.



RESIDENTIAL BUILDING PERMITS
LACEY TOWNSHIP

Building Permits Issued 1988, 1989, and 1990

Month	1988	1989	1990	Diff. from 88/9
January		8	7	-1
February	19	15	3	-31
March	20	9	8	-21
April		13	11	-2
May	21	13	9	-25
June	32	17	6	-43
July	15	9	9	-15
August	19	12	8	-23
September		11	7	-4
October		11		
November	10	10		
December	13	5		
Average				-18

SOURCE: New Jersey State Data Base

DEMOGRAPHICS: The average resident of Lacey is not old, but neither can he or she be considered young as well, averaging 40 years old, making about \$35,500 a year and being either in sales or construction related activities.

Age Statification	Lanoka Harbor	Forked River	Total
0 to 4	237	1138	1375
5 to 11	357	1725	2082
12 to 16	263	1276	1539
17 to 21	248	1242	1490
22 to 29	402	1863	2265
30 to 44	717	3328	4045
45 to 54	364	1707	2071
55 to 64	376	1552	1928
65+	790	3414	4204
Total Population, Lacey Township, 1990 Census			20999

Lacey residents are hard working individuals dependent upon a construction industry as validated by the many real estate, construction contractors, civil engineering firms and lumber yards within the area. Additionally, the only clothing store for men in Lacey has targeted their entire line towards the laborer.

Executive and Professional	19.3%
Service, Technical, Equip. Operators	50.6%
Sales and Clerical	29.1%
All others	1.0%

DEMOGRAPHIC FORECAST REPORT

LACEY TOWNSHIP MASTER PL AREA REFERENCE: INCLUSION/EXCLUSION
 REPORT INCLUDES BAMBER,

	1980 CENSUS	1989 UPDATE	1994 FORECAST	1989-1994 CHANGE	ANNUAL GROWTH
POPULATION	13681	18951	22665	3714	3.6%
HOUSEHOLDS	4938	7302	9055	1753	4.4%
FAMILIES	4059	5779	7012	1233	3.9%
AVG HH SIZE	2.77	2.59	2.50	-0.09	-0.7%
AVG FAM SIZE	3.12	2.99	2.92	-0.07	-0.5%
TOT INC (MIL\$)	90.1	253.9	335.9	81.9	5.8%
PER CAPITA INC \$	6585	13400	14820	1420	2.0%
AVG FAM INC \$	19963	38042	40547	2505	1.3%
MEDIAN FAM INC \$	17344	34305	36964	2659	1.5%
AVG HH INC \$	18241	34773	37094	2321	1.3%
MEDIAN HH INC \$	15815	30749	32872	2123	1.3%

	1980 CENSUS	%	1989 UPDATE	%	1994 FORECAST	%
HOUSEHOLD INCOME						
\$ 0- 9999	1466	29.7	725	9.9	833	9.2
\$ 10000-14999	851	17.2	784	10.7	826	9.1
\$ 15000-24999	1427	28.9	1452	19.9	1752	19.4
\$ 25000-34999	764	15.5	1201	16.4	1417	15.7
\$ 35000-49999	322	6.5	1464	20.0	1796	19.8
\$ 50000-74999	68	1.4	1196	16.4	1536	17.0
75000 UP	40	0.8	481	6.6	893	9.9

AGE DISTRIBUTION

0- 4	927	6.8	1312	6.9	1675	7.4
5-11	1520	11.1	1814	9.6	2191	9.7
12-16	1067	7.8	1428	7.5	1593	7.0
17-21	823	6.0	1355	7.2	1557	6.9
22-29	1295	9.5	1996	10.5	2472	10.9
30-44	2650	19.4	3713	19.6	4251	18.8
45-54	1158	8.5	1814	9.6	2575	11.4
55-64	1704	12.5	1771	9.3	1984	8.8
65+	2537	18.5	3748	19.8	4368	19.3

AVERAGE AGE	38.3	39.3	39.1
MEDIAN AGE	35.4	36.3	36.5

RACE DISTRIBUTION

WHITE	13595	99.4	18820	99.3	22493	99.2
BLACK	28	0.2	43	0.2	57	0.3
OTHER	58	0.4	88	0.5	115	0.5

HISPANIC	171	1.2
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- IMPORTANT: 1. HOUSEHOLD INCOME INCLUDES THE INCOME OF FAMILIES AND UNRELATED INDIVIDUALS. HOUSEHOLD INCOME IS THE TOTAL AVAILABLE INCOME FOR THE AREA.
2. INCOME FIGURES ARE EXPRESSED IN CURRENT DOLLARS FOR 1980 AND 1989. 1994 FIGURES ARE EXPRESSED IN 1989 DOLLARS.

SUMMARY FORECAST REPORT

LACEY TOWNSHIP MASTER PL AREA REFERENCE:
REPORT INCLUDES BAMBER,

INCLUSION/EXCLUSION

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1994 FIGURES ARE EXPRESSED IN 1989 DOLLARS.

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6/11/90

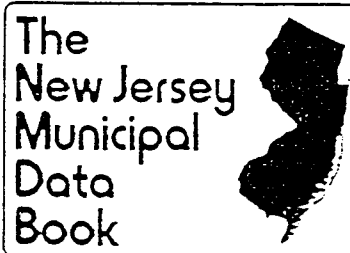
LACEY TOWNSHIP OCEAN

DEMOGRAPHICS

Population	Age, 1980	
1970: 4,616	under 5 yrs:	961
1980: 14,161	5-17 yrs:	2,922
1987: 19,157(est)	18-64 yrs:	7,739
	65 & over:	2,539
Race, 1980	Median age:	35.1
White: 14,088		
Black: 14		
AmerIn.: 17		
AsnPI.: 35		
Other: 7		
Hispan.: 174		
Sex, 1980		
Male: 6,638		
Female: 7,323		
Per Capita income,	High School Grads.	
1985: 10,780	1980: 64.3%	

MUNICIPAL SERVICES

Police	
Chief: Thomas R. Darmody	
No. Emp: 42	
Crime Rate: 28.9	
Vlt Crm Rt: 1.0	
Fire	
Chief: 3 districts	
Fire fighters: 70v	
Water & Sewer	
Pipe Wtr: None	
San Sewer: Some	
Library	
Director: --	
Books: --	



REAL PROPERTY

Total Housing Units, 1980: 6,513		
Real Property Valuation, 1987		
Class	# Parcels	% Val'n
Vacant:	8,822	10.24
Resid:	8,441	78.08
Farm:	21	.06
Commr:	188	6.42
Indus:	10	5.19
Apts:	--	--
Total:	17,482	

Building Permits Issued, New Residential Construction

	Sol. Fm.	Total
1985	796	796
1986	431	431
1987	341	341

TAXES

General Tax Rate per \$100
Net Valuation Taxable
State Equalized Value
County Equalization Ratio

1986	1987	1988
2.03	2.30	2.97
494,011,806	535,948,590	552,080,602
724,726,624	1,031,967,903	1,352,739,779
78.46	67.64	51.63

FINANCIAL

	1985	1986	1987
TOTAL REVENUES			
Property Tax	22,009,481.02	25,174,423.68	27,776,221.52
State Aid	8,650,170.37	10,237,964.75	12,423,621.32
Federal Aid	82,547.82	305,993.55	145,891.96
	--	--	75,000.00
TOTAL EXPENDITURES			
Municipal Functions	19,432,743.59	22,711,754.54	25,426,052.79
Capital Improvements	9,736,970.54	12,088,260.82	12,209,311.25
Debt Service - Principal	4,000.00	371,300.00	54,236.68
Debt Service - Interest	--	--	--
	17,099.67	--	57,180.50
Total Tax Levy per Capita	527.09	571.28	672.18
Percent Tax Levy Collected	94.56	96.17	96.79

SCHOOL SYSTEM

Pres., Bd. of Ed.: Stephen J. Cassidy, Jr.	Plan: K-8	District Enrollment
Sec., Bd. of Ed.: James G. Savage, Jr.	Clsm. Tch. 1986: 227	1984: 2,995.6
Supt. of Schools: Dr. C. Meade Beers	Bldg. Own. 1977: 2	1985: 3,157.7
Address: 915 Lacey Road	Clsm. Used 1977: 56	1986: 3,405.2
P.O. Box 191		
Forked River 08731 609-971-2001		

SCHOOL BUDGET

	1983-84	1984-85	1985-86
Total Revenues	12,310,327	12,249,547	13,731,885
Total Expenditures	12,254,437	12,295,535	14,015,771
Cost Per Pupil	4,024.36	3,828	4,065

DESCRIPTION

Size: 84.60
Density: 167.4
Type: Township
Address: 815 W. Lacey Road
Forked River
06731
609-693-7489

GOVERNMENT

Form: TC

OFFICIALS

Mayor: Christopher Connors
Adm/Mgr: (Vacant)
Clerk: Dorothy R. Grant
Attorney: George Gilmore
Assessor: Ethel M. Exel
Bldg Of: Walter Sturko
Engineer: George Everland
Trs/MFO: Douglas Ayers

DEBT

Total Issued and Outstanding,
1987: \$17,659,000.00
Debt Service Per Capita,
1987: \$2.98
Moody's Rating: --
S&P Rating: --

For the foreseeable future this trend is not expected to change materially. Should the Township be able to entice additional industry or the Pinelands Cultural Resource and Educational Center then there may be opportunities to shift the dependence of the economy from a construction orientation towards tourism.

While tourism is generally seasonally oriented, with Lacey's proximity to Atlantic City and being along the Garden State Parkway Corridor, tourism could become a year round activity. This obviously depends upon a number of initiatives both locally and nationally being successfully accomplished.

The creation of downtown Forked River can greatly assist in encouraging retailing activities to prosper as well as encouraging the area immediately south of ShopRite to develop will greatly provide employment opportunities for our residents. Lacey must reduce its dependence upon the trades and concentrate on its sales and clerical forces for the future.

COMMUNITY HOUSING FAIR SHARE OF LOW AND MODERATE INCOME UNITS: Lacey Township has a fair share allocation of 718 living units according to the Council of Affordable Housing. While the data suggests that Lacey Township is a sparsely settled area with relatively low densities of people, employment, and housing to acres, in reality it is densely settled.

Nearly two-thirds of the Township lies in the Pinelands Preservation or Forest Area and is virtually totally undevelopable. Further the growth area of the Pinelands within Lacey are inaccessible by roadways within the borders of the Township and therefore cannot be allocated as developable for COAH purposes. Most of the remaining lands within Lacey has severe development restrictions due to New Jersey rules and policies thereby reducing the total developable area to approximately 7 square miles.

Of the 7 square miles there are only several tracts of vacant land, comprising 284 acres where it is feasible for low and moderate income families to reside. If a strict proration were applied, Lacey Townships' share of Low and Moderate Income Housing would be reduced from 718 to only 4 houses and the current for sale units could easily accommodate that requirement. It is unlikely that the number would be reduced to but 4 units however it is possible and should be pursued.

TRAFFIC

TRAFFIC: The transportation system is the life blood of any municipality. It brings people and goods into the community and provides the means by which they can move freely from one activity to another. Since circulation involves the vehicular movement of people and goods throughout the municipality, the transportation system can be considered as three basic inter-related subsystems.

1. The traveled way. Circulation takes place over permanent pathways, namely streets of all types. It is the major structural element of the urban community and can occupy upwards of 30% of the total land area. It influences the shape of blocks, lots and fixes the boundaries of residential communities and other major land uses.
2. The Vehicle. Automobiles, buses, trucks and rapid transit cars are simply different types of vehicles: each has its function and efficiency in transporting persons or cargo. In terms of use, the automobile accounts for some 85 to 90 percent of total travel and trucks for most of the remaining travel.
3. Terminal facilities. A terminal is any facility providing for the delivery, receipt and temporary storage of freight or the embarkation of passengers, and providing for temporary storage of the vehicle itself.

All three subsystems are equally important, even though one must accept the existing system as it presently exists, improvements are always possible. The relationships between the three are intricately connected and not only influence the traffic system but the community as a whole.

The smooth and efficient flow of traffic, whether pedestrian or vehicular is the most mis-understood component of any Master Plan. It is frustrating to the driver that little or nothing can be accomplished in reducing the volumes and delays without extreme expenditures of funds or requiring private property owners to share the expense by creating access roads, limiting accessibility or assessing special taxations to provide for the future.

Recognizing the frustrations and working within the confines of budgetary constraints are various methodologies which can be employed to maintain the equilibrium. Although it must be clearly understood that traffic is ever increasing in volume and speed, and short of a significant crisis which would induce everyone to forsake the automobile in favor of mass transit, there is little that can be accomplished in the short term. Solutions, therefore, are long term in order to be achieved and, often, are quite painful to be implemented in the near term, particularly for special interest groups.

None-the-less, they are achievable and will greatly enhance the municipality for future generations.

ARTERIALS AND COLLECTORS

The arterial, more than any other type of street, illustrates the conflict which may arise between traffic service and land service, two functions which are basically incompatible. When volumes of traffic are low and the abutting land is not used intensively, the conflict is not serious, but when traffic volumes are high and the adjoining land is heavily used, the conflict increases almost geometrically, and the situation quickly becomes intolerable.

The most important function of an arterial is to move large amounts of traffic safely and smoothly. Secondly is the land accessibility, because owners have a legal right of access which must be acknowledged and worked within.

Lacey Township has essentially three main arterials which traverse the municipality:

- The Garden State Parkway
- U. S. Highway Route 9
- Lacey Road

Each of these, either County, State or Federally controlled, are beyond the direct control of the governing body in terms of use, function and accessibility. None-the-less, the adjoining land use is an attribute which the planning board and governing body can mitigate and monitor in order to assure that the capacity of the system is not unduly diminished by competing land uses.

These three roadways directly influence the daily functioning and vitality of Lacey Township and its residents, accordingly they must be integrated within transportation and land use plans wherever possible.

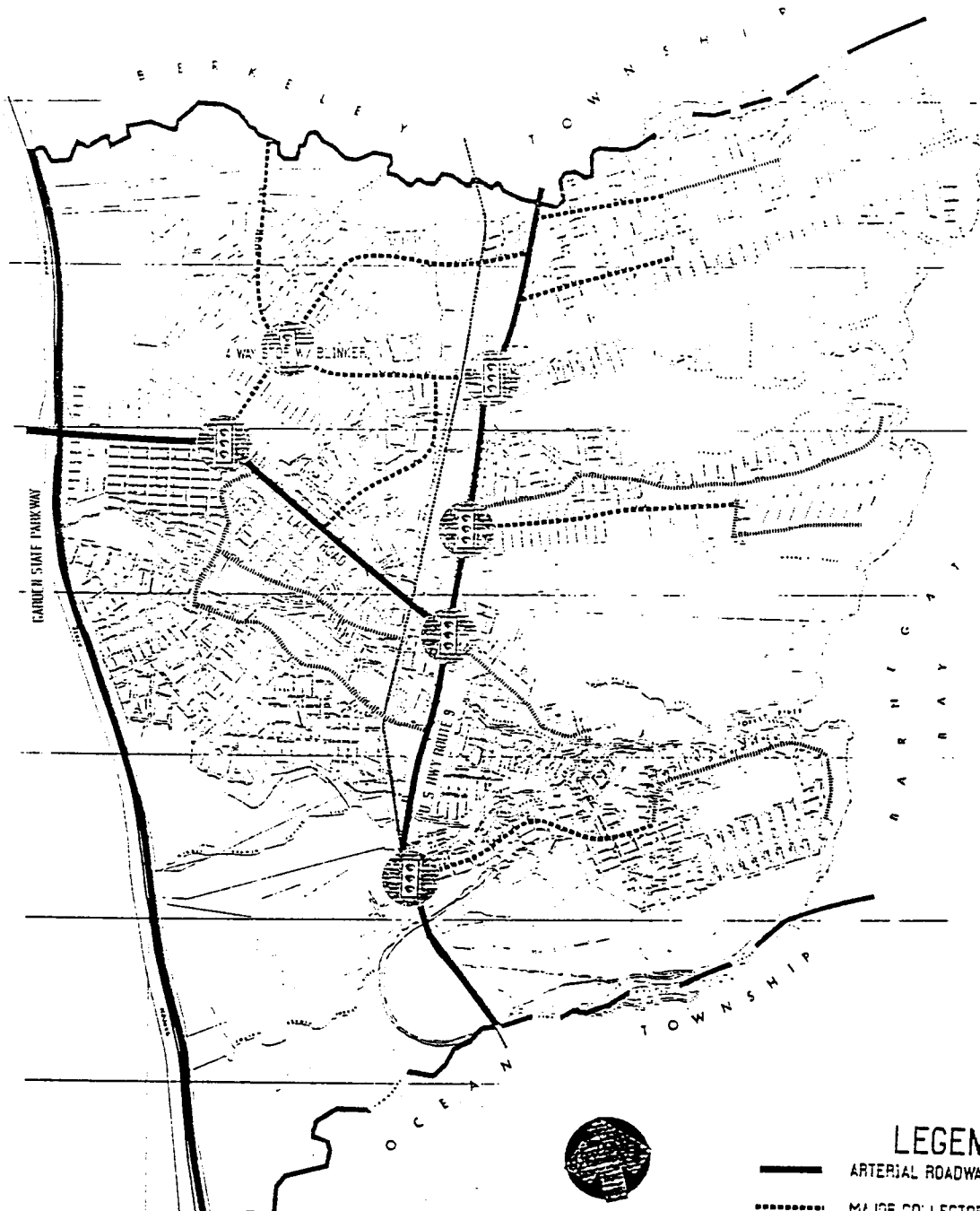
COLLECTORS

The collector street is primarily a residential phenomenon, which filters traffic from local streets before their capacity is exceeded and then conducts it to arterials or to local generators such as shopping centers, schools, or community centers. The main function of a collector street is to conduct traffic from local residential streets to arterials or freeways. Land access should be a secondary function of a collector, and its design and operations should reflect this fact.

A number of major collector roadways intersect both Lacey Road and U. S. Highway Route 9 at strategic locations along each route. These collectors are:

Along Route 9:

- Beach Boulevard
- Sunrise Boulevard
- Laurel Boulevard



LEGEND

- ARTERIAL ROADWAYS
- MAJOR COLLECTOR STREET
- MINOR COLLECTOR STREET
- TRAFFIC SIGNALS

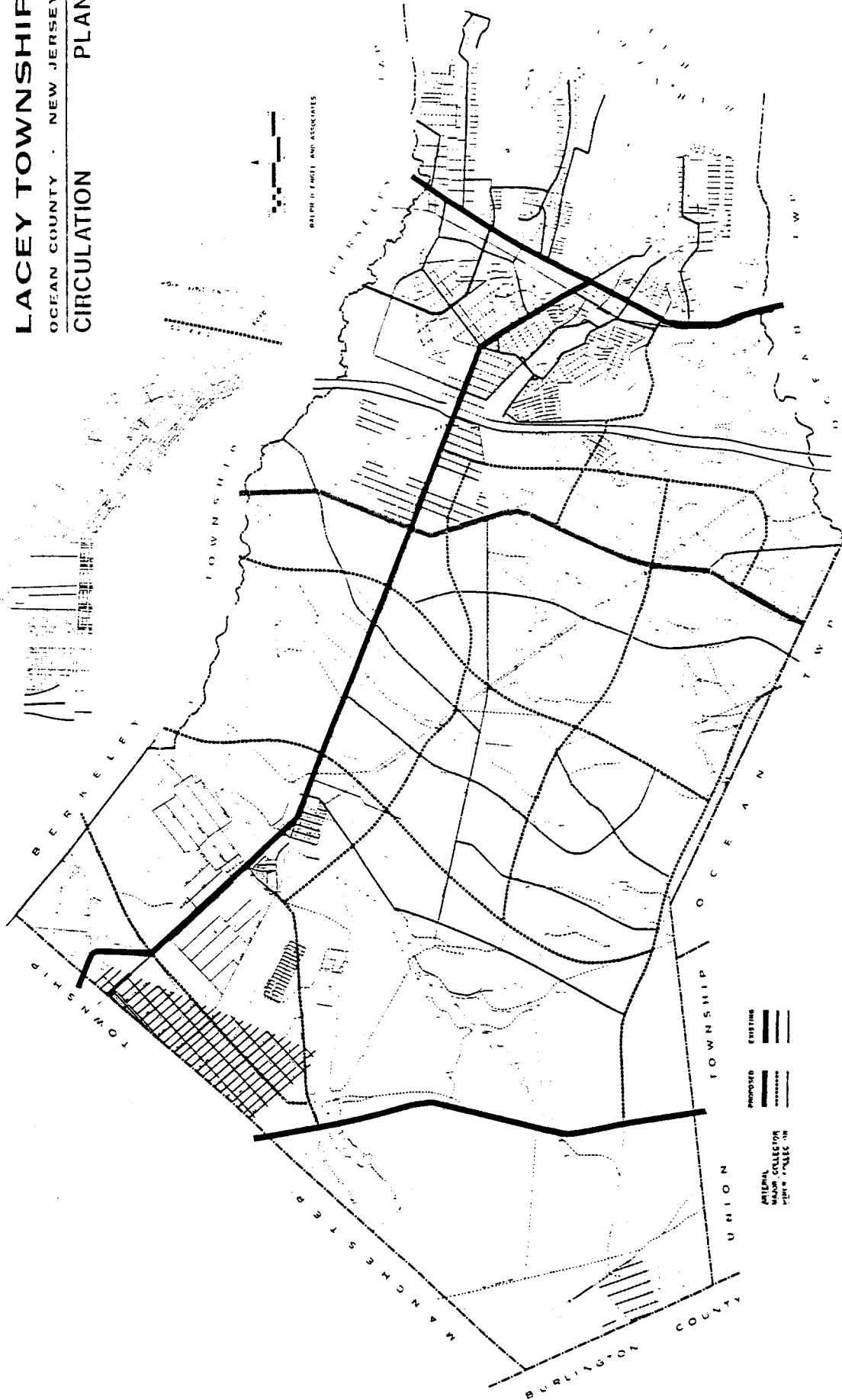
WILCOX
SPAVATT
VANSANT
Consulting Engineers Surveyors Planners
P.O. Box 100
P.O. Box 100
P.O. Box 100
P.O. Box 100

EXISTING CONDITIONS

LACEY TOWNSHIP

OCEAN COUNTY - NEW JERSEY

CIRCULATION PLAN



Bay Way
Haines Street

Along Lacey Road

Manchester Avenue
Lake Barnegat Drive

Similarly a number of minor collectors also intersect or form extensions of the major collectors, with perhaps the most significant being Lakeside Drive extending from Route 9 to the Lacey Road. Although this could be considered a major collector, due to the opportunities for traffic dispersion along its route, it does not have the volumes normally associated with the major classification.

PREVIOUS PLAN

The previous master plan envisioned a number of roadways traversing Lacey, with the majority of those being west of the Garden State Parkway. Due to the enactment of the Pinelands legislation most, if not all, of the desired roadways are not feasible for consideration. Accordingly, other than indicating them on the attached mapping, they will not be discussed within this master plan update, rather the focus will be on those roadways east of the Garden State Parkway.

The Lakeside Drive Minor Collector was to be continued westerly to Newark Avenue which would then extend in a northerly direction and eventually looping through to the Oakfield subdivision and the northern extent of the Quail Hill subdivision connecting to Manchester Avenue. This loop would serve to relieve the traffic along Manchester Avenue if this were to develop under conventional zoning.

Lake Barnegat Drive was to be constructed from South Street southward to Lacey Road with a spur connecting to Route 9 at Third Street.

For areas east of Route 9, a road was to have been constructed linking Laurel Boulevard through the Bayberry subdivision to Constitution Drive and eventually to Nautilus Boulevard.

Finally a loop road from Taylor Lane westerly to what is now the Pheasant Run community thence northerly along Llewellyn Parkway to the lakes was conceived to relieve some of the pressures from the south side of the Barnegat Pines subdivision along the lakes.

AREAS FOR IMPROVEMENT: As with any municipality, there will always be instances and areas where improvement is desired or required. For Lacey, these are relatively few and have been identified by the members of the Planning Board, their consultants, the Police Department, and concerned citizens as being:

1. The extension of Lake Barnegat Drive North from Haines Street to South Street/Cedar Avenue,

This element actually has three components, the roadway improvement itself as well as the two intersections, one at Cedar Avenue and the other at Haines Road.

The extension of Lake Barnegat Drive from Haines Street to South Street is vital in order to alleviate traffic congestion along Route 9 and provide alternative routes in the north-south direction. All future subdivisions and applications should be scrutinized so as not to impede the overall function of a safe and efficient roadway. Wherever possible, all residential lots should not be directly accessible to Lake Barnegat Drive but rather be serviced by appropriate service roads.

With the extension of Lake Barnegat Drive North through to and incorporating Division Street the roadway will end on a down gradient. While for a residential roadway this is acceptable, with the limited sight distances provided, this intersection could be cause for concern and future traffic accidents. Development within this area should be scrutinized so as not to impede this intersection and detract from its function in accommodating traffic.

At its juncture with Haines Road a potential hazard will occur due to limited visibility and the fact that Lake Barnegat Drive is not perceptible to the travelling public along Haines Road. This problem is compounded by allowing parking along Haines Road and the amount of vegetation within the area. It is recommended that Haines Road and Lake Barnegat Drive have prohibitions imposed for parking along the roadway. With parking allowed and the collector function of the roadways, it is relatively easy for small children to be imperiled unnecessarily by the volume of traffic. With parking prohibited the opportunities for encountering children darting between parked cars would be significantly reduced.

2. Improvement of Manchester Avenue from Haines Street to Route 9,

The improvement of Manchester Avenue, Cedar Avenue and South Street to Route 9 will enable traffic to traverse from the northern portions of the Township to Lacey Road easily. Zoning along this Major Collector must be carefully scrutinized so as not to impede the overall functioning of the roadway. In particular "reverse frontage" subdivisions and development will be encouraged to occur in order not to impede the safe flow of motor vehicles and emergency services.

3. Creation of the four-way interchange at Exit 74 of the Garden State Parkway.

Anyone who has endured the aggravation of waiting in a long line to exit from the southbound lane of the Garden State Parkway in the late afternoon understands all too well what is required to alleviate the problem. A new interchange is warranted and has been for a number of years, however the Authority, as a requisite to solving the problem, wishes to install a toll on both the north bound and south bound ramps.

The Township Committee, over the years, has taken an active position in opposing this toll imposition, which may or may not have delayed the construction. None-the-less this interchange improvement is endemic to the overall safety of Lacey residents and the travelling public on the Garden State Parkway.

4. Deerhead Lake Drive in vicinity of Williams Avenue,

This short segment presently being considered by the Ocean County Engineering Department for construction in 1991 would alleviate pass through traffic along Williams Avenue thereby providing a safe residential street rather than the arterial it has become.

There are, however, other considerations which must be reconciled prior to the implementation of this segment, principally the operation of the lights at Lake Barnegat Drive and Lakeside Drive along Lacey road, as well as comprehensive evaluation of the entire Barnegat Pines development north of the lakes for traffic flow and safety.

5. Route 9 service road,

From South Street southerly to a point somewhere south of Sunrise Boulevard, an access and service road should be imposed upon all developers as a condition of approval. The creation of this service road should not be an infringement upon the buffering requirement but rather supplemental to it. This road would connect with the existing traffic light at Sunrise Boulevard thereby providing an easy and convenient means of ingress and egress to the shopping opportunities which currently exist or may in the future.

6. Extension of Beach Boulevard to Industrial Way.

Currently a severe traffic problem exists at the intersection of Old Main Shore Road with Route 9 which could easily be eliminated by the continuation of Industrial Way along the Mini-Warehouse complex to Beach Boulevard where there is a traffic light available to control congestion. In order to accomplish the connection, either the Township would have to condemn a part of the former C.R.R. Co. of N.J. right-of-way or force the developer to relinquish it for traffic safety as a result of any future development within the Industrial Park.

DANGEROUS INTERSECTIONS: Additionally a series of intersections have been identified as being dangerous or confusing to the travelling public and need to be scrutinized in the future so as to alleviate the concerns, these are;

Lanoka Harbor Section

- A. 1st Street, Constitution Drive, Merimac Drive, and Pinta Way,
- B. Nautilus Blvd, Independence Drive, and Shady Brook Lane,
- C. Bay Way and Clairmore Avenue where Bay Way turns towards Cedar Creek,

Forked River Section

- D. Letts Avenue, Lower Lake Drive, and Bunnell Place,
- E. Elwood Street, Shepard Avenue, Briggs Avenue, and Cliff Lane,
- F. Hillside Place,
- G. Beverly Road, Woodmere Place, and Lakeside Drive South,
- H. Sylvania Place, Lakeside Drive South, and Taylor Lane, and
- I. Lakeside Drive South and U. S. Highway Route 9.

A light is presently being negotiated between the New Jersey Department of Transportation and the developer for Green Tree Center to be developed in the Southwestern portion of the intersection. The creation of this light will allow traffic to flow smoothly from both the Barnegat Pines area as well as areas to the east of Route 9 and will then encourage north bound movements where, due to the congestion of 9, they do not now exist.

UTILITIES

UTILITIES: Lacey Township is blessed with a modern and efficient utility service infrastructure. Virtually all areas of the community are served by sanitary sewer, electric, telephone, natural gas and cable television with community water currently being installed.

Electric: The most noticeable of utilities in Lacey Township is an attribute of the Oyster Creek Nuclear Generating Station located in the southernmost portion of the community. Owned and operated by General Public Utilities whose subsidiary, Jersey Central Power and Light Company services Lacey.

Being in close proximity to the plant, Lacey has redundancy in their lines which implies power outages are infrequent as well as brownouts are practically non-existent.

Telephone: Often sharing the same transmission poles are the lines of A.T.&T., New Jersey Bell Telephone and other companies. Due to the complexity of the service agreements and the numerous phone companies it would be inappropriate to identify each of them other than to indicate that Lacey does have adequate phone service.

Cable Television: Cable Haven Television in Manahawkin and Toms River provides franchised Cable Television Service to all areas of the municipality for a fee.

Natural Gas: New Jersey Natural Gas Company has transmission lines virtually throughout the municipality thus ensuring availability and connections where necessary. There are instances where the lines are distant from a desired hookup point which necessitates either increased cost to the consumer or requiring multiple hookups being assured before extension of the service.

For those instances where natural gas service is not available a number of propane gas companies are available within the region to supply the needs of the community.

SANITARY SEWER: Sanitary sewer connections are available to all lands east of the Garden State Parkway within the service area permitted by the New Jersey Department of Environmental Protection. For all practical purposes this service area includes all existing and proposed development within the Township east of the parkway.

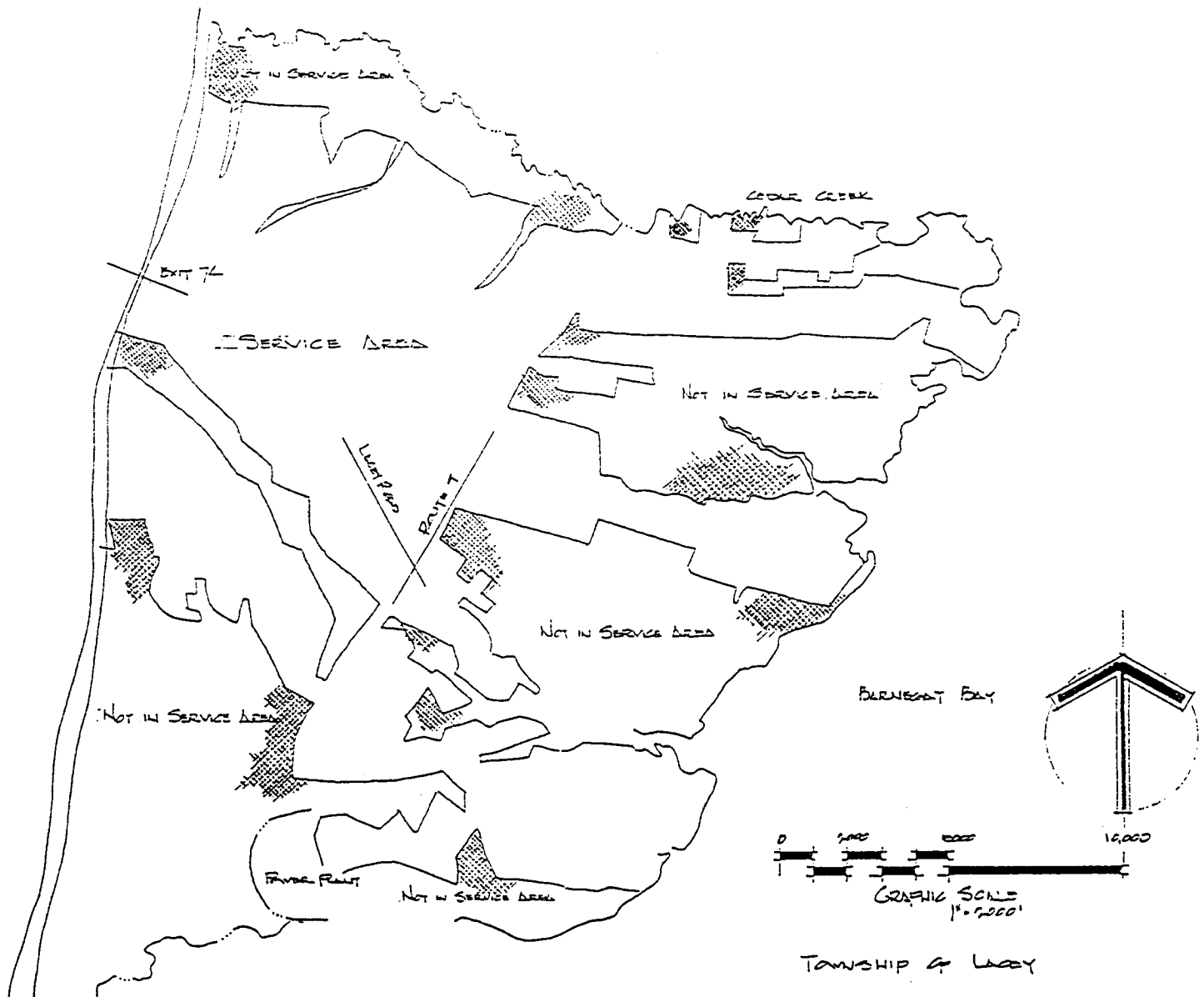
For areas west of the parkway, community sanitary service is not available and reliance upon septic systems in accordance with the standards, directives and performance criteria of the New Jersey Pinelands Commission as well as the New Jersey Department of Environmental Protection is required.

Waste water generated by the community is treated at the Central Service Plant of the Ocean County Utilities Authority in Bayville, immediately to the north. This plant has recently been modernized to fulfill the needs of the servicing communities both now and in the future.

WATER: A portion of the municipality east of the parkway is currently serviced by community water. Several areas have the lines installed and tested but are not quite ready for hookups due to the necessity of installing the second water tank and associated wells.

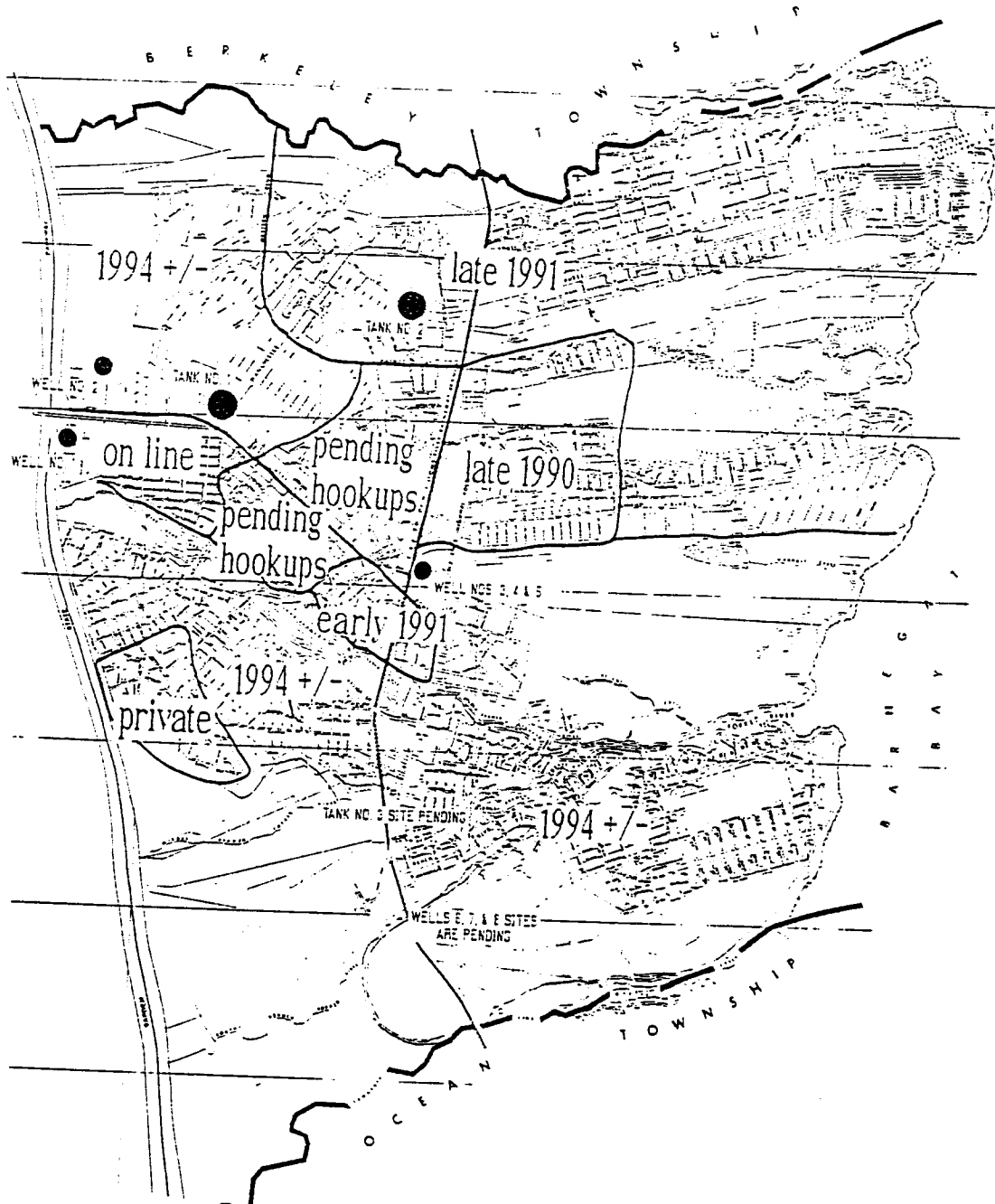
It is anticipated by the end of 1990 that approximately 20% of the community will be receiving potable water from the M.U.A. and that the entire community will be hooked up and operating by 1995.

The precise hook up dates are not available due to the ever changing requirements, ground water pollution areas and the availability of funds. The map provided on the following page was prepared in accordance with the time schedule of the Municipal Utility Authority, however, it is subject to change and modification as appropriate.



SOURCE: LACEY TOWNSHIP MUNICIPAL UTILITIES AUTHORITY
 201 WASTEWATER FACILITIES PLAN
 AUGUST 28, 1987

SANITARY SEWER SERVICE AREAS



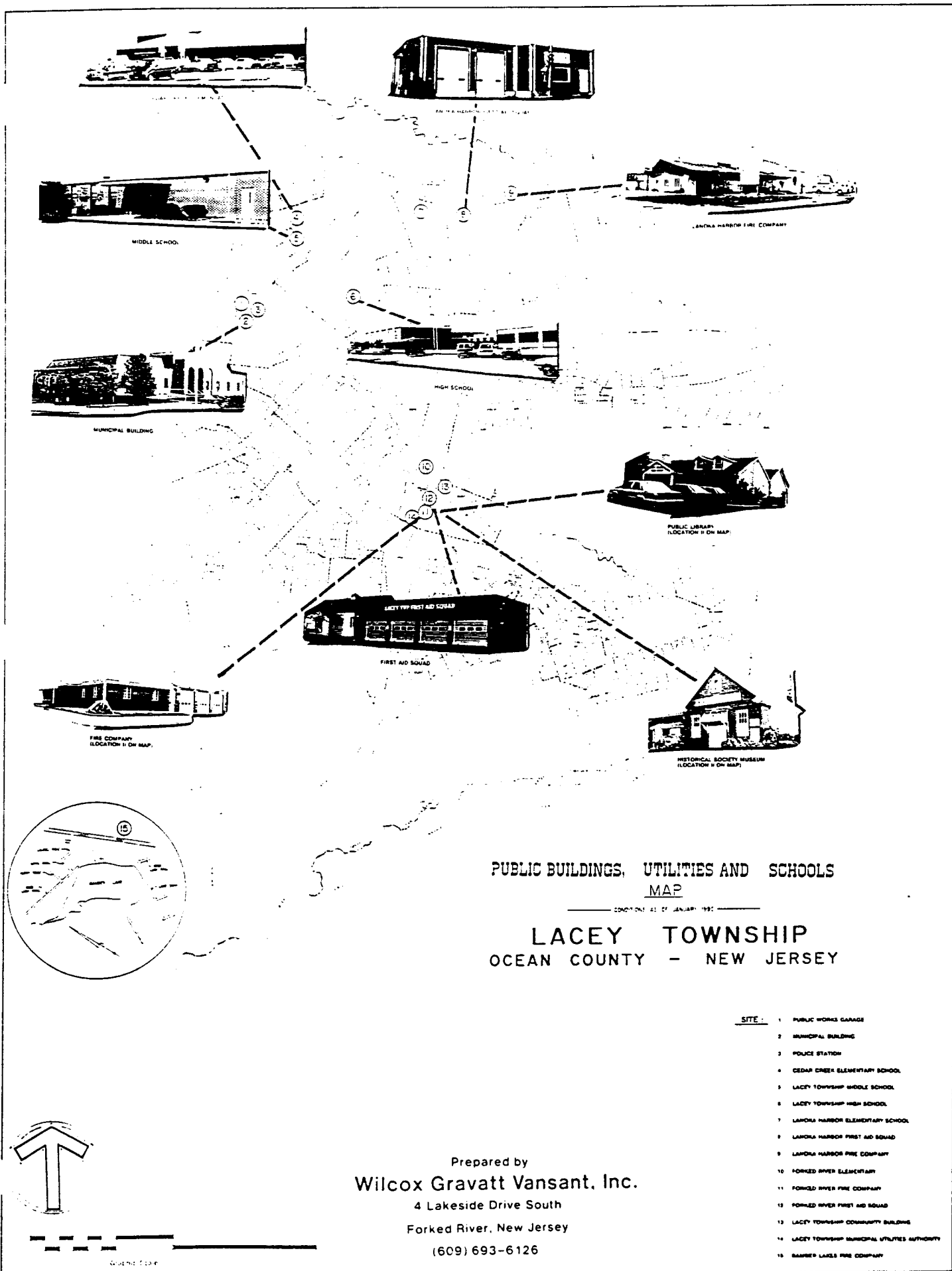
SOURCE: LACEY TWP
MUNICIPAL UTILITIES
AUTHORITY, AUGUST '90

WILCOX
GRAVATT
VANSANT

Consulting Engineers, Surveyors, Planners
P.O. Box 100, Lacey, WA 98503
Phone: (509) 852-1000
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LACEY TOWNSHIP MUNICIPAL UTILITIES AUTHORITY POTABLE WATER CONNECTION DATES

COMMUNITY FACILITIES



COMMUNITY FACILITIES: Existing emergency facilities are located throughout the Township providing responsive and rapid service to the community. Public works and government administrative offices are centrally located enabling efficiency in operations and effective command and control over Township functions.

POLICE: The Lacey Township Police Department occupies a "stand alone" building on the eastern portion of the Municipal Complex located along Lacey Road west of Manchester Avenue. Recently constructed the building houses the dispatchers, temporary detainment facilities, offices of the Chief, detectives, and officers.

The police department consists of 37 uniformed officers and 9 civilians as well as has 25 vehicles and one 14 foot boat with trailer. There are presently no mutual aid agreements with surrounding communities except as required by law and the department is currently installing a "911" service to facilitate emergency messages from its residents.

FIRE: Lacey Township has three volunteer fire companies with a wide variety of equipment strategically sited to reflect the need.

Nationally there is a wide disparity as to how to evaluate the effectiveness of the fire companies with respect to normative standards due to the fact of distances required to be traversed, intervening traffic as well as the nature and complexity of the buildings and their surrounds to be protected. Generally speaking, the companies are adequate to sustain the demand placed upon them with few exceptions.

Recently it has been observed that some of the equipment has not been effectively utilized to fulfill the demands resulting in inordinate delays and some confusion. Further each company selects and buys its own equipment, seemingly without consulting with adjacent companies, resulting in a loss of redundancy. It is recommended that an Emergency Services Evaluation Team be formed in order to load manage the equipment and to offer recommendations as to the efficient purchase of equipment in order to assure the residents of continued well directed fire safety efforts.

FIRST AID: Lacey Township is serviced by two first aid squads, one located in Lanoka Harbor and the other in Forked River. Together they offer quick response times and the most modern of equipment available. Currently some of the ambulances are aging and in need of repair or replacement, an issue currently being addressed by the Township Committee in providing cooperative maintenance services through the Public Works facilities.

As with the fire companies, there is a wide diversity of evaluation mechanisms which can be used to gauge the effectiveness of the services provided. The best method available is to evaluate the service in terms of responsiveness to the community where 6 minutes is the normative value for reaction time and the trip to the hospital is less than 45 minutes. For Lacey Township the average response time is between 6 to 10 minutes with the trip to the hospital being well within the 45 minute allotment.

Additionally, Community Memorial Hospital in Toms River, (about 10 minutes away) provides Emergency Medical Technicians (EMT) with cardiac care and other trauma facilities on board. Often times they arrive at the scene of a call simultaneously with the First Aid squads and render immediate and extensive care prior to the transport to the hospital.

HOSPITALS: Lacey Township is equally distant between Community Memorial Hospital in Toms River and Southern Ocean County Hospital in Manahawkin although Community is more accessible. Both hospitals are capable of handling most emergencies equally and are supplemented by some of the finest facilities in the world in Philadelphia, New York and Baltimore. Additionally, Deborah Heart and Lung Hospital in Burlington County is world renowned for there work in heart diseases.

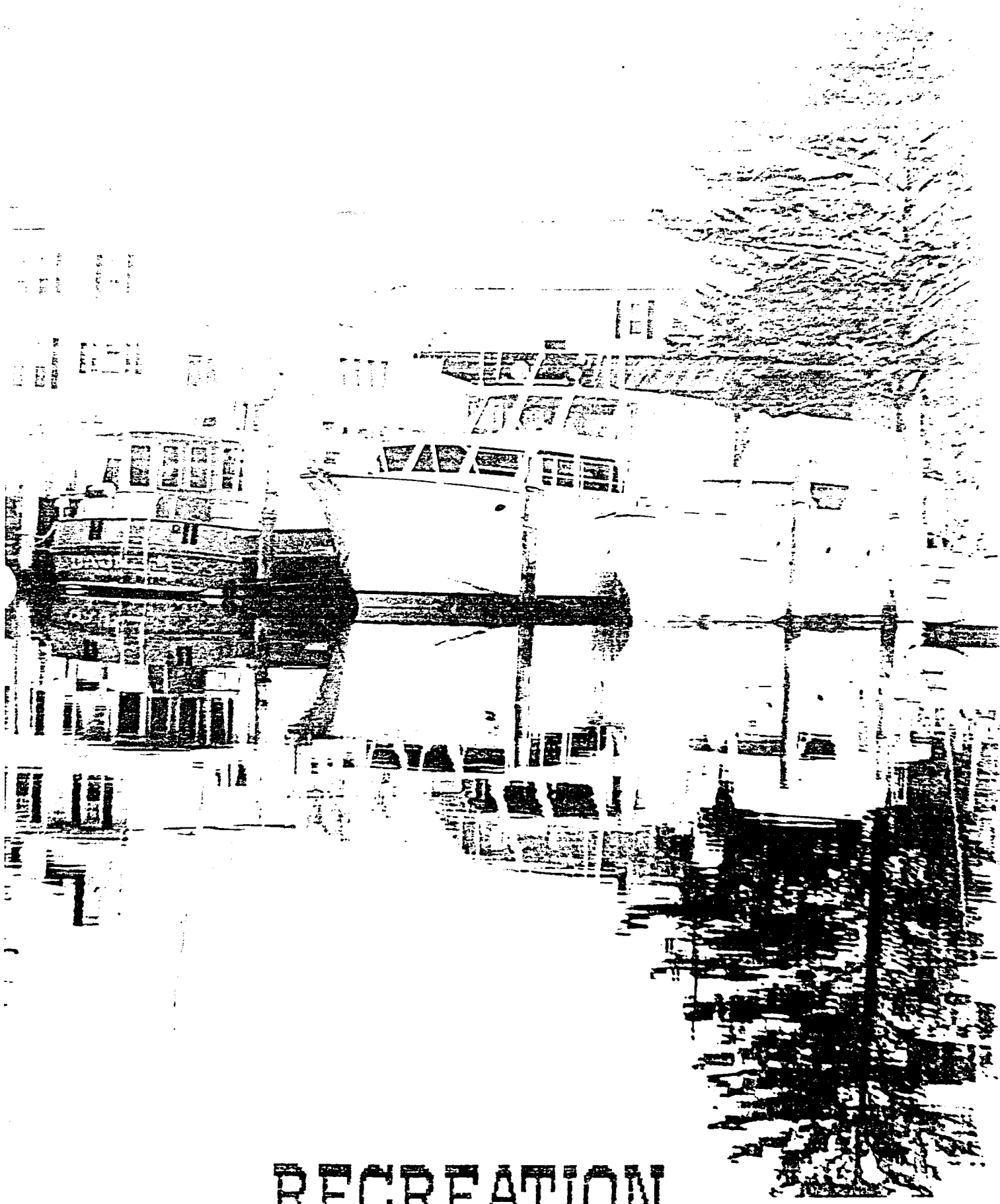
Community Memorial Hospital currently has 460 beds with 140 additional beds under construction. Southern Ocean County Hospital has 100 beds with a new addition currently being planned in order to provide the residents with increased and enhanced services.

EDUCATION: Lacey Township in 1981 assumed full responsibility for educating its school children by providing modern up-to-date facilities on attractive sites. From 1790 to today, Lacey Township has continuously improved its facilities to where it now has a high school, middle school, and three elementary schools. Its original school building is preserved to this day as the Historical Society building located along Route 9 in Forked River.

The facilities currently consist of:

Name	Enrollment	Classrooms
-----	-----	-----
Cedar Creek	468	27
Forked River	564	25
Lanoka Harbor	776	30
Middle School	864	49
High School	1147	62
Total	3819	193

RECREATION



RECREATION

RECREATION: Recreational facilities maintain the quality of life of a communities residents providing areas for the peaceful enjoyment of nature or for the more intensive team sport activities. Both government and private enterprise share the responsibility of providing adequate, safe, and environmentally sensitive areas for enjoyment of the pursuit of happiness.

The recreational component of the master plan is a process that relates the leisure time of people to space. It is an art and a science that uses the concepts and methods of many disciplines to provide public and private leisure opportunities. It is a blend of environmental design, social science, and public administration in providing leisure opportunities as part of a human service and environmental management system.

The overall goal of recreation is to improve the quality of life and environment by maximizing human welfare in creating a better, more healthful, pleasurable, and attractive urban environment. Objectively it is;

1. To improve the physical environment of the community to make it more functional, beautiful, safe, exciting, and efficient.
2. Serves the public interest as defined by the courts, legislature and executive branches of government.
3. Injects long-range considerations into short-range decisions for the allocation of public and private resources.

The level of detail required varies from the community scale to the site specific with each depending on the complexity and fulfillment of the goals and objectives.

Lacey Township is blessed with an abundance of water fronts - both bay, river, creek, and lakes - as well as numerous parks and playgrounds, most of which are well maintained and used by the residents. There are over 50 sites, spread throughout the township providing a variety of recreational opportunities for the enjoyment of the citizenry.

Within the planning vernacular there are a variety of general standards to be applied in order to evaluate the overall recreational opportunity of a community. Fortunately, there are no rigid formulas to be adhered to thereby recognizing the uniqueness of each municipality in providing recreational opportunities.

Generally a park should be provided within a mile of every resident of the Township. For Lacey Township residents, with very few exceptions this standard is achieved and often exceeded, particularly for Barnegat Pines residents. Additionally, there should be approximately eight (8) acres of park land per 1,000 residents, which for 20,000 residents equates to a current demand of 160 acres.

The Township of Lacey currently has over 405 acres of active recreational land and water. Which facilities are:

NO	NAME	LOCATION	AREA
-----	-----	-----	-----
1	CLUNE PARK	FR BEACH	15.34
2	PARK	PARKERS POINT	.55
3	MILL POND	MILL ST	25.40
4	PARK	MARINE RD	.07
5	SOUTH DOCKS	LAKESIDE DR E	1.01
6	PARADISE PT	PARADISE PT	.50
7	PARADISE PT	PARADISE PT	1.00
8	MUNICIPAL DOCK	E. LACEY ROAD	.36
9	COMMUNITY HALL	LACEY ROAD	1.90
11	PLAYGROUND	BASIN ROAD	1.68
12	BICENTENNIAL	LACEY ROAD	1.20
13	RECREATION	JONES ROAD	8.53
14	BEACH	LAUREL BLVD	6.12
15	PARK	LAUREL BLVD	.17
16	BEACH	MEADOWLARK DR	1.04
18	PARK	KENNEBEC RD	.18
19	CEDAR LAKE	LAKESIDE DRIVE	23.28
20	LAKE SERENE	EDGEMERE AVE	2.50
22	LAKE BARNEGAT	LAKESIDE DR	67.21
23	LAKE BARNEGAT	LAKESIDE DR S	1.75
25	PARK	MYRTLE PL	.86
26	RECREATION	WHITCOMB ROAD	3.21
28	PARK	HILLWOOD ROAD	.07
29	LAKE BARNEGAT	LAKESIDE DR	35.89
30	TWIN LAKE PARK	LAKESIDE DRIVE S	.52
31	PARK	DEERHEAD LAKE DR	.15
33	BATHING BEACH	LAKESIDE DR	1.76
34	DEERHEAD LAKE	DEERHEAD LAKE DR	7.27
35	RECREATION	WOODSIDE DRIVE	.51
36	BEACH	LAKESIDE DR S	.04
39	PARK	EMERALDA PARK DR	.17
41	DEERHEAD LAKE	DEERHEAD LAKE DR	40.91
42	PARK	BRIGGS AVENUE	.18
43	PARK	DEVON STREET	.19
44	PARK	DEERHEAD CIRCLE	.52
45	PARK	DEERHEAD LAKE DR	.05
46	PARK	WILLIAMS	.05
47	PARK	LAKESIDE DR	.05

48	PARK	DEERHEAD LAKE DR	.05
49	PARK	LAKESIDE DR	.92
51	HEBREW PARK	CEDAR AVE	24.50
52	HEBREW PARK	CEDAR AVENUE	2.00
53	BAMBER LAKE	LAKE DR	79.70
54	PARK	GOOD LUCK	3.14
55	BEACH	GOOD LUCK ROAD	9.84
57	BEACH	BARRAMORE	.75
58	BEACH	LAKESIDE DR	.33
59	RESTROOMS	YACHT BASIN	.37
60	PLAYGROUND	THORN ST	1.50
TOTAL			405.29

Additionally, the Township has a reserve of unused land and water of 13.17 acres situated on 11 separate areas.

NO	NAME	LOCATION	AREA
-----	-----	-----	-----
10	FUTURE SITE	LANOKA HARBOR	.85
17	FUTURE SITE	KENNEBEC ROAD	.80
21	FUTURE	LAKESIDE DR S	.42
24	FUTURE	FLEETWOOD DR	.30
27	FUTURE	MAYWOOD PL	.67
32	FUTURE	LONGWOOD	.15
37	FUTURE	SERPENTINE DR	.42
38	FUTURE	LAKESIDE DR S	.35
40	FUTURE	BROOKDALE PL	.95
50	FUTURE	LAKESIDE DR	4.12
56	FUTURE	BOUNTY ROAD	4.14
			13.17*

In conclusion, a seemingly adequate supply of recreational opportunities exists to satisfy the demand both now and in the future. Such is not really the case particularly with the ever growing Pop Warner team sport system as well as the Little League and others, not to mention the numerous scouting organizations which exist with Lacey. Each organization requires spatial considerations, which often cannot be jointly utilized due to scheduling difficulties. However, with six team organizations having a minimum of 140 players each and several of 600 to 700 players, available space to accommodate these enthusiastic individuals is at a premium.

Families with participating children often are forced to travel from one end of Lacey to the other in order to watch and encourage their teams. The solution is not to reduce the number of teams but rather to concentrate activities within complexes specifically designed to accommodate the use. This implies prudent and efficient management of our resources and will, in turn, reduce the amount of energy wasted in travelling from game to game. Of the 50 sites within Lacey there are but two major parks; William Hebrew and Vincent Clune in which to accommodate the needs of the sports community.

It is recommended that available properties be sought for acquisition and development wherever possible some of which are illustrated on the following page.

Existing parks to be improved are:

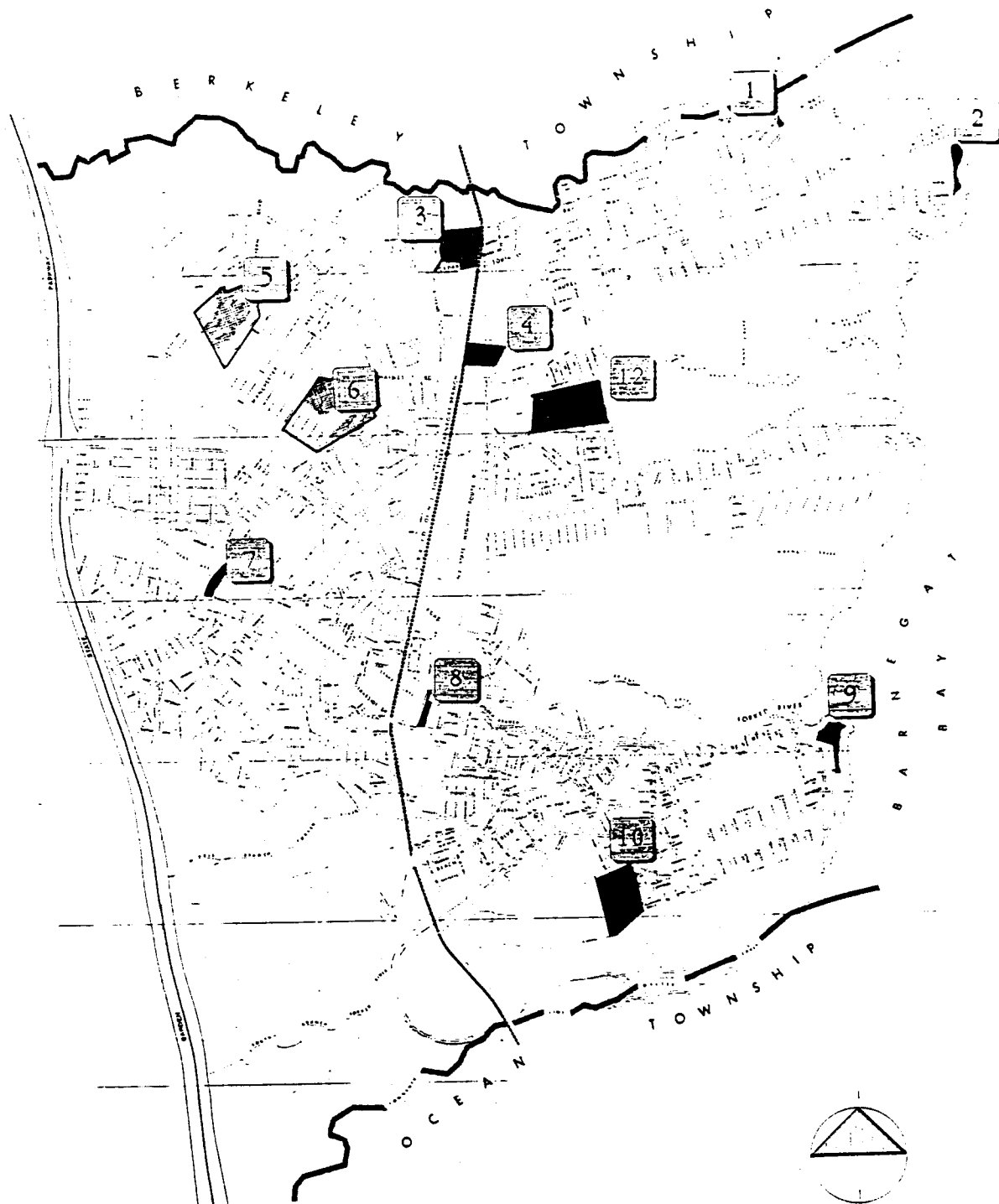
1. **WILLIAM HEBREW PARK:** It is suggested that William Hebrew Park remain as a multi-functional facility with emphasis on Soccer.
2. **VINCENT CLUNE PARK:** This facility in the southern portion of the township should become a baseball/softball only facility. Further options to expand and improve this facility should be actively pursued in order to provide and enhance the recreational opportunities of our youth.
3. **FORKED RIVER BEACH:** The Township has recently acquired the beach front area along Beach Boulevard representing the only remaining large parcel of waterfront generally not environmentally sensitive within the municipality. Plans and permitting are presently being prepared to provide multiple waterfront opportunities of enjoyment for the residents.

It is recommended that the following sites be considered for acquisition or leasing in order to relieve the current demand upon the existing facilities.

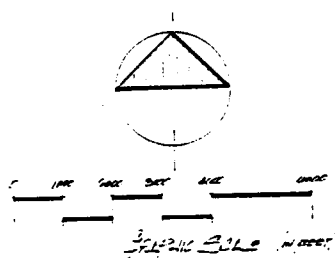
4. **GOOD LUCK FARMS:** Consisting of approximately 30 acres of land, a portion of which is currently cleared open space, affords the Township an opportunity to develop a cultural resource center and recreational facility. Green Acres funding could be secured for the purchase of this parcel, however, in all likelihood, it would take several years to procure, accordingly, alternative funding or site management would be prudent for consideration.

5. MURRAY GROVE CONFERENCE CENTER Approximately 40 acres of open fields exist within the complex which could be used for at least three (3) soccer and three (3) baseball fields as well as providing opportunities for family picnics and small youth activities. Conceptually the land would be developed similar to William Hebrew Park in that a minimum disturbance to land and clearing of trees would be the design philosophy rather than wholesale destruction of the ecosystem.
6. A.T. & T. PROPERTY At the end of Jones Road is a tract of several hundred acres consisting of upland and hydric soils. A portion of the site appears conditionally acceptable for development as recreational. The Planning Board and Governing Body should investigate the feasibility of constructing a sports complex thereon and, if appropriate, seek the lands from the landowner.
7. J.C.P. & L. CO. PROPERTY Adjacent to Vincent Clune Park is a wooded area of upland soils which could be used for expansion of the fields. Discussions with J.C.P. & L. CO. personnel has generally not been productive as this initiative has been proposed over the years by the Township with the Nuclear Generating Station to no avail. None-the-less, further inquiries into acquiring the property are warranted.
8. BAMBER VILLAGE RECREATIONAL ZONE This site consists of 100 acres (+/-) in Bamber. Due to its remoteness and the aspect of environmental sensitivity, it is suitable for a variety of mixed uses of a recreational nature. Conceivably, at least six soccer fields and several baseball diamonds could be provided while yet providing for a nature conservancy as well as family oriented areas.

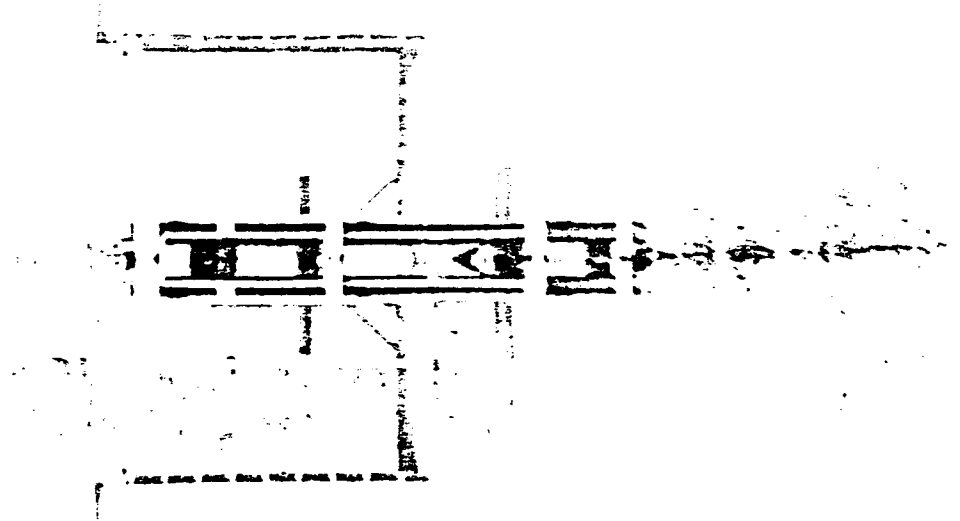
The emphasis for the future should be directed towards prudently managing each area developing site specific plans in order to realize the maximum benefit from each at the least cost both now and in the future.



NOTE: NUMBER REFERS TO APPROXIMATE REGION OF THE IMPROVEMENT SECTION WITHIN THE RECREATIONAL COMPONENT OF THE MASTER PLAN.



CONSERVATION



CONSERVATION

CONSERVATION: Lacey Township consists of a variety of soils, vegetation, and water bodies as well as provides an urbanized form of living for its residents. Until recently these co-existed with one another, although the demand for housing often meant the total denuding of the landscape.

With continuing education and recognition of the importance of maintaining a viable ecosystem for the sustainment of life, it is readily apparent that this ecological diversity must be recognized, protected and preserved. Protected for future generations to come but not confiscatory to the point where a beneficial use to the land owner cannot be realized.

Currently there are a myriad of regulations at the State and Federal level of government which clearly dictate what a property owner can or cannot do with his lands. The efforts of Lacey Township should then be directed towards identifying these areas of ecological diversity and providing an appropriate mechanism to protect and preserve them for the future yet allowing the landowner some latitude in developing his land.

Nearly one-third of all lands lying east of the Garden State Parkway consist of Wetlands or have soils indicative of Wetland environments. Due to mapping scales and errors among the various documents precise locations of these sensitive lands is not possible, without extensive site specific evaluations. Generally, though, we can predict the relative location and should an applicant apply for a permit within the regions, then it would be appropriate for him or her to provide an environmental impact statement and certification from the State of New Jersey as to the existence or lack of wetlands on the subject property or within range of the buffers normally applied.

Sensitive lands are within all of the zones of Lacey Township. Our development ordinances were never conceived with environmental constraints as a component and it was often said by the zoning administration that it was someone else's problem. Accordingly, Lacey Township regulations are diametrically opposite, with respect to environmental sensitivity, to that of the State or Federal government.

In order to better management these lands, while yet allowing a landowner a return on investment a series of flexible controls should be employed which would maximize the state of the art of prudent land management. Some of these mechanisms are:

1. **Clustering properties together on upland sites.**

Cluster as developed in many ordinances is yet another manifestation of traditional zoning, allowing smaller lot sizes but yet requiring rigid setbacks or other requirements. To be truly successful in land preservation, Cluster should be an innovative mechanism clearly adaptable to the preservation ideal while encouraging prudent development.

2. Maximize utilization of reusable energy resources such as solar, wind and water.

By individually siting structures in a flexible configuration, solar access is assured. This then minimizes the necessity of using precious resources to supply heat and cooling where natural processes are readily available.

In existing neighborhoods, distant from environmentally sensitive lands, flexible setback lines should be employed so as to allow adjacent properties opportunities for solar access and enjoyment. Each development proposal should be scrutinized so as to preserve solar, wind and water access to all properties, whether they be the subject site or one adjacent.

3. Reduce roadway widths commensurate with the intended use of the system and the area served.

Many of the roads within Lacey Township are vastly wider than what they should be, consequently the travelling public has a tendency towards speeding. By reducing the widths of the roads to more manageable proportions, the necessity for police patrols are minimized thereby allowing for a more cost efficient enforcement service.

By reducing the width of a roadway, the latent heat energy is also diminished thereby reducing the air-conditioning load on surrounding residences. Further, the environmental ambience is enhanced by reducing glare and providing larger vegetated areas between the roadway and the dwelling.

4. Plant shade trees along roadways at a closer density than presently permitted.

Although the traditional spacing of 40 feet for street shade trees is widely used throughout New Jersey, it does not provide a suitable mechanism for shading the streets from the intense summer sun. In Europe, the traditional separation between trees is between 12 to 20 feet which create the traditional lanes which are enjoyable by all, accordingly it is recommended that the spacing of street trees be not more than 20 feet on center, and wherever possible all existing vegetation should be protected and preserved during construction.

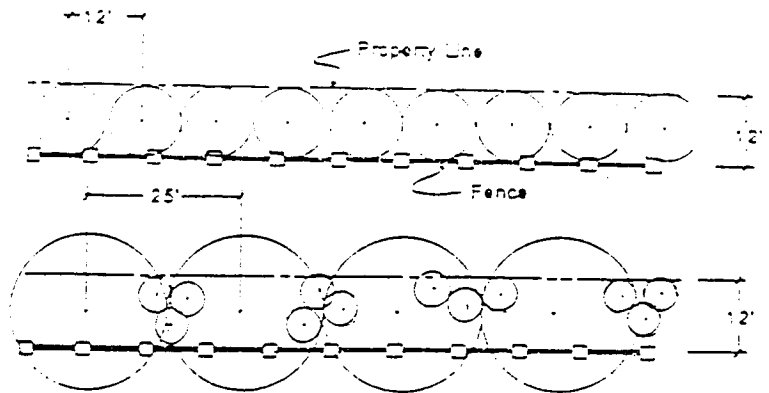
5. Preserve existing stands of trees.

Trees are not only visually exciting but beneficial to the continued sustainment of our quality of life. As such strict enforcement mechanisms should be provided in order to protect and preserve this resource from blatant and ruthless cutting practices. Our mature trees were one of the key elements which enticed many residents to resettle here. Over the past several years Lacey residents have witnessed the action of the chain saws and bull dozers in rapidly denuding this important landscape.

SCREENING STRIPS

TYPE A

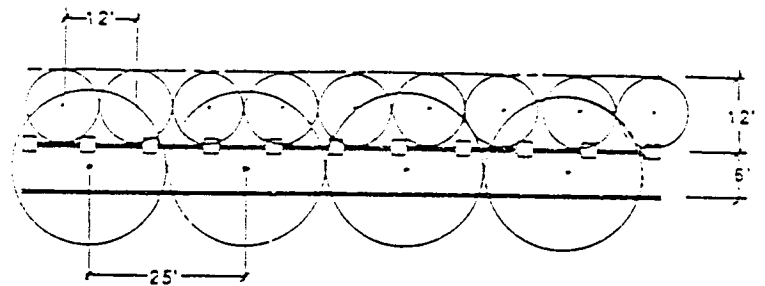
Dense evergreen row



Alternate: Deciduous trees underplanted with evergreen shrubs

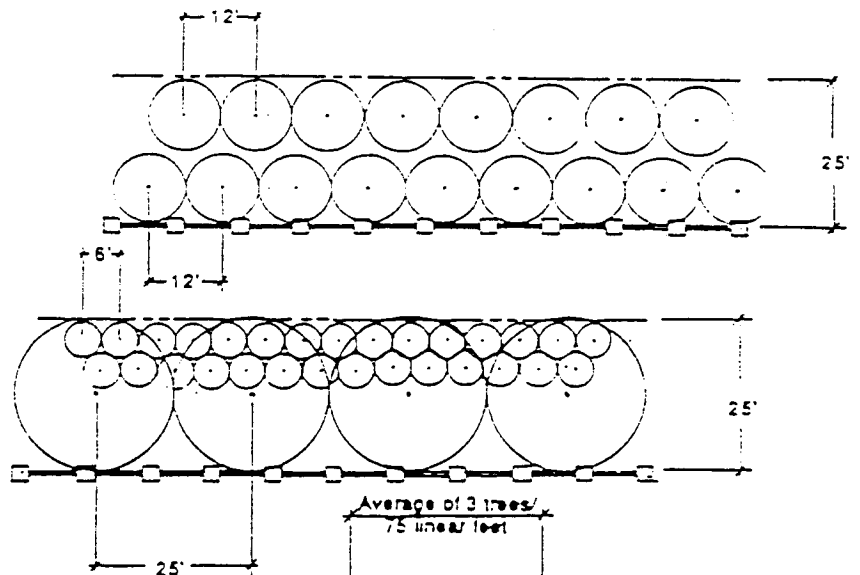
TYPE B

Dense evergreen row backed with deciduous row



TYPE C

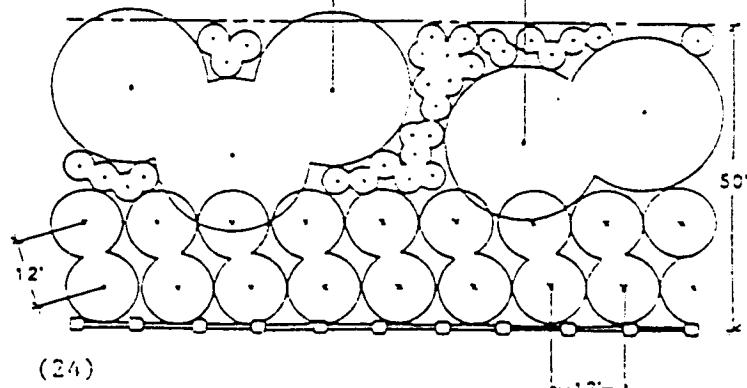
Double row of evergreens



Alternate: Deciduous trees with large evergreen shrubs

TYPE D

Dense deciduous / evergreen screen with smaller shrubs interspersed



Not only are trees useful for their beauty but also for diminishing solar intensity, replenishing our oxygen supply and maintaining an ecological balance with our ground water. By utilizing trees in proper locations, our water quality is maintained and assured for generations to come as well as the unique attributes of Lacey Township are preserved for the residents. For properties being developed and where existing mature growth can be saved, credits should be developed so as to allow a developer maximum flexibility. Then credits can be in terms of location of roads within a right-of-way or density and yard deviations in order to save our visual environment.

SCREENING STRIPS AND BUFFERS: Perhaps the most abused ordinance is that dealing with Screening Strips and Buffers, principally because it is simply much too prohibitive to be applied in its strictest interpretation. A better solution, one which recognizes the constraints of each area and the uniqueness of varying land uses should be implemented.

For each different land use within a zone there should be provided a screening strip of the following minimum dimensions and configuration, such as:

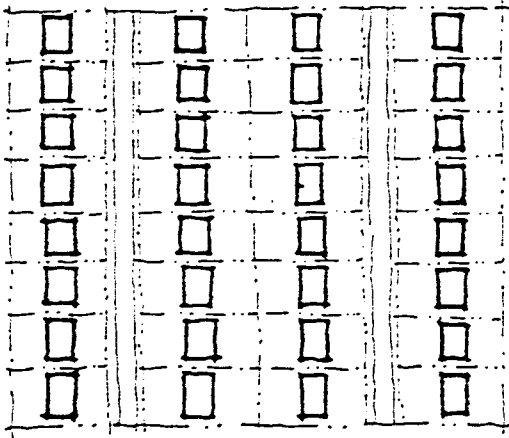
Residential Units/Acre				Retail Commercial			Other Uses		
	4+	2-4	0-2	1-4	5-9	>10	IND #1	MC #2	STOR #3
Residential Uses									
4+ /ac	NA	NA	NA	B	C	C	100 #4	C	C
2 - 4/	NA	NA	NA	B	B	C	100 #4	C	C
0 - 2/	NA	NA	NA	B	B	D	100 #4	C	B
Commercial Uses									
1 - 4	B	B	B	A	A	A	D	A	B
5 - 9	C	B	B	A	A	A	D	A	B
> 10	C	C	D	A	A	A	D	B	A
Other Land Uses									
IND #1	100 #4	100 #4	100 #4	D	D	D	A	D	D
MC #2	C	C	C	A	A	B	D	A	A
STOR #3	C	C	B	B	B	A	D	A	A

Notes:

- #1 Industrial uses commonly defined for the M-1, M-2 and M-6 zones of the Township
- #2 Marine Commercial uses
- #3 Any outside storage of boats, automobiles, wreckage, recycling or other similar type uses.
- #4 The recommended configuration of the screening strip for Industrial Uses is a doubling of Type "D" using the fence as the mid ordinate of the screening strip
- #5 The maximum screening strip required between properties along Lacey Road is type "A".

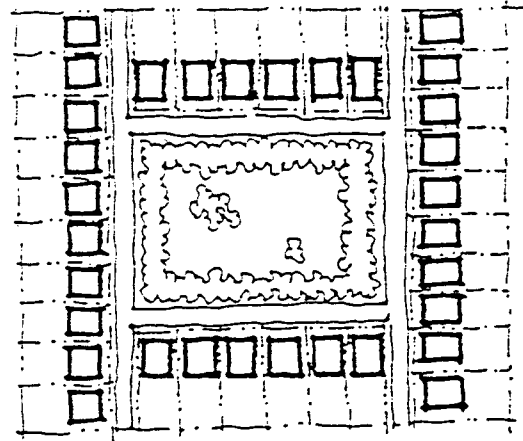
The Advantages of Clustering

CONVENTIONAL
SUBDIVISION: 32 LOTS



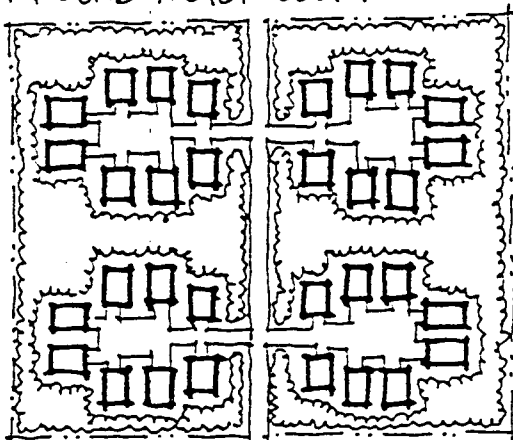
- NO COMMON OPEN SPACE
- MOST OF LAND CLEARED & GRADED
- MOST TREES DESTROYED
- LARGE FRONT YARDS OF LITTLE USE & USELESS SIDE YARDS

CLUSTERING 32 LOTS
AROUND A COMMON

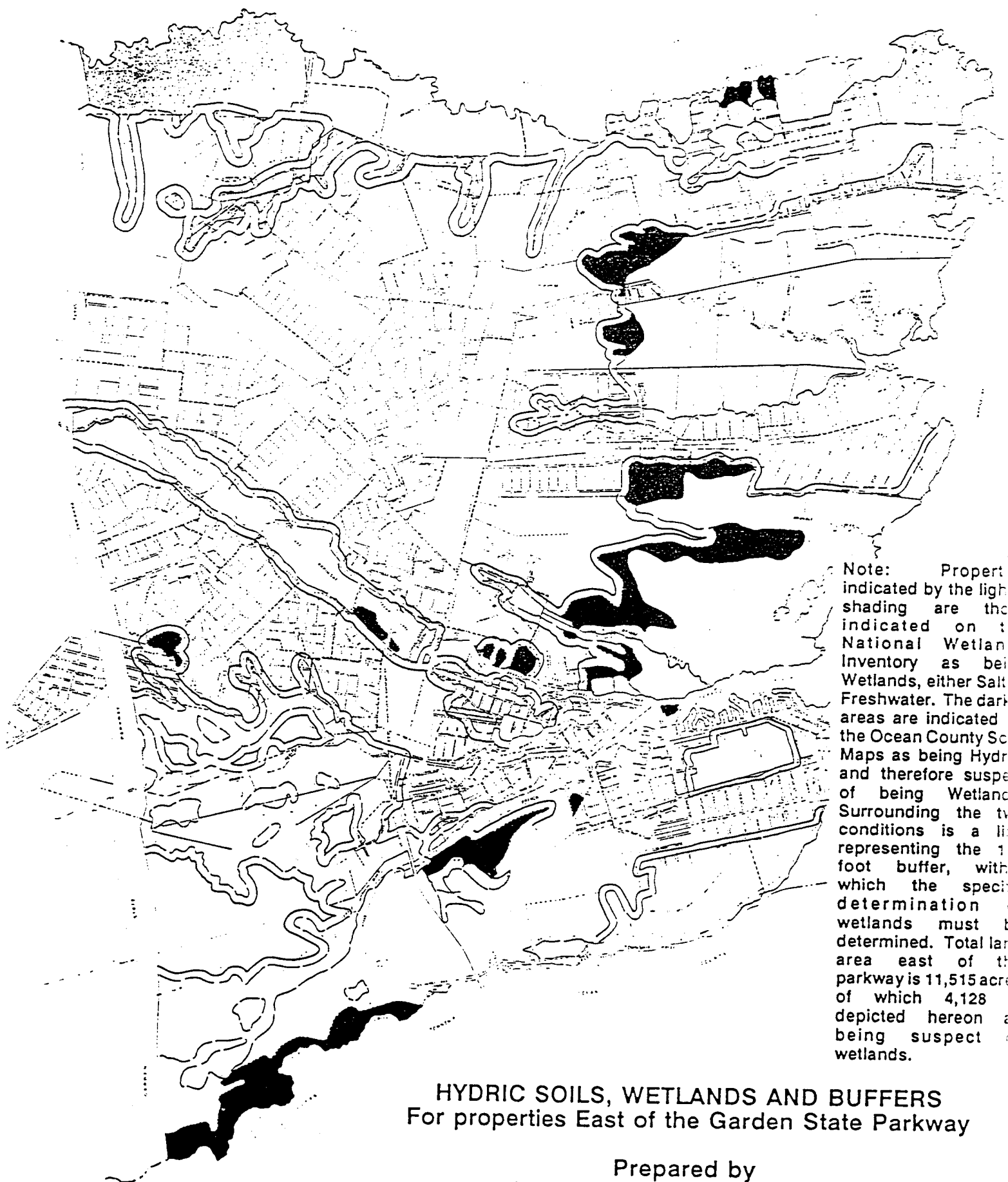


- CENTRALIZED, COMMUNAL OPEN SPACE
- SMALLER FRONT & SIDE YARDS
- DEEPER, PRIVATE REAR YARDS
- SENSE OF NEIGHBORHOOD IDENTITY

CLUSTERING 32 LOTS
AROUND MOTOR COURTS



- COMMON OPEN SPACE LEFT NATURAL AND UNDISTURBED SURROUNDING AND IN BETWEEN CLUSTERS
- EFFICIENT ROAD & UTILITY NETWORKS



Note: Properties indicated by the light shading are those indicated on the National Wetland Inventory as being wetlands, either Salt or Freshwater. The dark areas are indicated on the Ocean County Soil Maps as being hydric and therefore suspected of being wetlands. Surrounding the two conditions is a 1-foot buffer, within which the specific determination of wetlands must be determined. Total land area east of the parkway is 11,515 acres, of which 4,128 are depicted hereon as being suspected wetlands.

HYDRIC SOILS, WETLANDS AND BUFFERS For properties East of the Garden State Parkway

Prepared by
WILCOX GRAVATT VANSANT
4 LAKESIDE DRIVE SOUTH
FORKED RIVER, NEW JERSEY
(609) 693 6126

ECONOMIC

ECONOMIC: A communities prosperity is directly related to its commercial enterprises as single family residences require the bulk of municipal services while generally only providing enough income through taxes to sustain a minimum of services. Commercial and Industrial not only fortify the tax base but allow a municipality to provide parks, additional police, fire, first aid protection as well as to improve roads and other amenities which enhance the quality of life of the residents.

Commercial property, nationally, traditionally account for approximately 4 to 5% of all taxable lands versus Lacey at 6.4% and industrial about 8 to 9% compared to our current 5.5%. It can easily be determined that there is a surplus of commercially rated lands and a shortage of industrial properties in Lacey which is exemplified by the vacancies of commercial enterprises spread along Lacey Road and Route 9.

In order to balance the available lands within national trends the previously approved Municipal Industrial Park is encouraged to be developed as soon as practical within strict environmental and aesthetic guidelines. The existing park must be scrutinized in the future to ensure Industrial uses rather than retail or wholesale retail uses are encouraged to develop.

Commercially precise definitions must be developed for each zone. Additionally, the zoning must reflect shopper trends and be particular cognizant that the "going to work" side of a roadway does not encourage a shopping public. This attribute is particularly apparent along Route 37 and Route 72 within Ocean County.

While there may be a diminution of commercially designated properties as a consequence of this radical departure, being situated along major roadways does not necessarily give a landowner a vested right to have a commercially zoned property. Commercial properties, in order to properly augment a community must represent a balance with regard to the need. The current surplus of vacancies, partially as a consequence of the national economy, but more importantly a result of supply and demand, is clearly indicative of this rule.

For purposes of this plan, four separate designations for the commercial regions have been developed, each of which indicative of their ultimate clientele and service areas associated. These are defined as follows:

Offices: A room or group of rooms used for conducting the affairs of a business, profession, service, industry, or government. Generally the services provided are personal in nature, such as real estate, insurance, legal, engineering or other profession and retailing services are not performed. Parking is normally long term and trips are infrequent.

Village Retail: Village Retail uses are those primarily directed towards the immediate surrounding neighborhood providing for the day to day needs of the residents with items such as convenience food distribution (7-11, WaWa, etc.) liquor stores, card shops, or other such facilities as well as personal services (laundry and dry cleaning, barbering, as well as shoe repairing) are included. These facilities normally are found in small clusters of 3 to 5 stores within a singular structure or are "stand alone" structures designed and used for a specific use.

Neighborhood Retail: Neighborhood Retail centers are somewhat larger, with leasable area ranging from 50,000 to 100,000 square feet gross. In addition to the convenience goods and personal services of the Village Retail centers, a Neighborhood Retail Center provides a wider range of facilities for the sale of soft lines (wearing apparel for men, women, and children) as well as hard lines (hardware and appliances). A Neighborhood Retail center is "anchored" by a food market and can have one or more larger stores as well, although full line department stores are generally not found within the center. The focus, again is towards the immediate neighborhood and not a larger marketing area. Perhaps the best example of this within Lacey is the Foodtowne Shopping Center along Lacey Road.

Community Retail: The Community Retail center is typified, in Lacey, by the ShopRite complex in which a variety of services abound and adequate space exists for expansion. This center is more regionally oriented, drawing customers from beyond the limits of the municipality, providing a greater range of goods and services than either the Neighborhood Retail or Village Retail centers.

Lacey Road is a major traffic corridor providing passage from the Garden State Parkway to Route 9. As such, traffic is more destination oriented and not generally affected by impulse shopping, which is clearly characterized by the current high vacancy rate of retailers along the roadway. Contrasting this is Route 9 where the tenancy mix is essentially similar but the vitality of the businesses are markedly different in that traffic now becomes more locally oriented with impulse shopping more dominant, particularly at the convenience stores or other smaller retail facilities which lie along the arterial and are "on the way" to larger shopping opportunities.

What Lacey Road does service particularly well are the myriad of medical, legal, and other service providers which have congregated along the road. These individual businesses serve particular needs and generally develop consistent patterns of use through the appointment and re-appointment process. They are also immediately adjacent to major residential areas which fulfill the supply and demand attributes of the system.

Lacey Road, as a conductor, needs to maintain a consistency of traffic flow throughout its entire length which is best accomplished by enhancing the professional environment over the retail commercial enterprises. Accordingly, in the future, retail commercial shall be discouraged from developing along Lacey Road in favor of clustering these uses along Route 9.

The Coastal Resource and Development Policies typify the structure of existing development trends along Lacey Road. Historically, lots of approximately 20,000 square feet have been developed with a single 2 story building of 3,000 square feet ground floor area requiring 30 parking spaces. Total area of parking, entrance drive, and building is approximately 16,000 square feet -- assuming a 9 by 18 foot parking space and a single loaded 25 foot drive aisle -- or an impervious surface coverage of 80%, which is consistent with the policies for an area of this nature. Particularly, as the depth to water is greater than 4 feet and that the area is served by municipal sanitary sewers.

Route 9 functions best as the major retailing roadway of the community. Even during the summer when traffic congestion often becomes depressing, Route 9 yet fulfills the demand for retail opportunities by the several centers along its path, both big and small. Route 9 is a diverse experience with the major retailing centers being

developed along the western flank of the roadway with smaller ancillary services provided along the eastern side. This trend is not expected to change in the foreseeable future and, in fact, is most desirable as it serves to isolate the intensity of traffic, light and glare penetration as well as masks noise from the more intense residential areas lying east of Route 9.

Lands which are environmentally sensitive would be encouraged to develop at an overall density of 3% impervious surface coverage on a minimum lot size of 5 acres in order to minimize ground water pollution whereas the balance of the lands could achieve a 30 - 80% impervious coverage standard.

The three separate use classifications, Village Retail, Community Retail, and Neighborhood Retail would be interspersed so as to allow traffic to stabilize before reaching areas of greater intensity. Further, pedestrians are encouraged to use these transitional areas by incorporating cross walks as well as sidewalks both along Route 9 as well as between properties.

In several areas along and east of Route 9 it is appropriate to provide for medical practitioners which could serve the immediate adjacent subdivisions. Roadways such as Beach Boulevard, Sunrise Boulevard and Laurel Boulevard from Route 9 east for approximately three to four hundred feet would appropriately fulfill the need and could lessen future traffic utilization and congestion as well as being a buffering effect from the intensity of development along Route 9.

TOWNSCAPE: An important attribute of the major traffic corridors - both land and water - within Lacey Township is its visual environment. Daily the travelling public is inundated with a variety of visual information which is useful but unfortunately distracts and hinders the safe movement of pedestrians and vehicles. Signage is not the only invasive element within the ecosystem but types, height, color, configuration or nature of buildings, trees and landscaping, or the lack thereof, and conflicting lands uses contribute to the confusion as well.

The entrances to Forked River and Lanoka Harbor create a lasting first impression of our communities character and should be carefully and considerately crafted in order to provide a friendly welcome to visitor and resident alike. Within the corridors the failure to separate pedestrian and vehicular traffic creates visual confusion and unsafe conditions. Definition of pedestrian and vehicular areas through the installation of curbing, sidewalks, and street trees produces a neater right-of-way and a more inviting community.

Within the business districts, well designed off-street parking areas are often a convenient solution providing sufficient parking in a pleasant setting. Parking areas can be made attractive with landscaping, pedestrian walkways, and lighting. Larger lots can be divided with grassy islands and trees to act as windbreaks and to provide shade.

Strip development, a condition much like a plague, necessitated by insufficient depth lots and linear roadways can be controlled and enhanced. Strict adherence to screening, buffers, landscaping, and signage can greatly improve the visual appearance of strip development. Small, well landscaped, berms or islands can easily provide the separation of space necessary for safety and convenience.

Development is encouraged but must be subjected to visual environmental scrutiny during the approval process. In particular, appropriate signage mounted to the facade of the building would be more preferable to having a sign along the roadway. In instances where signage is necessary, it should be ground or pylon mounted and set significantly off the roadway so as not be a traffic impediment and must be consistent with the ordinance.

Along our most important asset, the waterways, it is especially important to consider the visual impact not only from adjacent properties but also from areas such as Barnegat Inlet, Seaside or Long Beach Island as well. Any and all elements which could be obtrusive to the boating public should be reviewed and specifically addressed through view studies or simulations prior to receiving approvals.

HISTORICAL



HISTORIC

HISTORICAL: Lacey Township, with over 80 structures constructed prior to the turn of the century, has a rich and diversified legacy upon which to build. Three separate areas within Lacey are dominant in their concentration of structures and all but two of the 80 structures are worthy of preserving for future generations to come.

The early white settlers constructed their homes along the meadow of Barnegat Bay as early as the 17th century. However, not until the construction of John Eastwood's sawmill in 1740 along Cedar Creek did the area enter into a period of steady development. In 1770 the first house of worship, Thomas Potters house in Good Luck, became the birthplace of the Universalist Church in America. Shortly thereafter, Thomas Potter constructed the first formal church in Lacey, on the hilltop, midway between his home and the railroad. That structure exists today and can be seen by appointment.

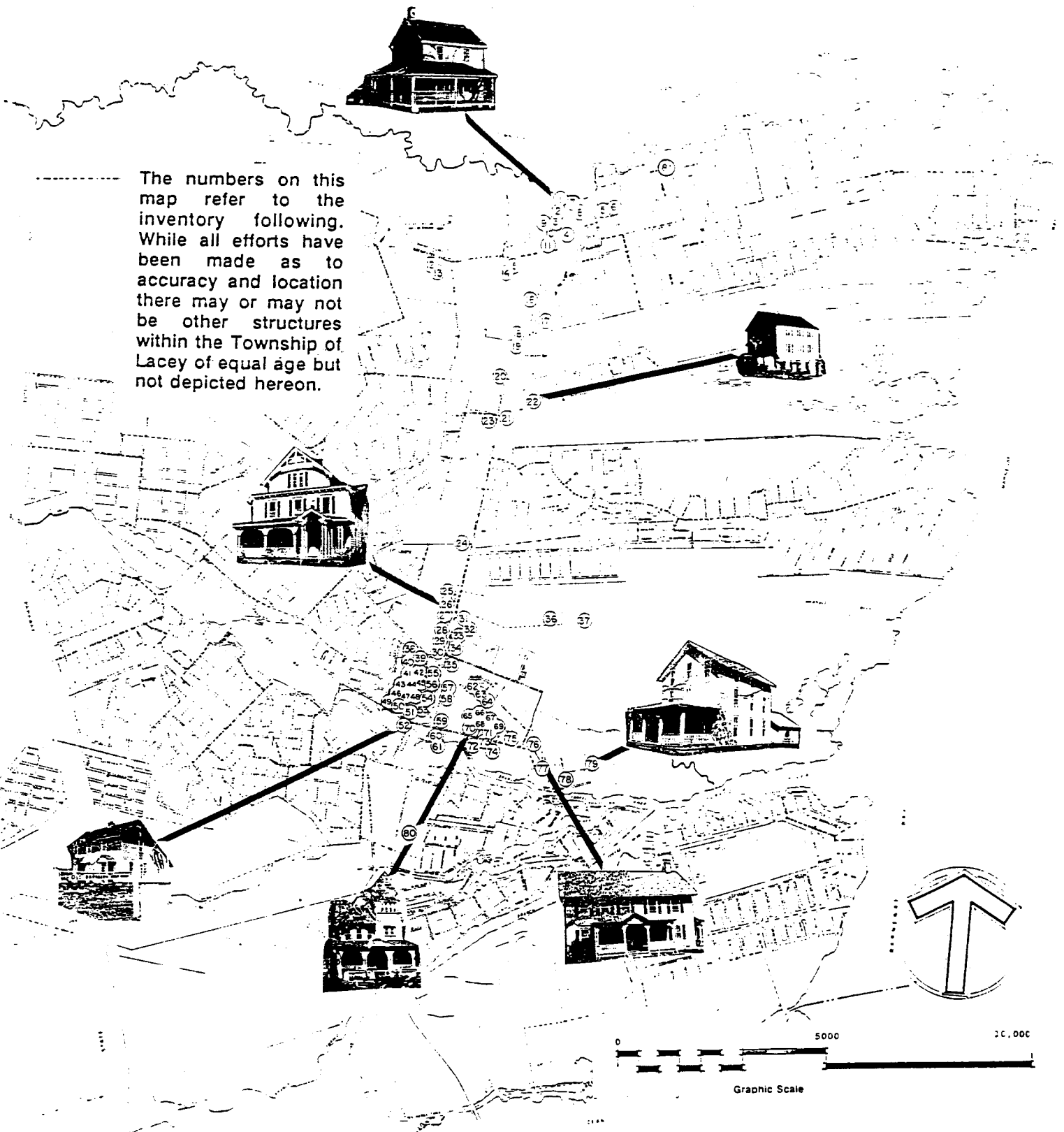
In 1838 Forked River contained 30 families, 2 or 3 stores, a hotel, and the Presbyterian Church. By the late 1880's Forked River had become an exclusive pleasure resort and boasted not one, but a number of hotels, including the Forked River House, the Parker House, and the Riverside Hotel. By the turn of the century, however, Forked River had reverted to a more complacent rural community, having relinquished its dominance to the Island Communities and their attraction of the Atlantic Ocean. Not until 1950 did any real growth occur, then, with the planning and development of the Nuclear Power Plan in the 60's, Lacey Township exploded, providing business opportunities for its new residents who could still relax in a quiet community.

Two areas are recommended for consideration important for maintaining the Cultural Heritage of Lacey Township. A significant initiative in the early 80's met with defeat at the hands of the citizenry due to their concern over condemnation of property and not being allowed to expand their residences or businesses except within a historical motif. It is recommended that this earlier initiative be reconstituted with appropriate changes of dialogue in order to allay the fears of the residents while yet preserving our unique legacy. That area bounded by the Presbyterian Church to the North, The abandoned railway to the West, the North Branch of the Forked River to the South, and the confluence of Lacey Road with Bay Avenue to the East be accorded special planning principals providing walkways, appropriate period lighting and other amenities in which the residents can traverse properties without relying upon the automobile. Additionally, an area in Lanoka Harbor bounded by Cedar Creek to South Street along Route 9 should be set aside for the encouragement of maintaining and enhancing the quality of the existing structures.

Wherever possible the property owners should be encouraged to preserve the existing forms and to construct new in keeping with a colonial theme. This is not a dictatorial form of regulation but rather an encouragement to preserve the region for future generations if at all possible and feasible. The ultimate decision must be that of the individual property owner and not that of the township or other governmental agency.

The existing development standards would not change but rather these areas would become special management regions in which new development would be scrutinized to be consistent with the prevalent historical form and not detract from recent initiatives in maintaining the ambience of colonial architecture through the renovation, improvement and creation of the library, community hall, the Worden house and those commercial structures recently rehabilitated by private sector initiatives.

The numbers on this map refer to the inventory following. While all efforts have been made as to accuracy and location there may or may not be other structures within the Township of Lacey of equal age but not depicted hereon.



**PROPERTIES CONSTRUCTED PRIOR TO 1900
LACEY TOWNSHIP, (East of the Garden State Parkway)
OCEAN COUNTY, NEW JERSEY**

Prepared by
WILCOX GRAVATT VANSANT
4 Lakeside Drive South
Forked River, New Jersey
(609) 693 6126

LACEY TOWNSHIP MASTER PLAN
HISTORIC SITES COMPONENT

LOT: 18 BLOCK: 276
ROADWAY: ROUTE 9
SECTION: FORKED RIVER
HISTORIC SITES INVENTORY I.D. NO: 1513-1
LACEY MAP I.D. NO: 54



DESCRIPTION: Constructed in or about 1860 as a one room school house with the south wing added about 1920. The original portion has a center double-leaf door with transom, a pointed arch attic light, 6/6 windows with their lower sash boarded, and a grouping of five windows on the north side. Virtually all of the original exterior and interior structural components remain to this day.

LACEY TOWNSHIP

Lacey Township, formed in 1871, is located in central Ocean County along Barnegat Bay. The Township's 84.6 square miles provides a quality living environment for nearly 20,000 residents, most of whom live in modern housing developments along Lacey Road and Route 9. Three major 18th and 19th century settlements, Lanoka Harbor (Cedar Creek, Murray Grove (God Luck), and Forked River, remain relatively intact to this date. Unfortunately nineteenth-century inland communities such as Lacey and Bamber have been forgotten over the years and contain little of their original character and historical importance..

The first settlers in Lacey Township built homes along the meadows of Barnegat Bay as early as the 17th century. However, not until the construction of John Eastwood's sawmill circa 1740 - along Cedar Creek - did the area enter a period of steady development. Other settlers such as Robert Hulett and Moses May came to the area of Good Luck and Cedar Creek soon after the sawmill was constructed. Throughout the 1740-50's the area between Cedar Creek and Forked River continued to grow as more land was cleared for lumber and farming, consequently roads and bridges were constructed connecting the settlements. By 1754 a saltworks was founded at Forked River by Samuel Worden and saw and grist mills continued to be built in the village during the latter years of 18th century. Other industries such as shipbuilding and trading also were begun, however, the fishing and lumber industries continued to provide the most employment opportunities throughout the 18th century.

In 1770 the first house of worship - birthplace of the Universalist Church of America - was established at Good Luck. Prior to this, Thomas Potter encouraged traveling preachers to use his home as a church. With the sudden appearance of the Reverend John Murray, Potter constructed the non denominational church on the hilltop in Good Luck midway between his home and the future railroad line.

During the Revolutionary War, shipbuilding and maritime trade began to flourish in Forked River and Cedar Creek. Along the meadows of the villages ships were built and vessels were loaded with lumber and other products.

The development of bog ore and lumber businesses, and later, the charcoal industry gave rise to new settlements in the Pine Barrens at the end of the 18th century. In Lacey Township, Ferrago (Bamber) was founded in 1809 by John Lacey, a legendary soldier in the Revolutionary War. At Ferrago, Lacey constructed a forge that operated for over a half century. The bog ore mined and forged in the Pine Barrens was shipped along the road Lacey built from his forge in Ferrago to the bay landing at Forked River. From there, the forged iron was shipped to New York, where it could be made into horse shoes, wagon tires, tools, and ship fittings. Lacey Road, begun in 1810, was approximately 8 miles long and is still the major east-west route through the area. Because of Lacey's contribution to the region the township was named for him when it was formed from sections of Dover and Union Townships in 1871.

By 1812, Forked River and Cedar Creek were adversely affected by the sudden storm created closing of Cranberry Inlet, their water passageway to the sea. The first half of the 19th century also brought the decline of the lumber and bog-ore industries as supplies of both these resources had been depleted from the Pine Barrens. To take their place, charcoal produced from cord wood was shipped to docks along the bay. However, by the 1860's the charcoal industry also declined due to the discovery of new fuel sources in Pennsylvania. Fishing, oystering and the pleasure resort trade became the major industries of the bay areas after the depletion of the inland resources.

In 1878 Forked River, the largest settlement in the Township, was described as containing 30 families, 2 or 3 stores, a hotel and a Presbyterian Church. By the late 1880's Forked River had become an exclusive pleasure resort and boasted not one, but a number of hotels, including the Forked River House, the Parker House and the Riverside Hotel, which contained an annex, servant's house, casino, ice houses, and its own docks and farm. The bay communities, however, could not compete with the new seaside resorts and by the end of the century the towns became quiet rural villages.

The depletion of the pine forest, post Civil War, curtailed the prosperity of the local mills, but a boom in specialized agriculture in the harvesting of cranberries, vineyards and orchards, revitalized the economy of the area as both swamplands and low interior lands were developed.

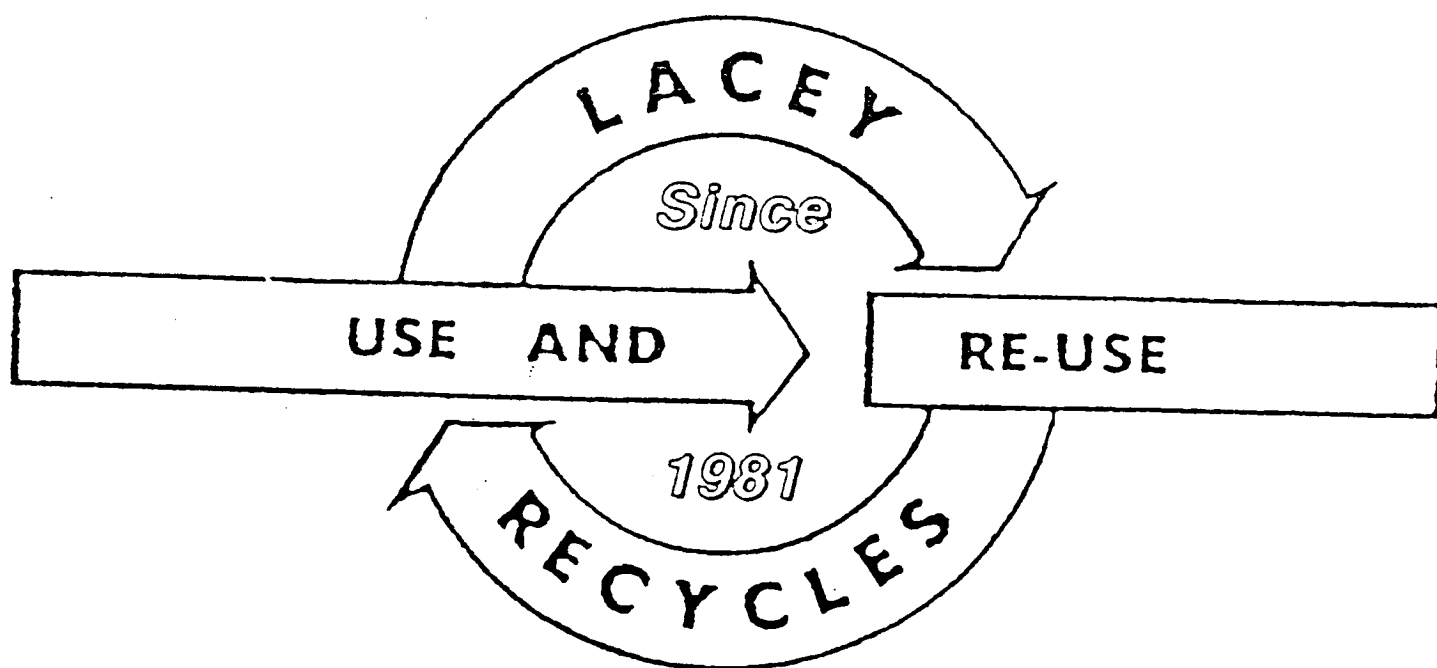
At the turn of the century Lacey Township entered a period of decline which lasted almost 50 years. Within the last few decades, however, a new building boom has hit the area. Now large suburban developments and commercial shops and malls can be found along its major routes. Much of the Township's architectural heritage remains scattered in the Route 9 communities among 20th century housing developments or on side streets off Lacey Road and Route 9. The majority of structures remaining from the 18th and 19th century are residential. In Lanoka Harbor a number of early 19th century homes are located along South Street, Route 9, and near Cedar Creek; at Good Luck, 18th century farmsteads and the Potter Church still stand; and in Forked River, 18th and 19th century homes are located near the Mill Pond and along the river.

On the State Game Farm two 18th century structures exist. The Old Woodmansee House, circa 1750, is typical of many early houses containing small proportions to lean-to wings. An unusual 2 story, 1 bay wing is found to the east. A large Federal structure, circa 1770, is also found on the property. This elaborate farmhouse is 2 1/2 stories high and 3 bays wide with a large east addition. A decorative door with fanlight and sidelights with lead muntins is perhaps the most elaborate 18th century doorway in the county. Other 18th century houses such as the Barkalow House, circa 1775, on Mill Street have lean-to additions, clapboard exteriors and 6/6 windows. A number of 18th century structures are hidden behind later 19th century additions such as at the Good Luck Farm.

By the mid 19th century, 2 1/2 story, 5 bay center door structures were common. The Byrd Worden House on Route 9, circa 1850, and the Williams House at Murray Grove are typical mid 19th century structures containing center doors with transoms, sidelights, 6/6 windows and molded surrounds.

In the late 19th century a number of building styles and plans could be found throughout the area. The Guise Mansion on Bay Avenue is perhaps the most elaborate late 19th century structure in the Township. This building is Queen Anne/Stick style and contains an irregular plan, tower, decorative shingle exterior, Queen Anne door, and an elaborate porch. The more common, typical late 19th century structure contains pointed arch attic windows, cross gable roofs, and L-plans. Decorative rakeboards pendants and turned porch elements were also typical of late 19th century architecture.

RECYCLING



RECYCLING: Perhaps the most important issue within New Jersey is that of recycling. The State as well as its neighbors is being buried under a sea of garbage, and like traffic, is insurmountable without a collective and concerted effort being made.

Lacey Township has a part time recycling coordinator responsible for the education of the citizenry as well as monitoring the compliance with Chapter 88 (Recycling) of the Code of the Township. With the meetings required, monitoring and reporting as well as answering questions of businesses in attempting to comply, the part time position is all consuming.

Lacey Township currently recycles approximately 30% of the eligible waste stream versus the New Jersey average of 39%. By 1995 the Statewide goal will be 64% of the waste stream or a doubling of current levels. Lacey Township is in total compliance with the Ocean County Solid Waste plan although it does not have facilities necessary for commercial recycling of paper and corrugated cardboard.

Current levels of recycling within the Township are as follows:

<u>Element</u>	<u>Tons per year</u>	Current Statewide <u>Recycling***</u>
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Garbage *	10,500	
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Plastics **	20	1%
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Picked up by the Township

Co-mingled Glass and Cans	1,000	76
Newspapers	1,400	62

Collected and credited to the Township

Grass clippings	60	36
Leaves	3,600	
Brush	130	
Tires	40	4
Batteries	5	93
Corrugated Cardboard	10	39
Scrap Metal	5	27
Asphalt	144	83
Aluminum	1	
Steel	10	99

Automobiles	1,000	99
Refrigerators, etc.	400	50
Waste Oil	28	

*Garbage is included within this topic for information only, however, it must be noted that plastics and other components are co-mingled within the waste stream presently.

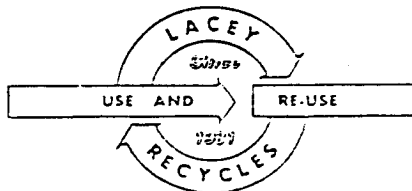
**Plastics are voluntarily submitted to the County facility by individuals and is credited to the Township for funding.

***It is not possible to correlate Lacey's contribution in percentage of total volume to the waste stream, however, it is most likely relative to that of the State particularly with respect to total volume.

All figures are approximate due to fluctuations within the waste stream, reporting requirements and that many of the items are not collected by Lacey but rather are transported individually by businesses and citizens.

COST: The total cost to Lacey Township for garbage collection in 1989 was \$1,968,591 part of which is reflective of a 63% increase in tipping fees at the Northern Ocean County Landfill in Manchester Township.

Due to the increased workload and monitoring requirements of the State of New Jersey for compliance, it is recommended that the Township Committee consider making the Recycling position a full time department which would be self sufficient in that the amount of monies collected most likely would be offset by the costs associated with the Department.



Newspapers and Co-Mingled Glass Bottles and Metal Cans Are Picked Up Curbside

REFER TO THE MAP AND SCHEDULE ON THE INSIDE FOR PICKUP DAYS FOR YOUR LOCATION

Cans and bottles may be mixed together and placed in a PLASTIC OR METAL CONTAINER no larger than a 30 gal. garbage can.



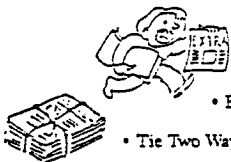
Co-Mingled Glass Bottles and Metal Cans

Glass bottles and jars are those containers that food and beverages come in. **DO NOT** include ceramic dishes, pyrex, window glass, TV tubes and the like.

Cans include aluminum and other metal cans that **FOOD AND BEVERAGES** come in.

- ALL CONTAINERS MUST BE RINSED CLEAN •
- LIDS SHOULD BE REMOVED FROM ALL GLASS, METAL AND PLASTIC CONTAINERS. LABELS DO NOT HAVE TO BE REMOVED.

Lids should be discarded in the regular trash.



Newspapers

- Bundle Securely
- Tie Two Ways

- DO NOT PLACE NEWSPAPERS IN PAPER OR PLASTIC BAGS •



Do Not Include

Magazines
Envelopes
Plastic Sleeves
Paper Bags

THE FOLLOWING MATERIALS MAY BE BROUGHT TO THE RECYCLING CENTER

Waste Oil • Used Car Batteries • Automobile Tires



Waste oil from residents may be brought to the Recycling Center during regular hours. Oil should be in a disposable container and should be left with an attendant on duty.

Used car batteries and automobile tires from residents may be brought to Recycling Center during regular hours. The attendant on duty will show you where to place the batteries and tires.



Plastic Bottles

PLASTIC BOTTLES AND JARS MAY BE BROUGHT TO THE LACEY TOWNSHIP RECYCLING CENTER DURING REGULAR HOURS. Only plastic containers that would be considered a bottle or a jar are accepted. No margarine tubs, plastic dishes or other plastic items.

Plastic bottles and jars must be clean and caps or lids must be removed and disposed of in the regular garbage. Place plastic bottles and jars in a large plastic garbage bag and close with a tie. An attendant at the Recycling Center will show you where to leave them.

YES



ALL CONTAINERS MUST BE RINSED CLEAN.

LIDS SHOULD BE REMOVED FROM ALL GLASS, METAL AND PLASTIC CONTAINERS. LABELS DO NOT HAVE TO BE REMOVED.

Lids should be discarded in the regular trash.

NO



RECYCLING CENTER HOURS

Monday thru Saturday • 7am to 3:30pm
Sunday • 8am to 2pm

For further information, call the Department of Public Works
693-1100 • Ext. 301