BACKGROUND STUDIES

REEXAMINATION REPORT OF THE MASTER PLAN & UNIFIED DEVELOPMENT ORDINANCE

TOWNSHIP OF LAKEWOOD
OCEAN COUNTY, NEW JERSEY

Planning Board
Township of Lakewood
Ocean County, New Jersey

SEPTEMBER 2006

BACKGROUND STUDIES

This document is an appendix of the 2006 Reexamination Report of the Lakewood Township Master Plan. The reports, memorandum and maps are the product of the work performed by the various subcommittees of the Master Plan Advisory Committee. The reports in this volume are included as background information as evidence of the extensive review conducted by the Advisory Committee. The recommendations contained in the individual reports herein are initial recommendations of each subcommittee. The recommendations adopted by the Master Plan Advisory Committee are contained in the Reexamination Report.

APPENDIX 1 CIRCULATION (TOWNSHIP)

LAKEWOOD TOWNSHIP MASTER PLAN COMMITTEE
TRAFFIC & CIRCULATION RECOMMENDATIONS

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As traffic and pollution caused by automobiles continue to degrade quality of life for Lakewood residents, visionary communities are turning to alternative transportation choices, such as modern commuter trains, clean bus lines, vanpools, bike paths and safe sidewalks to improve quality of life. By focusing on moving people rather than autos, these communities are pulling commuters out of traffic by giving them more choices in how they travel. Short-sighted transportation planning and investments that rely on highway and road construction to the neglect of other transportation choices traps people in their cars and pollutes the environment.

Over-dependence on automobiles hurts communities by:

- Polluting air and water
- Increasing congestion and gridlock
- Wasting gas and energy
- Increasing commute times and distances
- Lowering the local tax base
- Shifting businesses from downtown
- Limiting commuter choices
- Leaving behind those who can't or don't drive (students, seniors, people without cars)
- Reducing options and safety of pedestrians and bikers

Land use policies which segregate land uses make it difficult to locate establishments that sell basic good and services within walking distance to the majority of Lakewood residents. The majority of Lakewood residents must drive to obtain basic goods and services. It should be a priority of the Township to promote mixed-use communities containing a variety of land uses to reduce vehicular traffic.

Roadway/Circulation Recommendations

- Provide a parallel road to Route 9 from Route 70 to Pine St. along the Vine St alignment with a realignment at Spruce to Washington.

- Provide an east -west connection from Route 9 to New Hampshire (ie extend Oak St to New Hampshire given the new schools planned in the area as well as the 400 unit affordable housing project.)

- Consider one-way couplets or pairs in the downtown district in the area of Route 9. Recommended are one way streets from Princeton Ave to Lakewood Ave (East to West) and 1st Street to 9th Street (North to South) which includes the downtown and college/ university zones. Recommended are odd streets going eastbound and even streets going westbound. It is recommended that Route 9 have traffic lights at all those intersections.

- Improve intersection alignment at Squankum Road and East County Line Road.

- Complete Kennedy Boulevard East to create another east-west road through the Township

- Discourage cul-de-sacs in new developments and promote new connections between developments in existing neighborhoods. Establishing grid patterns in new and existing development is recommended. Requiring vehicular and pedestrian connections amongst existing and new developments is also recommended.

- Aggressively pursue construction of full interchanges at all Garden State Parkway exits within the Township.

Transit Recommendations

- Establish bus park and ride facilities in strategic locations such as Route 9, Squankum Road, New Hampshire Avenue, Route 70 and Lanes Mill Road.

- Encourage renovations and other aesthetic improvements in and around the existing NJ Transit bus station downtown.

- Support the establishment of a commuter rail service to NYC and other metropolitan destinations.

- Encourage a local bus or jitney service for Township residents and workers (especially for seniors and minors) to reduce vehicular trips and traffic congestion around town.

Bicycle and Pedestrian Recommendations

- Require sidewalks in all new communities.

- Promote sidewalk installation along Township roadways where there is heavy pedestrian activity, including: Route 9, County Line Road, Route 88, and Route 70.

- Promote the installation of bicycle lanes along roadways with suitable right-of-ways.

- Examine Township pedestrian network to ensure adequate ADA access at important locations.

- Provide bicycle racks in the downtown area as well as bus stops to provide safe and orderly storage for bicycles.

- Provide pedestrian and bicycle connections to all parks and open space.

Parking Recommendations

- Encourage development on surface level parking lots in the downtown area. Development of mixed-use buildings with a combination of parking structures, retail, office and residential space is recommended.

- Encourage shared parking arrangements amongst compatible uses.

- Promote design guidelines and regulations that locate parking areas in the rear of buildings to shield it from public view.

- Promote shared driveways in residential developments to increase on-street parking by reducing the amount of curb-cuts required.

Route 9 Recommendations

- Eliminate or drastically reduce school bus stops on Route 9 and encourage buses to load/unload students on side streets when possible

- Encourage NJDOT to widen Route 9 to two lanes in each direction south of Ocean Avenue. Explore additional funding mechanisms to make the widening possible.

- Promote highly-visible textured crosswalks along Route 9 to ensure pedestrian safety.

- Investigate modified traffic signal timing along Route 9 to promote improved vehicular flow.

APPENDIX 2 – CIRCULATION (ROUTE 9)

TOWNSHIP OF LAKEWOOD

MASTER PLAN COMMITTEE
CIRCULATION SUB COMMITTEE
ROUTE 9 CORRIDOR

Sub Committee Members:
William Hobday – Chairman

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GOALS & OBJECTIVE:

The Township of Lakewood, Master Plan Committee, Circulation-Sub Committee – Route 9 Corridor will examine the US Route 9 (U.S. 9) corridor that transverses the Township of Lakewood in a North/South direction from the northerly boundary with the Township of Howell in Monmouth County, to the southerly boarder with the Township of Dover in Ocean County.

The committee will attempt to determine the state of the roadway as it is today, endeavor to analyze the strengths and limitations, draw conclusions, make recommendations for easy to implement improvements in the near-term, and finally, to make some more long-term and far reaching recommendations.

Along with appropriate research, the sub-committee will request a statement, regarding the views of our elected officials and traffic safety people from the Lakewood Police Department (LPD), for inclusion into this document.

PROJECT PARAMETERS:

The Committee will look at the following parameters in order to determine the existing conditions and to provide the necessary information that will guide the committee recommendations and goals:

- THE ROADWAY
- CONDITION OF THE ROADWAY
- STATUTES THAT GOVERN U.S. HIGHWAYS
- TRAFFIC PATTERNS, VOLUMES AND FLOWS
- STATEMENTS FROM GOVERNMENT OFFICIALS
- TRAFFIC SAFETY
- INTERSECTIONS
- POPULATING GROWTH ON U.S. 9
- OBSTACLES ALONG THE WAY
- DOVER/LAKEWOOD WIDENING PROJECT AND NJ STATE DOT VIEWS

BACKGROUND STATEMENT:

It would not be possible to examine U.S. 9 corridor without some statement about The Garden State Parkway (GSP), which runs parallel to it. U.S. 9 and the GSP are the two major North/South traffic arteries, located in the easterly side of the State of New Jersey. Both of these highways provide for high volumes of traffic to and through the Township of Lakewood, with each having different primary purposes.

GARDEN STATE PARKWAY (GSP):

The GSP was constructed over an 11 year period, commencing in 1946, with all of the sections being completed in 1957. Since that time, there has never been a period of time when construction has not been in progress for a myriad of expansion and improvement projects. The GSP is a toll road that runs through the extreme easterly side of the Township of Lakewood. The primary function of the GSP is to provide relatively long distant travel access to the easterly part of the State, with direct access to the Township of Lakewood from the North and South. The GSP currently has five access points that feed traffic into and out of Lakewood Township. From milepost 94, south to milepost 82, there are six 11-foot-wide lanes (three in each direction), with a wide landscaped median

and grass shoulders. This section formerly had two 12-foot-wide lanes in each direction; the shoulders were converted into additional travel lanes.

Approximately 75,000 vehicles travel this section each day. Traffic safety is managed by the New Jersey State Police. Please note the following access grid:

GSP ACCESS	NORTH BOUND		SOUTH BOUND	
NUMBER	EXIT	ENTER	EXIT	ENTER
91	NO	YES	YES	NO
90*	YES	NO	NO	YES
88	NO	YES	YES	NO
87**	NO	YES	YES	NO
83	YES	YES	NO	YES

* This northbound exit is to the East to Bricktown.
** GSP has announced plans to redevelop and expand GSP access number 87 with Northbound and Southbound Exits, as well as Northbound and Southbound Entry ways to provide for all four directions of travel at S.R. 70.

US Route 9 (U.S. 9):

U.S. 9 was formed from other roadways in 1926, 126 years after the establishment of the Town of Lakewood in 1800. The total length of U.S. 9 is 521 miles, with the northern terminus being in Champlain, NY and the southern terminus at Laurel, DE. U.S. 9 runs directly through the center of Lakewood Township for a total of 4.6 miles. The highway is mentioned in the lyrics of the classic song "Born to Run" by Bruce Springsteen, a native of Freehold Township in Monmouth County.

Throughout much of central New Jersey, U.S. 9 varies between a two, three, four or six lane highway and is a major choke point for commuters as the roadway narrows. Traffic reports commonly refer to "slowdowns at the lights along U.S. 9." U.S. 9 is a major roadway from the northern boundary with Monmouth County, until John Street, where it narrows to a two lane road.

The primary function of U.S. 9 is to provide artery type traffic flow for short-distance and local travel access from the North and South. In Lakewood Township, local traffic is accompanied by a high volume of pass-through commercial traffic utilizing the highway, thereby avoiding tolls on GSP.

Several large institutions are on, or are in close proximity to U.S. 9 within Lakewood Township. Georgian Court University and Beth Medrash Govoha bring the student body and staffs to U.S. 9 for day and evening classes. Lakewood's many private and public schools also contribute to the traffic volume because of the high number of school bus routes within the Township, where it is not possible to avoid U.R. 9 along most routes.

Kimball Medical Center, located on U.S. 9, between Prospect Street and West Spruce Street and the associated health care facilities nearby are high volume destinations for local healthcare.

The best website that the Committee found was: **http://www.answers.com/topic/u-s-route-9** This website is packed full of everything that you wanted to know about this grand old highway.

New Jersey Transit, Bus Division, and Academy Transit Company both utilize U.S. 9 extensively as a major commuter route to points North and South of Lakewood. Approximately 95% of the commuter bus traffic is to and from New York City. Bus traffic on U.S. 9 is most heavy between 6:00 AM and 8:00 AM, then again between 5:00 PM and 7:00 PM, however bus service on U.S. 9 is continuous throughout the day and night. Volume merely increases at commuter rush times.

THE ROADWAY:

U.S. 9 is a Federal Roadway that extends 4.6 miles in length, through Lakewood Township. There are 4 travel lanes (2 North and 2 South) extending from the northerly boundary with the Township of Howell to the intersection of U.S. 9 at Central Avenue, where the roadway narrows from 4 to 3 travel lanes. It narrows again at John Street to 2 travel lanes. The 2 lane roadway continues to the southerly boundary with Dover Township and beyond.

The 4 travel lanes in the most northerly part of Lakewood Township, starting at the boundary of Howell Township in Monmouth County, are the most formidable, because of the presence of a shoulder on the northbound side of the roadway.

South of the intersection of U.S. 9 and County Line Road, there is no shoulder area. This condition exists through the most densely populated area of Lakewood Township to the intersection with Main Street (S.R 88) at Lake Carosaljo. From Main Street to Central Avenue, there are 3 travel lanes and then narrows to 2 travel lanes at John Street.

From John Street, South to the Dover Township boundary and beyond, U.S. 9 is a two lane roadway with bicycle paths on each side in most areas. Construction has been conducted to widen several intersections, install traffic signals and signage for lane management. In some areas, traffic signals were upgraded to include left turn arrows to accommodate traffic in left turn lanes. This has helped traffic flow somewhat; but it has the overall effect of putting a bandage on an open wound.

In this 4.6 mile corridor, there are 46 intersections, of which 12 are signaled with traffic lights. There is, on average, 10 intersections for each mile of roadway, of which, 3.8 of the intersections in each mile are equipped with traffic light signals.

CONDITION OF THE ROADWAY:

U.S. 9 is in relatively good shape, considering the high volume of traffic that utilizes the roadway. Road cover remains without serious hazards, potholes and cracks. Major intersections have been widened, where possible, to accommodate left turn lanes with traffic signals and left turn arrow. Signage and road striping is good. It is apparent, that U.S. 9 is well maintained. Short of widening U.S. 9, many improvements have been made to the existing roadway where possible, and more improvements are in the pipeline.

STATUTES THAT GOVERN U.S. HIGHWAYS:

The best website that we found is: http://www.law.cornell.edu/wex/index.php/Highways_and_motor_vehicles The data herein is

extensive. It offers statutes, programs, information, travel alerts, construction sites, road closures, revenue sources and any other tidbit that one could need.

TRAFFIC PATTERNS, VOLUMES AND FLOWS:

Traffic on U.S. 9 is heaviest during the daytime hours of weekdays (Monday through Friday). On Sundays, the traffic is somewhat less because the reduced volume of commercial traffic and student transportation. On Saturdays, traffic volume is the least, having to do with the "The Lord's Day" for Lakewood's large Orthodox Jewish Community. Orthodox Jews refrain from all business transactions and the use of automobiles, from sundown on Friday night through sundown on Saturday. This factor, and the lower volume of commercial vehicles and student transportation makes Saturday the least traveled day of the week on U.S. 9.

TRAFFIC SAFETY:

STATEMENT BY LPD TRAFFIC SAFETY DIVISION:

There were 512 motor vehicle accidents (MVA) on U.S. 9 in 2005. Of these 512 MVA's, 360 (70%) occurred in the northern sector between Kennedy Blvd. and Central Avenue, leaving 152 MVA's (30%) from John Street to Locust Street.

The intersections with the highest number of MVA's were Kennedy Blvd. with 68, Central Avenue with 33, and 4th Street with 30. The intersections with the least number of MVA's were Lakeview Place, Cedar Street, and Courtier Street (Sea Gull Shopping Center) all with no MVA's.

TRAFFIC MANAGEMENT:

Traffic safety along the U.S. 9 corridor in Lakewood Township is managed by the Lakewood Police Department, Traffic Safety Division. Signage is good and major intersections have been widened, wherever possible, to accommodate left turns by the use of left turn lanes and in some cases left arrows on traffic signals.

DIFFICULT CONDITIONS:

There are 46 intersections along the 4.6 miles that U.S. 9 traverses through Lakewood Township, with the northern most intersection being Kennedy Boulevard and the southern most intersection being Locust Street. Traffic signals are present at 13 of these intersections and a 14th is planned for this year.

The four traffic lanes on U.S. 9 from County Line Road from the North to the intersection with 1st Street to the South are areas of great danger for drivers and pedestrians alike. There are no shoulder lanes on this strip of highway that divides a high density neighborhood. Intersecting streets are frequent and pedestrian traffic is intense. It is difficult at best for motorist to make turns, because all ingress and egress turns are conducted in U.S. 9 travel lanes.

Intersecting streets are narrow, with on-street parking, causing a major slowdown for motorist wishing to turn right. The effect is to back up traffic behind vehicles that are slowing to turn right. Motorist wishing to turn left, where there is no 'Left Turn Arrow', pose the most danger. High traffic volume rarely provides for an opportunity for motorist to make left turns without stopping. This condition stops all traffic in that lane until the first motorist completes the turn. Danger comes when impatient motorist change lanes abruptly to avoid waiting.

Southbound traffic approaching Main Street is sometimes surprised to find that center lane traffic compels them to "Left Turn Only". The intersection is wide, and is well managed by a left turn arrow; however, some motorist wishing to continue South on U.S. 9, change lanes abruptly to avoid the turn lane and some proceed through the intersection, cutting off motorist in the U.S. 9 South lane. Large trucks, pose the greatest danger.

U.S. 9 between Main Street and Central Avenue to the South is well marked and well signaled with turn lanes and turn arrows.

U.S. 9 South of John Street poses a severe safety problem. The roadway narrows to two travel lanes, even though the roadway pavement is approximately 33 feet wide. The 2 travel lanes are 11 feet wide each. This provides for bicycle lanes on both sides of the highway and then a turn lane in the center at major intersections.

The extremely high volume of traffic impedes the ability of emergency vehicles to get to and from Kimball Medical Center, located on U.S. 9 between Prospect Street and West Spruce Street. The same effect is seen with the Fire House located at the intersection of U.S. 9 and Pine Street, where fire trucks must proceed slowly and carefully in their effort to get around the heavy volume of traffic that is compacted into a minimal amount of space.

INTERSECTION SAFETY:

North and South traffic volume on U.S. 9 is too great to have 46 intersections on this 4.6 mile stretch of roadway. Each intersection presents another opportunity for an accident when motorist attempt to enter or exit the roadway at so many places.

It would make sense to seal off many of the East/West streets that intersect with U.S. 9, at U.S. 9, and select several 4 way intersections with traffic signals and arrows to allow for turning. This would reduce the hazardous turn issue, abrupt lane changes and provide a normal traffic flow to North/South traffic on U.S. 9.

TRAFFIC SIGNALS AND SIGNAGE:

There are 13 traffic signals on 4.6 miles of U.S. 9 roadway. A 14th traffic light is planned for the intersection of U.S 9 and Locust Street. There are 6 LT Arrows, 1 NO LEFT TURN sign and 1 LEFT TURN ONLY sign.

INTERSECTIONS:

TABLE OF INTERSECTIONS:

SOUTH BOUND NUMBER	MVA COUNT	STREET NAME	INTERSECTION TYPE	INTERSECTION SIGNAL
1	68	Kennedy Blvd.	+ 4 way	Yes, LT Arrow (S)
2	22	County Line Road	+ 4 way	Yes, LT Arrow (N)
3	2	15th Street	|- 3 way, West	No
4	9	14th Street	|- 3 way, West	No
5	3	13th Street	|- 3 way,	No

			West	
6	10	Courtney Road	-| 3 way, East	Yes
7	2	12th Street	|- 3 way, West	No
8	10	Carey Street	+ 4 way	No
9	4	11th Street	+ 4 way	No
10	12	10th Street	+ 4 way	No
11	22	9th Street	+ 4 way	Yes
12	16	8th Street	+ 4 way	No
13	17	7th Street	+ 4 way	No
14	13	6th Street	+ 4 way	Yes
15	24	5th Street	+ 4 way	No
16	30	4th Street	+ 4 way	Yes
17	6	3rd Street	+ 4 way	No
18	22	2nd Street	+ 4 way	Yes
19	16	1st Street	+ 4 way	No
20	19	Main Street (S.R. 88)	+ 4 way	Yes, LT Arrow (N,S)
21	33	Central Avenue (C.R. 528)	+ 4 way	Yes, LT Arrow (N,S)
22	17	John Street	-| 3 way, East	No
23	0	Lakeview Place	-| 3 way, East	No
24	0	Manetta Place	|- 3 way, West	No
25	1	Edgewood Court	|- 3 way, West	No
26	11	James Street/Pine Street	+ 4 way	Yes
27	5	Birch Street	|- 3 way, West	No
28	10	Henry Street	+ 4 way	No
29	3	Buttell Avenue	|- 3 way, West	No
30	23	Prospect Street	|- 3 way, West	Yes
31	1	Sherwood Drive	-| 3 way, East	No
32	9	Spruce Street/W Spruce St.	+ 4 way	No
33	0	Cedar Court	|- 3 way, West	No
34	1	High Street	-| 3 way, East	No
35	3	Hadassah Lane	|- 3 way,	No

			West	
36	5	Oak Street	-| 3 way, East	No
37	2	Pine Blvd.	|- 3 way, West	No
38	1	Cushman Street	|- 3 way, West	No
39	0	Chateau Drive	|- 3 way, West	No
40	10	Finchley Blvd.	|- 3 way, West	No
41	0	Elmhurst Blvd.	|- 3 way, West	No
42	3	Yale Drive	-| 3 way, East	No
43	11	Chestnut Street/Cross Street	+ 4 way,	Yes, LT Arrow (N,S,E,W)
44	14	Chestnut St. Connection	-| 3 way, East	No
45	0	Sea Gull Shopping Mall	+ 4 way,	Yes, LT Arrow (N)
46	22	Locust Street	+ 4 way	No (Approved for 2006)
	512			

POPULATION GROWTH ON ROUTE 9:

HOUSING BOOM:

The largest area of housing construction in Lakewood Township is currently located on the U.S. 9 corridor between Pine Street and the southerly boundary with Dover Township. U.S. 9 has only 2 vehicle traffic lanes through this entire area of the U.S. 9 corridor. There are approximately 1,500 dwelling units with 4 or 5 bedrooms, currently under constructed on, or in near proximity to the U.S. 9 corridor, with another similar amount at the planning stage. This construction, when complete, will add an additional 7,500 – 8,000 motor vehicles to this area of U.S. 9; an area that is already saturated with traffic volume.

Kimball Medical Center (KMC) is located on U.S. 9, between Prospect Street and West Spruce Street. This critical medical facility is located right in the middle of the congestion, making it difficult for emergency vehicles to get to the Emergency Room. The traffic volume in this area tries the patients of those that work at KMC, or at one of the nearby associated medical offices.

BUILDING CONTROLS:

The Township Committee supports the proposal to widen U.S. 9, and to that end has directed the Lakewood Township Zoning Board of Adjustments and the Planning Board to not permit variances that would allow construction of any structure that does not have 100 foot or more setback from the roadway. This effort is intended to demonstrate that Lakewood Township is serious about the proposed widening effort and will use the power of government to enforce these guidelines.

Since the directive was issued, variances have been granted to builders that seek them, in violation of the directive. This may have an adverse effect on any Department of Transportation (DOT) decision on the subject.

OBSTACLES ALONG THE WAY:

- U.S. 9, from County Line Road to 1st Street is a highly populated area with 4 traffic lanes of high volume traffic. There are no shoulder lanes and no turn lanes. There are 17 intersections, with 5 of the intersections having traffic signals.
- The new bridge, just south of the intersection with Central Avenue was reconstructed in 2004 to address bridge and dam repairs. This would have been a perfect opportunity to develop a 4 lane bridge; however it was constructed for 3 lanes.
- Amtrak maintains a railroad track across U.S. 9 south of Central Avenue. It is infrequently used, however it is there. NJ Transit has been studying a possible commuter rail link for the area for the last 40 years, but there is no consensus on actually conducting the project.
- Major quantities of dwelling units are being constructed along the U.S. 9 corridor between Pine Street and S.R. 70 where U.S. 9 is a two travel lane roadway. It is expected that the residents of the new dwelling units will add 7,500 – 8,000 automobiles to the roadway over the next 3 years.
- The U.S. 9 overpass at S.R. 70 is a 2 lane overpass bridge.

STATEMENTS FROM GOVERNMENT OFFICIALS:

A STATEMENT ON BEHALF OF LAKEWOOD MAYOR, MEIR LICHTENSTEIN:

"U.S. Highway 9, also known as Route 9, is the vital transportation artery for Lakewood Township. This multi-modal road caters to our large pedestrian, bicycle, and automobile community, serving as a direct link for businesses, medical facilities, educational institutions, recreational facilities, and residential dwellings. Route 9 also serves as an alternative to the Garden State Parkway when traveling long distance.

With more and more commercial and residential development in Lakewood Township, Route 9's constraints are constantly being tested, especially considering that major portions of Route 9 are within the jurisdiction of the Coastal Management Area (CAFRA). There is no doubt that our dependence on Route 9 is continually growing, leaving questions of whether this road will be able to sustain our increasing population.

The need to examine widening Route 9 for now, but most definitely for the future, is critical to the development of our Master Plan. Widening might have an impact on historic sites, environmental constraints, and zoning. All of these issues must be diligently taken into consideration when developing the Master Plan."

A STATEMENT ON BEHALF OF NEW JERSEY LEGISLATIVE DISTRICT 30 (SENATOR ROBERT SINGER AND ASSEMBLYMEN JOSEPH MALONE & RONALD DANCER):

"The Senator's comments on the Route 9 Corridor is that he feels they should hold 100ft set back and to press for dualization."

DOVER/LAKEWOOD WIDENING PROJECT AND NJ STATE DOT VIEWS:

Lakewood and Dover Township continue to have discussions with the State Department of Transportation (DOT) regarding the proposed widening of U.S. 9 through both townships.

Lakewood Township has joined Dover Township residents that have posted the following web site to encourage residents to petition the State DOT to widen U.S. 9. www.widen9now.com However, Dover Township Mayor, Paul Brush stated recently that the proposed widening project will not occur in his lifetime.

It appears that the NJDOT is not in favor of the widening project. Please note the NJ DOT web site where they report: New Jersey FIT: Future In Transportation Route 9 - Ocean County, New Jersey Integrated Land Use and Transportation Plan. http://www.state.nj.us/transportation/works/njfit/case/route9.shtm

CONCLUSIONS:

CONCERNS:

The Township of Lakewood in particular and Ocean County generally, are growing in population at a rapid rate, thereby overwhelming the infrastructure. The system of roadways was never meant to handle the population explosion that has been evident over the past ten years, which bring us to a point of overburdened and clogged roadways. When we see the extensive construction being conducted in Monmouth County to improve U.S. 9, North of Ocean County, it is disheartening to think that some of this funding could not have been used in Ocean County where the need is greatest.

We are nearing the point of no return because of growth, with no positive movement by the State and County toward mass transportation, widening U.S. 9 and alternate route planning. Studies on mass transportation and widening projects for U.S. 9 come and go but there is no near term plan to rescue Lakewood Township and Ocean County residents from the near gridlock. Alternate route planning is difficult at best because the only major East/West roadway is S.R. 70 to the East and South of Lakewood Township.

LIMITATIONS:

It is expected that the proposed Middlesex, Ocean & Monmouth (MOM) commuter rail line will not be approved in the short term and therefore will not be put into service for at least 20-30 years, if ever.

It is also clear that the State of New Jersey does not place high hopes or a high priority on widening U.S. 9 through Lakewood Township because of the relative expense of acquiring the needed land to accommodate the expanded roadway.

The absence of alternate roadways capable of carrying the traffic volume is always a factor.

Another limitation is the reluctance of the State to open a major construction project on U.S. 9 where there are only 2 travel lanes. To close down 1 of the 2 would present a near complete blockage to the U.S. 9 corridor.

These four issues, and continued population growth make it nearly impossible for the State to address traffic volume issues on the U.S. 9 corridor.

STRENGTHS:

This leaves us to do what we can do locally, with the help of Ocean County, to improve major and dangerous intersections, look for alternate routes, encourage conservation and explore all aspects and options of mass transportation.

We need to identify bypass roads such as New Hampshire Avenue to the East and Forest Avenue and Massachusetts Avenue to the West, to get some traffic volume off of U.S. 9. Massachusetts Avenue needs to be widened to accommodate the extra traffic volume that would be directed there. The issue then becomes routing traffic to these roadways on East/West roads that can barely support the current traffic volume.

Lakewood Township can and should close off some of the current intersections on U.S. 9 that present a danger to North/South bound traffic on U.S. 9.

Lakewood Township can and must embrace the concept of off-street parking, tactically placed parking garages and the introduction of local mass transportation to reduce the volume of local traffic.

Lakewood Township has the authority to not allow any construction on the U.S. 9 corridor that does not have at least 100 feet setback.

RECOMMENDATIONS:

SUMMARY:

It is clear, that one type of program is not sufficient to alleviate the traffic congestion on U.S. 9 through Lakewood Township. The committee believes that we need to deal with the problem in many ways that would all contribute to the objective of reducing the volume of traffic on U.S. 9, making it a safer roadway, widening the roadway wherever possible, preparing alternate roadways, improving intersections, and utilizing mass transportation wherever possible.

It is critical that local government takes a smart approach to the traffic problem on U.S. 9. A rescue plan will start and end with the total commitment of local government. It is likely that the State will not assist Lakewood Township unless Lakewood Township makes an all out effort to help ourselves. Lakewood Township needs to empanel a Transportation Authority to prepare and present a sound plan based on the following approach and principals.

THE ROLL OF LOCAL GOVERNMENT:

CREATE A TRANSPORTATION AUTHORITY:

Municipal Government, with the assistance and support of Ocean County Government and the State Legislative Districts representing Lakewood Township in Ocean County must empanel a Transportation Authority to prepare a statement, documenting the critical needs for mass transportation in and around Lakewood Township and Ocean County.

Mass transportation takes on many facets that need to be analyzed by a Transportation Authority. Commuter travel is currently limited to bus transportation, which contributes to the traffic volume on U.S 9, a factor that does

not help the local traffic problem. Commuter railroad or light rail would help immensely, but that option can only be part of a long range plan.

This means that a Transportation Authority is needed and is necessary to work on behalf of the Township of Lakewood to lay the groundwork for a comprehensive plan that includes local transportation options and off- street parking facilities.

NEGOTIATE WITH DEPARTMENT OF TRANSPORTATION (DOT):

Local government needs to engage in frank and earnest discussions with DOT to gain a commitment from DOT to a widen a portion of U.S. 9, with the proviso that offload/feeder roadways will be prepared in advance to avoid backup and stoppages on U.S. 9 during the construction phase.

Lakewood Township must also stick to their promise to not allow building on the U.S. 9 corridor without a setback of 100 feet or more or a mutually acceptable setback.

NEGOTIATE WITH NEW JERSEY TRANSIT (NJT):

New Jersey Transit (NJT) owns and operates a commuter bus terminal in downtown Lakewood Township. The building is old and not well maintained. The appearance of this terminal represents blight on the neighborhood. NJT should be encouraged to construct a new, modern transportation terminal outside of the downtown area that would be a hub for commuter and local transportation services. This new transportation terminal could be located in or around the Lakewood Industrial Park, as close as possible to First Energy Park.

The existing downtown bus terminal could then be acquired, raised, and redeveloped for much needed parking and/or housing. The deal with NJT would be a good business decision for NJT. The deal could possibly be enhanced with tax credits and/or help from the Lakewood Township Urban Enterprise Zone (UEZ). The result would be a win/win for all concerned.

ALTERNATE ROUTES:

When offload/feeder roadways are enhanced to carry additional volume, signage could then direct traffic flow to alternate routes, depending on destination. An alternate bypass or truck route needs to be considered by the Traffic Safety Division of the Lakewood Police Department.

Widening of U.S. 9:

AREA OF U.S. 9 THAT MOST LIKELY CANNOT BE WIDENED:

We must be optimistic, but realistic in our recommendations. We need to consider that there is little or no way to widen U.S. 9 from County Line Road to 1st Street. It is not likely that there will ever be a shoulder along this stretch of four lane roadway. It is recommended that this area be addressed with traffic management to restrict egress and ingress from and to U.S. 9, other than at major intersections with traffic signals and turn arrows. This section of U.S. 9 has too many intersections; all of which impede traffic flow on U.S. 9.

AREA OF U.S. 9 THAT CAN BE WIDENED:

This is not the case south of Central Avenue to the Dover Township boundary, where there is room to widen the roadway. We must double our efforts to get all

of the relief possible. Kimball Medical Center is at the center of this area of U.S. 9, and it is critical that emergency vehicles from the North and South have reasonable access without undue traffic delays. Municipal Government and all residents of Lakewood Township need to get behind the expansion effort for this area and make their recommendations known at the State level.

ALTERNATE ROUTES TO OFFLOAD TRAFFIC VOLUME FROM U.S 9:

EAST/WEST OFFLOAD/FEEDER ROADWAYS:

- East County Line Road should be widened to four travel lanes, beginning at U.S. 9 to the eastern termination point. Along this route, a reasonable connection is needed to feed traffic to New Hampshire Avenue. The existing connection is less than easy to navigate.
- S.R. 88 should be widened to four travel lanes, beginning at the railroad tracks to the intersection with New Hampshire Avenue.
- Pine Street should be widened to four travel lanes, beginning at U.S. 9 to the intersection with New Hampshire Avenue.
- Prospect Street needs to be a No Stopping/No Parking street from U.S. 9 to the intersection with Massachusetts Avenue.
- Cross Street/Chestnut Street needs to be widened to four lanes for the entire length, East and West of U.S 9. Traffic signals are required at the terminus point of Chestnut Street at New Hampshire Avenue.
- S.R. 70, in Dover Township needs to be widened to four travel lanes from the U.S. 9 intersection to Whitesville Road. This upgrade is approved for construction, but not yet started.
- The intersection at S.R 70 and Massachusetts Avenue must be widened and improved.

NORTH/SOUTH ALTERNATE ROADWAYS:

- New Hampshire Avenue must become a major eastside alternate North/South route to reduce traffic volume on U.S. 9. Some traffic engineering is needed to make recommendations to increase safety on this roadway from Pine Street, South to S.R. 70. Offload/feeder roadways need to be improved and proper signage is needed to direct traffic flow to Westside destinations.
- Forest Avenue must become a major Westside, alternate North/South route. This street runs parallel to U.S. 9, and services all East/West streets on the West side of U.S. 9. Access is from West County Line Road from the North and North Lake Drive from the South.
- Massachusetts Avenue must become a major Westside, alternate North/South route to reduce traffic volume on U.S. 9. Major engineering is required to flatten the roadway, widen it to four travel lanes with shoulders, and be made a no Stopping/No Parking roadway. A study is required to determine the feasibility of extending Massachusetts Avenue from its northern terminus at Prospect Street to Pine Street with a connection to Sunset Avenue. This would require a roadway through an existing Industrial Park. Planning is currently in place to improve and widen Massachusetts Avenue from Cross Street to S.R. 70. This will help greatly, but widening must continue North to and beyond Prospect Street.

MASS TRANSPORTATION:

THE CASE FOR MASS TRANSPORTATION:

Municipal Government needs to make the case and bring it to the residents of Lakewood Township. If approved, the next step is County, State, and Federal Government. Residents must insist on access to mass transportation at the local level. Lakewood Township has the will, the skills, the population and the need to make smart local transportation a viable proposition.

The overall population of Lakewood Township is currently acknowledged to be approximately 75,000 residents. As Lakewood Township continues to grow out, this count will continue to rise, adding to the congestion. This means that work needs to begin now, so that we are not overwhelmed with congestion in the next 3-5 years.

Downtown workers need a timely and reliable means of transportation to and from the Lakewood Industrial Park. The more than 16,000 residents of senior communities would like a transportation option other than the automobile. A robust and thriving downtown population needs to get from point to point without adding their automobile to the congestion.

Lakewood Township is a center of educational endeavor, with Georgian Court University (GCU), and Beth Medrash Govoha (BMG). These students need economical transportation options. GCU has a student body population of approximately 3,000 and BMG's enrollment is over 4,000.

There are nearly 50 private schools and 6 public schools in the Lakewood School District with a combined enrollment of approximately 17,000 students. The District currently transports approximately 16,000 students to nearly 60 schools. Some specialized school transportation must always exist, due to students with special needs, however the number of specially equipped school busses would be small when compared to the current number of school busses in use today.

Please note the Lakewood School District report "Student Transportation Efficiency Study". This PDF can be reviewed and downloaded from the Lakewood School District web site at www.lakewood.k12.nj.us/old/stes.html This document is a must read for anyone interested in a better approach to the many transportation issues in Lakewood Township.

LOCAL TRANSPORTATION:

Negotiations need to begin with NJ Transit, Academy Transit, other bus companies or business organizations to begin planning for local transit service. It is clear that there is sufficient population and need to support several routes to move residents around town and to and from local destinations. A Transportation Authority needs to engage in these negotiations.

A phased approach may be to begin with a new, modern transportation terminal with local bus routes from established pickup points to various destinations. Local bus service to and from the downtown area and regional destinations would

help reduce the local traffic, but would require parking facilities for off street parking. Smaller, trolley type busses or trams could have a positive impact on traffic volume by routing and schedules that operate on both sides of U.S. 9, with crossings only at major intersections. These smaller transport units would need to use clean fuel such as ethanol or the E85 mixed fuel base.

Pickup and Destination points are numerous in Lakewood Township. Multiple communities, geographically located on the outskirts of the downtown area, would all add to mass transportation usage, thereby further reducing reliance on the automobile. Destination points could include, but be limited to the following:

- Township Hall & Municipal Facilities
- Downtown business area
- Strand Theatre
- Lakewood Industrial Park
- First Energy Park (Baseball Stadium)
- Houses of worship
- Ocean County Park
- Lake Fishigan
- Lake Carosaljo
- Georgian Court University
- Beth Medrash Govoha
- Kimball Medical Center

Phase 2 would require Lakewood Township to make some choices about parking. If major off-street parking was established, in the downtown area, it would create adequate room for local bus routes on local streets.

Some towns have introduced historic looking trolleys or trams to help people get to and from local destinations. This concept of city planning would require the construction of multiple off-street, multi-level parking garages that have immediate access to mass transportation. These parking facilities could be above ground, below ground, or a combination of both.

Phase 3 would be to examine the student transportation issue. It is expected that a local, mass transportation effort could be superior to, and less costly than the current method.

MONMOUTH, OCEAN, MIDDLESEX (MOM) TRANSPORTATION:

As the debate goes on, Lakewood Township still does not have railroad or light rail commuter access. It is certain that this rail transportation system will not be part of any near term transportation plan; however the committee believes that it must be part of a comprehensive plan for the long term to make long distant mass transportation in Lakewood Township in particular and Ocean County generally a reality.

TRAFFIC MANAGEMENT:

Offload/Feeder roadways need to be enhanced to redirect some traffic off of U.S. 9 to other major North/South artery roadways. As these roadway improvements are

completed and enhancements are made to artery roadways, proper signage can redirect large volumes of traffic off of U.S. 9.

Work needs to begin in the near term with these tactical construction projects to enable the widening of a portion of U.S. 9, when most or all of the traffic would need to be detoured.

Strict traffic law enforcement, major signage, appropriate traffic signals, alternate routes to local and distant destinations, local off-street parking facilities and local mass transportation all contribute to the objective of reducing traffic volume from U.S. 9.

There needs to be a 'NO LEFT TURN' sign on U.S. 9 South at Fourth Street, or a left turn arrow to permit safe turning at that intersection. Four way turn arrows need to be added to the traffic signal at the intersection of Pine Street and U.S. 9.

Near term improvements could be effected by additional signage on U.S. 9 South to provide more advance warning of the left turn only lane for Main Street (S.R. 88). A sign warns 1 block prior to the turn. Signs should be placed at least 3 blocks prior to the intersection of U.S. 9 and Main Street (S.R. 88).

There is a need for more visible Police presence on the U.S. 9 corridor through Lakewood Township, as a deterrent to motorists who abruptly dart from lane to lane and drive erratically through this highly congested area.

IN CONCLUSION:

The ball is in our court and we are at a turning point for Lakewood Township. If we, the people of Lakewood Township embrace the future, accept the need for change, and conduct the hard work that needs to be done now, we will prevail. If we prevail, we and all future residents of Lakewood Township will benefit from the extensive Municipal Planning that we do now. This could be considered a mega trend event for the Township of Lakewood.

If we merely put a copy of the Master Plan on a shelf to gather dust, wait for others to help us, and merely complain about the congested roadways, we will have missed our opportunity; and as we know, opportunity knocks but once.

The issue of local transportation should not and cannot be a Township expense, other than some tax credits. Transportation of this nature can and should be a business venture, conducted by a transportation company that understands the concept of investment, transportation management and return on investment.

Residents of Lakewood Township will also need to make some accommodations, to insure that local transportation opportunities and activity schedules coincide. This is not to say that schedules and routes would not be negotiated, they will, but it will remain in everyone's best interest to have a thriving local transportation network to serve the people, help the environment, and reduce traffic volume on U.S. 9.

Mission Statement:

On June 21, 2006, at the Master Plan Committee meeting, Ben Heinemann and Mike Sernotti, the Chairman and Vice Chairman respectively of the Lakewood Township Master Plan Committee, proposed that I, William Hobday, a member of that committee, further develop preliminary initiatives regarding the concept of bringing local mass transportation in Lakewood Township.

Preliminary Structure and Recommendation:

This concept would begin with a dialogue that could ultimately lead to the recommendation that the Township of Lakewood enter into earnest discussions with one or many operators of mass transportation.

To that end, I am conducting research and developing a contact list of people in the Transportation business in New Jersey. Preliminary findings are somewhat sketchy, but they have opened some paths to advancing the mission.

We now know that the Transportation Companies all insist that inquiries, exploratory meetings, and informal requests for information be initiated by the highest level of State, County or Municipal Government. In our case that would be Mayor, Meir Lichtenstein.

Although the Mayor needs to initiate inquiries or discussions of this type, the Township Manager and/or a Transportation Authority may then be empowered by the Mayor (Township Committee) to act on behalf of the Mayor, providing that adequate notes are taken and that the Mayor is informed of the agenda in a timely manner.

The time and efforts of key executives is an expensive proposition for the management of the Transportation Companies. If outside professional services are needed, the expense rises in direct proportion to the level and detail of the discussions. This is also true regarding the time and efforts of Municipal employees. A key difference is that the Transportation Companies have in their employee, executives whose job it is to conduct business regarding transportation issues, where Municipalities generally assign these tasks, as an add-on to Municipal Employees.

It is my recommendation that the Mayor (Township Committee) establish a municipal position, reporting to the Township Manager, with the direct responsibility to determine the feasibility of establishing a Transportation Authority or a Department of Transportation. Based on the recommendation of this study, the Mayor would have the advantage to enact the proposal, or to consider other options.

Irregardless of the decision on how to proceed, it is critical that the issue of local mass-transportation be considered, studied and advanced within the Township. If the Township of Lakewood embarks on this mission now, it is quite probable that we can begin to determine the local mass-transportation needs of the Township, the capabilities and constraints of transportation providers, budget issues and conduct grant research, within the current year.

Mass Transportation Initiatives:

New Jersey Department of Transportation (DOT):

The DOT regulates mass-transportation within the State of New Jersey. Common Carriers must apply for and be licensed by DOT to provide mass transportation to the public and school students. State statutes clearly separate public transportation from School Bus transportation with special regulations that cover the additional needs of School Busses. These two forms of transportation are:

- Public Transportation
- School Tripper Transportation

Statutes need to be searched to determine if students can utilize public transportation under special conditions, or with specially equipped public busses. If this research concludes that it is not possible to integrate these two means of transportation, then legislation needs to be proposed and enacted to do same. Mr. Kris Kolluri is the Commissioner of NJ DOT.

Research to Date:

- Availability of federal grants for local transportation:
  - Grants exist, but come with strings attached.
  - US Senator Smith could be a resource to help.
  - Governor Corzine could be a resource to help.
  - NJ Senator Singer could be a resource to help.
  - NJ DOT could be a resource to help.
- Municipalities that received grants for local transportation:
  - Monroe Township (**STRICTLY CONFIDENTIAL**)
    - Received 12 busses through federal grant.
    - All 12 busses exceeded length constraints of NJ DOT for local passenger bus services.
    - No busses were allowed to be used for more than 1 year, while the oversize issue was being resolved.
    - Township officials declare the program a disaster.
    - Issues were finally resolved and the busses were put into service.
    - Township officials declare that the program, with all of the ensuing problems was worth the trouble, but would be reluctant to do it again.
  - South Brunswick (**STRICKLY CONFIDENTIAL**)
    - Received an earmark grant for 6 busses.
    - Busses arrived from the manufacturer one by one and all were late.
    - Scheduling and staffing was impossible.
    - Program delayed.
    - Bus storage was a problem.
  - Newark

        - A new $207.7 million, one-mile light rail service opened for business on July 18, 2006.
        - Paid for mostly with federal dollars and will be operated by NJ Transit.
        - Projected to provide 4,000 daily trips, growing to 7,000 trips by 2010.
        - Cost per ticket is $1.20. Ticket is good for one hour.
    - Camden to Trenton
        - Five year old light rail system.
        - Needs research.
    - Trans-Hudson Tunnel
        - NJ Transit awards $82 million pact for designing Trans-Hudson Tunnel.
        - Preliminary designs due in 2008.
        - Construction scheduled to begin in 2009 with a scheduled completion date of 2016.
        - This is a 7.2 billion dollar project.
    - Monmouth, Ocean, Middlesex Railroad Line (MOM)
        - With the proposed Trans-Hudson Tunnel study underway, now is the time for settling all of the arguments and issues surrounding this proposed project.
        - If agreement is not reached in the short term, MOM will not be included in the Trans-Hudson Tunnel study and will subsequently be lost.

Transportation Providers in Ocean County:

- New Jersey Transit (9730 491-7000
- Academy Bus Lines (201) 420-7000
- TCT Transit (732) 780-1121
- Ocean County Transportation (732) 929-2082

New Jersey Transit:

I have contacted a representative of New Jersey Transit (NJT), to inquire about their availability to discuss proposed initiatives contained in the Master Plan, that is now being drafted, and to obtain feedback regarding that conversation. To that end, I contacted Mr. James J. Schwarzwalder at NJT.

At that time, Mr. Schwarzwalder recommended that a letter of introduction, by Mayor, Meir Lichtenstein would be necessary to help pave the way for more formal discussions. NJT holds discussions with the Mayor and governing body, or their official representatives.

We established that I would make every effort to procure the needed documents, and we proceeded to discuss general information topics of interest:

- Mr. James J. Schwarzwalder
    - Telephone (973) 491-7809

    - Email jschwarzwalder@njtransit.com
- The corporate Headquarters of NJ Transit is as follows:
    - NJ TRANSIT HEADQUARTERS
      ONE PENN PLAZA EAST
      NEWARK, NJ 07105-2246
- NJ Transit product lines are:
    - Cruiser busses
    - Smaller vehicle program
    - Light Rail
    - Commuter Railroad
- The Manager of Community Relations is:
    - Mr. Thomas Clark, Regional Manager
    - Tel (973) 491-8080
    - Email tclark@njtransit.com
    - I was able to speak briefly with Mr. Clark and establish Email communications.

Academy Bus Lines:

Academy Bus Lines is a Limited Liability Corporation (LLC), based in Hoboken, NJ, that maintains multiple terminals in New Jersey, with the closest being on US 9, North in Dover Township.

Headquarters is located at:
ACADEMY BUS LLC
111 PATERSON AVE.
HOBOKEN, NJ 07030
TEL (201) 420-7000

Needs follow-up.

Ocean County Transportation:

Ocean ride is owned and operated by the County of Ocean. It is a subsidized, fare-based, county wide transportation system, geared mostly to providing point to point routes within Ocean County.

Ms. Kathy Edmond is the Transportation Director. I have yet to speak with Ms. Edmond.

Needs follow-up.

APPENDIX 3 – DOWNTOWN

LAKEWOOD MASTER PLAN 5/24/06

DOWNTOWN COMMITTEE

Parking problem is the overwhelming issue

Some Suggestions:

- Delivery Trucks – Ban delivery trucks on Clifton Avenue, Friday 11:00 a.m. – 3:00 p.m.
- 2-hour parking, 9:00 a.m. – 5:00 p.m., every day, except Saturday
- All municipal lots should be 2-hour parking with more remote sections as all-day parking to accommodate shopkeepers and employees
- Garbage collection – Night only, 7:00 p.m. – 7:00 a.m.
- One-way streets
- Synchronize traffic lights
- Additional lights – 4th & Lex – 2nd & Lex
- Reclaim additional parking spots closer to corners
- Night traffic court
- Muster zone out of Downtown
- Strand Theater – limit performances to Friday night after 5:00 p.m., Saturday & Sunday, all day. Sensitive scheduling of Strand Theater events when in conflict with Jewish holidays.

Long Term

- Move Municipal Complex out of Downtown Area
- 2-level municipal parking

Quality of Life

- Graffiti control
- Approve office complexes
- English language signage mandatory

CONCLUSION: COMPREHENSIVE TRAFFIC STUDY A MUST

APPENDIX 4 – ECONOMIC DEVELOPMENT

ECONOMIC DEVELOPMENT

Lakewood Masterplan Committee
Economic and Business Subcommittee

Meeting Date: May 17, 2006

Agencies: Lakewood Development Corporation
Lakewood Industrial Commission
Lakewood Airport Authority
Lakewood Municipal Utilities Authority
Lakewood Chamber of Commerce

Present: Russ Corby, Anita Doyle, Aaron Hoberman, Maureen Stankowitz, Moshe Zev Weisberg, Chair

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Recommendations:

I. Industrial Park

- There is an overall level of high satisfaction with the condition and appeal of the Industrial Park. Current LDC efforts to upgrade the entrances and roadways are welcome and will add to the appeal of the site.
- The appearance of schools in the park indicates a trend which may be problematic for both the schools and the park's businesses. The explosive Township demographics indicate a growing demand for land and facilities for schools. Unless this demand is addressed, schools will develop wherever space is available.

  The subcommittee commends the Township Committee for making affordable land available to schools and strongly encourages more efforts in this area to encourage schools to locate in more school-oriented areas.

II. Gateway Areas

The following areas are critical "gateways" to Lakewood and should be redeveloped to enhance the attractiveness of Lakewood for both economic development and quality of life.

a. Route 9 South – Hospital to Route 70
b. Route 9 North – Jamesway area to County line road, especially on the Eastern side.
c. Route 88/Main St. – Clifton Avenue to Clover.

III. Gateway Areas

To alleviate the traffic and parking issues in the downtown areas, regional neighborhood retail hubs should be encouraged throughout the Township. These areas should be especially conducive to groceries, bakeries, dry cleaning, pharmacy and convenience stores, etc.

One way streets should be studied in the downtown areas to facilitate more parking and better traffic flow.

IV. Kimball Medical Center

The area surrounding Kimball should be upgraded to better attract professional offices and medical/health support facilities.

V. Transportation Issues.

Streets like County Line Road and Central Avenue have evolved from country roads into major traffic arteries. The roadways, traffic controls, sidewalks and infrastructures needs to be systematically evaluated and upgrades to allow for the efficient flow of traffic. Traffic flow should be studied and improvements should be made to keep commercial traffic moving freely on major roadways and off residential streets.

APPENDIX 5 – ENVIRONMENTAL

PART I

ENVIRONMENTAL SUB-COMMITTEE
MASTER PLAN COMMITTEE
2006

JANET B. SCHER..... CHAIR, LAKEWOOD ENVIRONMENTAL
MICHAEL GROSS ..... BIOLOGIST
LINDA C. KELLY .....BOTANIST
JANET LARSON .....CHAIR, DOVER TOWNSHIP ENVIRONMENTAL
CRAIG THEIBAULT.....CHAIR, LAKEWOOD SHADE TREE COMMITTEE
ROBERT KARL.....BRICK MUA
RICHARD REENSTRA..... OCEAN COUNTY PARK FORESTER
THERESA LETTMAN ..... PINELANDS PRESERVATION ALLIANCE
SHELDON WOLPIN .....LAKEWOOD HISTORICAL COMMITTEE
CYNTHIA SMITH..... CHAIR, OCEAN COUNTY CULTURAL & HERITAGE
CAROL MURRAY ..... NATURALIST

ENVIRONMENTAL RESOURCES ARE FINITE AND SHOULD NOT BE SQUANDERED

Individuals from a variety of disciplines submitted recommendations with regard to the environment in Lakewood Township. It was my goal to incorporate these submissions into a more global document. There was unanimity in the position taken by everyone. Trees, water, air and soil are a necessity for animal habitats and a prerequisite for human life. If care is not taken to protect the limited resources that are left in the township, ills associated with dense urban living will prevail. It is not a coincidence that high asthma rates in the population are associated with urban living. This condition increasingly occurs and becomes significantly more serious in air filled with pollutants. Trees filter pollutants created by automobile exhaust. Wetlands remove pesticides from the soil and water. Plants release oxygen into the air. In short, environmental quality has not only to do with appearance and beauty, but is a significant barometer of the health and safety of our town. Advocating environmental quality is not a frill or an afterthought that can be addressed in the future. If adequate planning is not undertaken to insure that there are open areas that still permit water drainage to the aquifers, recharge of surface water and removal of pollutants from the air by plants and trees our offspring as well as our generation will suffer the consequences.

Michael F. Gross Ph.D., a resident of Lakewood and a Biologist highlights the need for the preservation of open space in his attached comments. He underscores that undisturbed open space as the only type that will provide the much needed recharge of aquifers to insure that they are not depleted and that adequate amounts of drinking water will be available in years to come. When development is not balanced by these areas impervious surfaces force runoff to go into the storm water system contributing to street flooding as well as the depletion of the aquifer. He further draws attention to the fact that the category 1 Metedeconk River carries the drainage from Lakewood into Barnegat Bay, both components of the Barnegat Bay Estuary identified in the National Estuary Program.

Lake Carasaljo is identified on the map provided by **Teresa Lettman** of the Pinelands Alliance as a Bald Eagle foraging area. There are several important recommendations which are emphasized at the conclusion of the comments provided by Professor Gross for implementation within the township. Preservation of open undisturbed space is a priority.

Craig Theibault, a resident of Lakewood and Chair of the Shade Tree Commission, has provided an overview of the value of trees. The economic advantages of climate control, improving air quality, and conserving water are emphasized as well as the more obvious aesthetic benefits. Pavement and buildings are citied as a source of the heat island effect which can be moderated by using trees. Fuel consumption in summer and winter is reduced by the shade and windbreak that trees provide. In particular, is the reference to the 2005 Annual Report identifying the need for the hiring of a Forester to enforce the recently enacted ordinance. The attached informational document states that in addition to renewing our air supply and moderating the climate, trees stabilize soil and improve water quality.

Robert Karl, Brick MUA, summarizes the specific characteristics of the Metedeconk River within Lakewood Township. He identifies the relationship between the Kirkwood- Cohansey Aquifer and the River. Impervious surfaces interrupt the flow of water to the aquifer as well as impacting on the characteristics of the river. He states that, “Areas immediately surrounding the Metedeconk River have the greatest influence on water quality and quantity. Wetlands are often

found in this zone, which naturally cleanse and polish runoff water flowing towards the river. The river has benefited from the relatively undisturbed riparian (stream side) corridor Lakewood has established, particularly along the South Branch. Storm water drainage pollutants (bacteria/pathogens, metals, nutrients, oxygen-demanding contaminants) increase with more intensive land use. "Surface water and ground water are closely interconnected, and despite the various means and locations of acquiring this water for public use, it is essentially the same water. Consequently, watershed protection is important to both Lakewood Township and downstream users, and should be incorporated into the Master Plan." The document that is included provides more detail about the waterways that flow through and under our town.

Cynthia H. Smith, Administrator Ocean County Cultural and Heritage Commission, as well as **Sheldon Wolpin,** Chair Lakewood Heritage Commission, recommend the continued identification and preservation of historic buildings and memorabilia. The Heritage Museum is an appropriate repository of this collection that needs to be maintained in perpetuity. There is a concern that many of the buildings in the Historic Sites Inventory have been destroyed despite the fact that their have been individuals and monies available to maintain them. Awareness of the 20 per cent tax credit on qualified rehabilitations should be utilized as part of the Federal Historic Preservation Tax Incentive to encourage the continued existence of such buildings.

Carol Murray has provided a chronicle of her recollections as a fifth generation resident of Lakewood. She recognizes the need for orderly growth. However, the traffic congestion is symptomatic of the fact that not enough overall planning has been done to identify the consequences of the increased development. She identifies the surrounding town's increase in lot size in order to create less stress on existing resources. The fact that habitat for plants and animals is being destroyed does not seem to be a concern in Lakewood. There is no sense of the interrelatedness of all species and that toxicity for animals often indicates an environment that eventually is not hospitable to man. She urges planning to protect our natural resources.

Right now there is a tendency to think of an open undisturbed space as an unproductive piece of property. There has been an emphasis on providing dense housing not only for the consumer, but also for the developers and legal professionals in order to maximize their financial benefit. What these experts from whom I have received input have told us is that an open undisturbed space is actually an economic and health benefit to all of us who want to breathe clean air, drink pure water, be warm in the winter and cool in the summer. Unless we protect the limited spaces that still exist the whole town will suffer in that these filters for the things we need to survive will no longer exist. The Crystal Lake area is an example of such a filter. These filters must be protected from detrimental human impact in order to function effectively.
We are at a crossroads. Once the few undisturbed open spaces are destroyed, they cannot and will not be reinstated by future generations. In addition, the cars that snarl our roads will continue to increase in number depositing more and more pollutants in the air we breathe. If the

natural filters for our air and water are not protected, the detriments that pollutants and pesticides bring will be ravaged on all of us.

For many of us the quality of life that the town of Lakewood offers is a desirable alternative to the dense urban environments that we came from. Both from an aesthetic point of view and a health perspective we want our children to have the benefits of clean air, trees, plants and pure water. We have to work very hard at this juncture to protect that requirement. The need for housing for our residents does not preclude our responsibility to provide a healthy, pleasing and safe environment for them to live in. The recommendations that Michael Gross Ph.D. presents at the conclusion of his comments need to be endorsed and implemented.

PART II

Janet B. Scher, Chairperson
Environmental Sub-Committee
Master Plan Committee
April 27, 2006

Trees can add value to your home, help cool your home and neighborhood, break the cold winds to lower your heating costs, and provide food for wildlife.

The Value of Trees to a Community

The following are some statistics on just how important trees are in a community setting.

"The net cooling effect of a young, healthy tree is equivalent to ten room-size air conditioners operating 20 hours a day." -U.S. Department of Agriculture

"Trees can boost the market value of your home by an average of 6 or 7 percent." -Dr. Lowell Ponte

"Landscaping, especially with trees, can increase property values as much as 20 percent." -Management Information Services/ICMA

"One acre of forest absorbs six tons of carbon dioxide and puts out four tons of oxygen. This is enough to meet the annual needs of 18 people." -U.S. Department of Agriculture

"There are about 60-to 200- million spaces along our city streets where trees could be planted. This translates to the potential to absorb 33 million more tons of CO2 every year, and saving $4 billion in energy costs." -National Wildlife Federation

"Trees properly placed around buildings can reduce air conditioning needs by 30 percent and can save 20 - 50 percent in energy used for heating." -USDA Forest Service

"Trees can be a stimulus to economic development, attracting new business and tourism. Commercial retail areas are more attractive to shoppers, apartments rent more quickly, tenants stay longer, and space in a wooded setting is more valuable to sell or rent." -The National Arbor Day Foundation

"Shade from trees could save up to $175 per year (per structure) in air conditioning costs." -Dr. Lowell Ponte

"Healthy, mature trees add an average of 10 percent to a property's value." -USDA Forest Service

"The planting of trees means improved water quality, resulting in less runoff and erosion. This allows more recharging of the ground water supply. Wooded areas help prevent the transport of sediment and chemicals into streams." -USDA Forest Service

"In laboratory research, visual exposure to settings with trees has produced significant recovery from stress within five minutes, as indicated by changes in blood pressure and muscle tension." -Dr. Roger S. Ulrich Texas A&M University

“Nationally, the 60 million street trees have an average value of $525 per tree.” -Management Information Services

To help locate New York City's heritage trees, the City Department of Parks and Recreation conducted a program called the “Great Tree Search.” New Yorkers looked for trees of unusual size and age, those linked with historic landmarks, and trees of unusual species or location. On Arbor Day, they held a big party to celebrate New York City's Great Trees.

After a tornado destroyed more than 800 trees in Cardington, Ohio, citizens organized a tree restoration committee which solicited donations and memorials. Volunteers who learned of the tree planting through local newspaper articles appeared on Arbor Day to wrap trunks, water, mulch, and stake 40 large trees which were planted along major streets.

INFORMATION FROM THE NATIONAL ARBOR DAY FOUNDATION

Benefits of Trees

Most trees and shrubs in cities or communities are planted to provide beauty or shade. These are two excellent reasons for their use. Woody plants also serve many other purposes, and it often is helpful to consider these other functions when selecting a tree or shrub for the landscape. The benefits of trees can be grouped into social, communal, environmental, and economic categories.

Social Benefits

We like trees around us because they make life more pleasant. Most of us respond to the presence of trees beyond simply observing their beauty. We feel serene, peaceful, restful, and tranquil in a grove of trees. We are “at home” there. Hospital patients have been shown to recover from surgery more quickly when their hospital room offered a view of trees. The strong ties between people and trees are most evident in the resistance of community residents to removing trees to widen streets. Or we note the heroic efforts of individuals and organizations to save particularly large or historic trees in a community.

The stature, strength, and endurance of trees give them a cathedral-like quality. Because of their potential for long life, trees frequently are planted as living memorials. We often become personally attached to trees that we or those we love have planted.

Communal Benefits

Even though trees may be private property, their size often makes them part of the community as well. Because trees occupy considerable space, planning is required if both you and your neighbors are to benefit. With proper selection and maintenance, trees can enhance and function on one property without infringing on the rights and privileges of neighbors.

City trees often serve several architectural and engineering functions. They provide privacy, emphasize views, or screen out objectionable views. They reduce glare and reflection. They

direct pedestrian traffic. They provide background to and soften, complement, or enhance architecture.

Environmental Benefits

Trees alter the environment in which we live by moderating climate, improving air quality, conserving water, and harboring wildlife. Climate control is obtained by moderating the effects of sun, wind, and rain. Radiant energy from the sun is absorbed or deflected by leaves on deciduous trees in the summer and is only filtered by branches of deciduous trees in winter. We are cooler when we stand in the shade of trees and are not exposed to direct sunlight. In winter, we value the sun's radiant energy. Therefore, we should plant only small or deciduous trees on the south side of homes.

Wind speed and direction can be affected by trees. The more compact the foliage on the tree or group of trees, the greater the influence of the windbreak. The downward fall of rain, sleet, and hail is initially absorbed or deflected by trees, which provides some protection for people, pets, and buildings. Trees intercept water, store some of it, and reduce storm runoff and the possibility of flooding.

Dew and frost are less common under trees because less radiant energy is released from the soil in those areas at night.

Temperature in the vicinity of trees is cooler than that away from trees. The larger the tree, the greater the cooling. By using trees in the cities, we are able to moderate the heat-island effect caused by pavement and buildings in commercial areas.

Air quality can be improved through the use of trees, shrubs, and turf. Leaves filter the air we breathe by removing dust and other particulates. Rain then washes the pollutants to the ground. Leaves absorb carbon dioxide from the air to form carbohydrates that are used in the plant's structure and function. In this process, leaves also absorb other air pollutants—such as ozone, carbon monoxide, and sulfur dioxide—and give off oxygen.

By planting trees and shrubs, we return to a more natural, less artificial environment. Birds and other wildlife are attracted to the area. The natural cycles of plant growth, reproduction, and decomposition are again present, both above and below ground. Natural harmony is restored to the urban environment.

Economic Benefits

Individual trees and shrubs have value, but the variability of species, size, condition, and function makes determining their economic value difficult. The economic benefits of trees can be both direct and indirect. Direct economic benefits are usually associated with energy costs. Air-conditioning costs are lower in a tree-shaded home. Heating costs are reduced when a home has a windbreak. Trees increase in value from the time they are planted until they mature. Trees are a wise investment of funds because landscaped homes are more valuable than non landscaped homes. The savings in energy costs and the increase in property value directly benefit each home owner.

The indirect economic benefits of trees are even greater. These benefits are available to the community or region. Lowered electricity bills are paid by customers when power companies are able to use less water in their cooling towers, build fewer new facilities to meet peak demands, use reduced amounts of fossil fuel in their furnaces, and use fewer measures to control air pollution. Communities also can save money if fewer facilities must be built to control storm water in the region. To the individual, these savings are small, but to the community, reductions in these expenses are often in the thousands of dollars.

Trees Require an Investment

Trees provide numerous aesthetic and economic benefits but also incur some costs. You need to be aware that an investment is required for your trees to provide the benefits that you desire. The biggest cost of trees and shrubs occurs when they are purchased and planted. Initial care almost always includes some watering. Leaf, branch, and whole tree removal and disposal can be expensive.

To function well in the landscape, trees require maintenance. Much can be done by the informed home owner. Corrective pruning and mulching gives trees a good start. Shade trees, however, quickly grow to a size that may require the services of a professional arborist. Arborists have the knowledge and equipment needed to prune, spray, fertilize, and otherwise maintain a large tree. Your garden center owner, university extension agent, community forester, or consulting arborist can answer questions about tree maintenance, suggest treatments, or recommend qualified arborists.

Keep Trees Safe During Construction

CHAMPAIGN, IL (May 11, 2004)- Are you planning to build a home or remodel? Is construction planned in your community? Are trees on or near the site? If so, remember to

consider the negative impact of construction on trees, cautions the International Society of Arboriculture (ISA). Jim Skiera, Executive Director of ISA states, "People often buy treed lots because they value the mature tree look then, due to construction activity, unknowingly destroy the trees and end up paying large tree removal costs to then live on a treeless lot."

"Many construction procedures can be devastating to surrounding trees if no measures have been taken to protect them," said Skiera. "Visible injuries are most recognizable, but it is damage to the root systems that often results in tree loss." Planning can minimize some of these more common tree damage problems:

Damage caused during construction

- Soil compaction caused by increased foot traffic and heavy machinery decreases soil oxygen and water pores, inhibiting root penetration, resulting in tree health decline.
- Severed roots - If just one major root is severed, the tree can loose 5 to 20 percent of its root system
- Site clearing - Trees may be exposed to additional sunlight and winds after neighboring trees are removed, blow downs may occur
- Physical injury to the trunk, limbs, and branches

Plan ahead

Consult an arborist during the planning stages of construction to assess potential hazards. Careful planning will save the expense and hassle of repairing or removing damaged trees.

- Construct barriers by setting up construction fences. Allow at least one foot of space from the trunk for each inch of trunk diameter. A twelve-inch tree needs a twelve-foot diameter fenced off area around the base.
- Limit access and appoint one route as the main entrance and exit to the grounds.
- Monitor construction and work as a team with builders and your arborist. Your vigilance will help the workers stay aware of your concerns.
- Post-construction maintenance - evaluate the condition of all remaining trees. Talk to your arborist about necessary maintenance and monitoring needs.

Treatment and repair

There are treatments that can save some trees harmed by construction, but action must be taken immediately. Trees may need watering, mulching, bracing, pruning, or even removal. Each tree should be evaluated individually to ensure that it receives the appropriate treatment, repair, and follow up care. For planning or tree care assistance during construction, contact an ISA Certified Arborist in your area.

The International Society of Arboriculture (ISA) is a nonprofit organization supporting tree care research around the world. Headquartered in Champaign, Ill., ISA is dedicated to the care and preservation of shade and ornamental trees. For more information contact a local ISA certified arborist or visit www.treesaregood.com.

Fun Facts About Trees

General

- Trees keep our air supply fresh by absorbing carbon dioxide and producing oxygen.
- In one year, an acre of trees can absorb as much carbon as is produced by a car driven up to 8700 miles.
- Trees provide shade and shelter, reducing yearly heating and cooling costs by 2.1 billion dollars.
- Trees lower air temperature by evaporating water in their leaves.
- The average tree in metropolitan area survives only about 8 years!
- A tree does not reach its most productive stage of carbon storage for about 10 years.
- Trees cut down noise pollution by acting as sound barriers.
- Tree roots stabilize the soil and prevent erosion.
- Trees improve water quality by slowing and filtering rain water as well as protecting aquifers and watersheds.
- Trees provide protection from downward fall of rain, sleet, and hail as well as reduce storm run-off and the possibility of flooding,
- Trees provide food and shelter for wildlife.
- Trees located along streets act as a glare and reflection control.
- The death of one 70-year old tree would return over three tons of carbon to the atmosphere.

Tree Biology

- Trees are the longest living organisms on earth.
- Trees and other plants make their food through a process called photosynthesis.
- The inside of a tree is made of cork, phloem, cambium, and xylem.
- The xylem of a tree carries water from the roots to the leaves.

Trees and the Environment

- Trees renew our air supply by absorbing carbon dioxide and producing oxygen.
- The amount of oxygen produced by an acre of trees per year equals the amount consumed by 18 people annually. One tree produces nearly 260 pounds of oxygen each year.
- One acre of trees removes up to 2.6 tons of carbon dioxide each year.
- Shade trees can make buildings up to 20 degrees cooler in the summer.

- Trees lower air temperature by evaporating water in their leaves.
- Tree roots stabilize soil and prevent erosion.
- Trees improve water quality by slowing and filtering rain water, as well as protecting aquifers and watersheds.
- The cottonwood tree seed is the seed that stays in flight the longest. The tiny seed is surrounded by ultra-light, white fluff hairs that can carry it on the air for several days.

Record-setting Trees

- One of the tallest soft wood trees is the General Sherman, a giant redwood sequoia of California. General Sherman is about 275 ft or 84 m high with a girth of 25 ft or 8 m.
- The 236 ft or 72 m high Ada Tree of Australia has a 50 ft or 15.4 m girth and a root system that takes up more than an acre.
- The world's tallest tree is a coast redwood in California, measuring more than 360 ft or 110 m.
- The world's oldest trees are 4,600 year old Bristlecone pines in the USA.

Trees and Science

- Dendrochronology is the science of calculating a tree's age by its rings.

- Tree rings provide precise information about environmental events, including volcanic eruptions.
- A mature birch tree can produce up to 1 million seeds per year.
- Moon trees were grown from seeds taken to the moon by Stuart Roosa, Command Module pilot of the Apollo 14 mission of January 31, 1971. The effort included 400-500 seeds, which orbited the moon on the first few days of February 1971. NASA and the USFS wanted to see if being in space and in the moon's orbit would cause the seeds to grow differently than other seeds.

PART III

INFORMATION FROM THE INTERNATIONAL SOCIETY OF ARBORICULTURE

FINAL STATEMENT MADE BY THE LAKEWOOD SHADE TREE COMMISSION IN ITS 2005 ANNUAL REPORT

The Lakewood Shade Tree Commission commends the township for implementing the UDO this past year. We would like to see the ordinance made stronger to cause for changes in application plans and the building process. Our commission believes that a forester should be hired in order to enforce the ordinance and not let the efforts of all who wrote the UDO goes to waste. Developing property can be done in a manner that is responsible and still accomplish the goals of the property owner. Unless some changes are made in the near future, it is our belief that the Shade Tree Commission's efforts will be in vain. We encourage the Township Committee to engage our services in the opportunity to help make the UDO a stronger document that will benefit all of Lakewood.

Lakewood Township Water Resources – Metedeconk River

Introduction

Two waterways pass through Lakewood Township. The northern two-thirds of the Township fall within the Metedeconk River drainage area, while the southern third drains to Kettle Creek. The Metedeconk River is actually two distinct branches within Lakewood's borders – the North Branch and the South Branch. The North Branch Metedeconk River serves as the entire border with Howell Township, Monmouth County to the north, and a portion of the border with Brick Township to the east. The South Branch Metedeconk River flows in an east-west direction across the center portion of the Township, and is characterized by several major lakes along its path – Lake Carasaljo, Lake Manetta and Lake Shenandoah.

The Metedeconk River serves as the primary water supply for more than one hundred thousand people in several area communities. The Brick Township Municipal Utilities Authority utilizes the Metedeconk River to supply water to its treatment plant, and also to fill its 860-million gallon Brick Reservoir, a pumped raw water storage reservoir.

In recent years, the Metedeconk River has become a State-recognized waterway for its "exceptional water supply significance." The region's reliance on the Metedeconk River led the State of New Jersey to designate the entire Metedeconk River, including all tributaries, as a Category One waterway on August 2, 2004. Category One designation provides additional protections to waterbodies to help prevent water quality degradation and discourage development where it would impair or destroy natural resources and environmental quality. A significant component of the Category One designation is the requirement of three hundred-foot special protection area buffers around designated waterways.

Aside from the region's dependence on the Metedeconk River for water supply, the waterway also servers as a foundation of Lakewood Township's character. It offers a level of complexity to the landscape, and both active and passive recreational opportunities for residents and tourists. In addition, as the northern-most waterway naturally draining to the Barnegat Bay, a National Estuary Program site, the Metedeconk River contributes to the economic health of Ocean County and the State. Consequently, the maintenance of Metedeconk River water quality and natural beauty is integral to the community's quality of life and economic growth.

Metedeconk River Characteristics and Health

The Metedeconk River watershed is characterized by sandy, well-drained soils, abundant wetland areas, and gentle topography with few slopes greater than 5%. These characteristics are similar to most other New Jersey coastal plain streams in Ocean County, and have helped the Metedeconk River resist some of the deleterious impacts of urbanization.

The river receives most of its flow (60%-80%) from groundwater discharge from the unconfined Kirkwood-Cohansey Aquifer system. During periods of low precipitation, this baseflow accounts for one hundred percent of river flow. Consequently, maintaining groundwater recharge to the shallow aquifer within the drainage basin is vital to health and flow patterns of the river system.

The addition of impervious surfaces to the landscape (roads, parking lots, buildings, and in many cases compacted lawns) prevents the natural infiltration of water to the aquifer, which in turn affects the hydrologic characteristics of the river. Ultimately, the result is lower baseflow and greater ranges in river flow between dry periods and storm events. As development in Lakewood progresses, it is vital that groundwater recharge and site hydrology that existed under natural conditions be maintained, either through the minimization of disturbed area or through engineering mechanisms.

The use of minimally disruptive development practices that offer the greatest levels of water resource protection are collectively known as Low Impact Development (LID). LID practices minimize disturbance (i.e. clearing and grading) at the site, avoid sensitive areas, focus building on those portions of the site suitable for development, and use natural characteristics of a development site, such as shallow depressions, wooded areas, and wetlands, to preserve natural hydrology to the greatest extent possible. These development practices have been extraordinarily successful in other parts of the country, particularly in Prince Georges County, Maryland. Numerous Best Management Practices (BMP's) exist that can be implemented at a development site to achieve these goals. By assuring development occurs in an environmentally responsible manner, the Metedeconk will be able to accommodate growth without severe detriment to local waterways.

Areas immediately surrounding the Metedeconk River have the greatest influence on water quality and quantity. Wetlands are often found in this zone, which naturally cleanse and polish runoff water flowing towards the river. The river has benefited from the relatively undisturbed riparian (stream side) corridor Lakewood has established, particularly along the South Branch.

The primary contributor to Metedeconk River water quality degradation is stormwater. Very few permitted discharges occur along the River. Consequently, stormwater management is the most important issue in protecting the Metedeconk River. Most often, the term stormwater pollution is synonymous with "non-point source pollution." Non-point source pollution encompasses the pollutants that cannot be attributed to one particular source, such as the discharge pipe of a factory. It can be thought of as the small amounts of pollutants that accumulate on roads and other land areas that make their way into waterways during rainfall events.

As land use in the Metedeconk watershed becomes more intensive, non-point source pollutant loadings increase. Presently, non-point source contaminants of concern in the Metedeconk River include bacteria/pathogens, metals, nutrients and oxygen-demanding contaminants, which reduce river dissolved oxygen levels. The impact of at least some of these stormwater contaminants is clearly evident in degraded water quality of Lakewood's major lakes, particularly Lake Carasaljo. As the Township approaches build out, problems associated with these contaminants will intensify without the implementation of appropriate protection mechanisms.

Despite some major changes in water resource-related regulations, such as the Phase II Stormwater Management regulations and Category One designations, water resource protection is largely a local responsibility and still necessary at the local level. Municipalities can implement zoning and ordinances that assure water resources are protected. The elements considered in municipal planning should include the fact that waterways like the Metedeconk River are a shared resource that ignores jurisdictional boundaries. Surface water and groundwater are closely interconnected, and despite the various means and locations of acquiring this water for public use, it is essentially the same water. Consequently, watershed protection is important to both Lakewood Township and downstream users, and should be incorporated into the Master Plan.

Comments for the Township of Lakewood
Environmental Issues – Master Plan

Background:
Lakewood is part of the land area that drains into the Metedeconk River, a Category 1 waterbody. Lakewood is also part of the Barnegat Bay Watershed. Water from all of Lakewood Township drains into the Barnegat Bay via the Metedeconk River. The Barnegat Bay Estuary is one of the few estuaries in the United States that is part of the National Estuary Program.

Brick Township obtains its water from surface water sources (the Metedeconk River) and from wells that extract water from aquifers. Brick Township is the only municipality in Ocean County that obtains some of its water from surface water sources.

Lakewood Township gets its water from aquifers. Aquifers will eventually be depleted of water if they are not recharged. Recharge comes from precipitation soaking into the soil. When water runs off of paved or other impervious surfaces instead of penetrating the ground, the water is

unable to reach the aquifer. Too many impervious surfaces also lead to too much runoff going into the stormwater system or into streets and this contributes to flooding problems.

Another environmental concern is the loss of open space. Open space for active recreation is one need, but there is also a need to preserve undisturbed open space for the benefit of wildlife and passive recreation and to help ensure that good quality water has an opportunity to recharge the aquifer by penetrating the soil. There have been sightings of endangered or threatened species in some parts of Lakewood. Many species that are endangered or threatened are found in wet areas. Because the Metedeconk River and its tributaries pass through Lakewood, much of the open space that is of greatest importance environmentally is in low-lying areas. The State of New Jersey's Department of Environmental Protection has a website that citizens can use to locate areas that are considered good habitat for threatened and endangered species. At the location http://www.state.nj.us/dep/gis/, select Interactive Mapping, and then i-MapNJ DEP. Then, select Launch i-MapNJ DEP. On the map page, select Find location of interest and type in the x coordinate of 571787 and the y coordinate of 456907. This will put you at the intersection of Route 9 and the lakes in Lakewood. Put checks in these Data Layers: Roads Tele Atlas, and all of the Landscape Projects. Click Refresh Map. By clicking on the Zoom In or Zoom out buttons, various parts of Lakewood can be seen and the habitats of priority will be listed. This shows, for instance, that Lake Carasaljo is identified as a potential Bald Eagle foraging area.

The Ocean County Soil Conservation District considers soil compaction another issue of concern. Inappropriate building and construction practices can cause soil to be compressed or compacted, reducing the amount of air space in the soil so that plant roots cannot breathe and precipitation runs off the soil rather than penetrates it.

Loss of trees due to construction activities has created large areas of Lakewood that are devoid of shade, contributing to excessive summer heat, low aesthetic pleasure for people living or driving through the area, and loss of habitat for wildlife.

Alien or exotic species are species that are not native to an area but move into the area and become so prolific that they cause the disappearance of native species. In recent years, exotic species have become a major concern in parts of Lakewood. Probably the chief threats to Lakewood are the following plants: Japanese stilt grass (*Microstegium*; prefers moist soils), Asiatic bittersweet (*Celastrus orbiculata*; vine that grows in forests), garlic mustard (*Alliaria petiolata*; particularly common in forests), purple loosestrife (*Lythrum salicaria*; lives in sunny wetlands), mutliflora rose (*Rosa multiflora*; lives in forests), Japanese knotweed (*Polygonum cuspidata*; sunny to partly sunny areas) and Japanese honeysuckle (*Lonicera japonica*; lives in forests). Japanese barberry, tree of heaven, Norway maple and several other species are also threats. Some aquatic plants have become nuisances in Lake Carasaljo. Most of these species expand their territories when soil is disturbed by humans, creating an opening for them to become established, and when there is an abundance of nutrients as occurs when fertilizers are used on lawns and gardens and the nutrients run off into the surface water or seep into the aquifer. Preservation of large intact areas of undisturbed land can reduce the likelihood of exotic species becoming established.

Probably the biggest animal problems facing Lakewood are the preponderance of white-tailed deer and Canada geese. Although both species are native, their populations have exploded to the point that they are causing environmental damage. In addition to eating people's ornamental plants, the deer have become so common in some areas that they are preventing normal forest regeneration so we are losing young trees that will replace older ones that die, and ground-dwelling plants and the animals that depend on them are disappearing. The Canada geese are causing water quality problems because their droppings contribute to high nutrient and bacterial counts in water bodies.

Considering all of these issues, I recommend the following actions:

1. Preserve remaining open space, particularly large tracts of land, land closest to wetlands and the Metedeconk River, and areas listed on NJ DEP habitat maps. In addition to wetlands near the Metedeconk River, Lakewood also has some upland, pinelands areas that provide a different type of habitat and should be preserved too: e.g., land near the Lakewood Fire Tower on Massachusetts Avenue. Little undisturbed habitat in Lakewood is left so the need is greatest for this type of open space (ample active recreational spaces exist in Ocean County Park, existing municipal parks and the new fields opening near Ocean County Park). Ask township residents to identify land worth preserving. Focus on undisturbed areas. Work with the Ocean County Natural Lands Trust program, Trust for Public Land and New Jersey Conservation Foundation to purchase and preserve open space. Consider asking voters to approve an open space tax that would be used to buy land for preservation/recreation purposes.

2. Consider strict building restrictions and expanded construction buffers for areas close to the Metedeconk River. Category 1 status provides for a 300-foot buffer but the Township should consider a wider buffer.

3. Enforce existing regulations about feeding the Canada geese.

4. Implement a plan to promote landscaping that will deter Canada geese. Geese prefer open grassy areas and dislike areas with tall vegetation that could conceal predators. Even maintaining shrubby vegetation only 1-2 feet tall around wet areas would be a deterrent. Alternatives to grass should be considered and promoted when possible. Allow grass to grow taller before mowing.

5. Consider allowing/promoting hunting of deer in the woods along the Metedeconk River. Work with Ocean County Park on the deer problem.

6. Consider passing a landscaping ordinance to prevent the planting of certain species that are considered invasive in New Jersey. The Town of Roosevelt, I believe, has such an ordinance.

7. Review Stafford Township's stormwater management ordinance to determine if there are elements that might be adopted by Lakewood Township. Stafford Township is recognized for having strict stormwater management regulations.

http://marine.rutgers.edu/pt/coastal_training/resources/ordinances/Stafford%20Township%20Stormwater.pdf

8. Consult the Ocean County Soil Conservation District to determine how the Township can avoid erosion, soil compaction, and impervious surface runoff problems. This might include new ordinances, land use regulations or zoning regulations.

9. Ask the Ocean County Soil Conservation District if Township groundskeeping employees can participate in the Blue Card program, which is a new educational program on environmentally sound landscaping and maintenance practices.

10. Launch a tree-planting initiative to forest and re-forest streets. Ensure that new developments provide for more trees in their development plans.

11. Work with Lakewood School District, private schools, and other entities to educate the public about environmentally sound practices.

12. Train Township employees to recognize and remove invasive species.

13. Work with the Rutgers Cooperative Extension of Ocean County to distribute information to township homeowners and area landscaping and construction firms on grass varieties that require less fertilizer and mowing.

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Environmental Recommendations – July 26, 2006

Complete Acquisition of Crystal Lake with Ocean County Land Trust

Create Passive Open Space Zone for environmentally sensitive areas like Lake Carasaljo, Lake Shenandoah etc. or designate PA5 or CES as state suggests

Comply with state's request for Environmental Resource Inventory
"Identify areas with natural resources and…measures to protect them."
"climate,geology,geography/topography,soils,hydrology vegetation,wildlife habitat,watersheds,streams,wetlands (farmland),historical and cultural factors, scenic areas, air quality,transportation noise,contaminated sites"(ANJEC)
IDENTIFY RESPONSIBILITY FOR ENFORCEMENT

Comply with state's request for "provisions maintaining open space networks, critical habitat and large contiguous tracts of land"
IDENTIFY RESPONSIBILITY FOR ENFORCEMENT

Comply with state's request that town attempt to project adequacy of water supply capacity

Comply with state's request to "remove land with environmentally sensitive features from inclusion in sewer service area"

Comply with state's request for Historic Preservation Element with standards for preservation
IDENTIFY RESPONSIBILITY FOR ENFORCEMENT

Comply with state's request for a Stream Corridor Protection Plan including all waterways, stream setback, wetland transition area and riparian buffer including rehabilitation of disturbed stream corridors.
IDENTIFY RESPONSIBILITY FOR ENFORCEMENT

Comply with state's request for Wellhead Protection Plan
IDENTIFY RESPONSIBILITY FOR ENFORCEMENT

Comply with state's request for Habitat Conservation Plan
IDENTIFY RESPONSIBILITY FOR ENFORCEMNT

Comply with state's request for a Water Conservation Plan

Comply with state's request for Septic Management Plan

Create Tree Preservation Plan WITH ENFORCEMENT AND PENALTIES

Open space acquisition to preserve forests AND plant trees to reduce greenhouse gasses, heating and air conditioning costs AND ASTHMA

Municipal Tree Fund for contributions from citizens, the town and developers

Ordinance requiring tree replacement by developers with specific provision preventing clear cutting and specifying formula for preservation of trees on any application (clearing and changes in vegetation increase erosion and reduce groundwater recharge)

APPENDIX 6 – HOUSING

#	RECOMMENDATION	SUMMARY
1	1. The Council On Affordable Housing (C.O.A.H.), projects Lakewood's residential and non-residential growth share obligation as 299 affordable housing units, using the formula contained in the C.O.A.H. regulations (Third Round, January 1, 2004 to December 31, 2014). These numbers need to be recalculated based on a more realistic projection, reflecting Lakewood's real growth rate. [i] 2. A Compliance Plan should be developed using such plans as: (a) municipally-sponsored and inclusionary zoning (rezoning land for residential use) sites, (b) Regional Contribution Agreements (RCAs), and other plans as listed below, to meet the fair share obligation per the Uniform Housing Affordability Controls (N.J.A.C. 5:80-26). 3. Lakewood should adopt a Growth Share Ordinance that will require residential developers to provide their affordable housing obligation on their own sites or elsewhere in town (sample Ordinances are freely available). Where the obligation is fractional, money may be contributed in lieu of construction to create an affordable unit elsewhere in town, or a mandatory developer's fee can be paid to fund units in town. Non-residential uses will be required to pay either a growth share fee or a mandatory developer's fee as well. These units are intended to supplement the compliance plan if there is a shortfall. See also # 4 below. See http://www.state.nj.us/dca/coah/handbook/munioptions.doc for a fuller discussion of municipal options for meeting growth share affordable housing obligations.	According to the Municipal Land Use Law (40:55D-28.b(3)), a Master Plan may, contain a Housing Plan Element. Pursuant to section 10 of P.L. 1985, c. 222 (C. 52:27D-310), a municipality's housing element shall be designed to achieve the goal of access to affordable housing to meet present and prospective housing needs, with particular attention to low and moderate income housing. Such a Housing Element should be prepared consistent with the requirements of the Municipal Land Use Law, and will also serve to satisfy the requirements of the Council on Affordable Housing's (COAH) Third Round (2004 to 2014) regulations. As such, this Element will: (a) Summarize Lakewood's population, household and housing characteristics (b) Determine the Township's Third Round growth share obligation, and (c) Set forth the manner in which the Third Round obligation will be satisfied. The COAH Round 3 regulations mandate that the Residential Growth Share = 1 affordable housing unit provided for every 8 market rate unit COs issued from January 1, 2004 to January 1, 2014, and the Non-residential Growth Share = 1 affordable housing unit provided for every 25 new jobs created (based on non-residential square footage by use group published in Appendix E of N.J.A.C. 5:94) from January 1, 2004 to January 1, 2014. The new affordable housing that is created must serve low- and moderate-income households. Low-income households are those earning 44 percent of median income, and moderate-income households are those earning 60 percent of median income. According to COAH's 2005 income limits, a moderate-income four-person household earns no more than $63,583 per year, and a low-income four-person household earns no more than

		$39,740 per year. According to the Brookings Institution, New Jersey home prices have risen to the fifth-highest nationally, in part because restrictive zoning adds $40,000 to $80,000 per home, pricing about 430,000 New Jersey households out of the market. Inclusionary zoning in Lakewood would mitigate this effect.
2	Undertake a Vacant Land Analysis & determine land-use priorities. Determine how much land is needed to meet current and future need for both lower income and middle income households, to increase across-the-board affordability, so no one is left out. Recognize that the limited availability of vacant developable land in Lakewood Township effectively constrains the production of new housing.	A. Determine how much vacant land is available in Lakewood. B. Establish priorities for the use of such land. How much should be allocated for middle income housing and affordable housing? For example, to assess lower income need, estimate Lakewood's indigenous need (the number of local lower income households that are severely shelter burdened (e.g., paying more than 50% of monthly income for housing) or living in overcrowded or substandard housing.
3	Affordable Housing Density Bonus.	Allow a stand-alone 20% increased density in some zones for any development of 11 or more Single Family Dwelling Units (SFDU), regardless of form of ownership or unit style: fee simple, co-op, condo, duplex, townhome, etc., so long as Ten Percent (10%) is set-aside at reduced cost and Deed Restricted for low-income households, and an additional Ten Percent (10%) is set-aside for Moderate Income Households, per the COAH Formula. Not to be combined with any clustering bonus.
4	Establish a Lakewood Community Land Trust (LCLT) and dedicate municipal land to the LCLT. Community land trusts help communities to: • Gain control over local land use and reduce absentee ownership • Provide affordable housing for lower income residents in the community • Promote resident ownership and control	A community land trust is a private non-profit corporation created to acquire and hold land for the benefit of a community and provide secure affordable access to land and housing for community residents. In particular, CLTs are democratically-controlled, non-profit corporations with an open membership and an elected board of trustees. While members have a say in the policies and activities of the CLT, there is no personal ownership of any portion of any assets which the CLT may own or control.

	of housing • Keep housing affordable for future residents • Capture the value of public investment for long-term community benefit • Build a strong base for community action	Community land trusts are, by design, a way to link the individual members of a community with that community's resources and challenges. CLTs develop affordable housing, commercial space, and parks while promoting homeownership, historic preservation, local control, and neighborhood revitalization. They are currently operating in 31 states and the District of Columbia. Their numbers in the U.S. have grown from fewer than 30 just 8 years ago to 84 today, with another 23 under development. CLTs attempt to meet the needs of residents least served by the prevailing market. For more information, technical assistance, model CLTs, CLT profiles, or for a list of CLTs by State and Locality, see the Institute for Community Economics web page at www.iceclt.org/clt/ or www.plannersweb.com.
5	Institute mandatory development fees to generate funding for affordable housing, as was done in Toms River and Princeton, requiring that a fee be paid in connection with any new, expanded, or intensified development in the Township. The fee is based on the equalized assessed valuation (EAV) of the proposed construction: 0.5 % of EAV for residential development and 1.0% for non-residential development, in accordance with COAH regulations	A. Residential Development: (a) On all new development of residential dwelling units within Lakewood Township, establish a fee equal to ½ of 1% of the equalized assessed value of the residential construction to be used for affordable housing, (See Upper Freehold Township Ordinance No. 137-2004, amending Section 35-606 of The 'Land Use Regulations Ordinance', as model). This was upheld by the New Jersey Supreme Court in Holmdel Builders' Ass'n v. Holmdel Township, 121 N.J. 550 (1990). A Legal opinion may be needed whether this can apply in Lakewood, where there is no COAH obligation. (b) Bonus Density Fee: Where a 'd" variance is granted pursuant to N.J.S.A. 40:55D-70 d.(5) for more residential units than otherwise permitted by right under existing zoning, then the additional residential units realized as a result of the variance shall pay a bonus development fee to Lakewood Township equal to six (6%)

		percent of the equalized assessed value of the residential development, rather than the .5% development fee otherwise required. <u>B. Nonresidential Development:</u> On all new development of nonresidential buildings within Lakewood Township not otherwise exempt, levy a fee equal to 1% of the equalized assessed value of the residential construction to be used for affordable housing. All fees collected shall be deposited into a specially designated municipal 'Housing Trust Fund' and expended pursuant to a Township Committee aproved 'Spending Plan'.
6	Build Dwelling Units above Parking Areas in Lakewood's Central Business District.	Utilize space above downtown parking areas for the construction of housing and affordable housing.
7	Build Dwelling Units above Commercial Space in Lakewood's Central Business Districts.	In the downtown business areas, encourage residential development above commercial space.
8	Allow Accessory Units	Allow mother/daughter type accessory units in selected zones, so long as these are a part of the main dwelling units, e.g. basements, additions, etc., but not detached dwellings.
9	Encourage more Regional Contribution Agreements (RCAs) to increase resources for development of affordable housing. Dissenting View: In a Sunday, May 7, '06 Editorial, The Philadelphia Inquirer, called on New Jersey to: "abolish Regional Contribution Agreements, which allow wealthy communities to buy their way out of affordable housing obligations."	For example, under the RCA between Wall Township and Lakewood Township, up to 31 units will be conveyed to Lakewood at a price of $35,000 per unit. Wall Township also proposes to convey 19 units of its family rental obligation to Lakewood via RCA, at a price of $55,000. For the 19 units, Lakewood Township will either create new rental housing units or meet the criteria for reconstruction as defined in N.J.A.C. 5:94-1.4.
10	Use federal Tax Credits, as well as local Tax Abatements and Payments In Lieu Of Taxes (PILOTs) to encourage the construction of affordable housing for lower-income households.	These are valuable tools that may be combined with other devices to generate the development of affordable housing. Since public tax dollars are involved, affordability controls for a set time limit should be instituted.
11	Institute Affordability Controls. Lakewood's high property values and fast dwindling developable vacant land	The Township should mandate affordability controls ensuring that all units developed and set-aside for lower income households

	necessitate that affirmative measures be taken to help provide housing that will remain affordable for lower income households for the long term. "It is the perpetuation of affordability, more than its initial creation, that makes the housing produced by nonprofit developers fundamentally different from the housing produced by their for-profit counterparts".[ii]	under any and all of the proposed affordability plans, shall be so maintained long term. Speculation and gentrification can and will erode the affordable housing stock, causing high turnover rate and resulting in the displacement of lower-income persons. For this reason it is important to enact affordability controls for a longer duration than the minimum time periods recommended by COAH. For example, a sliding scale term for various levels of publicly-funded rehabilitation may be instituted for rehabilitated dwelling units, ranging from 8 to 22 years, as was done in Princeton. Affordable units created with the use of public funding or publicly-donated land should be subject to affordability controls for 99 years, again, using the Princeton model. New affordable housing created from affordability bonus density and using exclusively private financing (owner's equity or bank financing), should be subject to affordability controls for 30 years. (See Princeton Revised Affordable Housing Plan for fuller details).
12	Encourage the establishment of an Ocean County Affordable Housing Consortium to pool County and muncipal resources for the task of providing affordable housing countywide and across the board.	In New Jersey, just 12 municipalities have 52% of the affordable housing units – but only 14% of the households.[iii] The same imbalance exists in Ocean County. Of the County's 33 municipalities, only Lakewood is effectively addressing the low-income housing need. Ocean County's lower-income households deserve more, and Lakewood cannot continue to carry the burden for the entire County. Ocean County needs a clearinghouse, a "one stop" center for information on all "work force" housing available countywide.
13	Identify resources and plan for providing solutions in the following areas: Relocation Assistance, Emergency Shelter for Displaced and Overcrowded Households, Disaster Relief Housing.	Recent disasters such as Katrina serve as a stark lesson for what happens when there is a failure to plan for disaster relief housing. A large segment of Lakewood's growing Latino population is living in heavily overcorowded housing. If displaced by fire or through code enforcement, where are these families to go?

APPENDIX 7 MINORITIES

Report of the Sub Committee "Minorities" to the 2006 Lakewood Township Master Plan Committee

Foreword

For purpose of this report, the term "Minorities" describes one racial group – African American – and one ethnic group – Hispanic. The report starts with some numbers. Census 2000 counts the African American population as 7270 and the Hispanic as 8935, 12% and 14.8% respectively of Lakewood's total 60,352. However, in the intervening six years, the illegal population - the majority of which is Latino and generally unreported - has soared to in excess of 16,000 with some estimates upwards of 20,000. If we use the reported numbers of 2000 (16,205) and the conservative estimate of Latino illegals (16,000), we have a total of 32,205 persons representing Lakewood's largest minority groups. Estimates of our Township's current population range from 80,000 to 90,000. As a percentage of that 2006 total, "Minorities" comprise 36% of the higher count; 40% of the lower count total. By either count, *more than one in every three Lakewood residents is either an African American or a Latino.*

The fact that much of the Latino population is undocumented does not change the societal and economic significance of this 1-in-3 factor in Lakewood. These two minorities comprise 80% of our public schools population. They work in our Industrial Park. They live in our community and worship in our churches. They contribute to the economy as consumers and as employees. Meeting the health needs of many in these groups has consequences that ripple throughout our County's healthcare system. For all these reasons, no Vision of Lakewood's future would be complete without considering their presence, their needs and aspirations and the challenges that confront the Township in responding to these conditions.

Concerns of the Minorities Population

There are three areas of concern: Jobs, Housing and Education. While the specifics of these concerns vary by demographic, all members of this subcommittee are unanimous in their agreement on the urgency of addressing these areas in meaningful ways.

Jobs

Lakewood's Industrial Park has for years been considered a source of job opportunity for many of Lakewood's low income residents, especially minorities. Today it employs significant numbers who fit this description. Township residents, both legal and illegal, who find employment in the Park, do so as unskilled at hourly rates of $8-10. Given the cost of housing and other essentials, these jobs fall far short of providing the income necessary to live locally at anything but a marginal level.

The number one concern of the minority population is for job training that will qualify candidates for employment in more skilled positions (e.g. welder, machinist, other technician) where going rates are in the $18-25/hour range.

Recommendation: That the Township, through such affiliates as the Lakewood Development Corporation, work with community groups in supporting development of training programs designed expressly for Lakewood minority residents. The ESL program is a model of a successful program designed to assist the town's non-English speaking minorities. Township participation should involve the resources necessary to seek out grant funding from such sources as the New Jersey departments of Education and Labor. Community and social action groups (e.g. STEPS, Puerto Rican Action Board) should assume the responsibility for presenting written proposals to the Township for such training programs and remain involved in the process right through to student "graduation."

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Lakewood's need for a muster zone or "employment center" for its day laborers has already been recognized by the Township Committee. On this subject, we urge that, as this initiative takes shape, the following be considered:

Recommendation: That the Township enact, by Ordinance or Resolution, measures requiring employers to register as a means of ensuring full payment for work performed. To the extent that support for such action be required from sources outside the Township (e.g. County or State), the Lakewood governing body is urged to seek that support.

Housing

The Township's Affordable Housing initiative which promises 508 for sale units and 70 rental units to low and moderate income home candidates is presented as an alternative to the escalating property prices that have put home ownership and local rental beyond the reach of many in Lakewood. Current rental costs in Lakewood properties range from $1500 to over $3000 per month. Prices for single family homes start in the high $200 thousands. State economists recommend that the percentage of gross income allocated to housing not exceed 30%. Compare that with Lakewood renters - 49% of whom, according to Census 2000, were spending 35% or more of their income on housing -- well above the recommended average and a reflection of the toll runaway housing costs take on our low income residents. With proposed sales prices for low income homes ranging from under $100 thousand to the low $100s and rentals between $400 and $500, this initiative offers the potential to redress some of Lakewood's housing inequities.

There are an estimated 10,000 rental properties in our Township. Monthly rentals reach as high as $4000. Housing demand by both Lakewood's Orthodox and Latino populations have created a "seller's market" in these rentals and, in the process, forced many Latino tenants to live communally and share rental costs. This has created an explosion of overcrowding and other violations of safety code.

Sadly, rent control measures that might curtail rent gouging have had little effect in the market. Ordinances written in the 1970s with some amendment in recent years are not invoked with the frequency or urgency as are ordinances on safety/sanitary and other housing code. The township Rent Control ordinance alludes to the landlord's "Rights to a Just and Enforceable Rate of Return." *The reality is something else.* Consider the *exception in the code* stating that the owner of any existing or newly constructed residential housing space " shall be entitled to charge any rental to any tenant…obtained by agreement between the parties." That protection is guaranteed to the landlord "under (code) provisions for seven years."

Text describing permissions and exceptions to "permitted" rent increases is extensive and detailed. It is difficult to read this Ordinance without concluding that most of the protection is directed at landlord profit… which in Lakewood's case falls on the backs of the poor and disadvantaged.

Recommendation: Review the Rent Control ordinance with particular attention to those sections relating to permissions and exceptions that require application and review by the Township Rent Control Board. Examine the record of this Board in such review matters and, if deemed appropriate, consider measures to provide it with the motivation and powers to enforce the Ordinance more effectively.

Education

For children born in the U.S. of Latino parents who have immigrated to the U.S. either legally or illegally, the path on the road of opportunity is relatively open. As citizens of this country, they receive their social security card at birth and receive the right to vote at 18. Their siblings, however, who may have accompanied their parents across our borders illegally have no such rights. While both American born and native born child are entitled to a public school education and perform at equivalent levels, the limitation imposed on the foreign born child can create a dead-end mentality for the child and for the parents who see no future for an educated son or daughter to whom citizenship has been denied.

Recommendation:

That the Township governing body, by Resolution, support a position whereby children 8 years of age or less deemed as undocumented who successfully complete an approved course of study in the Lakewood school system and graduate at the end of the 12th grade be sponsored for a social security card and U.S. citizenship and that the governing body, in collaboration with the Lakewood School Board, lobby the County and State Education Departments and other appropriate agencies and legislative bodies for the passage of such legislation.

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Community Service Aide – Minority Affairs

The dramatic growth in population has its parallel in the growth of the Lakewood minority community. That growth has created a fabric of problems and tensions unique in Ocean County. These phenomena present challenges to both the individual minority communities and to the Township as a whole.

Recommendation:

To address these problems it is suggested that a position of Community Service Aide – Minority Affairs reporting to the Township Committee be created. It is recommended that the candidate for this position be a resident of one of Lakewood's minority communities with an appropriate history of residency in Lakewood.

Conclusion

The concerns expressed by this committee and the recommendations made reflect the conviction that these are matters of morality. We urge those vested with the power and responsibility for implementing policy and programs for the community good to be guided by conscience in acting in the best interests of those whose needs and hopes are described in this report.

Rev. Glenn Bradford
Ada Gonzalez
Mike McNeil
Dave Quinn
Jim Waters
Carlos Cedeno, Chairman

September 6, 2006

APPENDIX 8 – REZONING

LAKE-00110

HOWELL
TOWNSHIP
TOWNSHIP
TOWNSHIP
DOVER
Revise Boundary per new ordinance (5/4/06)
Mid Rise
Mid Rise
R-7.5
R-20
R-40
R-7.5
R-7.5
R-7.5

May 9, 2006

Rezoning Recommendations

- Re-zone the A-1 Zone (Agricultural) which encompasses Lake Carasaljo to OS Zone (Open Space) consistent with the existing land use.

- Re-zone the A-1 Zone (Agricultural) on Sunset Avenue to OT Zone (Office Transitional Use) to provide a transitional use between the Township Recreation Area and the existing R-10 Zone (Single-Family Residential) residential development.

- Re-zone the A-1 Zone (Agricultural) at the intersection of Pine Street and Vine Avenue to R-7.5 Zone (Single-Family Residential) to be compatible with the surrounding uses.

- Re-zone the A-1 Zone (Agricultural) on the South side of Prospect Street and a portion of the M-1 Zone (Industrial Zone) in the vicinity between Prospect Street and Cross Street to ROP Zone (Residential Office Professional) to provide a transitional use between the industrial sites and the residential uses to the South and East.

- Re-zone a portion of the R-20 Zone (Single-Family Residential) between Joe Parker Road and New Hampshire Avenue to R-7.5 Zone (Single-Family Residential) and R-M Zone (Multi-Family Residential) consistent with development patterns as indicated on the proposed re-zoning plan.

- Re-zone the R-20 Zone (Single-Family Residential) area at the Northwest corner of Route 88 and New Hampshire Avenue to B-1 Zone (Neighborhood Business Zone) where the commercial retail use exists and the remainder to ROP Zone (Residential Office Professional) to allow appropriate development of the area between Ocean County Park and Route 88.

- Re-zone the R-20 Zone (Single-Family Residential) area along New Hampshire Avenue between the B-5 Zone (Highway Development Zone) corridor along Route 70 and the R-12A Zone (Single-Family) at the Pine Acres development to ROP Zone (Residential Office Professional) to provide a transitional use between the Route 70 corridor and the residential use at Pine Acres.

- Re-zone the R-20 Zone (Single-Family Residential) area on the northerly side of Chestnut Street to R-M Zone (Multi-Family Residential) at the corner of New Hampshire Avenue in the area of Andrews Corner Apartment and to the R-15 Zone (Single-Family Residential) from there Westerly consistent with the approved development pattern in the area.

- Re-zone a portion of the R-20 Zone (Single-Family Residential) west of Vermont Avenue and North of the Dover Township border to the B-5A Zone (Highway Development Zone) adjacent to the B-5A Zone (Highway Development Zone) to follow existing lot lines.

- Re-zone from R-15 Zone (Single-Family Residential) the area West of the Brook Hill Development between County Line Road and Kennedy Boulevard to ROP Zone (Residential Office Professional). Also Re-zone the area on the southerly side of County Line Road along this corridor from the B-1 Zone (Neighborhood Business Zone) along Squankum Road to the Brookhill Development. This area is currently in three zones: R-15 Zone (Single-Family Residential), R-10 Zone (Single-family Residential) and R-7.5 Zone (Single-Family Residential). It is recommended to re-zone this area to the ROP Zone (Residential Office Professional) to provide for uses compatible with this collector road.

- Re-zone the portion of the R-12 Zone (Single-Family) between Oak Street and the John Patrick Recreation Center to the R-10 Zone (Single-Family Residential) to be compatible with the existing road pattern. On the Westerly side of the corridor, re-zone the isolated B-3 Zone (Highway Business Zone) along with the portion of the R-12 Zone (Single-Family) to the North of this B-3 Zone (Highway Business Zone) to the HD-7 Zone (Highway Development Zone) to provide a uniform depth to the HD-7 Zone (Highway Development Zone) corridor along Route 9.

- Re-zone the strip of R-12 Zone (Single-Family) on the Easterly side of William Street adjoining the R-10 Zone (Single-Family Residential) to the East. Re-zone to the R-10 Zone (Single-Family Residential) to provide development compatible with existing lot sizes.

- Re-zone the portion of the R-12 Zone (Single-Family Residential) on the Easterly side of Massachusetts Avenue between Prospect Street and the Hearthstone Development. Re-zone to R-M Zone (Multi-Family Residential) the northerly portion of this area to include the High Point and Wyndham Developments. Re-zone to R-7.5 Zone (Single-Family Residential) the remaining area between the Wyndham Development and Hearthstone to be consistent with the approved development pattern.

- Re-zone both R-10 Zones (Single-Family Residential) East of the downtown area to the R-7.5 Zone (Single-Family Residential) to provide additional housing opportunities compatible with the redevelopment of that area.

- Re-zone the portion of the R-10 Zone Single-Family Residential) North of James Street and East of the railroad to the R-7.5 Zone (Single-Family Residential) to be compatible with the existing development pattern.

- Re-zone the OT Zone (Office Transitional Use) on Lanes Mill Road to ROP Zone (Residential Office Professional).

- Re-zone the B-5 Zone (Highway Development Zone) on the northerly side of Route 70 and West of New Hampshire Avenue. The portion along Chestnut Street which is North on the wetlands corridor which crosses Chestnut Street is recommended to be R-12 Zone (Single-Family) consistent with the existing development patterns. The remainder is recommended to be HD-7 Zone (Highway Development Zone) which will be an extension of the Route 9 Highway Development to be consistent with the Coastal Center Boundary.

- Re-zone a portion of the M-1 Zone (Industrial Zone) North of Faraday Avenue and West of Cross Street to R-15 Zone (Single-Family Residential) to provide a transition between the industrial uses and the single family residential uses to the North.

- Re-zone the M-2 Zone (Industrial Zone) along Pine Street to R-20 Zone (Single-Family Residential) to be compatible with the approved development in the area.

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APPENDIX 9 – SCHOOLS AND HOUSES OF WORSHIP

SCHOOLS & HOUSES OF WORSHIP SUB-COMMITTEE
PROGRESS REPORT
TO THE
LAKEWOOD MASTERPLAN ADVISORY COMMITTEE

Interim Report: August 23, 2006
Final Report: September 5, 2006
Submitted by: Meir Hertz, Chair

A. **SCHOOLS:**

1. As reported by the Superintendent of Lakewood's Public Schools, Mr. Ed Luick, the District is in need of additional facilities, but not land, to house some 1,400 students, according to the State Formula, (see attachment #1). Mr. Luick advises that these facilities can easily be built on District-owned land, e.g., at the Oak Street School property. Enrollment in the District has been stable over the past 5 years, with a constant 5,000 to 5,300 enrollment.

2. A general downward trend in enrollment is experienced in the non-Orthodox parochial and private schools, e.g., Holy Family, Calvary, Here We Grow, and Ocean Day. In the case of the Holy Family school, enrollment is down from a high of 800 seven years ago, to the current school year (2006-07) total of 437. Calvary Academy is reporting a similar downward trend, with a high of 360 seven years ago, 320 last year, and just about 300 in this current school year. Calvary Academy's principal ascribes the downward trend to increasing costs, rather than demographics, since Calvary draws from an area broader than just Lakewood. Ocean Day is down from a high of 130 to 72 in the past 5 years. All the principals interviewed, except for Calvary, attribute the downward trend to Lakewood's changing demographics.

3. a. Changing demographics are undoubtedly the primary factor in the rapid growth rate experienced in Lakewood's Orthodox Jewish school population, which closely matches the overall growth of the Orthodox population. This exponential enrollment growth was sampled in what we consider a statistically significant sampling, based on written responses to our survey by 13 schools (see Attachment #2, Sampling Report). This sampling shows an average of at least 18% annual growth at all levels: elementary, secondary, and post-secondary. Not surprisingly, the fastest growth rate is concentrated at the elementary level.

b. Another clear indication of the exponential growth rate of Lakewood's private school population may be gleaned from the attached National Center for Education Statistics statistical profile for school year 2003-2004, (the most recent available) of eight (8) Lakewood Orthodox schools. Please note that its confirms a 'bottom-heavy' student distribution, clearly indicating an accelerating growth trend - - the rolling snowball effect.

c. Surprisingly, current Orthodox Jewish school enrollment figures are not easily obtainable. By most current estimates, the Orthodox school population is between 12,000 at the most conservative estimate, and 14,000 at the highest estimate. An additional 1,000 are enrolled in other private schools in Lakewood. As stated above, an additional 5,300 attend Lakewood's public schools. Accordingly, the total school age population, 5-17, is approximately 18,000 to 20,000. When we apply the 18% annual growth trend to the lower estimate of current Orthodox school population, 12,000, we get a net annual increase of 2,160. This closely reflects Lakewood's current internal Orthodox population growth trend of 2,000 Orthodox Jewish children born annually. The influx of Orthodox families and school-age children from out of Lakewood approximately offsets the student population outflow in the higher grades as a result of graduations. It should be noted, however, that whereas in previous years most high school age students, and especially boys, went to out of town yeshivos, that trend has been reversed in the past 10 years, with the proliferation of quality local secondary schools for boys and girls. Thus, aside from the internal and external population growth, students tend to now stay in Lakewood for the entire 13 school years, K-

d. US Bureau of the Census data, available *at* **www.census.gov/hhes/www/saipe/school/sd02ftpdoc.html**, is way, way off. It shows a total Lakewood population of 64,506, with a relevant children count (age 5-17) of 12,715, of which 3,448 are in poverty. Everyone involved in education in Lakewood, whether in the public or private sector, knows the Census figures are hopelessly dated and inaccurate. The Lakewood Board of Education is currently conducting a more comprehensive survey of the private school population numbers, but we do not have as yet the benefit of that survey.

e. Currently, our survey shows 16 Orthodox schools in need of land for school construction, with an enrollment of some 2,200 students.

In view of all the foregoing, good planning requires us to take into account:
(1) presently unmet need, (2) projected growth, based on actual trends, and (3) rapidly vanishing vacant land resources, public and private. The inescapable conclusion is that Township-owned land would best be utilized to meet this school need, which is reaching a crisis proportion.

True, Lakewood does not have the luxury of doing what our neighbor to the west, Jackson, just did at the new Jackson Liberty High School, which opened for the 2006-07 school year. We do not have 154¼ Township-owned acres to dedicate for a school for 1,700 students, nor do we have $70 Million to build such a school, (cost of land not included). But perhaps Lakewood can find 100 acres for 10,000 students, to meet unmet current need as well as the projected growth over the next six to ten years. That is our recommendation.

We therefore respectfully recommend that the full MastePlan Advisory Committee take note of this overriding need, assign to it the priority it deserves, and recommend it to the Township Committee accordingly. Approximately 25 to 35 Township-owned land parcels, of 3 to 4 acres each, should be identified and set-aside, restricted to educational use, and made available for sale at public auction, as was successfully done in the past.

B. **HOUSES OF WORSHIP:**

In his landmark 1989 Decision[1], upholding the Lakewood Planning Board's site plan approval for Congregation Zichron Schneur, Judge Eugene Serpintelli made several points which can inform our discussions. First, he noted that the United States Supreme Court succinctly stated that the Constitution "affirmatively mandates accommodation, not merely tolerance, of all religions, and forbids hostility toward any." Judge Serpintelli pointed to a growing need in Lakewood for neighborhood houses of worship, "[T]he congregation asserts a need to build its house of worship in proximity to its members' homes because Orthodox religious law prohibits operation of a motor vehicle on the Sabbath, from sundown Friday to sundown Saturday." He took notice of the fact that Lakewood is largely a developed town, with scarce vacant land. Further, he took judicial notice of the expert testimony provided by the Congregation's Planner, Daniel McSweeney, "that good planning takes into account demographics. He [Mr. McSweeney] asserted that houses of worship should be permitted uses in the residential zones, subject to reasonable standards, and that the governing body must evaluate available land area, size of lots and other factors. He [Mr. McSweeney] contended that it is also reasonable to look at the likely users. Lakewood had to consider walking distance requirements for the Orthodox Jewish congregants in assessing the need for houses of worship within its residential zones."

In the 17 years that passed since that Decision, the need for such neighborhood synagogues became much more acute. The demographics show an explosive growth of the Orthodox Jewish population, both in absolute terms, as well as relative to the other sectors of the population. Vacant land suitable for

[1] **LAKEWOOD RESIDENTS ASSOCIATION v. CONGREGATION ZICHRON SCHNEUR, LAKEWOOD TOWNSHIP PLANNING BOARD AND LAKEWOOD TOWNSHIP, Docket No. OCN-L-066690-88 PW, Superior Court of New Jersey, Law Division, Ocean County, *239 N.J. Super. 89; 570 A.2d 1032; 1989 N.J. Super. LEXIS 504***

construction of houses of worship is fast disappearing.

A reasonable and necessary accommodation to this inherently beneficial community use would be for the Township of Lakewood to offer Township-owned lots for educational purposes and/or houses of worship at a public sale. As a first step, the Township Committee would have to adopt an Ordinance to enable dedication of land for such purposes. The MasterPlan Advisory Committee would be well within its prudent mandate to recommend this measure.

If the Township adopts such an Ordinance, and then identifies such lots for which there is no public need, it would first restrict the use of the property to educational and/or a house of worship. Second, it would assess these lots as based on the restricted-use value. Then it would offer these lots for sale at public auction, subject to a 40 year deed restriction for educational use and/or for house of worship, with construction to begin within 2 years and be completed within 4 years. By restricting the use to an educational use and/or a house of worship, there is little risk of a challenge on the basis of separation of church and State. The Township should open the bidding to anyone willing to use the property per the restrictions.

There are anecdotal indications that there are presently 10-15 incipient neighborhood synagogues which would find this a solution to their building needs. These neighborhood houses of worship would typically serve 70 to 130 families. For example, the lot identified as Block 778.01, Lot 18.01 on the Lakewood Tax Map, (see Attachment #4) is presently being eyed by a group of approximately 115 families, who would want to erect their house of worship there, doubling the use for educational purposes with a full-time kollel (specialized post-graduate advanced fellowship program). There are many more such informal synagogues in makeshift quarters, awaiting a suitable home.

We therefore recommend to the MasterPlan Advisory committee to take-up this challenge, face the need, and make a sound recommendation to the Township Committee to identify in-fill and other Township-owned lots for this purpose.

Finally, the above two recommendations, for schools and for houses of worship, not only do not conflict, they are compatible. For schools, the average parcel size would be 3 to 4 acres. For houses of worship, it would be much smaller, under an acre in most cases. In many instances, the house of worship will do double duty as a small educational facility, full- or part-time.

APPENDIX 10 – SENIORS

Report of "Seniors" Sub-Committee to the Lakewood Township Master Plan Committee: April 27, 2006

Foreword

The subcommittee on "Seniors" accepted its charge by the Master Plan Committee to explore "likes and dislikes" and other matters relating to seniors' life in the Township and vision for the future. The subcommittee consists of six members ranging in age from mid-60s to mid 80s. Two members have lived in Lakewood for periods ranging from 25 to 80 years; the others have resided here for periods ranging from 5 to 15 years. Five of the six reside in adult communities; one in a non age-restricted community

Background

Lakewood seniors can be found in four types of housing:

- Adult communities (55 and older) e.g. Leisure Village, Fairways
- Senior residences (including Public Housing) e.g. Levovitz, Currey
- Independent/Assisted Living facilities e.g. Harrogate, Leisure Park, The Courtyard
- Single and multiple dwelling units that are otherwise located within the Township

The senior population is estimated to exceed 15,000. The bulk of these reside in adult communities where the population is estimated at over 13,000.

Recent development (2003 forward) of such age restricted housing reflects the continuing trend to build in Lakewood. These newer developments include Enclave, Horizons at Woodlake Gardens, Covington and Pine River Village. None of these are yet fully built out with the last of them, Pine River expected to be completed in 2007-08. Covington provides condominium units in a series of three-story residence buildings.

Assumptions

The subcommittee made several observations at the outset which it considered of sufficient importance to identify as "assumptions" or statements that bear on the Township and its senior population. These include:

- Baby boomers will significantly impact senior growth in Lakewood. The Social Security Administration estimates that the number of Americans 65 and older will double during the first three decades of this century compared with a rise of about 25% in the overall population. Boomers are already arriving in our adult villages; one committee member reports at least one such arrival in his community.
- As available land diminishes, the question arises "Is the next phase of senior growth multi-family, vertical?" Covington is cited as a current example. The November 2005

Ordinance establishing age-restricted multi-family in B-5 zone is also cited as part of a trend that is perceived negatively by seniors.

- Open space and preservation are universal concerns among seniors. Not one square foot of Lakewood land has been set aside in Ocean County Land Trust.
- The exodus of the middle class with school children and its impact on our schools and the taxes paid by those on fixed income. Ordinances allowing private schools in the industrial park are viewed both as a safety hazard and loss of tax revenue from ratables displaced by tax exempt properties - a source of concern to fixed-income seniors.
- Does today's Lakewood encourage and attract its seniors to participate in Community Life? What are the Social and Economic consequences to a community that fails to engage its seniors?

Concerns and Recommendations

Working off the foregoing Assumptions, the subcommittee identified five major areas of concern. Member dialogue and other senior resident input along with the 1999 Master Plan and November 2005 UDO (Ordinances) formed the basis for the recommendations.

1. **Over-development** is the major concern. This concern focuses on both the Impact of density on traffic and other quality of life issues (including the "character of the town" and the loss of green space). The multi family housing on the former Chateau Grand site is cited as a prime example.

   Of particular concern, are increased roadways' congestion impacting access of medical personnel to heavily populated senior villages, movement of patients to medical facilities like Kimball and Ocean Medical. Emergency evacuation is a related concern.

   The 2005-111 Ordinance establishing age-restricted, multi-family (5-story) housing, a conditional use, in B-5 (along State Highway Route 70) was cited as the most egregious example of this trend.

   RECOMMENDATION: Amend this Ordinance to Commercial only (motels/hotels, Professional Offices, etc.) and eliminate provision for the age-restricted, multi-family residential in the B-5 zone.

   The subcommittee also feels that the Ordinance permitting multi-family residential in the Central Business zone (B-2) contributes unnecessarily to density in this zone. With a density of 22 dwelling units per gross acre and allowable height of 65 feet, such development in this area would further flood our major north-south artery (Route 9) and neighboring roads with traffic in the Downtown area. It would also surround the Downtown with building far more suitable for a city landscape, a further deterrent to seniors' participating in the life of "inner Lakewood."

   RECOMMENDATION: Remove the multi-family provision from this section of the Ordinance relating to residential housing in the B-2 zone.

2. **Investor Speculation** in Adult Community homes. Committee members identified a growing trend from owner-occupied to Rental in some communities. Coventry is today estimated to be over 50% rental. Estimates at Woodlake exceed 25% rental. The adult communities of Leisure Village East and Original Leisure Village are estimated to be 15% rental. While rental is prohibited under the Public Offering Statement at Country Place, there are homes rented by absentee landlords. For most seniors, their "home is my castle" convictions collide with a neighboring rental property that may not be maintained in a fashion that meets the standard of those that are owner occupied.

3. **Circulation.** Though related to the issue of development, movement in Lakewood was covered as a separate and significant issue for seniors. Most of it focused on the ability to move from adult communities to medical facilities, particularly in times of medical or other emergency.

   Several specific recommendations were made:

   RECOMMENDATION: Link the stretch of Oak Street from Airport Road west into the stretch that joins Route 9. This is perceived as a viable alternative from adult villages (Four Seasons, Lion's Head Woods, Leisure Village East, Original Leisure Village) to Kimball and satellite medical facilities on Route 9.

   RECOMMENDATION: Explore extending New Hampshire Avenue north to link up with Route 9 at the Howell border. This would provide great mobility for senor communities and reduce traffic on Clifton Avenue.

   RECOMMENDATION: Explore the development of emergency egress roads from the Shorrock Street communities (Leisure East, Four Seasons, Lion's Head Woods). Currently these communities provide only front-gate egress.

4. **Dwindling Green Space.** Seniors who reside in adult communities have a long "institutional memory" of the Lakewood that existed decades ago. For most, whether they were among the residents of the Original Leisure Village, the Northeast's first gated "retirement community," or the more recent developments, there is a universal response to the developers that bulldoze and clear cut under ordinances that offer the alternative of tree replacement based on caliper and species. It was the consensus of the subcommittee that any vision of Lakewood's future must translate these concerns into more stringent protective Ordinances. There has been no County action in placing any lands into protective Trusts. It is felt that the Township must continue to actively lobby the County in this regard and to offer Township lands where possible to such Trusts.

   RECOMMENDATION: Place in a Lands Trust some portion of the acreage on Massachusetts Avenue extending north of Fairways to Prospect Street. This land, currently owned by both the Township and private owners, is currently zoned R20/12 Cluster and R-M. The land directly across from it (on the east side of Massachusetts Avenue) is condominium, multifamily (High Point). Further development of this one time A-1 land, will create another high-density corridor with the associated impacts to the seniors of Lake Ridge, Fairways, Enclave that are located in that corridor.

5. **Seniors in the Life of the Lakewood Community.** With a significant population and a growing one, seniors should comprise a major part of the social and economic life of the community. This subcommittee feels that there is greater opportunity to more aggressively involve the senior population in the life of its community. First focus should be the Lakewood Downtown. With a major entertainment venue in the Strand, steps should be taken to develop a more senior-friendly environment with restaurants, coffee shops that offer before-and after-theater dining opportunities. Development efforts should focus on integrating the ethnic character of Lakewood into those dining opportunities. The appearance of Clifton Avenue storefronts is also cited as in need of higher code standards.

   The Lake Carasaljo recreation area remains as pristine as it was a century ago and yet is severely underutilized by seniors. The Lakewood branch of the Ocean County Library is similarly underutilized by the senior population. The library reports that seniors are 7% of borrowers vs 23% that seniors represent as a percentage of the Lakewood total population. Land for sorely needed library parking is being rapidly preempted by other development in the immediate area. Adequate parking is cited as the major impediment to library access by Lakewood seniors. Many of the more than 5000 seniors in the Shorrock adult villages use the Brick library. Despite the fact that the Brick library is 3 miles closer than Lakewood's, the long wait at the Route 70/ChambersBridge Road light makes the Lakewood library a more favorable choice in travel time and gas consumption. Reports from seniors in that Shorrock corridor indicate they would use the Lakewood library if its facilities and parking were to be expanded.

   RECOMMENDATION: Township should explore avenues with the Ocean County Library for the acquisition of land contiguous to the present Lakewood site for the needed parking space. There is currently private property available on the southwest corner of 4th Street and Monmouth Avenue that would be suitable for such parking expansion.

   The Lakewood "Friends of the Library," formerly consisting largely of Seniors, is virtually defunct for lack of members. Many residents of senior communities now affiliate with the "Friends" in other Township libraries – Manchester and Brick.

   Perceptions of a less-than-senior-friendly downtown are also a deterrent to active participation in the community's civic life – whether it is in attending a school Board meeting or an event at the Strand. Consider, too, a Memorial Day observance that did not include representatives from most of the senior communities where probably 75% or greater of Lakewood's WWII and Korean War veterans reside.

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

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

Submitted by Sub Committee members:

Tom Cariota
Jim Corsaro
Noreen Gill
Joe Kirsch
Sheldon Wolpin
Dave Quinn, Chairman

Appendix 11 – UNIFIED DEVELOPMENT ORDINANCE

<u>UDO Comments</u>

Terms that need to be defined in Section 200 "Definitions of Terms"

a. Single-Family Attached
See Multifamily

b. Steep Slopes (Section 808 A1a)
Have our professionals define

c. Public Treatment and Collection System (Section 811A)
Needs a definition

d. Minor Subdivision should be revised to eliminate "In addition to any one (1) retained parcel"
Agreement

e. Abandonment – time limit? Needs better definition and parameters. See old ordinance.

f. Addition – increase in height? Mutual main entrance?
Remove -- No action advised

g. Alteration – increase in height?
Remove -- No action advised

h. Basement – if partially below grade?
Professionals need to determine the percentage below grade

i. Bedroom – why not cross another bedroom?
Professionals need to advise

j. Cluster – why not permitted if density is not increased?
Refer to p. 18-207

k. Two-Family Dwelling – why single lot owner?
Refer to Master Plan Committee

l. Whole Family – Why single non-profit housekeeping unit?
Remove -- No action advised

m. Resubdivision – time limit?
The suggested time is 5 years

n. Tract
Remove -- No action advised

o. Building Coverage – should include a note that decks are included in the area for calculating building coverage.
Yes, more than 4 feet high

p. Dwelling, Townhouse – see Priolo note
Study

q. Dwelling attached – do we need to add this?
Remove -- No action advised

Density
a. Section 301 D (5) and Section 304 G 1 are conflicting. Since density is not specified in the ordinance and since the new UDO does not provide standards for individual lots if a subdivision is proposed to provide fee simple lots for duplex units it is difficult to determine which Board to submit to.
Professionals need to determine the best language

b. Section 301, variance of use regulation, Paragraph D, Sub 5, why not go to the planning board?
Remove -- No action advised

c. 301 G2 this section does not include the following language from the MLUL "…street shall have been certified to be suitably improved to the satisfaction of the governing body, or such suitable improvement shall have been assured by means of performance guarantee…" The way this section is written the Zoning Board is only acting on lots not abutting a street and as long as a lot fronts on a paper street the Zoning Board is not required.
Yes, if road meets the specifications

The following items appear to be in conflict with the MLUL and should be verified by the Township Attorney (or Planning Board Attorney?)

a. 401 E this section needs the statutory time limit for issuing a report of "not later than 45 days after receipt of the obligor's request". The MLUL requires a time limit of 45 days.

b. 401F this section has an incorrect statutory time limit of 65 days in conflict with the 45 day limit in MLUL.

c. 402 A3 indicates that for an Application Escrow "All excess moneys in the escrow account will be returned, at the time of final release of maintenance guarantees for improvements completed." This conflicts with the MLUL which states the applicant shall send a request for release after the approving authority has signed the subdivision or site plan. This would allow the Township to hold excess application escrow for several years after the Reviewing Board approves a plan.

d. 402 B indicates that "Funds which are unexpended after 90 days of the issuance of a certificate of occupancy or a certificate of conformance shall be returned to the applicant upon request, in writing to the Reviewing Board. The MLUL states the close out procedure shall commence after the improvements have been approved. There is always a time lag between issuance of certificate of occupancies and final acceptance of approvals.

e. 603 A indicates the Board Secretary will deem applications for schools, non-profit entities and non-profit uses complete or incomplete within 30 days. The MLUL indicates within 45 days.

f. 603 E A indicates the agency or its authorized committee will grant or deny waiver requests for schools, non-profit entities and non-profit uses within 30 days. The MLUL indicates within 45 days and with scheduling for meeting there may not be a meeting within 30 days as there are months when the first meeting of the month is 35 days from the last meeting.

g. 604C Expiration of Approval. This section is in conflict with the UDO and the MLUL. Subsection 2 states "all other approvals shall not expire provided construction commences on the promises" Section 606 D5 of the UDO states that General Development Plans expire in 5 years while the MLUL give the Municipality up to 20 years.

h. 611 D3 require that the Planning Board shall approve the application for final plat approval with or without condition, provided the following requirements are met: 3. That bonds have been posted to ensure the installation of all improvements." The MLUL only lists posting a performance guarantee being required before recording of final subdivision plats not prior to application for final approval.

i. 612 D3 require that the planning Board shall approve the application for final plan approval with or without conditions, provided the following requirements are met: 3. That bonds have been posted to ensure the installation of improvements as applicable. The MLUL only lists posting a performance guarantee being required as a condition of final site plan approval not prior to application for final approval.
The items contained above are beyond our scope

Landscaping and Buffers

a. Section 803 E 1 – should be revised to include "Natural vegetation should be retained to the maximum degree possible."
Use the original statement

b. Section 803 B 1 c – the approved plant species list referred to in this section is not provided in the ordinance.
Include a listing of trees, shrubs, etc. by professionals

c. Section 803 E 2 a – Non residential development proposed next to existing single-family residential development or an area zoned for residential land uses should allow the developer to reduce the buffer to 25' from 50' if the developer agrees to provide dense landscape screening.
Use the last sentence from 803 E b, but substitute 25 feet

d. Section 803 E 2 f – where it states the 100 foot front setback and buffer shall be preserved in its natural state should be eliminated. The following shall be permitted: walkways, landscaping, fencing, retaining walls and any and all other items the Township permits within buffers as described in Section 803A1 General Design Standards.

e. Section 803 E 3 a – "development" should be defined for this section as principal and accessory structures only and that any other structure type identified in Section 803A1 or required by the Board for buffering or screening purposes should not be considered "development."
Remove -- No action advised

Flag Lots

a. Section 805 G 7 – This should include "Natural vegetation should be retained to the maximum degree possible." Supplemental plantings should be added where deemed necessary by the Township Engineer at the time of plot plan and prior to issuance of

building permit.
Eliminate the entire section 805 G. Flag Lots from UDO

Parking

a. Section 807 A – should be revised to include a parking requirement for community buildings constructed as part of major subdivisions.
Agreed -- Seek professional help

b. This section should include a standard for parking within front yards in non-residential zones (See old ord 18-6.7)
Agreed -- Seek Professional help

c. 807A1, paragraph E2, subparagraph 2 – are we increasing the RSIS's standards?
Ask the Township Committee to petition DCA for help to identify the number of parking spaces needed for various building -- multifamily, two family, homes with basements, etc.

d. Section 807 B conflicts with the parking requirements described in the M-1 Zone Section 903 6.
Add Section 807 B 10 -- See Section 903 6 for industrial parking.

e. Section 807 C 6 – Zones BP1, BP2 & BP3 should be eliminated since they do not exist.
Agreed – Remove

Provisions for Park and Recreation Areas

a. Section 808 A 1 a - should be revised to remove "bodies of water" from environmental constraints not to be considered as part of open space area.
We could not reach a consensus on this item!

Performance Standards Section 810 ??? refers to Section 911.E however 911.E does not exist.
Omit

Signs Section 812

There is need to provide sign standards for all type of signage.

a. Sign section should have standards for removal of signs for abandoned or closed uses.
Agreed
b. LCD signs should have standards and limits on how often text can change.
Agreed
c. Prohibit advertising balloons or provide standards.
Agreed

d. 812A13a interior signs should be …add signs that are visible through a window not just affixed
Agreed

e. 812A13b is poorly worded and very confusing
Remove -- No action advised

f. 812A13c (1) is poorly worded. What about signs on second floor?
Remove -- No action advised

g. Trucks and trailers painted with signs are being used where the ordinance does not permit a sign. A requirement should be added that requires the truck or trailer to move every two days and not be in that space again for 30 days.
Agreed

h. The ordinance should prohibit roof signs and roof inflatable

Projections into Required Yards

i. Why are 818A 4&5 permitted? i.e., Steps, landings and stoops in setbacks
Agreed

j. 818 A2 should be for residential only. Regarding handicapped ramps
Agreed

Environmental Impact Statement

a. Section 820 A should be revised to read "site plans consisting of more than 5,000 SF <u>of first floor area</u> of commercial space."
Agreed

b. Is an EIS required for an office building or a synagogue? Section 820 A only refers to commercial space or residential subdivisions.
Change words to be 'Houses of Worship and Schools'
The first floor area shall be more than 7500SF

c. Abe feels that EIS should be triggered by 20 units.
Remove -- No action advised

End Part 1
Committee Members
Mitch Dolobrowsky
Brian Flannery
Meir Hertz
Abe Penzer
Janet Scher
Mike Sernotti
Stan Banas, Chair
A-1 Zone

a. 902 A 4 a. should be 1 acre, b. should be 100 feet, g. should be 30% and ditto 5 a, b & g

It is recommended that this stays as is -- the matter is addressed by the zoning subcommittee .

R-40 Zone

a. Design Regulations
b. for residential should be: min lot width 100 feet,5.b for Houses of Worship min lot width of 75 feet with coverage to be 30%

For Houses of Worship --the consensus was to have a lot width of no less than 100 feet and a lot coverage of no more than 30%

R-12 Zone

a. Section 902 E 1 & 2 – Duplexes should be permitted in the R-12 Zone in specific areas.

A consensus could not be reached...refer to our professionals.

b. Do we need an R12a? What is the difference between 12 and 12a?

The concensus is we need both the 12 & 12a designation because of Pine Acres development, if it is changed we may produce some problems.

RM Zone Section 902 H

a. The standards for fee simple ownership of multi-family lots should be added.
****ONLY** with regard to *MULTI-<u>FAMILY</u>* and *ONLY* in the *RM Zone****

b. Multi-Family should be listed as a permitted or condition use in all zone Townhouse are listed.

Agreed to change but would require that this kind of building requires architectureal standards.

HD-6 Zone

a. Section 903 G 3 a and c (2) don't make sense. If you are permitted to construct an office building in the HD-6 Zone on a 10,000 SF lot but must provide a 150 foot setback on a state highway this seems llogical. When in fact all HD-6 zone areas are located along State Highway Route 9 making conforming development impossible.

Professionals needs to review and advise!

ROP Zone

a. Section 903 I 1 d should be revised to permit all uses in the RM Zone.

b. Section 903 I 2 should include design standards single-family attached uses.

c. 903.I.2 indicates design regulations for all uses except Multi-family Residential. However, this is not a permitted use. Either this comment needsto be eliminated or that use added, along with design regulations for it.

All of these ROP Zone items have been satisfied with the new ordinance adopted by the township on 6/8/06 with the exception of a comment at item #42.>

All of these ROP Zone Items have been satisfied with the new ordinance adopted by the township on 6/8/06 with the exception of the a comments at item # 4 in section Additional comments listed & a comment adding item # 42

THIS IS AS FAR AS WE GOT

There was much GOOD discussion and commentary the we felt was needed.

Present: Brian Flannery, Meir Hertz, Abraham Penzer, Janet Scher, Michael Sernotti Absent: Stanley Banas, Mitch Dobowsky

Subject: Part 3, UDO Subcommittee Report
Lakewood Township Master Plan Committee -- 26 July 2006

The following is the action of the UDO Subcommittee and presented to the Master Plan Advisory Committee.

The Subcommittee suggests that other topics of discussion with the possibility of including these topics into the UDO

Fee Simple Duplex

Two Family Homes

Parking Garages

Basements

Members present: Abe Penzer, Janet Scher, Mike Sernotti and Stanley Banas, Chair.

Part 3.
B-4 Zone
a. The bulk schedule provided at the back of the ordinance conflicts with the design standards in Section 903 D 3.
Professionals to remove conflict.

Cluster

a. Section 904 A should be revised to remove "no increase to the number of lots permitted under a conventional subdivision." It should only reference as long as there is no overall increase in the density permitted
Consensus was to keep original text.

b. The acreage required for a cluster subdivision should be reduced from 15 Acres to 5 Acres.
Consensus was to keep original text.

c. Section C 3 should be deleted.
Consensus was to keep original text.

d. Clustering should be permitted in all zones.
Consensus was to keep original text.

e. Reduction of Residential Lot Requirements for Recreational Purposes.
Consensus was to keep original text.

f. Section 908 B 7 should be revised to remove the requirement that states the lot set aside for recreational purposes can't have a dimension of less than 150 feet.
Consensus was to keep original text.

Adult Communities

a. Section 1001 B – should be revised to reduce the acreage requirements for adult community projects from 100 Acres in the R-40 Zone and 50 Acres in the R20/R12 Zone to 20 Acres in the R-40 Zone and 10 Acres in the R20/R12 Zone.
Consensus was to keep original text

Townhouses

a. Sections 1010 A & 900 H – Tract Boundary should be changed to Tract Setback.
Consensus was that our professionals need to define both Boundary and Setback.

Checklist Section 1112

a. Section 1112 B 1 and 3 under minor subdivisions should be revised - topography and contours on-site shall only be required for flag lot minor subdivisions.
Consensus was to keep original text

Additional comments listed with no specific section/page references:

1. No index.
2. No standard for school trailers
3. The zoning table for B-4 is wrong. Zoning is following the text which is probably right.
4. Clarification needed to define the difference between a two family and a multi family unit in the R-M
5. Clarification of the difference between a two family house and a duplex is required.
6. Correct ROP design regulations
Omit
7. Sign section needs to address signs with digital moving or changing text.
8. What is the difference between Day Care and Child Care?
9. Need flag pole standards
Complete revisit needed on standards with a possibility of removing all flag pole lots
10. Easement section should list types of easements with requirements.
11. Need definition for home occupation
12. Setback definitions should be included…..not yard ??
Omit
13. Delete Mobile Home Park as they are not permitted in any zone.
Omit
14. Address free standing garages
Omit
15. Cell towers need to be addressed (see 2000-31)

16. An Up to Date Zoning Map should be included in the new UDO.
The following sections were not addressed in the UDO
1. Private swimming pools
2. apartments
3. resort hotels
4. medical office buildings
5. funeral homes
6. efficiency apartments by special permits
7. nursing homes by special permit – listed as a conditional use but there are no conditions listed (see Sec 1004 Hospitals/Assisted Living/Nursing Homes)
8. residential health care facilities – listed as conditional use but there are no conditions listed (see Section 1004 Hospitals/Assisted Living/Nursing Homes) There is no definition of Assisted Living either.
9. Planned residential communities
Omit
10. exterior design standards – Commonly known as the "look alike ordinance" that require different facades in major subdivisions.
11. yard sales.
The following is a list of uses that are permitted in various zones but have no standards or definition in the UDO:
1. Home Occupations – Does the Township want unlimited types of occupations?
2. Congregate Living
3. Assisted Living
4. Nursing Care is permitted but Nursing Home is defined
5. Two Family House is permitted but two family dwelling is defined.
6. Clinic – Does the Township want to allow any type of clinic?
7. M-2 Zone does not permit residential uses. Under the UDO Pine River Village will be a non-conforming use.
19. Number 12, under H12, I would make it 15 feet (pg 154)
Keep original text
20. Humber 15 should be 250 feet
21. Letter L – we need more mixed use development.
Omit
22. On page 166, it should say with up to two fee simple owners
Omit
23. Under G, it should be 30% and so should 5F
Consensus was to keep original text
24. Under GIB – Should be fee simple with two separate owners
Consensus was to keep original text
25. Under 4a – should be two separate owners, fee simple
Consensus was to keep original text
26. H1d, do we need extra parking spaces?
Consensus was to keep original text
27. 4A1, Page 171, should be two owners, fee simple
Consensus was to keep original text
28. Under K, permitted uses, townhouses should be permitted.
Consensus was to keep original text
29. 7A should be fee simple, pg 177
Consensus was to keep original text
30. B1 – the central business zone should be changed and business and residential zone should be combined
Office of Smart Growth should help us with this possible problem

31. 4, page 179, should be fee simple, separate owners
Consensus was to keep original text
32. Why should lot width be 100 feet, 5b?
Consensus was to keep original text
33. 4A, separate owners
Consensus was to keep original text
34. Page 183, how can you have 150 foot set back on a 10,000 s.f. lot?
Consensus was to keep original text
35. Same on HD-7, Numbers 3, B&C
Consensus was to keep original text
36. In the ROP, page 185, why not townhouses permitted?
Omit
37. 904A – unless there will be an increase in the number of lots, there will be no cluster and the smart growth is requesting that there should be an increase in the density.
Consensus was to keep original text
38. C1 should be reduced to 3 acres
Omit
39. Paragraph 2, should be changed to permitted to all residential zones.
Omit
40. 3. should be deleted
Omit
41. Minimum uses of stable is 6 acres.

Development of Large Parcels of Lands

A study needs to be made to include "mixed uses" in the development plans as suggested by Smart Growth.

Flag Lots

Conditional uses.

1. Minimum flag lot size to be 12,000 sq. ft.
2. The pole shall be 25 ft. with a driveway of 15 ft.
3. The driveway shall be part of the flag without cross easements and shall be owned in fee.
4. Buffering shall be around the entire pole and flag with both trees and/or shrubs. Full vegetative growth is preferred. The following needs to be added to 18-805 G 7 … In addition to the buffering along the pole of the flag lot, a 10 foot wide buffer shall be provided around the balance of the perimeter of the flag lot. Existing vegetation shall be retained where practicable and supplemented with trees and shrubs as needed.

Trees

Strengthen UDO Section 803 to be more in line with "Old Ordinances."

Garage Replacements

Englargement of any structure needs to provide adequate off-street parking and should trigger an engineering review.

Parking Garage

There is a definite and urgent need for parking space in the downtown area. Parking garage might be the solution.

Basements

Any residential structure with a basement other than a single-family detached shall be considered as a multifamily with a basement as a separate dwelling unit.

Two-family Homes

Professionals to separate duplex from the definition section. Duplex may be defined as side-by-side two-family with basements which may become four family.

Fee Simple Dupex

No changes to the UDO recommended.

Tract Boundaries

18-900 H2 should read "Perimeter Setback: from a state highway – 100 feet – conforming to 18-803 E. From all other right-of-way lines – 25 feet. From all other property lines 20 feet."

18-1010 A2 should be the same as above for 18-900 H 2.

LAND DEVELOPMENT
AMENDMENT

WHEREAS, the Township Council of the Township of Lakewood has determined that the preservation, maintenance and controlled removal of certain trees is essential to the health, safety, economy and general welfare of the Township; and

WHEREAS, The Township Council of the Township of Lakewood is simultaneously introducing an Ordinance Governing the Preservation, Protection, Maintenance and Removal Of Trees Within the Township of Lakewood (the "Tree Removal Ordinance"); and

WHEREAS, THE Township Council of the Township of Lakewood believes that certain amendments and supplements are required to the Land Development Ordinance to carry out the purposes of the Tree Removal Ordinance; and

WHEREAS, the Planning Board of the Township of Lakewood has recommended and approved the following amendments and supplements to the Lakewood Land Development Ordinance;

NOW, THERFORE, be it ordained by the Township Council of the Township of Lakewood, County of Ocean, State of New Jersey, that Chapter # ---- of the Township of Lakewood is hereby amended and supplemented as follows:

SECTION 1

Intent and Purpose

Intent and Purpose is hereby amended to add the following item:

To preserve the maximum possible number of trees within the Township as well as to protect larger, older specimens of trees, to promote the preservation of existing trees and provide a plan for the replacement of trees.

Terms Defined

Terms defined is hereby amended by adding the following terms:

Clear Cutting – The removal of all standing trees on a lot or portion of a lot.

Diameter at Point of Measurement – The diameter of a tree measured four and one-half feet (4 ½") (forestry method) above the ground level on the downhill side for existing trees. Trees utilized in the replacement of existing trees or proposed as part of a landscape plan, shall be measured twelve inches (12") above ground level for

trees over a four inches (4") caliper. The measurement shall be six inch (6") above grade for trees up to four inch (4") caliper (nursery method). Diameter at point of measurement may appear as the abbreviation "DPM".

Tree Removal Permit – License issued by the Conservation Officer of the Township of Lakewood to remove or destroy a tree or trees.

Management Plan - Plan for the management of timbered or forested lands developed by the New Jersey Department of Environmental Protection, Bureau of Forestry, or similar state or federal agency or the Township Forester.

Municipal Tree Planting Plan – A specific plan adopted by the Township Council of the Township of Lakewood for the location and placement of trees on public property.

Tree Removal and Replacement Plan – A specific plan for replacement of removed trees in accordance with the provisions of this Ordinance.

Replacement Tree – A nursery grown certified tree, properly balled, and marked with a durable label indicating genus, species and variety, and satisfying the standards for nursery stock and installation thereof, set forth by the American Association of Nurserymen.

Tree – any deciduous or coniferous species which reaches a typical mature height of twelve feet (12 ft) or more, and has a typical DPM of four inches (4 in) or greater at maturity.

Specimen Tree – Any tree with a DPM of eighteen inches (18 in) or greater and any tree designated by the Township Council as a Landmark Tree pursuant to the Landmark Ordinance.

Certificates and Permits

Grading and Clearing Permit is hereby amended as follows:

(1) Before the erection of any structure, removal of any tree having a caliper greater than six (6 in) or the alteration of the existing grade on a lot, permits shall be required in accordance with the provisions of the municipal shade tree ordinance and the Tree Removal Ordinance.

Minor Site Plans

Required Documents is hereby amended as follows:

(5) The application for development for a minor site plan shall include a request for the granting of any variances required.

(Note: this corrects a typo in the original ordinance.)

(10) The Report and Recommendation of the Conservation Officer after his inspection of the trees on the site.

Plan Requirements is hereby amended as follows:

(3)s. Location on the property of all trees, specifically indicating the following*:

(1) The plan shall indicate all tree(s) to be removed, specifically by an assigned number, and the caliper of each tree.

(2) The plan shall indicate all tree(s) to remain, specifically by an assigned number.

(3) In lieu of (1) and (2), for any clearing greater than three (3) acres, or where determined to be appropriate by the conservation Officer for any clearing of less than three (3) acres where the property is heavily wooded, a representative five percent (5%) sampling of the wooded areas proposed to be cleared shall be inventoried. The representative five percent (5%) shall be determined by agreement between the conservation Officer and the applicant, provided that all Specimen Trees shall be indicated on the plan.

(4) All reasonable efforts shall be made to preserve Specimen Trees, including but not limited to, if feasible, relocation of infrastructure, roadways, and buildings. Removal of Specimen Trees shall require the specific written recommendation of the conservation Officer to the Board.

(5) The plan shall indicate a limit of disturbance line (i.e., where a four foot (4 ft) high standard wood snow fence will be erected if recommended by the Conservation Officer.)

***NOTE:** Any preliminary plat of a minor site plan which is governed by NJAC 5:21-1.5 of the Residential Site Improvement Standards Act shall be entitled to the exemption provisions of Section 97-8 of the Ordinance governing the preservation, protection, maintenance and removal of trees of the Lakewood Township Code.

Conditions of Approval is hereby amended as follows:

(8) All trees removed in connection with a minor site plan approval shall be replaced on site. Where an applicant is unwilling or unable to replace trees on the site in a sufficient number to match those being removed,

then the applicant shall proceed in accordance with Sections 97-7 and 97-8 of the Tree Removal Ordinance.

(9) Payment of any and all fees, or replacement tree costs, pursuant to Section 97-5 and 97-7 of the Tree Removal Ordinance.

Preliminary Plat of Major Site Plan

Required Documents is hereby amended to add the following item:

(10) The Report and Recommendation of the Conservation Officer after his inspection of the trees on site.

Plat Requirements is hereby amended as follows*:

(31) Location on the property of all trees specifically indicating the following:

(1) The plan shall indicate all tree(s) to be removed, specifically by an assigned number, and the caliper of each tree.
(2) The plan shall indicate all tree(s) to remain, specifically by an assigned number.
(3) In lieu of (1) and (2), for any clearing greater than three (3) acres, or where determined to be appropriate by the Conservation Officer for any clearing of less than three (3) acres where the property is heavily wooded area, a representative five percent (5%) sampling of the wooded areas proposed to be cleared shall be inventoried. The representative five percent (5%) shall be determined by agreement between the Conservation Officer and the applicant, provided that all Specimen Trees shall be indicated on the plan.
(4) All reasonable efforts shall be made to preserve Specimen Trees, including but not limited to, if feasible, relocation of infrastructure, roadways, buildings. Removal of Specimen Trees shall require the specific written recommendation of the Conservation Officer to the Board.
(5) The plan shall indicate a limit of disturbance line (i.e., where a four foot (4') high standard wooden snow fence will be erected if recommended by the Conservation Officer)

*NOTE:

Any preliminary plat of a major site plan which is governed by NJAC5:21-1.5 of the Residential Site Improvement Standards Act shall be entitled to the exemption provisions of Section 97-8 of the

Ordinance Governing the preservation, protection, maintenance and removal of trees of the Lakewood Township Code.

Conditions of Approval is hereby amended as follows:

1(h) All trees removed in connection with a site plan approval shall be replaced on site. Where an applicant is unwilling or unable to replace trees on the site in a sufficient number to match those being removed, then the applicant shall proceed in accordance with Sections 97-7 and 97-8 of the Tree Removal Ordinance.

1(i) Payment of any and all fees, or replacement tree costs, pursuant to Section 97-5 and 97-7 of the Tree Removal Ordinance.

Application Fees, Review Fees, and Inspection Fees

Application Fees, Review fees, and inspection fees is hereby amended as follows:

G. **Major Site Plan**

(h) Tree inspection by Conservation Officer.

Administrative Fee - $600.00 per acre or part thereof to be cleared.

Application Checklists

Application Checklists is hereby amended as follows:

V. Requirements for Site Plan application.

(F) Tree Removal and Replacement Plan.

All Ordinances or parts of Ordinances inconsistent with the provisions of this Ordinance shall be and the same are hereby repealed. If any section, subdivision, sentence, clause or provision of this Ordinance shall be adjudged invalid, such adjudication shall apply only to the section, paragraph, subdivision, clause or provision so adjudged, and the remainder of the Ordinance shall be deemed valid and effective.