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MASTER PLAN

OCEAN TOWNSHIP MASTER PLAN

Prepared By:
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February 1990

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TABLE OF CONTENTS

INTRODUCTION	1
GOALS AND OBJECTIVES	3
General Goals and Objectives	3
Specific Goals and Objectives	4
Housing Element	4
Circulation Element	4
Utility Service Plan	5
Community Facilities Plan	5
Recreation Plan	6
Conservation Plan	6
Recycling Plan Element	6
Economic Plan	6
Community Characteristics and Design Element	6
Land Use Plan	7
EXISTING LAND USE	8
Residential Uses	10
Commercial	12
Industrial	12
Public	13
Semi-Public	13
Vacant Land	13
Streets, Lakes, and Railroads	14
Summary	14

POPULATION

Growth Trend

Estimated Current Population

Natural Increase

In-Migration

1989 Population

Projected Population

Trends

Known Developments

Potential Development

Future Population

General

Density

Distribution

Population Allocation

Summary

HOUSING

Analysis of Existing and Proposed Housing

Housing Types

Existing Housing Types

Proposed Development

Housing Quality

Housing Distribution

Housing Density

Housing Demand

Housing Market Conditions

Low and Moderate Income Housing Demand

Housing Costs

Housing Plan

16

16

16

17

17

17

18

18

18

18

18

19

19

20

20

28

29

29

29

29

30

31

32

33

33

33

34

36

36

66
76
78

Restoration Needs
Summary and Recommendations

RECYCLING ELEMENT

General	79
Existing Recycling Efforts	79
Future Development Potential	80
Recommendations	80
Summary	81

CIRCULATION PLAN

Regional Transportation	82
General	82
Regional Highway System	83
Regional Railroad System	86
Regional Bus Systems	87
Regional Transportation System Summary	87
Local Transportation	88
General	88
Traffic Generators	88
Circulation Barriers	90
Traffic Volumes	90
Traffic Congestion, Accidents and Hazardous Intersections	91
Street System	93
Obsolete Street System	93
Planned Street and Intersection Improvements	94
Bus Transportation	95
Taxi Service	95
Bicycle Routes	95
Circulation Plan	96
Regional	96
Local	96
Summary	102

CONSERVATION PLAN	104
Community Facilities Plan	104
Circulation Plan	104
Housing Element	104
Recycling Plan	104
Utility Service Plan	104
Community Characteristics and Design Element	105
Land Use Plan	105
Additional Conservation Considerations & Recommendations	105
ECONOMIC ELEMENT	106
General	106
Future Development in Regard to Tax Base	106
Analysis of Labor Pool Residents in Ocean Township	108
Summary	110
COMMUNITY CHARACTERISTICS AND DESIGN ELEMENT	112
Introduction	112
Centers	113
Route 35 Centers	113
Other Centers	121
Corridors	126
Route 35 Corridor	126
Monmouth Road Corridor	132
West Park Avenue Corridor	136
Roosevelt Avenue Corridor	138
Deal Road Corridor	138
Green Grove Road Corridor	140
Asbury Avenue Corridor	141
Sunset Avenue Corridor	142
Residential Neighborhoods	145
Western Wayside	146
Eastern Wayside	148
Northwestern Wayside	149
Northeastern Wayside	151
Colonial Terrace	152

South Wanamassa	153
North Wanamassa	155
The Estate Section	156
West Allenhurst	156
Southwest Oakhurst	157
South Oakhurst	158
West Oakhurst	159
Oakhurst	162
West Elberon	163
Shadow Lawn	163
Industrial Areas	164
Cindy Lane Industrial Area	164
Sunset Avenue Industrial Area	165
Summary	167
LAND USE PLAN	168
Introduction	168
Residential Land Uses	168
Single Family Residential	168
Townhouse Residential	171
Apartment Residential	171
Senior Citizen Housing	171
Commercial Land Use	172
C-1 Neighborhood Commercial	172
Highway Commercial	172
Regional Commercial	173
General Office	173
Corporate Office	173
Light Industrial/Office	173
Public	174
Semi-Public	174
Transitional Use Areas	174
Summary	175

POLICY STATEMENT	176
Introduction	176
Tinton Falls	176
Neptune Township	176
Asbury Park	177
Allenhurst	177
Interlaken	177
Deal	177
Long Branch	177
West Long Branch	178
Eatontown	178
Monmouth County Growth Management Plan	178
New Jersey State Development and Redevelopment Plan	178
Monmouth County Solid Waste Management Program	178

INTRODUCTION

The Township of Ocean is an 11.2 square mile community located in southern Monmouth County. The Township originally encompassed a significantly larger area, but the gradual incorporation of a number of areas of the Township into separate municipalities eventually reduced the Township's land area to its present configuration. The Township, as it exists now, originally developed as a combined resort and agricultural community. Resort type uses were located in the eastern half of the Township, and farming uses were located in the western half.

The character of the Township gradually evolved to that of a predominantly residential community, with a varied mix of housing types. This evolution occurred primarily due to changes in the regional traffic circulation system, changes which are still occurring and still have a significant impact on the land uses in the Township. The first, and still the most significant change, was the completion of the Garden State Parkway, which provided quick easy access from southern Monmouth County to the job markets of Northern New Jersey and New York. That change opened the door for the Township to become a "bedroom community" for those job markets. As transportation systems improved, Monmouth County began to develop a significant job market of its own, and the need for more and varied residential uses increased.

In addition to further improvements to the Parkway, including the widening of the Parkway to 5 lanes, in each direction, north of the Asbury Park toll plaza, improvements to N. J. Route 35 increased the viability of the Township for both jobs and residential uses. With the construction of a Monmouth Mall, first as a large "outdoor" mall and later, in the mid 1970's, as an enclosed mall, a substantial traffic corridor was created between the Borough of Eatontown and the Asbury Park circle. This corridor became the logical and desirable location of intensive land uses including apartments, commercial uses and offices.

The construction of N.J. Route 18 provided additional impact upon the development of the Township in a variety of ways. Because of its segmented construction, Route 18 had a temporary but significant impact on the traffic patterns in the Township, by generating a significant amount of traffic on local roads. These patterns continue today, even with the pending connection of the highway to its northern section.

In addition to traffic generation and circulation, Routes 18 and 35 provide substantial barriers to travel across the Township in an east/west direction. The barrier effect has had a substantial impact on both traffic flow and land uses.

At present the Township is largely developed. However, the emphasis on development has been gradually changing from that of development of vacant land to redevelopment and expansion of uses on existing developed land. The primary reason for the continuing

Ocean Township Master Plan
Introduction
February 1990

development remains the accessibility of the Township, which is a result of the regional highway system. Recent improvements to the Garden State Parkway south of the Asbury Park toll plaza, the pending completion of Route 18, and the recent completion of Interstate 195, have all continued to increase the accessibility of the Township, and therefore its desirability as both a place for business and a place to live. In addition, continuing non-residential development in other nearby communities has increased the demand for housing throughout the area. This demand has created pressure for residential development in communities, such as Ocean Township, which have excellent school systems, facilities, and services.

It is the intent of this Master Plan to assess the past development in the Township, including land uses, traffic circulation systems, municipal facilities and services, and trends. Based on these and current and anticipated future trends, a plan for future development of the Township will be provided. It is the intent that this plan be a detailed plan of development which will provide specific guidelines for infill, redevelopment, and new development. These guidelines will then be implemented through the Township's land development ordinances.

GOALS AND OBJECTIVES

In order to provide a guideline for the various decisions which are made in the Master Plan, it is necessary to establish goals and objectives which reflect the general needs of the Township as they relate to future development. These goals and objectives should relate generally to the Township's overall development, as well as specifically to each of the elements of the Master Plan. They should reflect the goals and objectives of the New Jersey Municipal Land Use Law, where they apply, as well as items which reflect specifically upon the Township.

General Goals and Objectives

- * To encourage municipal action to guide the appropriate use or development of all lands in Ocean Township in a manner which will promote the public health, safety, morals, and general welfare;
- * To secure safety from fire, flood, panic and other natural and manmade disasters;
- * To provide adequate light, air and open space;
- * To ensure that the development of individual neighborhoods does not conflict with the development and general welfare of adjacent neighborhoods;
- * To promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, and preservation of the environment;
- * To encourage the appropriate and efficient expenditure of public funds by the coordination of public development with land use policies;
- * To provide sufficient space in appropriate locations for a variety of land uses both public and private, according to their respective environmental requirements;
- * To encourage the location and design of transportation routes which will promote the free flow of traffic while discouraging location of such facilities and routes which result in congestion or blight;
- * To promote a desirable visual environment through creative development techniques and good civic design and arrangements;
- * To promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources in the Township and to prevent urban sprawl and degradation

of the environment through improper use of land;

- * To encourage planned developments which incorporate the best features of development of the particular site;
- * To encourage affordable senior citizen community housing construction;
- * To encourage coordination of the various public and private procedures and activities shaping land development with a view of lessening the cost of such development and to the more efficient use of land;
- * To promote utilization of renewable energy sources;
- * To provide for adequate public utilities.

Specific Goals and Objectives

Housing Element

- * To provide an adequate, affordable, and balanced supply of housing types for the current and prospective population of the Township.
- * To provide adequate affordable housing to senior citizens.
- * To maintain the character and value of existing residential neighborhoods.

Circulation Element

- * To categorize all streets in the Township and provide recommended right-of-way and pavement widths for each category of street.
- * To provide for free and safe traffic flow along N.J. Route 35 and its intersections with West Park Ave., Deal Rd., Allaire Ave., Sunset Ave. and Asbury Ave.
- * To identify hazardous intersections and street segments, and recommend a course of action to eliminate the hazardous conditions.
- * To identify the impact of N.J. Route 18 on the existing street system, with emphasis on Deal Rd., Poplar Rd., West Park Ave. and Bowne Rd., and recommend measures to mitigate that impact.

- * To analyze the impact of increased development in neighboring municipalities on the Township street system and recommend measures to reduce that impact.
- * To provide for safe ingress and egress from specific sites to and from major streets in the Township.
- * To provide for service and frontage roads along major arteries where necessary to improve traffic safety and congestion.
- * To provide a system of safe and adequate bicycle paths throughout the Township.

Utility Service Plan

- * To insure that supplies of water, natural gas, and electric are available to support the needs of the citizens of Ocean Township.
- * To insure that storm drainage systems in the Township are adequate to support the needs of the citizens of Ocean Township.
- * To insure that the sanitary sewer system is adequate to meet the needs of the citizens of Ocean Township.
- * To identify existing areas of the Township where utilities do not adequately serve the needs of the citizens of Ocean Township and recommend a course of action to improve such conditions.

Community Facilities Plan

- * To analyze the existing municipal facilities and services, including administrative offices, police department, fire and rescue squads, and library to determine if they are adequate to serve the existing and future population of the Township.
- * To ensure that future development within the Township considers the need for additional facilities and services to serve that development.
- * To ensure that future residential development of the Township is consistent with the ability of the school system to provide a quality education to all children in the Township.

Recreation Plan

- * To examine the existing recreation facilities to determine if they are adequate to serve the existing and future population of the Township.
- * To examine the need for a Youth Recreation Center to serve as a meeting and recreation place for the Township's youth.
- * To provide adequate recreational facilities for the growing senior citizen population of the Township.

Conservation Plan

- * To identify, map, and preserve environmentally sensitive land in the Township, including wetlands, flood plains and other flood prone areas, steep slopes, areas of significant vegetation, and areas of archeological significance.
- * To provide a plan for the preservation of existing trees on sites of future development throughout the Township.
- * To identify scenic areas within the Township and provide for their preservation.
- * To identify, map and provide a framework for the preservation of significant historical structures, sites, and districts within the Township.

Recycling Plan Element

- * To ensure that future development within the Township considers the need to recycle waste materials.
- * To provide for a comprehensive recycling plan for the Township to serve existing and future development.

Economic Plan

- * To ensure that future development of the Township provides for a stable tax base.

Community Characteristics and Design Element

- * To maintain the desirable existing characteristics of developed neighborhoods within the Township.
- * To insure that future development of the Township

incorporates the desirable aspects of existing neighborhoods, while reducing the adverse impacts of undesirable aspects.

- * To provide adequate guidelines for the continued development, redevelopment, and restoration of existing neighborhoods, including recommendations addressing lot size, streetscape, sidewalks, architectural style, building size, signage, and historic sites.
- * To improve the appearance and function of specific areas of the Township, including the Route 35 corridor and the Sunset Ave. industrial park.

Land Use Plan

- * To insure that land development in the Township provides a balance of land uses which will help maintain the quality of life within the Township for all of its current and future citizens.
- * To insure that future development in the Township does not conflict with existing land uses.
- * To insure that future development occurs in an orderly manner and is consistent with other planned development in the Township.
- * To ensure that future development in the Township provides for the protection of environmentally sensitive land as identified in the Conservation Element of this plan.
- * To insure that future development within the Township does not exceed the capacity of public facilities and utilities to support such development.

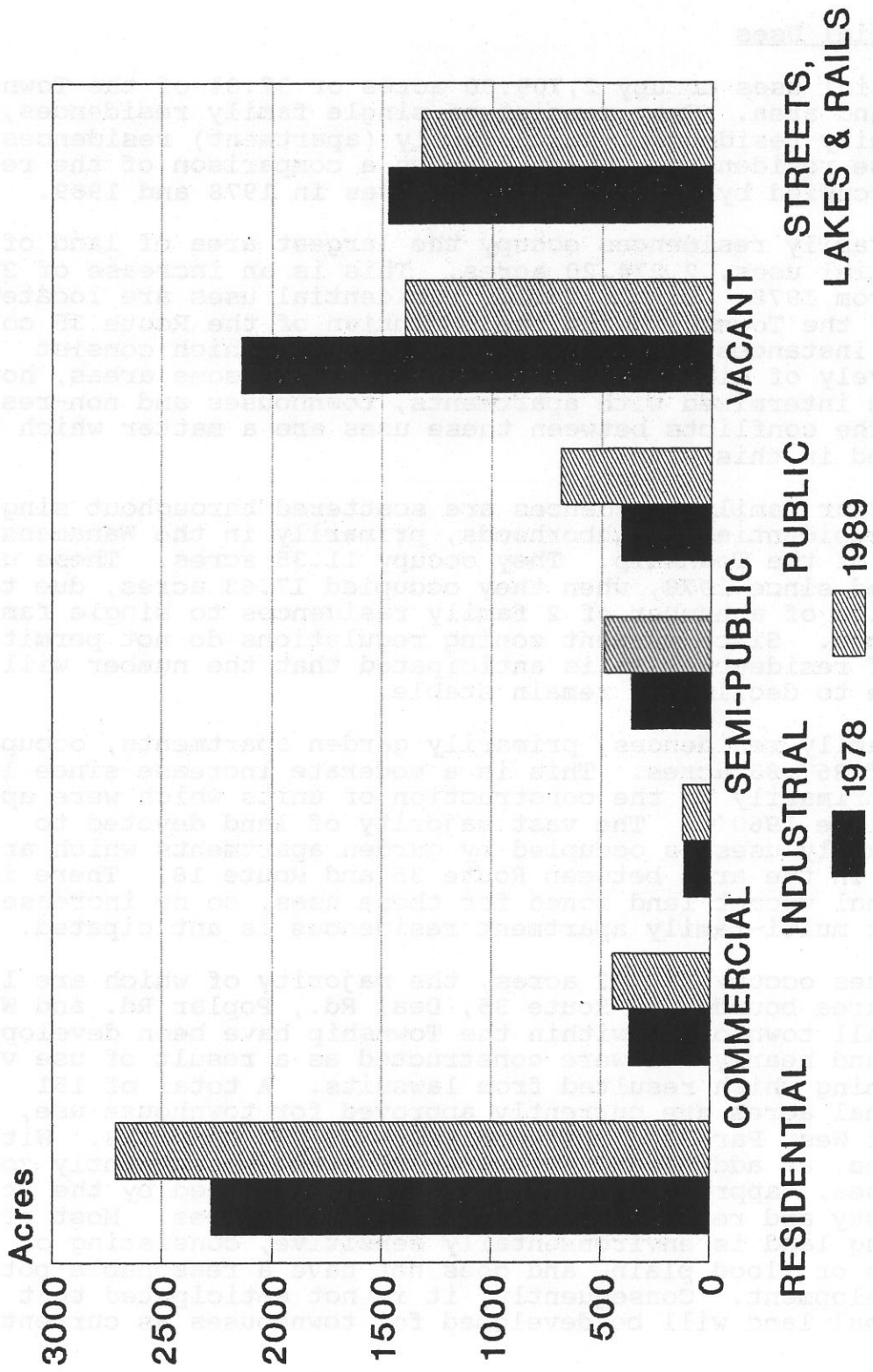
EXISTING LAND USE

Existing land uses in the Township have changed significantly in the past 30 years primarily as a result of the improved regional highway system. The Township has changed primarily from a resort and agricultural community to a residential community. The predominant land use in the Township is residential, with other uses being commercial, industrial, office, public and semi-public, streets, and vacant land.

The following chart shows the changes in the different land use categories between 1978, the time the last detailed land use study was undertaken, and 1989, the time of the most recent land use study. The chart shows the relative land areas, in acres, of the following land use categories:

Residential
Commercial
Industrial
Semi-Public
Public
Vacant
Streets, Lakes, Railroads

Ocean Township Existing Land Use



Residential Uses

Residential uses occupy 2,709.00 acres or 37.8% of the Township's total land area. They consist of single family residences, two to four family residences, multi-family (apartment) residences and townhouse residences. Chart 2 shows a comparison of the relative areas occupied by residential land uses in 1978 and 1989.

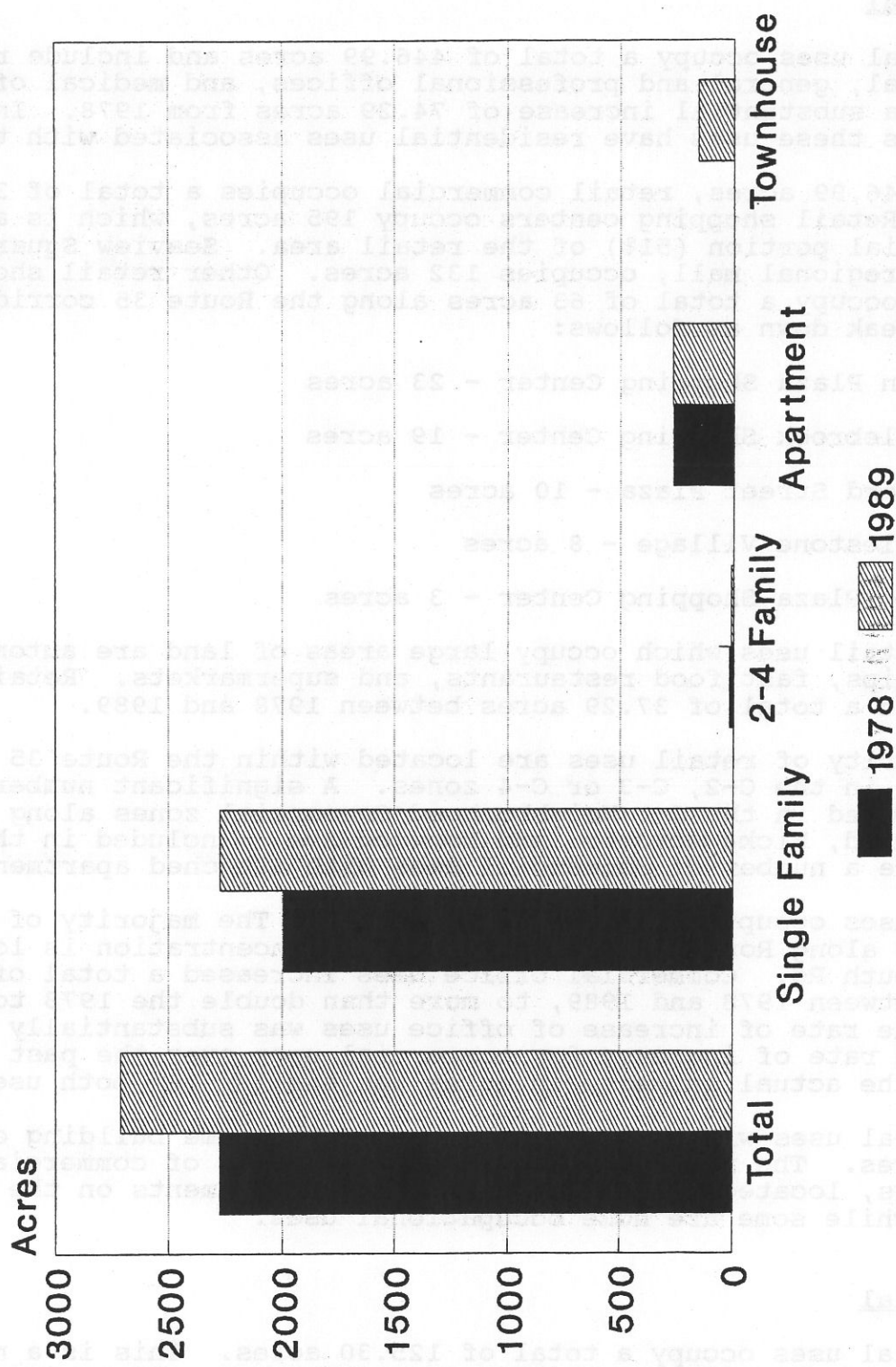
Single family residences occupy the largest area of land of all residential uses, 2,274.20 acres. This is an increase of 280.36 acres from 1978. Single family residential uses are located in all areas of the Township with the exception of the Route 35 corridor. In most instances they are located in areas which consist exclusively of single family residences. In some areas, however, they are intermixed with apartments, townhouses and non-residential uses. The conflicts between these uses are a matter which will be addressed in this Plan.

Two to four family residences are scattered throughout single family residential neighborhoods, primarily in the Wanamassa section of the Township. They occupy 11.35 acres. These uses have decreased since 1978, when they occupied 17.63 acres, due to the conversion of a number of 2 family residences to single family residences. Since current zoning regulations do not permit these types of residences, it is anticipated that the number will continue to decline or remain stable.

Multi-family residences, primarily garden apartments, occupy a total of 267.83 acres. This is a moderate increase since 1978, and is due primarily to the construction of units which were approved in the late 1960's. The vast majority of land devoted to multi-family uses is occupied by garden apartments which are located in the area between Route 35 and Route 18. There is no additional vacant land zoned for these uses, so no increase in land used for multi-family apartment residences is anticipated.

Townhouses occupy 155.62 acres, the majority of which are located in the area bounded by Route 35, Deal Rd., Poplar Rd. and West Park Ave. All townhouses within the Township have been developed since 1978, and nearly all were constructed as a result of use variances or rezoning which resulted from lawsuits. A total of 151 additional acres are currently approved for townhouse use, all north of West Park Ave. between Route 35 and Route 18. Within this same area, an additional 101 acres of land are currently zoned for townhouses, approximately half of which is owned by the State of New Jersey and reserved for conservation purposes. Most of the remaining land is environmentally sensitive, consisting of either wetlands or flood plain, and does not have a reasonable potential for development. Consequently, it is not anticipated that any additional land will be developed for townhouses as currently zoned.

Ocean Township Residential Land Use



Commercial

Commercial uses occupy a total of 446.99 acres and include retail commercial, general and professional offices, and medical offices. This is a substantial increase of 74.29 acres from 1978. In some instances these uses have residential uses associated with them.

Of the 446.99 acres, retail commercial occupies a total of 381.37 acres. Retail shopping centers occupy 195 acres, which is a substantial portion (51%) of the retail area. Seaview Square Mall, a large regional mall, occupies 132 acres. Other retail shopping centers occupy a total of 63 acres along the Route 35 corridor. These break down as follows:

Ocean Plaza Shopping Center - 23 acres

Middlebrook Shopping Center - 19 acres

Orchard Street Plaza - 10 acres

Cobblestone Village - 8 acres

Towne Plaza Shopping Center - 3 acres

Other retail uses which occupy large areas of land are automobile dealerships, fast food restaurants, and supermarkets. Retail uses increased a total of 37.29 acres between 1978 and 1989.

The majority of retail uses are located within the Route 35 corridor in the C-2, C-3 or C-4 zones. A significant number are also located in the C-1 Neighborhood Commercial zones along Monmouth Rd, Wickapecko Dr. and Norwood Ave. Included in the C-1 Zones are a number of commercial uses with attached apartments.

Office uses occupy a total of 65.62 acres. The majority of these uses are along Route 35, and a secondary concentration is located on Monmouth Rd. Commercial office uses increased a total of 37.00 acres between 1978 and 1989, to more than double the 1978 total. While the rate of increase of office uses was substantially higher than the rate of increase for commercial uses over the past 10 years, the actual increase in acres was similar for both uses.

Commercial uses with residential uses in the same building occupy 3.38 acres. The majority of these uses consist of commercial buildings, located in the C-1 Zones, with apartments on the second floor, while some are home occupational uses.

Industrial

Industrial uses occupy a total of 125.30 acres. This is a net increase of only 3.99 acres over the 1978 total. Light industrial uses occupy a total of 108.10 acres, as opposed to 101.56 acres in 1978. Heavy industrial uses occupy a total of 17.20 acres, a

decrease of 2.55 acres from 1978. A number of factors appear to impact the lack of industrial construction, including inadequate highway access, lack of available land, and the greater demand for retail and office space.

Public

Public uses include municipal facilities, schools, parks, publicly owned open space, and other publicly owned and operated uses. They occupy a total of 685.93 acres, or 9.6% of the total land in the Township. This is a substantial increase of 275.92 acres over the public land use indicated in the 1978 Master Plan. A major reason for the increase is the acquisition of the 109 acre Weltz tract, by Monmouth County, for use as a County park.

In addition, since 1978, the Township has acquired 7.3 acres of active parkland, 11.6 acres of passive parkland, and 41.2 acres of drainage basins associated with major subdivisions. An additional 2 acres is occupied by the new Oakhurst Fire Co. station on Deal Rd. The remaining 105 acres consists of drainage areas and open space which existed at the time of the 1978 Master Plan land use study but were not designated as public land at that time.

Semi-Public

Semi-public uses consist of churches, privately owned golf courses, social clubs, community organizations, and private and parochial schools, and similar uses. They occupy a total of 487.34 acres, which is an increase of 123.07 acres over the 1978 total. The largest semi-public land uses are the Township's three golf courses. Other significant uses include the Hillel and St. Mary's schools, houses of worship, and common open space which is controlled by homeowner's associations as a condition of approval of recent major subdivisions and townhouse developments. This latter category is responsible for a significant majority of the 123 acre increase in the semi-public uses since 1978.

Vacant Land

Vacant land occupies a total of 1393.81 acres within the Township. There are 5 basic categories of vacant land within the Township:

- 1) large parcels, in excess of 50 acres in size, which have not yet been the subject of development applications;
- 2) large parcels, in excess of 50 acres which are the subject of approved development applications;
- 3) moderately sized parcels, between 5 and 50 acres in size, which are surrounded by established land uses;

4) small "infill" sites which are scattered throughout the Township;

5) small vacant parcels which are part of larger subdivisions which are currently under construction.

There is no one category of land which has a significantly greater acreage than the others.

All of the larger sites in categories 1 and 2 have environmental constraints which limit their development potential. These constraints are reflected in the approved plans of the category 2 sites. In determining the uses of the remaining category 1 sites, the Master Plan should consider the limitations of these sites.

Future uses for categories 3, 4, and 5 will be determined primarily by the nature of the surrounding uses.

Streets, Lakes, and Railroads

Streets, lakes and railroads occupy the remaining 1320 acres of land area. This is an apparent decrease of 153 acres from 1978. The difference is due to a difference in the method of calculating the types of land uses. In 1978, streams and water areas other than lakes were included in this category. These areas are now included as open space or vacant land, reducing the amount of area calculated for streets, lakes, and railroads. In reality, the area of streets has increased somewhat since 1978 due to the construction of several major subdivisions since that time.

Summary

Existing land use in Ocean Township consists of a mixture of residential, commercial, industrial, public and semi-public uses which occupy a significant majority of the Township's developable land. Although the predominant existing land use in the Township is single family residential, a significant corridor of commercial, industrial and multi-family uses bisects the Township in a north/south direction. This corridor is the dominant feature in the Township's existing land use pattern, and has resulted in the development of several distinctly different residential areas within the Township.

Residential uses are a mixture of single family, townhouse, and garden apartment uses. The majority of the townhouse and garden apartment uses are located between Routes 35 and 18, on the edge of the Route 35 corridor.

Other smaller commercial centers within the Township function as focal points for immediate neighborhoods. These areas are located in the eastern portion of the Township.

The majority of land devoted to public and semi-public uses consists of large parcels used for parks, golf courses, and schools. These are located primarily to the east of Route 35. Other significant areas consist of drainage basins.

A significant portion of vacant land consists of wetlands, flood plain or steep slopes, and is undevelopable due to these constraints. Other significant areas of vacant land are in the process of development, or consist of small parcels within developed areas. Only a few large undeveloped parcels exist which do not have development approval.

Year	Population	Population Change	Percent of Change
1980	11,643	+4,888	42.8%
1970	6,755	+7,021	104.2%
1960	18,863	+4,927	26.1%

Although the percentage of population increase decreased between 1960 and 1970, from 12.8% to 60.4%, the actual growth almost doubled between these years. The actual growth between 1970 and 1980 decreased to the level experienced between 1960 and 1970, however the rate of increase was less than half.

This rapid increase between 1970 and 1980 was much greater than the rate of increase of the State or County. During that period the State of New Jersey experienced a 2.7% increase, and the County's growth rate was 8.8%. The difference between the growth rates can be attributed to the fact that Ocean Township has available vacant land and developed approximately 1,770 new apartments between 1970 and 1980.

Further analysis indicates that a majority of the growth in Ocean Township, over the past years, has been because of migration of families into the Township, not by natural increase. Natural increase is the number of individuals remaining after subtracting deaths from births in any given period.

The migration is a result of a number of factors, the most prominent being the movement of families from the New York Metropolitan area in search of less expensive housing, suburban living, better schools, and pure air, and yet within reach of the job producing centers by automobile or mass transportation.

The attractiveness of Ocean Township increased drastically with the opening of the Garden State Parkway which made connections north and south easily available.

Estimated Future Population

Since there are no accurate figures available for the population increase of Ocean Township since 1980, this report will estimate that increase by determining population growth through natural increase and building permit records.

POPULATION

Growth Trend

The trend toward population growth in Ocean Township has increased significantly over the past forty years as shown in the following chart.

<u>Year</u>	<u>1940</u>	<u>1950</u>	<u>1960</u>	<u>1970</u>	<u>1980</u>
Population	4,200	6,734	11,622	18,643	23,570
Population Change		+2,534	+4,888	+7,021	+4,927
Percent of Change		60.3%	72.6%	60.4%	26.4%

Although the percentage of population increase decreased between 1960 and 1970, from 72.6% to 60.4%, the actual growth almost doubled between those years. The actual growth between 1970 and 1980 decreased to the level experienced between 1960 and 1970, however the rate of increase was less than half.

This rate of increase between 1970 and 1980 was much greater than the rate of increase of the State or County. During that period the State of New Jersey experienced 2.7% increase, and Monmouth County's growth rate was 8.9%. The difference between the growth rates can be attributed to the fact that Ocean Township had available vacant land and developed approximately 1,770 garden apartments between 1970 and 1980.

Further analysis indicates that a majority of the growth in Ocean Township, over the past years, has been because of migration of families into the Township, not by natural increase. Natural increase is the number of individuals remaining after subtracting deaths from births in any given period.

The in-migration is a result of a number of factors, the most prominent being the movement of families from the New York Metropolitan area in search of less expensive housing, suburban living, better schools, and purer air, and yet within reach of the job producing centers by automobile or mass transportation.

The attractiveness of Ocean Township increased drastically with the opening of the Garden State Parkway which made connections north and south easily available.

Estimated Current Population

Since there are no accurate figures available for the population increase of Ocean Township since 1980, this report will calculate that increase by determining population growth through natural increase and building permit records.

Natural Increase

The differences between births and deaths in the Township show a net increase from 1980 to 1988 (the latest figures available) of 1,280. The annual breakdown is shown in the following chart.

<u>Year</u>	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>
Births	311	308	338	328	311	293	335	320	331
Deaths	<u>151</u>	<u>167</u>	<u>175</u>	<u>173</u>	<u>177</u>	<u>182</u>	<u>164</u>	<u>207</u>	<u>199</u>
Net	+160	+141	+163	+155	+134	+111	+171	+113	+132

Between 1980 and 1988, the net change was generally stable, averaging approximately +142 per year. Pro-rating this through September 1989, results in a total natural increase of 1375.

In-Migration

In-migration between 1980 and September 30, 1989 was determined by calculating the number of new dwelling units occupied by the type and subtracting the dwelling units that were demolished during that period and multiplying the net figure by the average household population size. The number of people that moved into Ocean Township during that period amounted to 3,008.

In-migration in Numbers of People

<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>
140	56	70	140	497	388	464	573	404	206

1989 Population

During the 1980-1989 period, the population increased from 23,570 in 1980 to 27,953 as of September 30, 1989. This is an average increase of 506 persons per year, a total increase of 4,383 over the eight and two-thirds year period, and is slightly higher than the 1970-1980 growth rate of 493 persons per year. In the forties, the municipality grew at a rate of 253 persons per year; in the fifties, 488 persons per year, and in the sixties, 702 persons per year. The rate of increase slowed considerably during early 1980's and picked up substantially in 1984.

Total Population Increase By Year

	<u>1980</u>	<u>1981</u>	<u>1982</u>	<u>1983</u>	<u>1984</u>	<u>1985</u>	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989</u>
In-migration	140	56	70	140	497	388	464	573	474	206
Natural Increase	+160	+141	+163	+155	+134	+111	+171	+113	+132	+95
Totals	300	197	233	295	631	499	635	686	606	301

Projected Population

There is no certain way to project future population but there are definite factors to be considered such as past and future trends, known approved developments, birth rate trends, and known or expected outside influences.

Trends

It is necessary to make certain assumptions concerning future growth patterns of the Township. Single family residential growth, along with the net natural growth rate (births minus deaths) will continue to rise slightly. Although there has been a decline in the size of the family, the total number of families will maintain the increase in births at the present level since they will be having children, in addition to those families presently located in the Township who will have children.

Known Developments

At the present time (October 1989) there are approved housing developments of approximately 1,182 housing units, which will produce housing for 3,381 people. When combined with the current estimated population of 27,953, a total projected population of 31,334 results. It is anticipated that these units will be occupied by 1995.

Potential Development

The Land Use Element of this Master Plan provides the opportunity for an additional 623 housing units which could house an additional 1,782 people.

Future Population

If we are to assume that the previously mentioned influences, known development, and current trends are correct, then we can predict a population increase of a least 3,381 by 1995 to a

total population of 31,334. Additional increases will result from additional development of other land which could increase the total population by 1,782 to 33,116 once the Township is fully developed.

General

In utilizing this projection, it must be remembered that this is only a mathematical estimate based upon certain trends and assumptions. The final population attained during this period will depend upon the zoning of vacant land, Township development policy, the availability of mortgage money, the availability of utilities, the cost of construction, unforeseen outside influences and the birth rate. Each of these factors can alter the growth rate tremendously. Therefore, it is recommended that Certificates of Occupancy and birth/death records be reviewed by the Planning Board annually and the population projection adjusted accordingly in order to determine if there are differences significant enough to alter planning goals.

Density

The 1980 density of Ocean Township was approximately twice the 1980 density for the County. The 1980 density for Ocean Township was 2,104 persons per square mile, as compared to a density of 1,067 persons per square mile for the County. This is a relative increase over 1970, when the Township's density was 1.7 times the density of Monmouth County. The primary reason for this was the construction of approximately 1,770 garden apartment units within the Township between 1970 and 1980.

The 1989 Density is 2,496 persons per square mile, a 18.6% increase over 1980.

Distribution

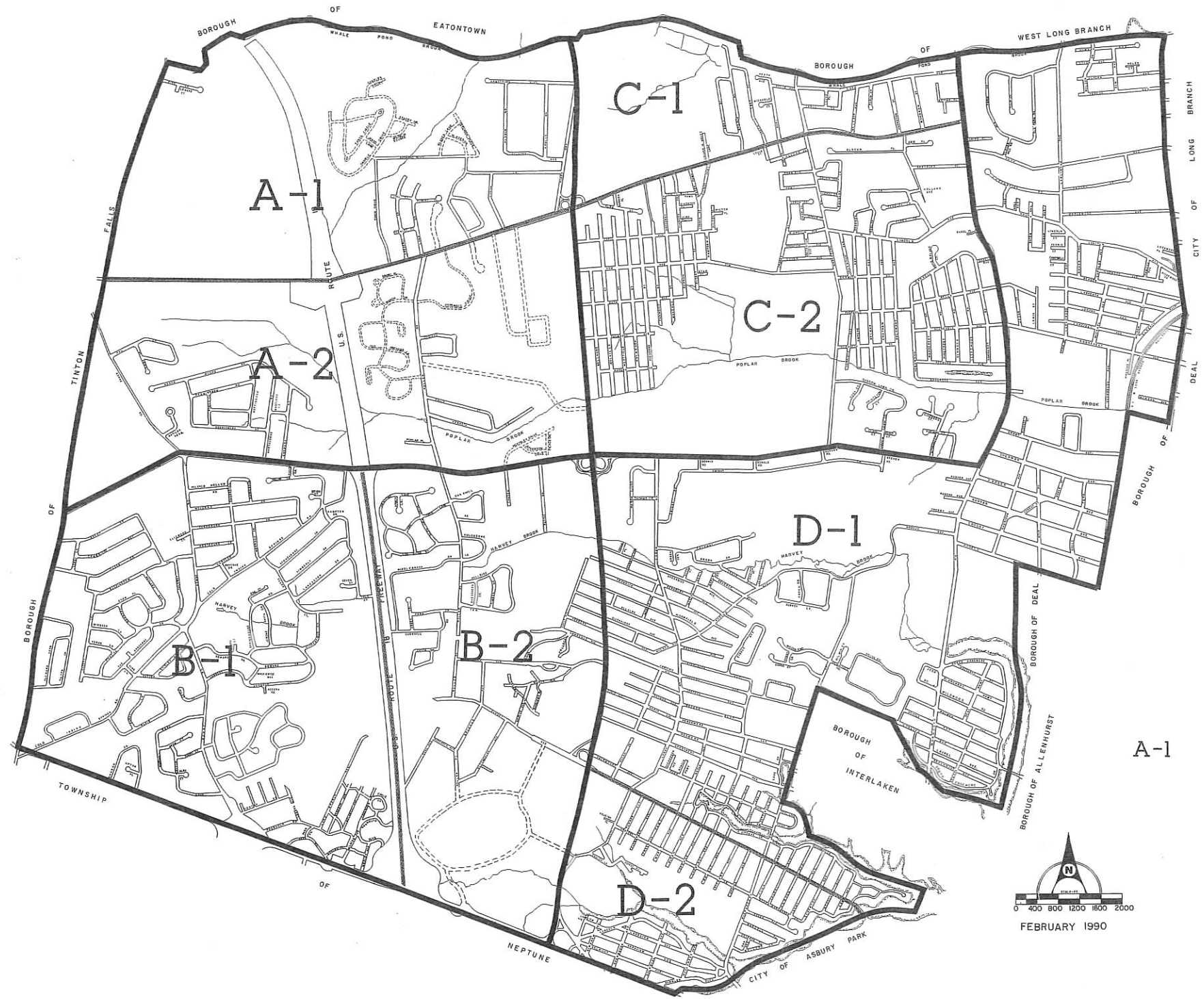
The following chart is a compilation of age groups for Ocean Township, by sex, according to the 1980 Census. The population has been grouped in such a way as to represent certain specific age group characteristics, i.e. pre-school, grammar school, high school, and different working-age groups.

<u>Age</u>	<u>Male</u>	<u>Female</u>	<u>Total</u>	<u>Percent of Total Population</u>
Under 5	834	758	1,592	6.8
5 - 14	1,920	1,845	3,765	16.0
15 - 19	977	938	1,915	8.1
20 - 29	1,753	2,044	3,797	16.0
30 - 44	2,547	2,823	5,370	22.8
45 - 59	1,922	2,031	3,953	16.8
60+	<u>1,354</u>	<u>1,824</u>	<u>3,178</u>	<u>13.5</u>
Total	11,307	12,263	23,570	100.0

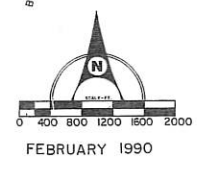
While the 1978 Master Plan indicated that the trend was toward a younger population Ocean Township, this has not held true. The 1970 median age for the Township was 23.4 years. This increased substantially to 31.5 in 1980.

Population Allocation

Planning for community needs is dependent upon two factors, population size and population location. To adequately determine facility need in those elements of the Master Plan, the 1978 Master Plan divided the Township into 4 major planning areas, and 11 sub-planning areas. Dividing the Township into such planning areas lends itself to more accurate facility planning since data can be more readily obtained and compared for consistently defined areas. Subsequent to the 1978 Master Plan, the Township participated in the 1980 Census Neighborhood Statistics Program which divided the Township into 11 neighborhoods. These neighborhoods are not totally consistent with the 1978 Master Plan Planning Areas. In order to create consistency, and therefore a usable data base, the following new planning areas have been created.



KEY
 A-1 PLANNING AREA



PLANNING AREAS

MASTER PLAN **TOWNSHIP OF OCEAN**
MONMOUTH COUNTY, NEW JERSEY

R **ROBERT E. ROSA ASSOCIATES**
 • Community Planning Consultants
 • Landscape Architects
 Woodbridge, New Jersey

H **JAMES W. HIGGINS ASSOCIATES**
 • Municipal and Land Use Planners
 • Landscape Architects
 Ocean, New Jersey

<u>New Planning Area</u>	<u>1978 Master Plan Planning Area</u>	<u>Census Neighborhood Statistics Area</u>
A-1	IA, IB	001
A-2	IC, ID	002
B-1	IIIA	003
B-2	IIIB	004
C-1	IIA	005
C-2	IIB	006,007
D-1	IIC, IVA	008,009,010
D-2	IVB	011

Planning Area A

Planning Area A is located in the northwest corner of the Township. This area is the least developed portion of the Township and is bordered by Tinton Falls (Green Grove Rd.) on the west, the Borough of Eatontown (Whale Pond Brook) on the north, Deal Rd. on the south, and N.J. Route 35 on the east.

Planning Area A is further divided into sub-areas, A-1 and A-2, which are north and south of West Park Ave., respectively.

Planning Area B

Planning Area B is located in the southwest corner of the Township. This area's boundaries are the Borough of Tinton Falls on the west, (Green Grove Rd.), the Township of Neptune (N.J. Route 66 and Asbury Ave.) on the south, N.J. Route 35 to the east, and Deal Rd. to the north. The area is further divided into two sub-areas, B-1 and B-2, by the N.J. Route 18 Freeway.

Planning Area C

Planning Area C is in the northeast portion of the Township. Its boundaries are N.J. Route 35 on the west, the Borough of West Long Branch (Whale Pond Brook) on the north, the City of Long Branch and the Borough of Deal (Norwood Ave.) on the east, and Deal Rd. to the south. Two sub-areas, C-1 and C-2 are located north and south of West Park Ave. respectively.

Planning Area D

Planning Area D is situated in the southeast corner of the Township and extends along the eastern border to the extreme northeast corner of the Township. It is bordered by N.J. Route 35 on the west, Deal Rd., Monmouth Rd., and West Long Branch on the north, the Boroughs of Interlaken, Allenhurst, and Deal and the City of Long Branch on the east, the City of Asbury Park

Ocean Township Master Plan
Housing Element
February 1990

and the Township of Neptune (N.J. Route 66) on the south. Sub-areas D-1 and D-2 are located to the north and south of Sunset Ave., respectively.

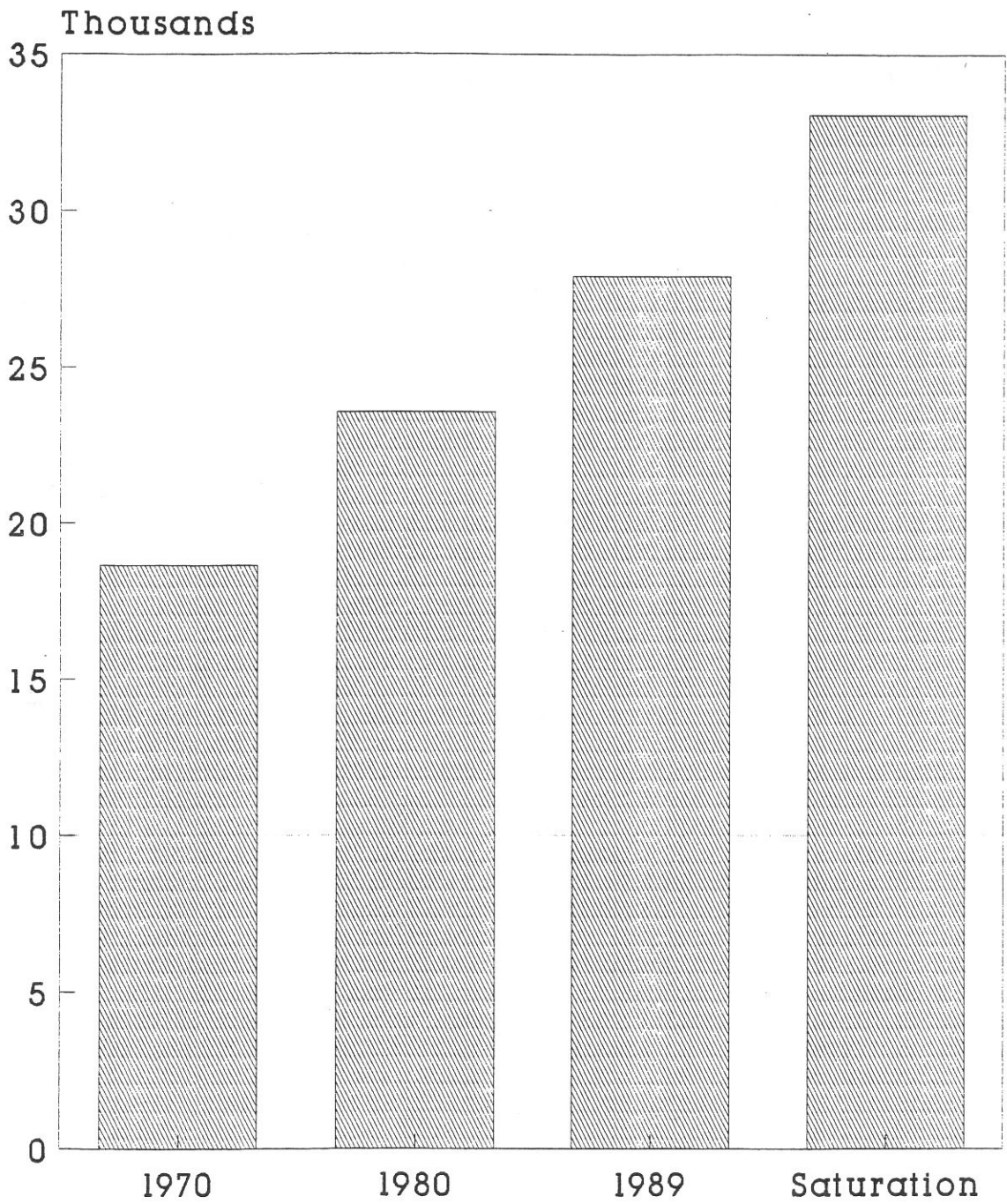
The following chart will show the population for each of the Planning Areas and sub-areas for 1970 and 1980.

Planning Area	1970		Population		1989		Saturation
		Diff.	1980	Diff.		Diff.	
A-1	488	+1,523	2,011	+ 820	2,831	+1,988	4,819
A-2	<u>345</u>	<u>+1,826</u>	<u>2,171</u>	<u>+2,334</u>	<u>4,505</u>	<u>+ 720</u>	<u>5,225</u>
Total A	833	+3,349	4,182	+3,154	7,336	+2,708	10,044
B-1	1,415	+1,539	2,954	- 203	2,751	+ 755	3,506
B-2	<u>1,947</u>	<u>+ 434</u>	<u>2,381</u>	<u>+1,005</u>	<u>3,386</u>	<u>+ 172</u>	<u>3,558</u>
Total B	3,362	+1,973	5,335	+ 802	6,137	+ 927	7,064
C-1	1,140	- 102	1,038	- 43	995	+ 35	1,030
C-2	<u>6,163</u>	<u>- 326</u>	<u>5,837</u>	<u>+1,130</u>	<u>6,967</u>	<u>+ 970</u>	<u>7,937</u>
Total C	7,303	- 428	6,875	+1,087	7,962	+1,005	8,967
D-1	5,046	+ 106	5,152	- 708	4,444	+ 418	4,862
D-2	<u>2,099</u>	<u>- 73</u>	<u>2,026</u>	<u>- 1</u>	<u>2,025</u>	<u>+ 106</u>	<u>2,131</u>
Total D	7,145	+ 33	7,178	- 709	6,469	+ 524	6,993
Totals	18,643	+4,927	23,570	+4,334	27,904	+5,164	33,068

The table shows that most of the population growth between 1980 and October 1989 occurred in Planning Areas A and B, which are the planning areas that have the most available vacant land. It should be noted that the population projection based on Planning Areas is slightly different than the population projection calculated earlier in this report. This difference is due to rounding and is insignificant. The attached charts show population increases and projections for the Township as a whole and each of the Planning Areas.

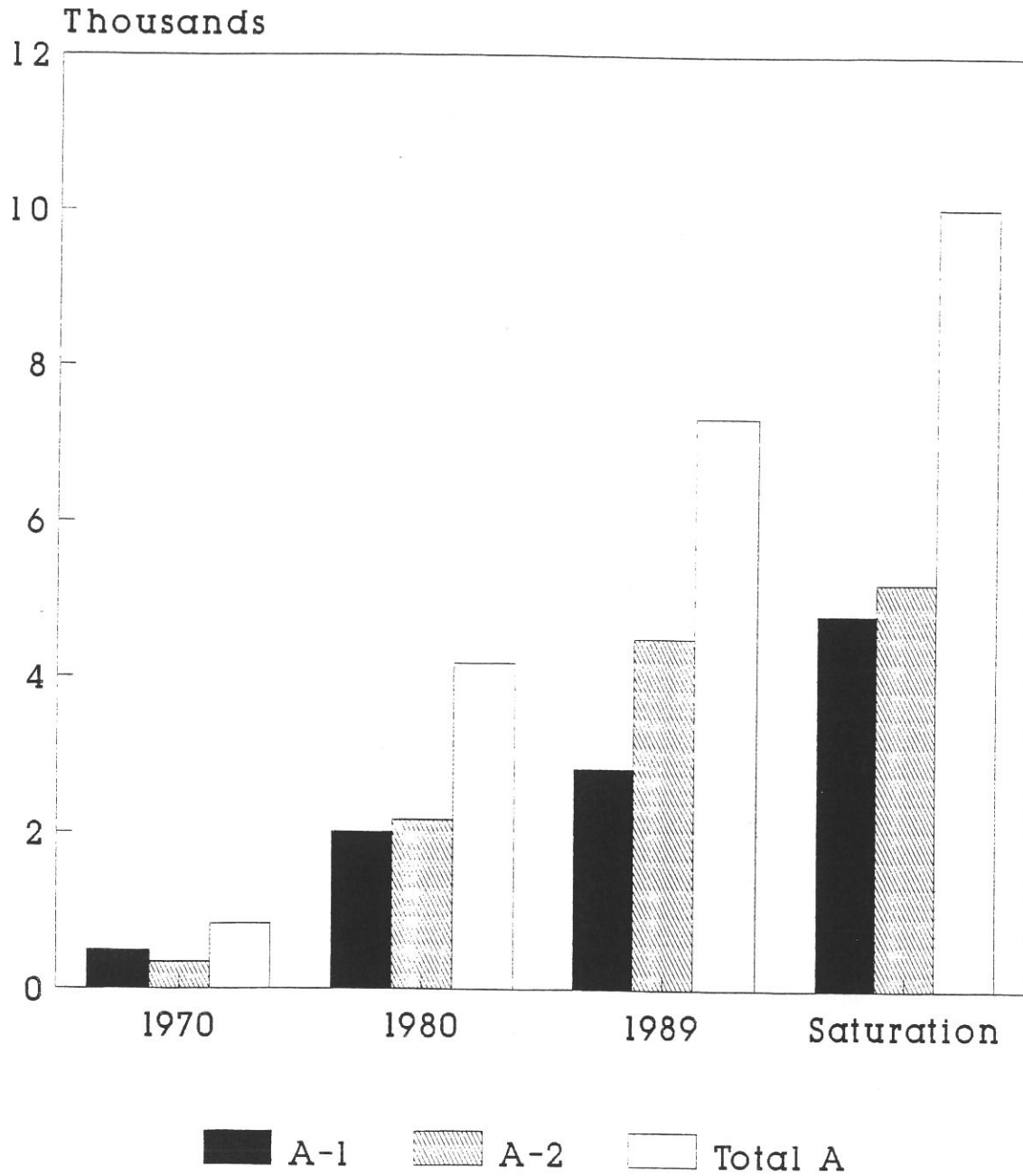
It is anticipated that the recent trends will continue since most of the approved or planned housing units will be located in Areas A and B.

OCEAN TOWNSHIP POPULATION



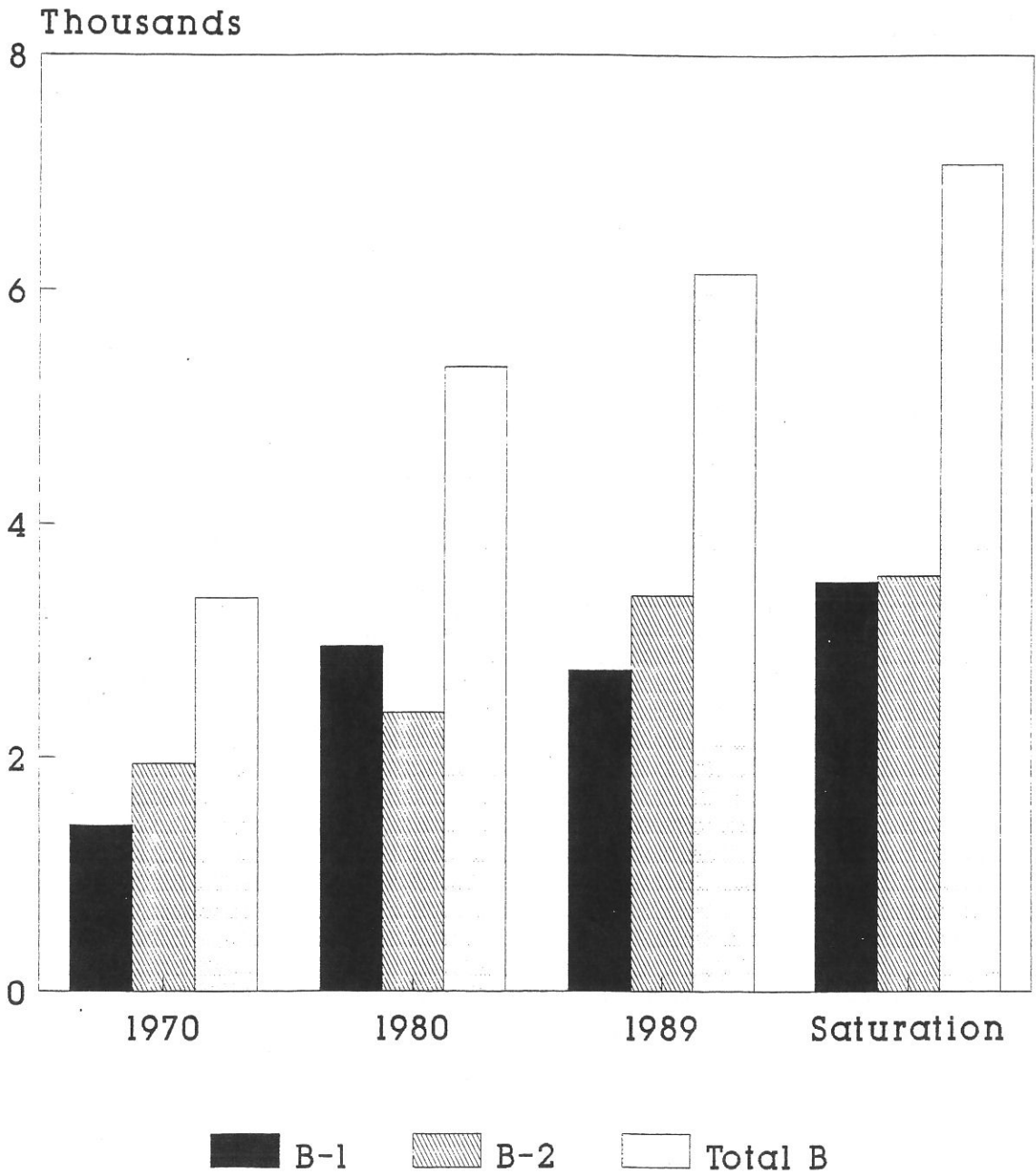
OCEAN TOWNSHIP POPULATION

Planning Area A

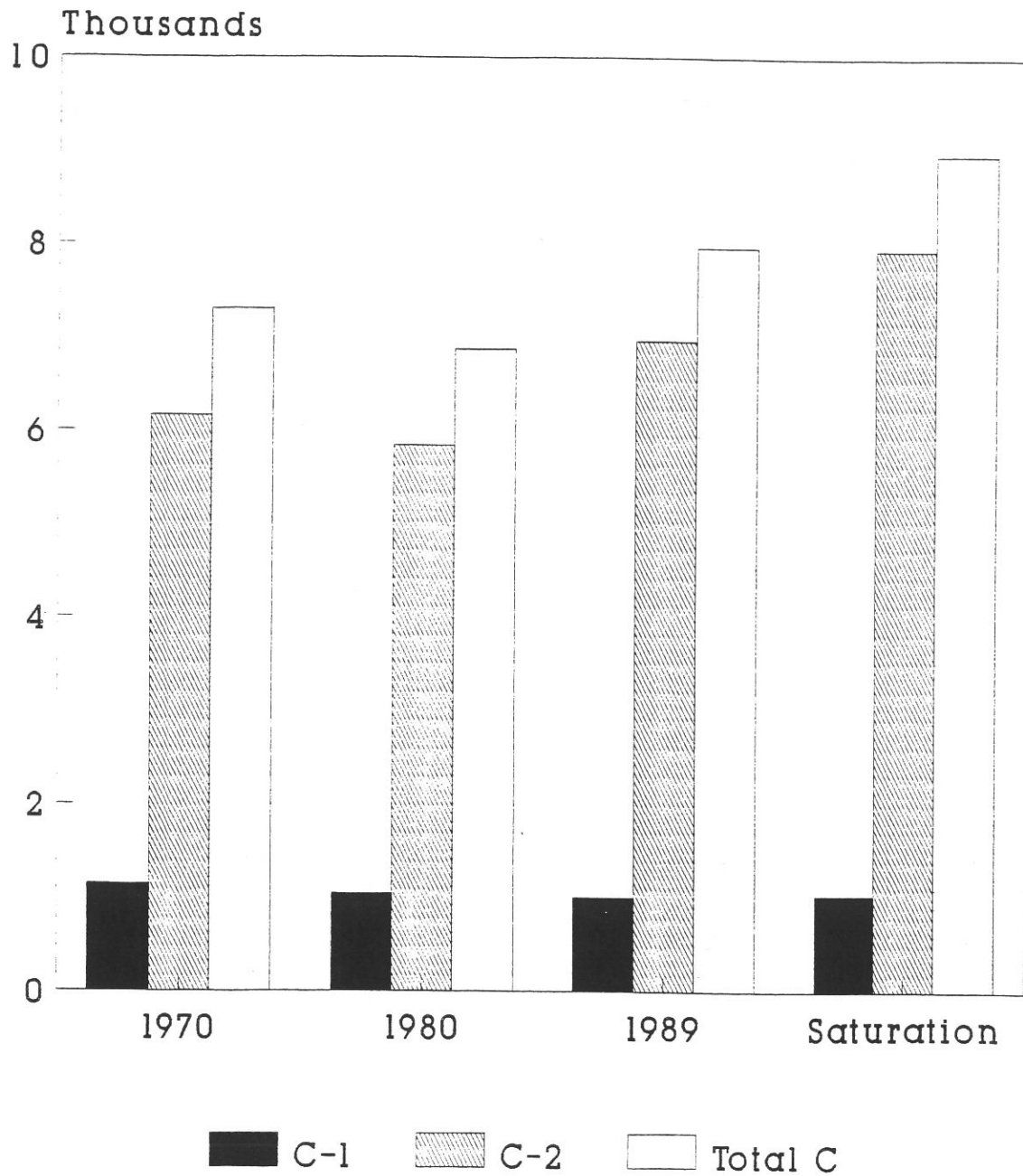


OCEAN TOWNSHIP POPULATION

Planning Area B

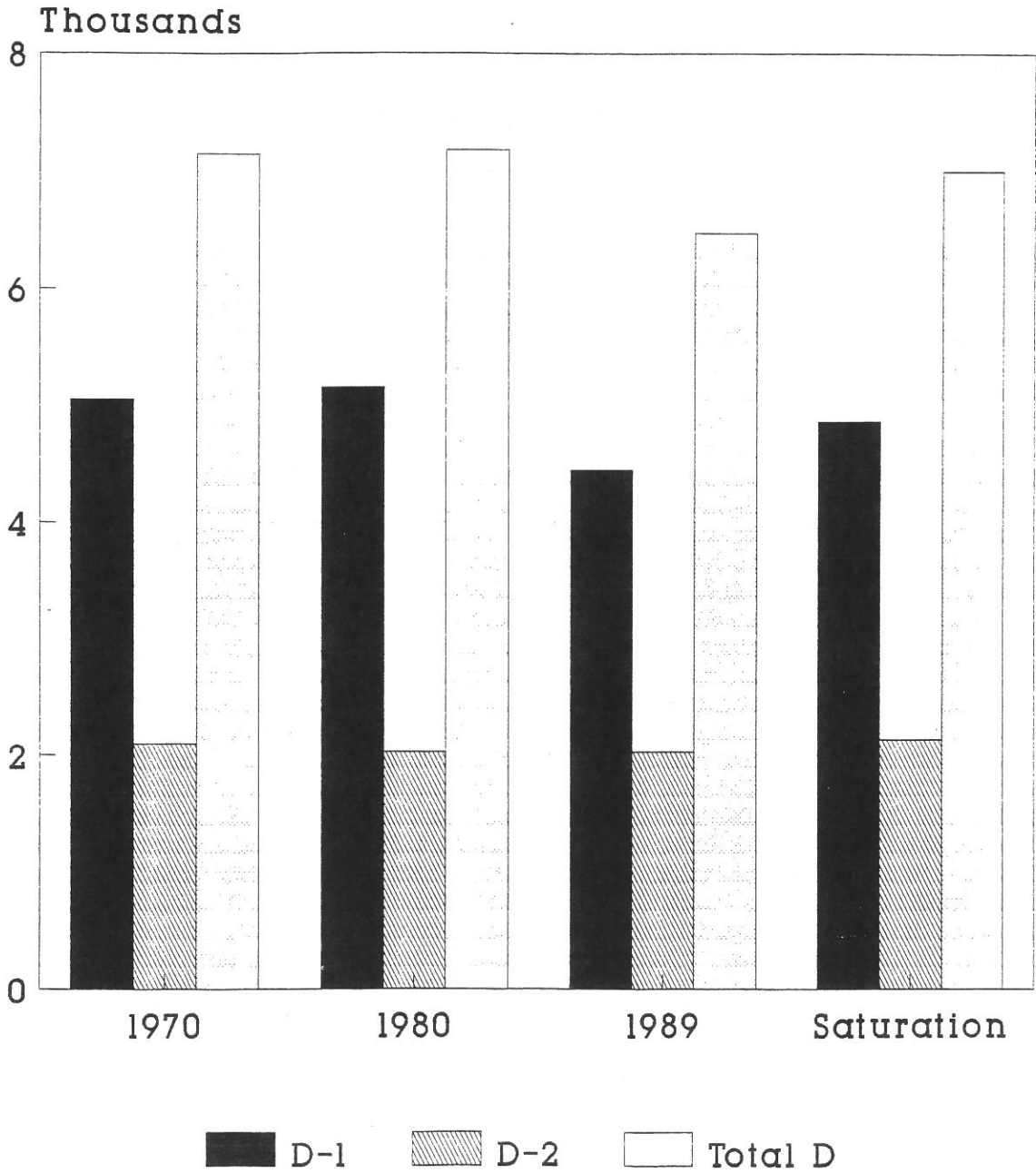


OCEAN TOWNSHIP POPULATION Planning Area C



OCEAN TOWNSHIP POPULATION

Planning Area D



Summary

Population in Ocean Township has risen significantly over the past 49 years and is expected to continue to increase to approximately 31,251 in 1995. This is a result of development pressures caused by both inside and outside influences.

This population increase will continue to cause development problems in housing, utilities, roadways, and municipal facilities. Planning for this expected population and its attendant problems will be a matter of great concern to the Township and must be considered when developing its Housing Element.

HOUSING

Analysis of Existing and Proposed Housing

A review of the existing housing types, distribution, and quality in Ocean Township provides a sound base for planning for the future housing in the Township. Examination of the present situation aids in determining future trends by studying the past trends of development type, distribution, quality, and location.

Housing Types

Existing Housing Types

An actual count of existing housing units, as of October 31, 1989, indicates that there were 9,757 year-round housing units within the Township, of which 6,288 (64.4%) were single family detached dwellings; 65 (0.7%) were two-four family dwellings; 2,923 (30.0%) were multi-family apartments, 463 (4.7%) were townhouse units, and 18 (0.2%) were apartments over commercial uses.

The total number of housing units is an increase of 1,857 (23.5%) over the 1978 total of 7,900. The 6,288 single family units is an increase of 1,015 units over 1978. Units in structures with two-four units per structure decreased by 86 units. Apartment units (structures with five or more units) increased by 447. Since there were no townhouse units in the Township in 1978, the increase was 463. No 1978 figure was available for apartments over retail commercial uses.

The data indicates that 34.8% of the Township's housing stock is apartments and townhouses. This is a significant increase from 1970, when the total was 19.6%.

Ocean Township Master Plan
Housing Element
February 1990

Existing housing units by planning area are as follows:

<u>Planning Area</u>	<u>Single Family</u>	<u>2-4 Family</u>	<u>Townhouse</u>	<u>Apartment</u>	<u>Total</u>
A-1	85	0	23	882	990
A-2	203	0	426	946	1,575
B-1	956	6	0	0	962
B-2	268	0	0	916	1,184
C-1	343	2	0	3	348
C-2	2,276	32	14	114	2,436
D-1	1,460	14	0	80	1,554
D-2	<u>697</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>708</u>
Total	6,288	65	463	2,941	9,757

Proposed Development

Currently, an additional 1,103 residential units have been approved for construction. These break down, by planning area, as follows:

<u>Planning Area</u>	<u>Single Family</u>	<u>Townhouse</u>	<u>Apartment</u>	<u>Total</u>
A-1	33	383	80	496
A-2	76	119	0	195
B-1	237	0	0	237
B-2	50	0	0	50
C-1	7	0	0	7
C-2	111	0	0	111
D-1	81	0	0	81
D-2	<u>5</u>	<u>0</u>	<u>0</u>	<u>5</u>
Total	600	502	80	1,182

This table shows that the bulk of the approved development is located to the west of N.J. Route 35, where available vacant land is most prevalent.

It is anticipated that these structures will be built by 1995. At that time the breakdown of housing types in the Township will be as follows:

Housing Types - 1995

<u>Structure Type</u>	<u>Units</u>	<u>% of total</u>
Single family	6,888	63.0
2-4 family	65	0.6
Apartment	3,021	27.6
Townhouse	<u>965</u>	<u>8.8</u>
Total	10,939	100.0

Consequently, by 1995, it is anticipated that the Township will have 63% of its housing stock in detached single family dwellings. This figure is down 17.4% from 1970, when 80.4% of the Township's housing was in single family dwellings. Based on the above, new housing construction between 1970 and 1995 will have consisted of the following:

<u>Structure Type</u>	<u>Units</u>	<u>% of new Units 1970-1995</u>
Single family dwelling	2,195	43.6
Townhouse units	965	19.2
Garden apartments	<u>1,875</u>	<u>37.2</u>
Total	5,035	100

Housing Quality

The quality of housing in Ocean Township is considered to be very good. There are no specific areas that could be considered as dilapidated or deteriorated housing.

The good quality of housing stock in Ocean Township is due to several factors. A majority of the housing that presently exists in the Township was built within recent years. Of all the units in Ocean in 1980, only 1,240 (14%) units were built prior to 1939. As of October 1989, the percentage built before 1939 dropped to 12.7%. The age of housing is an indication of housing quality as the older housing units require more maintenance than newer housing.

The index of overcrowding, 1.01 or more persons per room, which to some extent indicates poorer quality housing, is also low in Ocean Township. A total of 27 units is only 0.3% of the total 1980 units in the Township.

Another indicator of housing quality, units lacking some or all plumbing facilities, is also very low in Ocean Township. Of all the units in Ocean in 1980 only 85 lacked plumbing facilities. This is only 1.0% of the total number of units. It should be noted that 1970 Census Data indicated that only 30 units in the Township lacked some or all plumbing facilities and that there have been no new deficient units constructed in the Township since that time and that the 1980 Census is probably in error.

The high quality of housing in Ocean can be expected to continue due to efforts by the Township. Presently, a performance bond is required for maintenance for each apartment complex. In addition, all other housing units are required to meet code requirements before their resale.

Housing Distribution

In Ocean Township housing is found to be dispersed unevenly between the eastern and western sections of the Township, N.J. Route 35 being the dividing line.

The western portion of Ocean, Planning Areas A and B, contains much of the newly constructed single family and multi-family units, while the eastern section, Planning Areas C and D, has the older single family developments. Large areas of the western section are also characterized by large lot development with winding streets and cul-de-sacs, whereas small lots and the grid street pattern are predominantly found in the eastern portion of the Township.

The heaviest concentrations of multi-family housing are located in Planning Areas A and B. Specifically, this housing is concentrated between N.J. Route 18 and N.J. Route 35. Single family housing units within these areas are located primarily to the west of N.J. Route 18, and no multi-family housing exists west of N.J. Route 18. Current trends indicate this pattern will continue.

Planning Areas C and D, which are the older sections of the Township, have relatively high ratios of single family to multi-family development. Due to the lack of available vacant land in these areas, this trend will continue.

A majority of the older structures, those built before 1939, are found in Planning Areas C and D. Of the total of 1,240 structures, 1,177, or 95%, are located in those areas, whereas only 63 units, or 5%, are located in Areas A and B.

Housing Density

Housing density is a good indicator of the extent of development that has taken place in an area, in addition to the development type trend that has occurred. The following chart shows the 1970 and 1980 housing densities in Ocean Township.

<u>Planning Area</u>	<u>Sq. Mi.</u>	<u>1970 Housing Units</u>	<u>1970 Density /Sq.Mi.</u>	<u>1980 Housing Units</u>	<u>1980 Density /Sq.Mi.</u>	<u>1989 Housing Units</u>	<u>1989 Density /Sq.Mi.</u>
A and B	6.0	1,565	261	4,070	678	4,711	785
C and D	5.2	4,274	822	4,799	923	5,046	970

All planning areas increased in density from 1970 thru 1989, especially A and B, where the density increased from 261 units per square mile to 785 units per square mile. Planning Areas C and D increased from 822 to 970 units per square mile.

The increase in density in Planning Areas A and B is primarily due to the construction of the garden apartments, while the increase in Areas C and D is due largely to the construction of single family housing.

Housing Demand

Although all present residents in Ocean Township are living in some housing unit or another, there still exists a need for housing. This demand is generated by two needs, the need for better quality housing, and the need for new houses to house the planned population increase.

Housing need based upon low quality housing, and the accompanying demand for better housing, is minimal in Ocean Township. Within the Township there are few dilapidated, deteriorated, or overcrowded units. Also, due to the tremendous increase in the number of both multi-family and single family units, many of the residents in poor housing were able to move into better quality housing. Therefore, the need to replace inadequate housing is minimal.

Housing Market Conditions

With the price of a new home skyrocketing to an all-time high, with the lack of Federal subsidy programs, and with the ambiguous outlook caused by other factors including the energy crisis, it is difficult to explicitly assess the present and future housing market in Ocean Township. There is a need and there is a demand.

The prices of single family homes are getting beyond the reach of the majority of the people, however recent trends indicate a substantial rollback in prices. The lack of availability of vacant land for residential construction has led to the demand for townhouse type development which did not previously exist.

Low and Moderate Income Housing Demand

There exists, at present, within the Township, a total of 2,901 rental units that currently are affordable to low and moderate income residents. Of these, 93 units are Senior Citizen Housing with rent and occupancy controls. The remainder are rental apartment units. Nearly all of these units have been constructed since 1965, and the majority have been constructed since 1970 to meet the demand for such units created by the Township's employment growth during that same time period. Ocean Township was one municipality to recognize its responsibility in this regard.

Based on COAH Regulations, which are current as of October 1, 1989, a total of 1,968 one bedroom garden apartment units are affordable to moderate income families. All of these units would be affordable to two person households, and 1,054 of these units would be affordable to one person households. A total of 887 two bedroom units are affordable to moderate income households. All of these units would be affordable to both three and four person households. In addition to the above, a total of 46 efficiency units in the Poplar Village Senior Citizens Complex are affordable to low income senior citizens. The survey did not include any of the 18 apartment units located above commercial uses in neighborhood commercial zones, nor did it include the 14 apartment units at Wanamassa Dr. Apartments, however tax records indicate that the majority of these units are affordable to low income families. The following table is a list of the six largest garden apartment complexes within the Township, and the rents that are currently charged for those units.

Ocean Township Master Plan
Housing Element
February 1990

	<u># Units</u>	<u>Monthly Rent</u>
<u>Middlebrook Apartments</u>		
1 Bedroom	698	\$510*
2 Bedroom	<u>218</u>	\$610*
Total	916	
<u>Continental Gardens</u>		
1 Bedroom	206	\$475* & \$600
2 Bedroom	<u>396</u>	\$670* & \$690
Total	602	
<u>West Park Manor</u>		
1 Bedroom	300	\$540*
2 Bedroom	<u>44</u>	\$620*
Total	344	
<u>Twin Brook Apartments</u>		
1 Bedroom	667	\$560* - \$590*
2 Bedroom	<u>213</u>	\$670* - \$690*
Total	880	
<u>Wanamassa Gardens</u>		
1 Bedroom	50	\$575*
2 Bedroom	<u>16</u>	\$650*
Total	66	
<u>Poplar Village</u>		
Efficiency	46	\$320*
1 Bedroom	<u>47</u>	\$399*
Total	93	

* Rents include utilities

Current legislation, which modified regulations formulated by the New Jersey Council on Affordable Housing, indicate that the Township has an obligation to provide 1,000 low and moderate income housing units prior to 1993. This obligation is one of the two highest within Monmouth County. The primary reason that the number is so high is due to the two employment factors that are included within the COAH formula. These two factors, % of regional employment and % of regional employment change, are significantly high for Ocean Township due to the employment growth that occurred in the Township between 1970 and 1980. The formula is not appropriate as it applies to Ocean Township, however, in that it does not consider the housing that was provided within the Township to meet the demands of that employment growth, and the lack of available vacant land for the purpose of generating new commercial

and industrial development which would, in turn, create new employment opportunities which would generate a demand for additional low and moderate income housing.

Consequently, although there is a demand for low and moderate income housing, the need for 1,000 units of low and moderate income housing as indicated by the COAH formula has been addressed by the Township, coincident with the generation of the need.

The one area where demand currently exists for low and moderate income housing is in regard to senior citizen housing. There currently exists a waiting list of 311 for the existing Poplar Village Senior Citizen Housing Complex. An additional 80 units have been approved as part of a 400 unit Planned Unit Development, however this will not meet the existing need.

Housing Costs

Housing costs vary considerably in Ocean Township. The cost of owner-occupied housing has risen sharply over the past two years due to increased demand and lower interest rates. At present resale prices of the majority of single family dwellings range from \$125,000 to \$325,000. New single family dwellings range from approximately \$150,000 to \$750,000.

Townhouse units are available in Planning Area A. Approximately 290 such units are occupied and some resales have occurred with prices between \$130,000 and \$150,000. Approximately 360 additional new units are for sale in this area with prices ranging from \$140,000 to \$200,000.

A total of 2,922 rental apartment units exist in the Township. A total of 2,883 were found to be affordable to low and moderate income households. Rents for one bedroom units range from \$475 to \$600. Rents for two bedroom units range from \$610 to \$690.

It can be expected that development pressures will continue to lead to more residential construction in Ocean Township. However, as less vacant land becomes available, and new housing costs rise, development will begin to level off.

Housing Plan

Housing within Ocean Township consists of a well balanced mix of housing types which provide an adequate choice of housing for existing and future residents of the Township. It is therefore recommended that the current mix of housing types be generally maintained. This Housing Plan recommends that 9 separate categories of residential land use be established. These land use categories will substantially follow existing land use patterns

Ocean Township Master Plan
Housing Element
February 1990

within the Township. Six single family residential land use areas will be established at densities ranging from 8 units per acre to 1 unit per acre. Townhouses will be permitted at a density of 3.2 units per acre. The existing Garden Apartment Complexes are designated for apartment use at 10 units per acre. The final category of residential housing is Senior Citizen Housing which should be developed at densities consistent with the existing Poplar Village Development.

The Housing Plan provides for the construction of an additional 623 new dwelling units throughout the Township, which will increase the total number of units within the Township to 11,562 at the time the Township is totally developed. Potential new units are shown on the following chart broken down by planning area:

Potential New Housing Units

<u>Planning Area</u>	<u>Total</u>	<u>Single Family</u>	<u>Senior Citizen</u>
A-1	199	159	40
A-2	57	57	0
B-1	27	27	0
B-2	10	10	0
C-1	5	5	0
C-2	228	158	70
D-1	65	65	0
D-2	<u>32</u>	<u>32</u>	<u>0</u>
Total	623	513	110

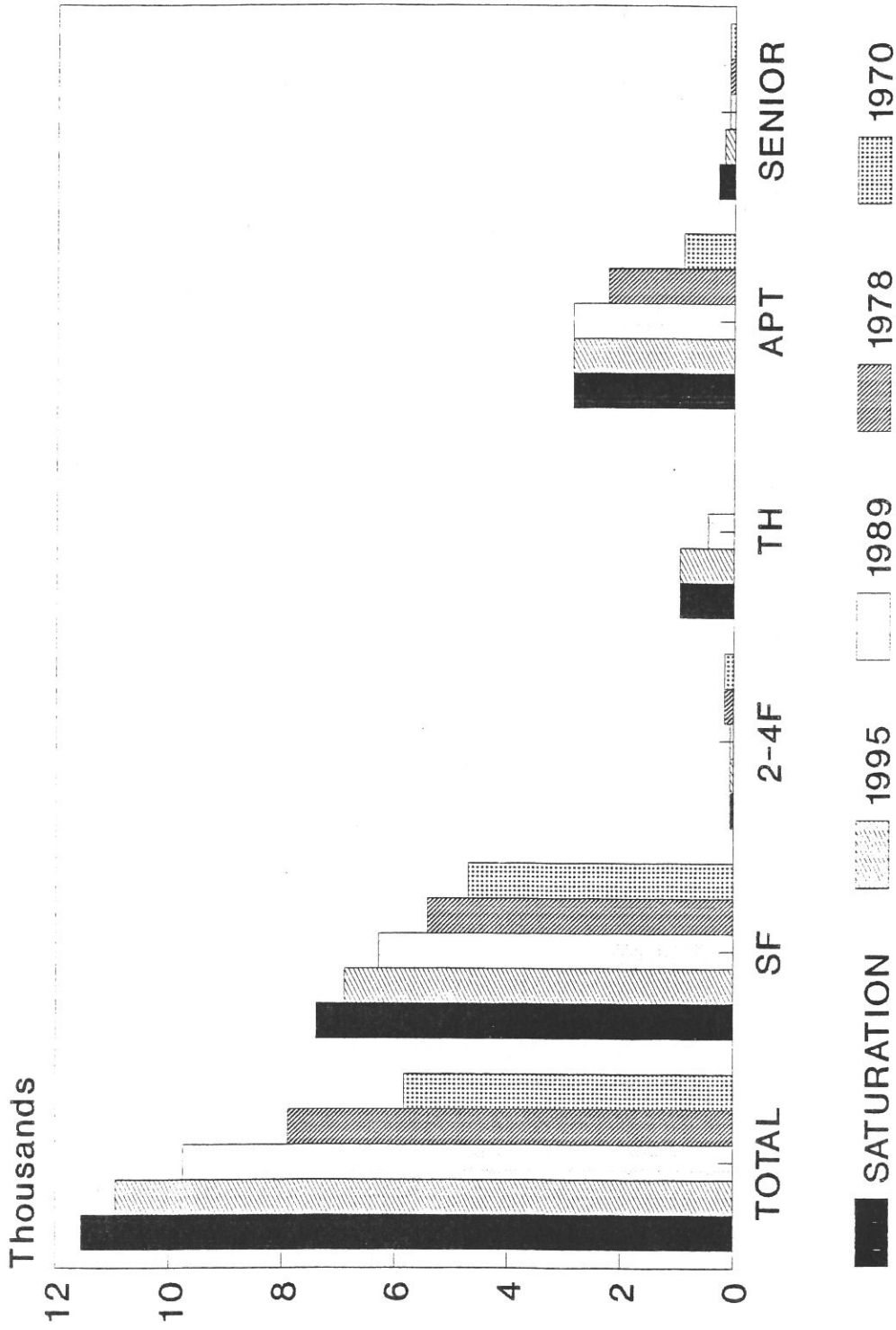
When the Township is 100% developed the total number of housing units by type and planning area will be as shown on the following chart:

Total Housing Units At Buildout

<u>Planning Area</u>	<u>Total</u>	<u>Single Family</u>	<u>2-4 Family</u>	<u>Townhouse</u>	<u>Apt.</u>	<u>Senior Citizen</u>
A-1	1,685	277	0	406	882	120
A-2	1,827	336	0	545	946	0
B-1	1,226	1,220	6	0	0	0
B-2	1,244	328	0	0	916	0
C-1	360	355	2	0	3	0
C-2	2,775	2,545	32	14	21	163
D-1	1,700	1,606	14	0	80	0
D-2	<u>745</u>	<u>734</u>	<u>11</u>	<u>0</u>	<u>0</u>	<u>0</u>
Totals	11,562	7,401	65	965	2,848	283

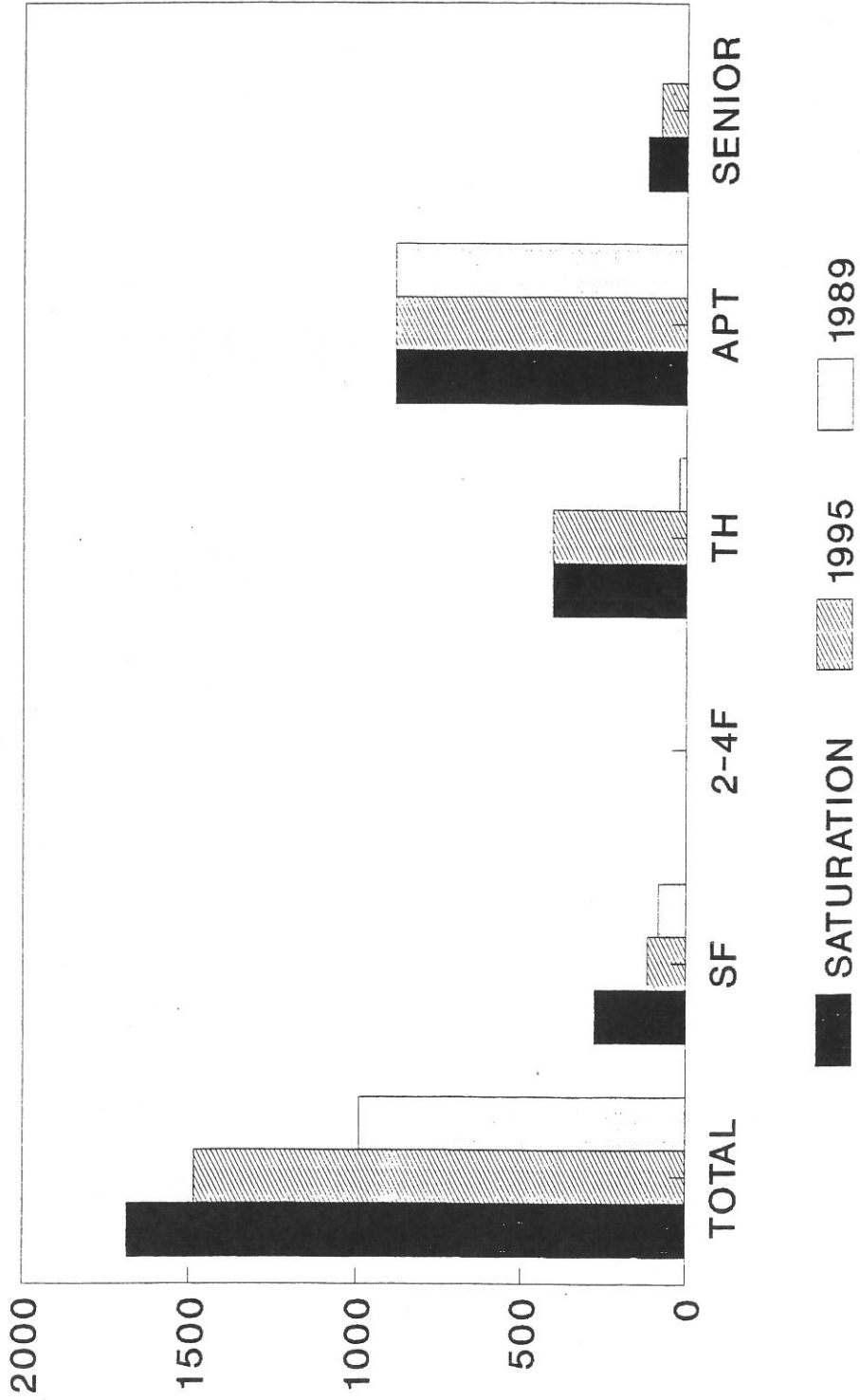
The following charts show projected housing by type and planning area.

OCEAN TOWNSHIP HOUSING UNITS



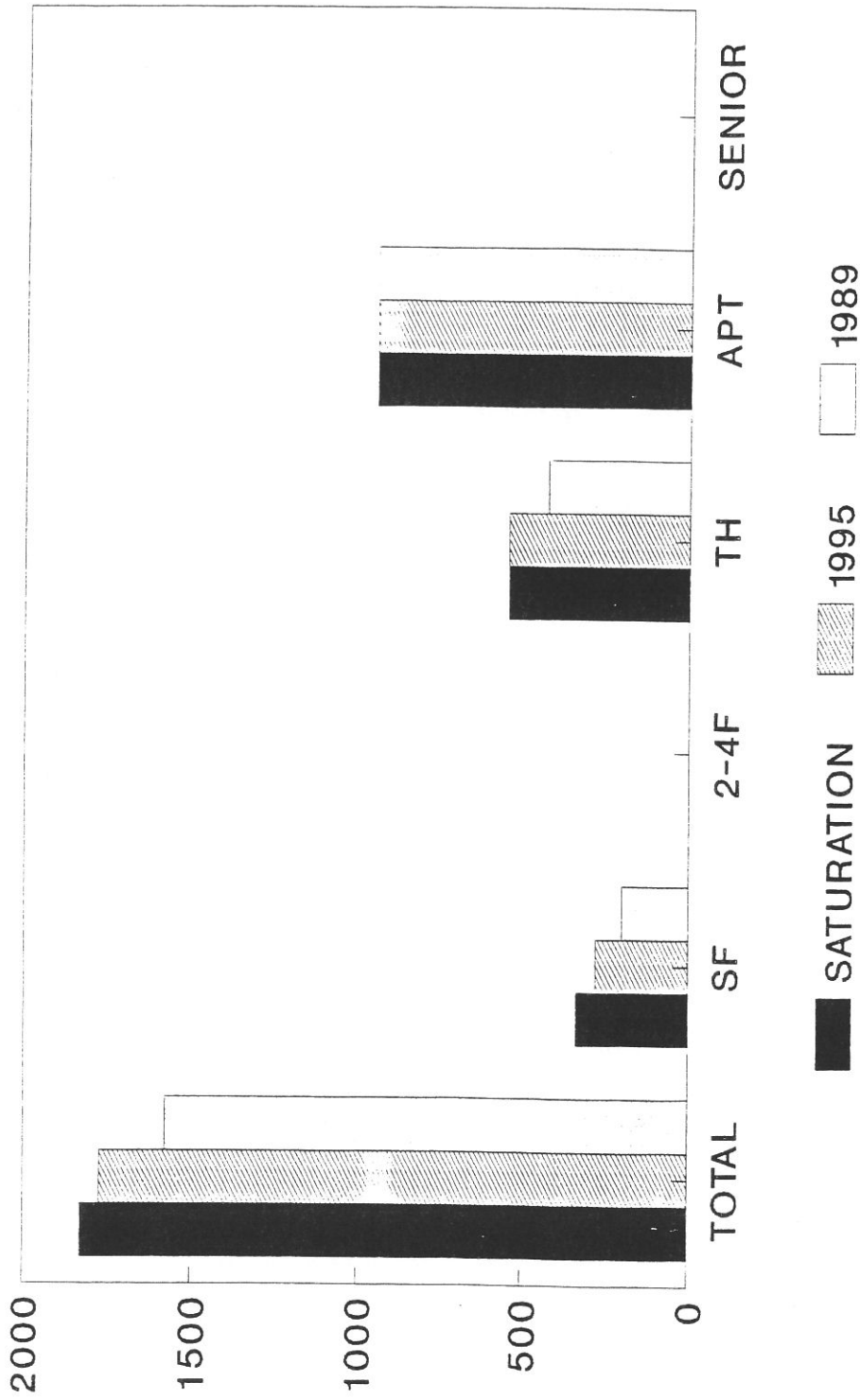
OCEAN TOWNSHIP HOUSING UNITS

Planning area A-1



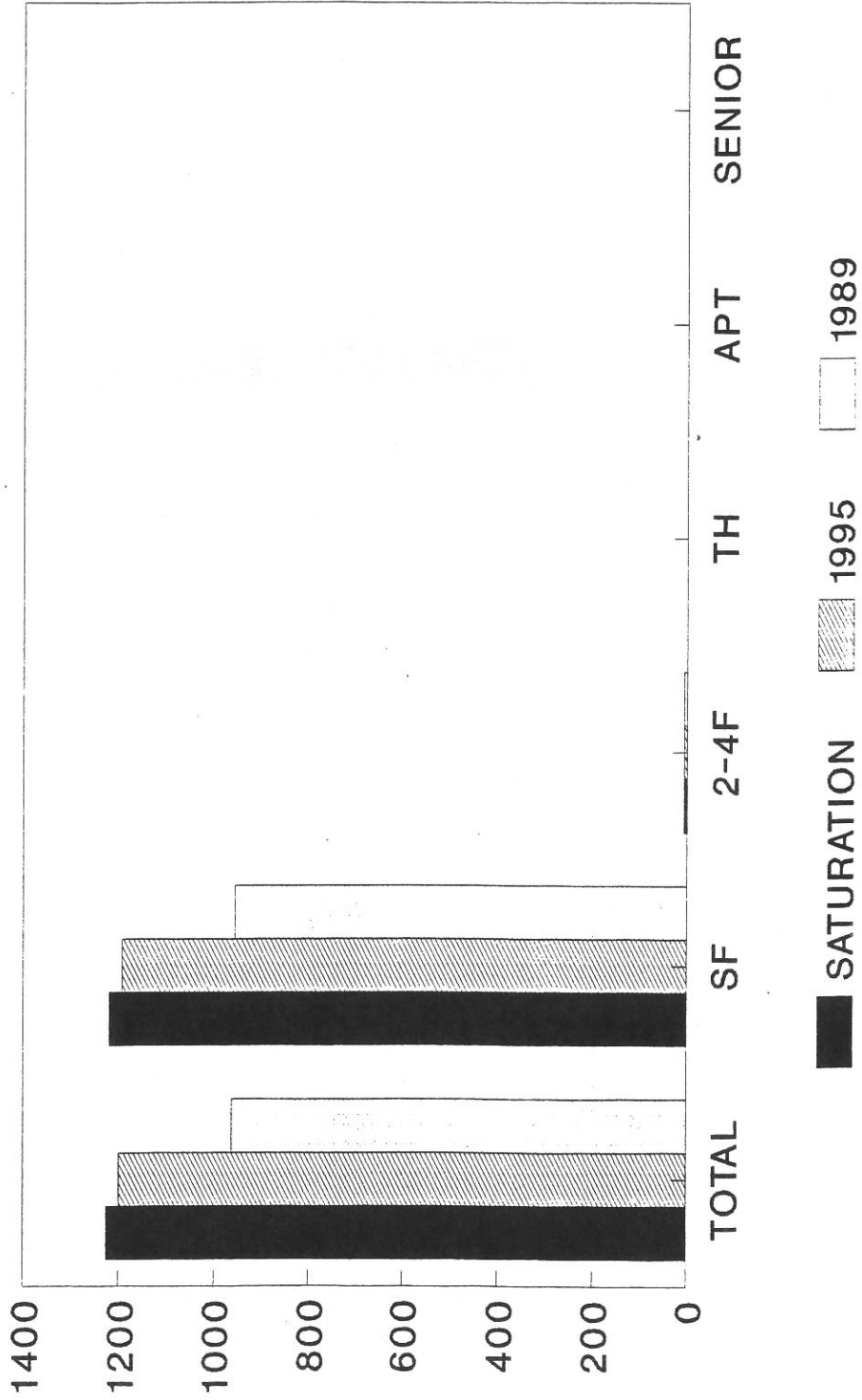
OCEAN TOWNSHIP HOUSING UNITS

Planning Area A-2



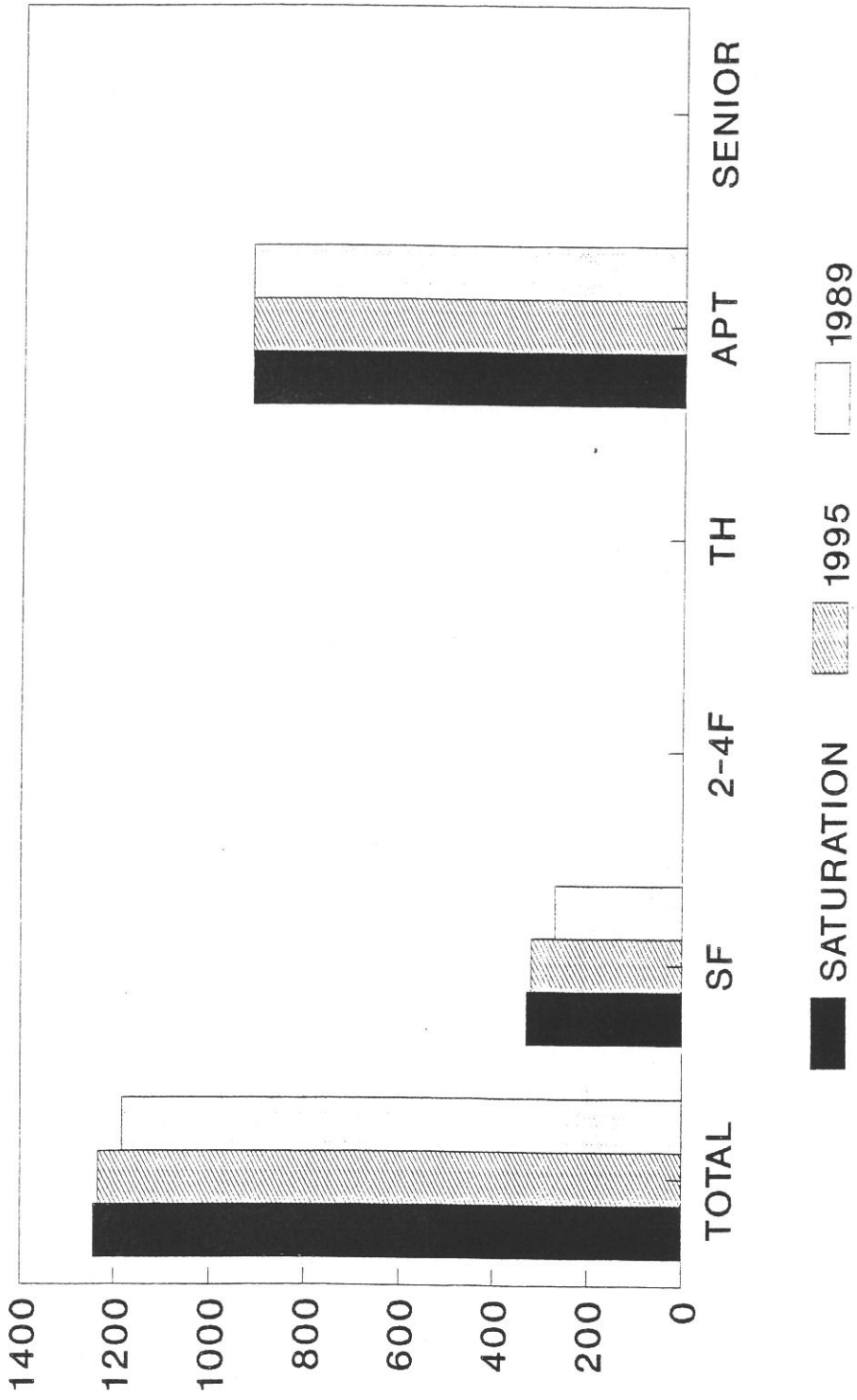
OCEAN TOWNSHIP HOUSING UNITS

Planning Area B-1



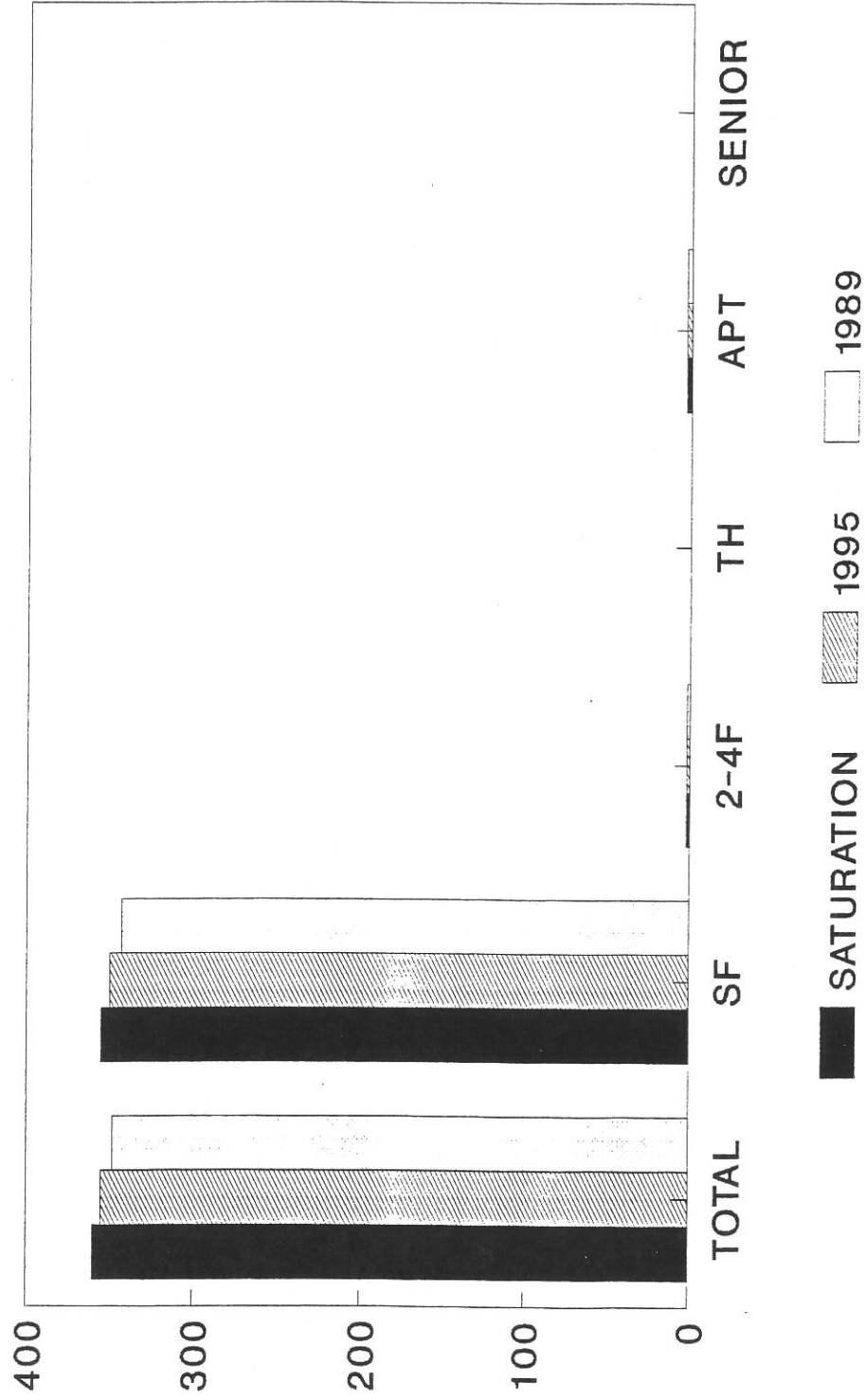
OCEAN TOWNSHIP HOUSING UNITS

Planning Area B-2

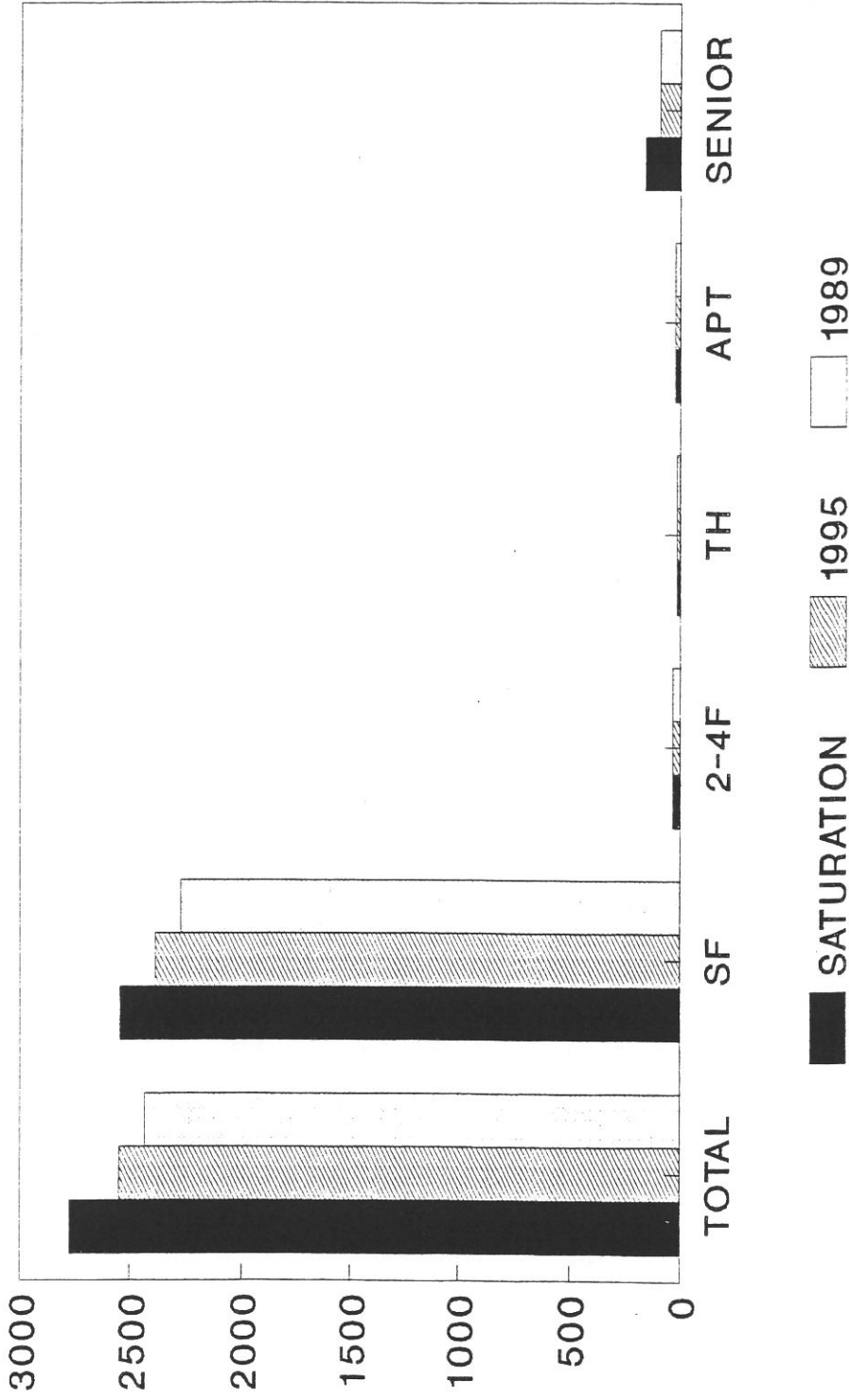


OCEAN TOWNSHIP HOUSING UNITS

Planning Area C-1

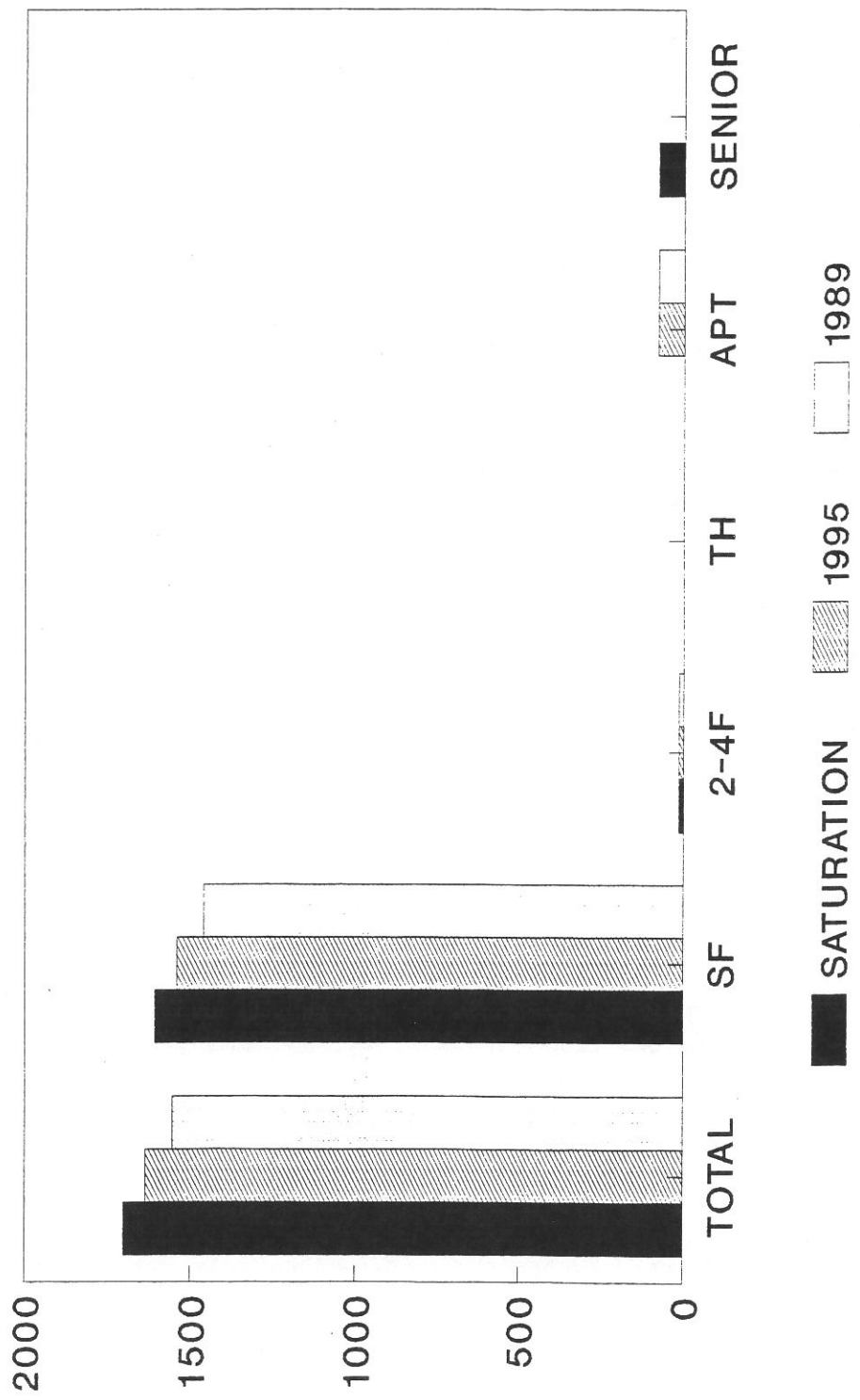


OCEAN TOWNSHIP HOUSING UNITS Planning Area C-2



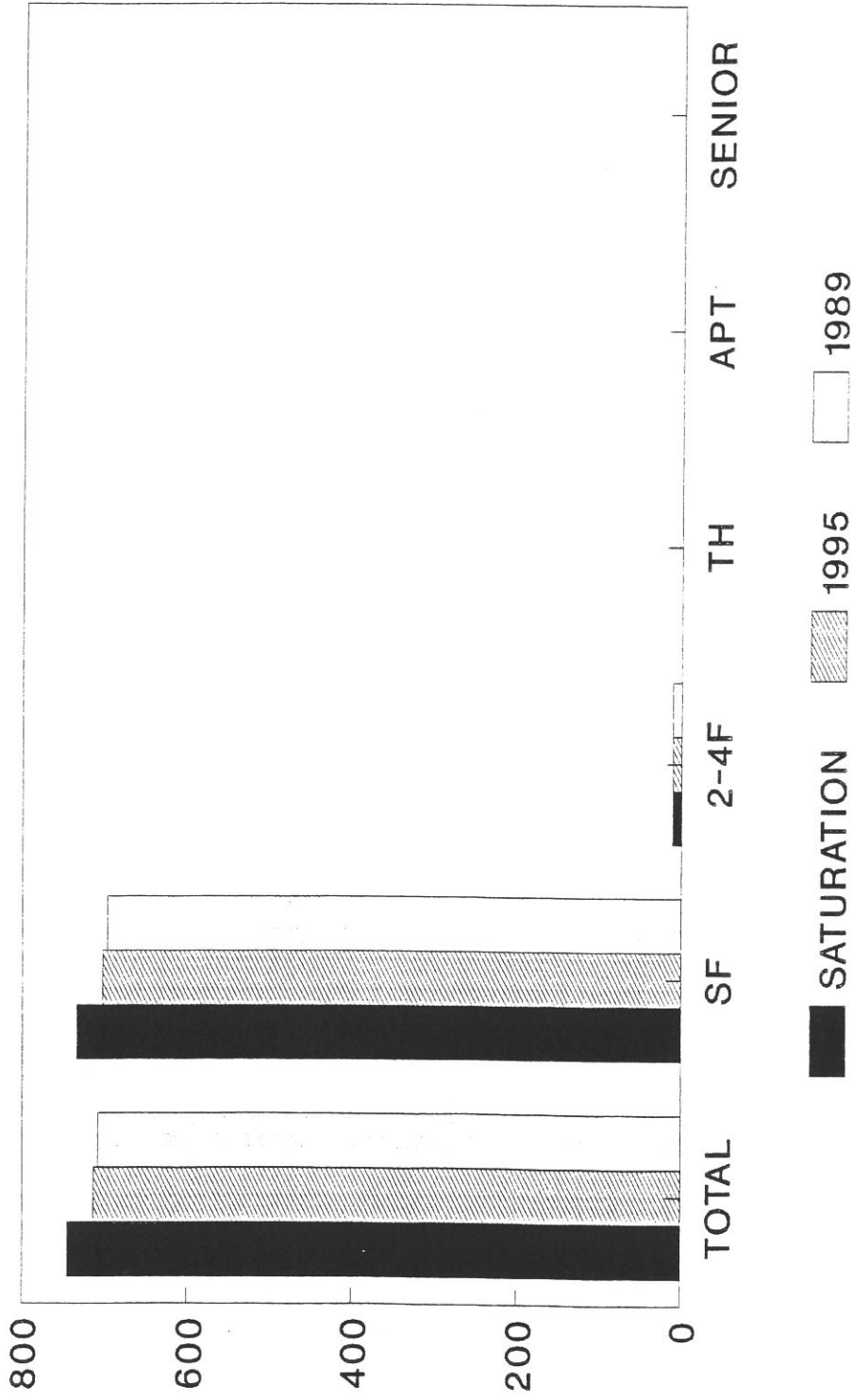
OCEAN TOWNSHIP HOUSING UNITS

Planning Area D-1



OCEAN TOWNSHIP HOUSING UNITS

Planning Area D-2



Furthermore, it is recommended that the following actions be taken:

- * Due to the need for senior citizen housing, as described above, the Township should pursue the construction of additional senior citizen housing on the following sites.
 1. The Ocean Glades Site adjacent to the approved Residential Technology (West Park Estates) site in Planning Area A-1.
 2. Portions of Block 22, Lot 22 and Block 18.01, Lot 12 adjacent to the Poplar Brook Senior Citizen's Complex.
 3. The 1.06 acre site known as Block 17, Lot 5 on Monmouth Road.
- * The Township should pursue an agreement with one or more apartment owners to maintain rents at an affordable level for a specific number of units in order to ensure that these units remain affordable.

UTILITY SERVICE PLAN

The provision of adequate public utilities is necessary for the proper development of a community. Potable water, treatment of sanitary sewerage, the disposal of solid waste, stormwater management, and electric service are the minimum utilities in order to maintain a proper standard of living for the residents of the Township. In addition, the provision of natural gas for heating, cooling and cooking, although not essential, is another significant public utility.

Water, electric service, and natural gas are all supplied to the Township by regional public utilities. Sanitary sewerage is collected by the Township of Ocean Sewerage Authority. Sanitary waste is collected by the Township's Department of Public Works and disposed of at the Monmouth County landfill.

Water

The New Jersey American Water Co. (formerly Monmouth Consolidated Water Co.) is responsible for the supply and delivery of water to all areas of the Township. In addition it is responsible for continuous water service to 22 other municipalities, as well as periodic service to 10 other communities which have their own water systems. The water system consists of a collection and treatment system, and a delivery and storage system.

Collection and Treatment System

The collection and treatment systems of the New Jersey American Water Company are interrelated in that the Company's 2 treatment plants are located at its 2 main reservoirs.

The Swimming River reservoir currently supplies 75% of the Company's water. Water obtained at this reservoir is treated at the Swimming River Treatment Plant, which has an optimum design capacity of 36 million gallons per day (MGD), and a maximum capacity of 42 MGD which can be maintained for shorter periods of time.

The Glendola Reservoir is a holding reservoir for the Jumping Brook Treatment Plant. Water for the Glendola Reservoir is obtained from the Shark River, the Manasquan River, the Jumping Brook, and ground wells which, combined, provide the remaining 25% of the Company's water. The Jumping Brook Plant was recently expanded from a capacity of 10 MGD to 20 MGD. Additional expansion of the plant will increase its optimum design capacity to 30 MGD, and its anticipated maximum capacity to 40 MGD.

The construction of an additional reservoir on the Manasquan River is underway in order to supply the Jumping Brook Plant

with the additional water to accompany the proposed expansion. It is anticipated that construction of the reservoir will be completed in December 1989. It should be operational by June 1990.

The above improvements to the supply and treatment systems are adequate to meet the present needs of the Water Company's service area. It should accommodate additional growth within the area until sometime between 1992 and 1996, depending on the rate of growth of the area. In order to meet additional anticipated demand, the Water Company has proposed plans to extend a pipeline to the Middlesex Water Co. That extension, in conjunction with the other planned improvements should be adequate to meet the anticipated future needs of the Company's service area.

Delivery and Storage System

The Township is divided into 2 water service districts which are generally on either side of N.J. Route 18. The system on the east of Route 18 is served by the storage tank located at the intersection of Sunset Ave. and Brielle Ave. Areas west of Route 18 are served by the water tank located on West Park Ave. in Tinton Falls.

The system on the east of Route 18 is in good condition. Water supplies and pressure are adequate to meet current and anticipated needs. The only problem in this area is that many of the older residential areas have dead end water lines which do not permit water to flow through a loop. Consequently, during times of low water usage, there is a tendency for water to sit in the lines. This effects its taste and odor, making it less desirable. Although this is not a health or safety problem, it does impact the enjoyment of the water supply.

The area west of Route 18 has areas which have experienced water problems in the past. Residences in 12 separate locations in this area experience periods of low water pressure, and in some instances have experienced a loss of water pressure. The problem is caused by the relatively low elevation of the water tank on W. Park Ave. and the location of these residences on the "down" side of the tank (the lines serving these residences are fed from the tank). When the elevation of the water in the tank drops below 30' of its maximum elevation, water pressure is not sufficient to adequately service many residences on higher ground. Residences within this service area which are serviced by lines leading to the tank do not experience water problems.

New Jersey American Water Co. has undertaken both short and long term measures to alleviate the pressure problem. The short term measure involves the installation of additional pumps that feed the water tank to ensure that water levels in

the tank will remain at or near maximum. The long term solution is the construction of a new water tank which will have a height of at least 300' above sea level, which is adequate to provide sufficient pressure to the residences. Current plans call for the construction of the tank on a parcel currently owned by the U.S. Navy at the Earle Ammunition Depot. The project is anticipated for completion in 1993.

New Jersey American Water Co. prepares a 5-year Comprehensive Plan, based on local development forecasts, which provides a guide for the development of the Company's facilities. The current Plan includes the expansion of the Jumping Brook Plant, the construction of the new water tower to serve the western section of the Township, and the construction of the Manasquan Reservoir, all of which are in progress. It is due to be updated in 1990, and the new plan will emphasize maintenance and upkeep of the existing system, once the currently planned improvements are completed.

Recommendations

Water service is provided by a regional entity, and the Township has little control over the regional aspects of the water supply system. Consequently, recommendations of the Master Plan should be geared towards those aspects of the water supply and delivery system which can help maintain the regional supply of water, and ensure adequate delivery to areas and specific sites in the Township. These aspects include conservation measures to help maintain the regional supply, the construction and maintenance of adequate lines to deliver water within the Township, and site specific requirements to ensure proper water pressure.

Conservation measures should include:

Programs to encourage the retrofitting of older Township buildings, particularly residences, which have been constructed prior to the adoption of current building codes, which requires that residences incorporate water saving plumbing facilities;

Public education programs to inform homeowners of the proper and conservative use of lawn sprinkler systems, including the use of hydrometers to control sprinkler use;

A requirement in the Township's development regulations for the metering of individual units in all new multi-family developments, as well as for the conversion of existing rental units to condominium units.

Construction and Maintenance of adequate lines should include:

A requirement in the Township's development regulations for construction of looped systems wherever possible, whether the development involves the installation of new lines or the extension of existing lines;

The construction of 12" mains (1) between the north and south sections of Roller Rd., and (2) along W. Park Ave. from the Intermediate School to the existing 12" main at Wayside Rd. in Tinton Falls, as a condition of any major subdivisions in these areas.

Site specific measures should include:

A requirement that any newly constructed residential structures east of Route 18 with a finished first floor elevation of no higher than 120', and any residential structure west of Rt. 18 with a finished first floor elevation of higher than 160', provide extra measures to ensure proper water pressure. The specific measures to be provided should be determined by N. J. American Water Co. engineers prior to the issuance of any building permit.

In addition to the above, the Township should maintain continuing liaison with officials of the N.J. American Water Co. in order to provide for the proper exchange of information regarding planning, conservation, and maintenance of delivery systems.

Electric Service

Electric service is provided by Jersey Central Power and Light Company. JCP&L, through its interconnection with other regional power companies, has an adequate power supply to meet the anticipated demands of the Township.

The delivery system consists of a series of overhead wires in older sections of the Township and underground wires in newer subdivisions. Although JCP&L indicates that the system is adequate, this does not appear to be the case. Older sections of the Township experience periodic disruptions in service, which Township officials attribute to the inadequacy of the delivery system. This is an existing problem which requires remedy, but has only limited impact on future development in the Township.

It is not anticipated that any improvements, other than the repair, maintenance and extension of existing delivery systems, will be necessary to meet the future demands of the Township.

Natural Gas

Natural Gas is supplied by New Jersey Natural Gas Co. At this time

it is anticipated that the supply and delivery systems will be adequate to meet the Township's future needs.

Solid Waste

The collection and disposal of solid waste has become a crisis situation throughout New Jersey over the past 10 years. The State's increasing population, along with the dwindling availability of vacant land, has instituted a revolution in the manner in which solid waste is collected and disposed of. The mandatory recycling of various materials has been instituted statewide, and alternative methods of disposing solid waste which is not recycled are being explored.

The collection of solid waste, including recyclable materials, is the responsibility of the Township's Department of Public Works. These aspects of solid waste disposal will be discussed in the Community Facilities Plan and Recycling Plan of this Master Plan.

Non-recyclable solid waste is currently disposed of at the Monmouth County Reclamation Center in Tinton Falls. The landfill currently has an expected life of approximately 2 years. A planned expansion of the landfill will extend its life an additional 2 to 4 years. Plans are currently in progress for the construction of a solid waste incinerator at the Reclamation Center. Construction will begin on the new facility in 1991, and will be completed in 1994 or 1995. Once the incinerator is completed, the life of the landfill will be extended past the year 2000.

Sanitary Sewerage System

Sanitary sewerage is collected and treated by the Township of Ocean Sewerage Authority (TOSA). Most areas of the Township are currently served by TOSA, and all areas of the Township are designated as sewered areas. Areas not currently served include the Northwest portion of the Township west of the intermediate school and north and south of West Park Ave., the extreme western portions of Deal Rd. from the Bowne Rd. intersection to Green Grove Rd., and portions of the extreme southwestern end of the Township fronting on Asbury Ave. and Cold Indian Springs Rd. In addition, small isolated portions of the Township are currently unsewered.

The TOSA treatment plant is located at the extreme eastern end of the Township to the immediate south of Roosevelt Ave. It was recently expanded to a total capacity of 7.5 Million Gallons Per Day (MGD), and serves Deal in addition to Ocean Township. TOSA's latest quarterly report indicates that the plant is operating at an average metered flow of 4.666 MGD, and that there is an additional non-connected committed flow of 0.150 MGD. The balance of 2.684 MGD is available for future development. It should be emphasized that peak flows periodically exceed the design capacity of the plant, which is a situation that is anticipated in the plant

design.

TOSA's collection facilities include a series of gravity lines and, where gravity lines are not possible, pumping stations to assist flows through the lines. Currently there are 8 pumping stations. Most of these are located in the western areas of the Township. All but one pumping station are adequate to meet current and projected flows. The one pumping station that is not adequate is located on Larchwood Ave. at the north end of the Township, and is currently being expanded to meet the anticipated increased flow.

Planned improvements to the TOSA system include the installation of sanitary sewer lines on Pine Ln. in the extreme northwest portion of the Township, and along the portions of Deal Rd. west of Bowne Rd., as well as limited portions of Bowne Rd. near its intersection with Deal Rd., limited portions of Green Grove Rd. near its intersection with Deal Rd., and Clicwood Court. Due to topographical constraints, the Pine Ln. line will not connect to the TOSA plant. These improvements will add approximately 70 new residences to the treatment plant, or an additional flow of .02 MGD.

Existing approved developments will add an additional 661 housing units to the plant, which will increase flows by .20 MGD. Consequently, the anticipated flow, based on existing flow, obligated flow, and approved developments is 5.036 MGD, leaving an excess capacity of 2.464 MGD.

Based on an anticipated flow of 300 gallons per day from a residential unit, and .125 gallons per day from each sq. ft. of commercial or industrial development, it is anticipated that the plant has a capacity for a maximum additional 8,200 dwelling units, or 19,712,000 sq. ft. of non-residential use, or combination of the two. By comparison, as currently zoned, vacant land in the Township will support the development of 1,714 new dwelling units, and 5,300,000 sq. ft. of non-residential buildings. This would equate to an anticipated additional flow of 1.177 MGD, bringing the total anticipated flow to 6.433 MGD. The land use plan should anticipate this maximum capacity of the plant in developing the Land Use Plan.

Drainage System

The purpose of a drainage system is to adequately protect developed properties in the event of unusually heavy rainfall. The Township's ordinances currently provide standards for protection from 100 year frequency storms, which are storms of an intensity that occurs an average of once every 100 years.

The Township's current standard for stormwater management is the Schoor Engineering, Inc. Drainage Master Plan of the Township, completed in 1976. The Schoor Plan delineates drainage basins and floodways throughout the Township, and is currently used as a

guide, along with the federal flood insurance maps, to determine if sites which are the subject of development applications are within defined floodplains or floodways.

Stormwater management has improved considerably since the adoption of the 1978 Master Plan. The use of stormwater detention basins has limited the flow of additional stormwater from developed sites, and in some instances has reduced the flow to below preconstruction levels.

As a result of the improved stormwater management, the primary stormwater management problems within the Township at this time involve: the inability of existing culverts to handle the flow of stormwater, causing the subsequent backup of stormwater at those specific locations; and siltation of existing brooks and culverts which have reduced their capacity to handle excessive flows. These problems are site specific problems which should be dealt with at the time development applications are before the Boards.

It is anticipated that stormwater management will continue to improve throughout the Township. In order to insure this, it is recommended that the current regulations regarding development within flood plains, and design of retention facilities remain in place, and that existing facilities, whether public or semi-public, be maintained in a manner to insure proper operation.

Postal Service

Postal service throughout the Township is separated into four postal districts. The 2 principal districts are the Oakhurst Post Office, which has a zip code of 07755, and the Asbury Post Office, which has a zip code of 07712. In addition, the Long Branch Post Office services portions of the northeastern part of the Township, and the Eatontown Post Office services portions of the northwest part of the Township.

It is recommended that the Township be consolidated under one post office in order to eliminate the confusion currently caused by the fragmented postal service.

Summary

Utility services within the Township will be adequate to meet the anticipated needs of the future population of the Township, provided that proper planning and coordination of planning efforts occurs between the Township and the various entities which control the utility services. This planning must occur on all levels from a site specific basis to a regional basis, and must be an ongoing process. In addition, the proper maintenance of facilities is necessary to maintain current levels of operation in order to avoid a reduction of levels of service.

COMMUNITY FACILITIES PLAN

Introduction

Adequate community facilities and services are an essential ingredient in the makeup of any community. Municipal administrative and maintenance services, police protection, fire and rescue services, recreational facilities, and schools all play vital roles in the function of a community. Proper planning for these facilities in order to service the Township's anticipated future population is essential.

Municipal Administration

Municipal administrative offices are located in the Township Municipal building at the intersection of Deal Rd. and Monmouth Rd. The building houses most of the Township's administrative offices, as well as the Township Police Department and the Township's branch of the Monmouth County Library.

The building has approximately 25,000 sq. ft. of floor area and occupies a 3.31 acre site. The size of the building and site are adequate with regard to their function as Township administrative offices, however modifications to the interior of the building may be periodically necessary to accommodate reorganizations of the municipal administrative structure which may occur from time to time.

In addition to the Municipal Building, the Township has a newly constructed satellite office, for the Department of Human Services, which is located on the site of the West Park Ave. recreation center.

Public Works

The Township Dept. of Public works is responsible for the maintenance of all municipal buildings, grounds, and streets, and for the collection of solid waste, including recyclables.

Organization

The Department is divided into 6 divisions: Office of the Director; Sanitation; Recycling; Roads; Buildings and Grounds; and Mechanics. Although each division has specific responsibilities, these responsibilities often overlap. The Department employs a total of 66 people, including 5 within the Office of the Director. In addition, each division has a specific number of employees assigned to it.

The Sanitation Division is responsible for the collection of solid waste for all single family residential dwellings, smaller

multi-family residential developments (up to 70 units), smaller commercial developments, schools, and semi-public uses. It currently has a staff of 27.

The Recycling Division is responsible for the coordination of collection of recyclable materials, which is discussed in the recycling element of this Master Plan. This division has a total of 3 employees.

The Roads Division is responsible for the maintenance of Township owned roads, including the lining, patching, minor repaving of sections of road, the maintenance of catchbasins and storm drainage systems & easements, the pick-up of trash and leaves, and sweeping of streets. In addition, the Roads Division, with the assistance of all other divisions, is responsible for the plowing of snow. The Roads Division currently has 12 employees.

The Buildings and Grounds Division is responsible for the maintenance of all municipal buildings, parks and open space facilities. Responsibilities include minor construction and repairs of municipal buildings, cutting of lawn areas for all municipal grounds, maintenance of landscaped areas of all municipal grounds, and the maintenance of municipally owned drainage facilities. Currently 12 people are employed.

The Mechanics Division is responsible for the maintenance of all municipally owned mechanical equipment including: public works vehicles and equipment; municipal government vehicles; and police vehicles. The Mechanics Division employs 7 people.

Facilities

The Department of Public Works currently operates out of 4 separate locations. These are:

The Department's primary yard, which is located at the western end of Sunset Ave. on a 12.08 acre site. This yard includes the Township's public works garage as well as gasoline pumps for public works vehicles, and storage areas for vehicles and supplies.

The Public Works also operates a vehicle and materials storage garage at the intersection of Larkin Ave. and Beecroft Pl. on a 1.32 acre site. This site is also utilized for the storage of municipal records. The site is located in a residential area and, because of its small size, is not suitable for use as a public works vehicle and supply storage area.

The Department also utilizes a portion of the Deal Test Site for the temporary storage of equipment and as a composting site for leaves and wood chips.

In addition to the above, the Department has administrative offices in the Municipal building.

Although the present facilities are adequate to meet current needs, escalating costs of equipment, material and labor are generating a need for improved efficiency of operation. In response to this, as well as the inappropriate use of the Beecroft Pl. site, the Township is currently exploring options concerning the consolidation of operations on the Sunset Ave. site. This would involve the expansion of the site to approximately 14.5 acres, and the construction of an additional building for vehicle storage and maintenance.

Recommendations

It is the recommendation of the Master Plan that the expansion of the Sunset Ave. site be undertaken, and that future Public Works equipment storage and maintenance, and supplies storage be on that site.

It is also recommended that the composting site at the Deal Test Site continue to be utilized as such and that the 1.32 acre Beecroft Pl. site be maintained as a site for the storage of municipal records. However, the appearance of the site should be improved to better blend with the adjacent residential uses.

Police Department

The Township Police Department offices are located in the municipal building. The police force currently consists of 60 uniformed police officers, including a chief, a deputy chief, 2 captains, 5 lieutenants, 9 sergeants, and 42 patrolmen. The department also employs 4 full time civilian dispatchers, 5 additional full time civilian employees, and 3 part time civilian employees.

The current staffing of 60 uniformed officers is an increase of 5 (9%) over the 1978 level of 55. By comparison, the number of housing units in the Township increased by 17%. In order to compensate for the relative reduction in manpower, the Police Dept. has reduced the level and nature of courtesy services it has routinely provided in the past. These services include police escorts for merchants making unusually large cash bank deposits, periodic checking of residences when homeowners are on vacation; and minor assistance items such as helping motorists gain access to locked cars. The effect of the reduction of these services has not been significant in terms of increased crime. However, it has significantly altered the "small town flavor" of the Police Dept.

The current facilities of the Police Dept. are adequate in terms of total floor area, but require reorganization of the interior spaces in order to provide operational efficiency.

Recommendations

As the Township continues to grow, it is anticipated that the Police Dept. will also grow to keep pace. As such growth occurs, there will be a need for additional space. It is recommended that this space be provided as part of a redesign of the Municipal Building once the Township Library relocates and vacates the building.

Library

The Township Library is a branch of the Monmouth County Library System. The Library's main eastern branch is located on Route 35 in Shrewsbury, approximately 10 miles from the Township. The Township Branch, which is located in the municipal building, is currently inadequate, having a floor area of only 4,700 sq. ft. New Jersey State Library standards require a minimum of .6 sq. ft. per capita for library space. Based on the current estimated population of the Township, the floor area of the library should be 16,125 sq. ft., which is more than triple the current size of the library. Additional floor area should be added to provide for future population growth.

Due to the constraints of the building and site at the current library location, it would not be practical to construct an addition to the existing library which would more than double its size. The Ocean Township Library Association has recognized this and has been actively searching for a location for a new library. The criteria for the proposed site include a minimum of 3 acres, a somewhat central location within the Township, visibility from the street, and convenient access. In addition, cost is a significant factor.

The primary Site considered by the Library Association is the Deal Test Site, which is centrally located, has adequate land area, is easily accessible, and is currently owned by the Township. The primary problem with this location is that the Deal Test Site was acquired with N. J. Green Acres funds, and the New Jersey Department of Environmental Protection regulations do not permit libraries on Green Acres acquired sites. It is possible that a land swap could be arranged with N.J.D.E.P. which would trade 3 acres of land elsewhere for 3 acres of the Deal Test Site. However, there is no guarantee of such a swap occurring.

There is one other site which currently meets the criteria listed above. This site is currently owned by the Board of Education, and fronts on Dow Ave. to the immediate west of Ocean Township Elementary School. The site is approximately 9 acres in area, vacant, and conveniently located with regard to vehicular access as well as Ocean Township High School and Ocean Township Elementary School. It does not appear that there is a need for the land for future expansion of the school site.

Recommendation

It is recommended that a new library be constructed on a minimum 3 acre site. Both the Deal Test Site and the Ocean Township Elementary School Site should be considered. The library should have a 20,000 sq. ft. floor area, which would support a population range of 25,000 to 33,333, based on the current standards of .6 sq. ft. (minimum) to .8 sq. ft. (maximum) per capita.

Fire and First Aid Departments

The Township has 2 Fire and First Aid Districts. Each district consists of a volunteer fire department and first aid squad, with paid fire safety and inspection staff.

Oakhurst Fire Department

The Oakhurst Fire District is responsible for fire protection in the portion of the Township which is north of Harvey Brook. The district has 2 fire stations, one located on Larkin Ave. in Oakhurst, and one located on Deal Rd. in Wayside. The district has 9 vehicles, including 4 pumpers, one ladder truck, 1 special services truck, and 3 ambulances. In addition, 1 pumper truck is on order. The district currently has adequate facilities and equipment to meet its needs.

Wanamassa Fire Department

The Wanamassa Fire Department is responsible for fire protection in areas of the Township south of Harvey Brook. It has facilities located at the intersection of Sunset Ave. and Wickapecko Dr. in Wanamassa. The Department has a total of 10 vehicles including 3 pumpers, 1 snorkel, 1 emergency vehicle, 2 ambulances, 1 van, 1 fire marshall's car, and 1 Chief's car.

Recommendation

The space occupied by the Department is currently too small. Two additional bays are necessary in order to adequately house the

current and anticipated equipment of the Department. There is a need to expand the existing facility, or to construct a new facility, or satellite facility, on a separate location.

Schools

The Township's school system consists of 3 elementary schools, grades K-4; one intermediate school, grades 5-8; and one high school, grades 9-12. The N.J. Dept. of Education requires that each school system prepare a School Facilities Master Plan, and update that plan every 5 years. The Township's School Facilities Master Plan was last updated in 1985, and will be updated again in 1990.

School Facilities

The facilities of the Board of Education occupy a total of 175.77 acres on 5 separate sites. Four of these sites have a total of 55.4 acres which are vacant.

Elementary Schools

The Township's three elementary schools are: Wayside School, located on Bowne Rd. in Wayside; Ocean Township Elementary School (also known as Dow Ave. School) located on Dow Ave. in Oakhurst; and Wanamassa School, located on Bendermere Ave. in Wanamassa.

Wayside School is located on an 18.35 acre site, of which 14.85 acres is developed, and 3.5 acres is not developed. The capacity of the school is 708 students, and current enrollment, as of September 1989 is 591.

Ocean Township Elementary School shares a 60.85 acre site with Ocean Township High School. Approximately 21.3 acres of the site is reserved for use for the Elementary School. Of that 21.3 acres, 11.7 are developed and 9.6 are vacant. Ocean Township Elementary School has a capacity of 709, and current enrollment as of September 1989 is 477.

Wanamassa School is located on a 9.67 acre site which is 100% developed. The school has a capacity of 519 and a current enrollment of 349 as of September 1989.

In summary, the Township's three elementary schools, which serve grades K-4, have a total capacity of 1,936 students, and a current enrollment of 1,417 students. Consequently the excess capacity is 519 students. Additional land for expansion exists on the Wayside School site and the Ocean Township Elementary School site. No room for expansion exists on the Wanamassa School site.

Ocean Township Intermediate School

Ocean Township Intermediate School (OTIS) is located on a 75.5 acre site on West Park Ave. to the immediate west of N.J. Route 18. Approximately 40 acres of the site is utilized for building, parking and recreation facilities. The remaining 35.5 acres is vacant. The possibility exists that portions of the 35.5 vacant area consist of federally protected wetlands, and could not be developed, however a field survey is necessary to confirm this.

OTIS has a capacity of 1,790 students and a current enrollment of 1,148. Excess capacity is 642.

Ocean Township High School

Ocean Township High School occupies approximately 37 acres of the 60.85 acre site shared with Ocean Township Elementary School. The entire 37 acre area is developed. The High School has a capacity of 1,460 students and a current enrollment of 1,224, as of September 1989. Excess capacity is 236.

Although the High School currently is adequate in regards to capacity, problems exist with regard to available parking on the site. The current parking lot is inadequate in regard to design and capacity. As a result, many students who drive to school must park across W. Park Ave. in the Municipal Pool parking lot, rather than in the High School lot. This situation causes traffic delays and safety concerns on W. Park Ave. during school opening and closing hours, due to the number of students who must walk across W. Park Ave. to and from the auxiliary parking area. A similar situation also exists at times of high volume extracurricular events, such as home football games. The Board of Education is currently exploring the feasibility of a redesign of the parking areas in order to increase their capacity.

Other School Facilities

The Board of Education currently has 2 other facilities: administration offices; and a transportation and bus storage facility.

The Board of Education Administrative offices are located on an 11.3 acre site on Monmouth Rd. in Oakhurst. Approximately 2 acres of the site are occupied by building and parking, 2 acres consist of a baseball field, and the remainder of the site is vacant.

The transportation and bus storage facility is located on a 2 acre site which is adjacent to the High School and is a part of the 60.85 acre site shared by the High School and Elementary School. There is no room for expansion of this 2 acre site.

Enrollment Trends

A recent study of enrollment trends and projected enrollment, prepared by Robert E. Rosa Associates in 1987, analyzed the capacity of each school as compared to existing and projected enrollment. That study indicated that the capacity of each of the schools was adequate to meet the projected enrollment through saturation, with the exception of the High School. The study indicated that the High School currently has excess capacity, but would exceed capacity with an estimated enrollment of 1,524 by 1993 after a temporary decline in enrollment, and increase to a maximum enrollment of 1,693 once the Township is fully developed.

Enrollments for the past 9 years are shown on the table below.

SCHOOL ENROLLMENTS 1984-1989

<u>Year</u>	<u>Enrollment</u>	<u>Difference</u>
1980-81	4,434	
1981-82	4,265	-169
1982-83	4,186	- 79
1983-84	4,055	-131
1984-85	3,998	- 57
1985-86	3,986	- 12
1986-87	3,963	- 23
1987-88	3,905	- 58
1988-89	3,864	- 41
1989-90	3,789	- 75

The chart shows that the total decline in enrollment since September of 1980 was 645 students, or 14.5% of the September 1980 enrollment. A further analysis of the decline in enrollment shows that the 1977 enrollment, as indicated in the 1978 Master Plan, was 4,633, or 844 students more than the 1989 total. This is a decline of 18% over the 12 year period, despite an increase in dwelling units of 16% (1300) during that same period. The

decline in enrollment is primarily due to the reduction in average family size which has occurred nationwide.

It is anticipated that the average family size will remain at or near its current level. Consequently, school enrollment will begin to increase as the number of dwelling units in the Township increases. Generally, this increase will be equal to between .8 and 1.0 students per single family residence, and .24 students per townhouse unit. The Land Use and Housing Elements of this Master Plan should consider this when designating types, locations and densities of housing.

Conclusions and Recommendations

Current trends in enrollment indicate that school facilities are adequate to meet the projected enrollments for the immediate future. The Board of Education is under State mandate to update its facilities master plan in 1990, which will more accurately analyze the future needs of the school system. It is recommended that, upon completion of that study, the Planning Board review it and, if acceptable, adopt it as an appendix to the Township Master Plan.

Recreation

Parks, recreation areas, and recreational facilities within the Township consist of active parks, enclosed recreational facilities, and passive open space. They include District Parks, Community Parks, Neighborhood Parks, School Facilities and Playfields, and Open Space. Within the Township, there currently is a total of 537.16 acres of parks and recreation area. These break down into ownership and use as follows:

Monmouth County undeveloped parkland - 126.29 acres

Township developed parks - 266.18 acres

Township undeveloped parks - 45.96 acres

Other Township open space - 46.01 acres

Board of Education recreation areas - 61.26 acres

In addition, a total of 351.21 acres of land in the Township are occupied by semi-public recreational uses. These include the Township's 3 golf courses, as well as the numerous open space and recreation areas owned and controlled by homeowners associations in the Township.

Due to the increasing cost of acquiring, constructing, operating, and maintaining active recreational facilities, it is important to

maximize the use of these facilities in order to gain the most use for the least public cost. In Ocean Township, this efficiency has been achieved through a history of cooperation between the Municipal Government, the Board of Education, and the various quasi-public recreational groups within the Township such as the Township Little League, the Pop Warner Football program, and the Ocean United Soccer Association. The past and present cooperation of these entities, with regard to the sharing of facilities, the maintenance of facilities, and the interrelationship of the various recreational programs, has reduced the need for duplicate facilities, while ensuring the proper maintenance and operation of the existing facilities.

Categories of Open Space and Recreation Areas

Recreation needs are met by a variety of types of recreation areas. One method of distinguishing between recreation areas is by the nature of the use. In this regard, the 2 major categories are active recreation facilities and passive recreation areas.

Active Recreation Facilities

Active recreation facilities are developed park areas and school sites which consist of recreation structures such as buildings, playgrounds, courts, docks, and similar amenities. They also consist of other features which facilitate and encourage active recreation, such as ballfields, large multi-purpose lawn areas, fishing ponds, sledding areas, picnic areas, and exercise trails.

Passive Recreation Areas

Passive recreation areas are generally open space areas which are undeveloped, or developed in a manner which is not conducive to active recreation. In many instances, passive recreation areas serve a dual function as conservation areas.

These two types of recreation areas can coexist on the same site, or can stand alone on an individual site. Generally, coexistence is more appropriate on larger sites, where separation of active and passive areas can be more easily accommodated. It should also be noted that there is a certain amount of functional overlap between certain active and passive areas. For example, a large open field is appropriate for both passive and active recreation. Similarly, ponds, lakes and other larger watercourses can be utilized for either passive or active recreation.

A second method of distinguishing between types of recreation areas is by the nature of the population served. In this regard there are 4 categories of parks: Regional Parks; District Parks; Community Parks; and Neighborhood Parks. As a general guide, all of these parks contain active recreation areas, and may or may not contain passive recreation areas.

Regional Parks

Regional parks are intended to serve the population of a large region. They are usually over 500 acres in size, located with access to major transportation networks, and contain a variety of active and passive recreational areas. Examples of regional parks are Sandy Hook National Seashore, Allaire State Park, and Island Beach State Park. There are no regional parks within the Township.

District Parks

District parks are intended to serve areas within a radius of approximately 5 miles. They are generally operated by County or State parks agencies, and not intended to serve one municipality. Generally, they are a minimum of 200 acres in size, although they can be smaller depending on the population served and the facilities provided at the park. As with regional parks, they generally consist of both active and passive recreation areas. For the most part, the parks operated by the Monmouth County Parks Commission are district parks. Developed district parks serving the Township include Shark River Park in Neptune Township, Holmdel Park in Holmdel, Thompson's Park in Lincroft, and the currently undeveloped Weltz Park in Ocean Township.

Community Parks

Community parks are intended to serve major portions of, or the entire population of a municipality. They are generally a minimum of 35 acres in area, and are almost always managed by the municipality involved. Larger community parks usually have a mixture of active and passive recreation areas, and smaller community parks are usually developed with active recreation areas in their entirety. Examples of Community parks in Ocean Township are the Deal Test Site, the Ocean Township Community Pool, and Fireman's Field in Oakhurst.

One variation of a community park is a playfield. Playfields are generally associated with high schools and junior high schools, and consist of playing fields for sports such as baseball, football, soccer, track, and field hockey. Playfields have a

substantial economic benefit to a community since they serve a dual purpose of providing recreation area for school facilities during school hours, and recreation for the general population during other than school hours.

Neighborhood Parks

Neighborhood parks are smaller active recreation areas which serve the immediate neighborhood of within 1/2 mile of the park. They are approximately 5 acres in size and have facilities such as courts, and open fields or a ballfield, children's play equipment, and limited parking. Examples of neighborhood parks are Park Blvd. Park in Wanamassa, and Wayside Park.

Inventory of Existing Public Recreation Areas and Facilities

Existing public recreation areas and facilities in the Township consist primarily of undeveloped open space and community and neighborhood parks.

Undeveloped Open Space

Public

Undeveloped municipally owned public open space in the Township consists primarily of large and small areas within flood plains and wetlands, and drainage areas which are a part of residential subdivisions. These areas serve as passive recreation areas, conservation areas, and drainage areas. They include:

<u>Block</u>	<u>Lot</u>	<u>Acres</u>	<u>Description</u>
8	27	12.12	Drainage area and open space at Clover Hill Development
9	36	0.40	Conservation area, north end of Larchwood Ave.
11	17	1.30	Drainage area - Norwood Ave.
17	63,64	2.25	Sally's Hole
18.01	2	0.62	Passive park - Donnalisa Dr.
25	8,22	8.59	Drainage area and open space - Shadow Lawn Estates

Ocean Township Master Plan
 Community Facilities & Recreation Plan
 February 1990

<u>Block</u>	<u>Lot</u>	<u>Acres</u>	<u>Description</u>
25.35	12	1.09	Drainage area and open space - Shadow Lawn Estates
25.36	4	0.64	Drainage area - Shadow Lawn Estates
33	97	0.21	Open space - adjacent to Deal Test Site
37.16	1	0.49	Drainage area - Longview Estates
37	13,14,22	16.78	Open space - Longview Estates and Surrey Hill
39.10	6	0.57	Top of Hill Detention Basin
40.04	1	1.52	Detention Basin - Dennis Rd. & Dwight Dr.
45	5	0.21	Drainage area - Washington Ave.
59	6	0.79	Open Space - North Edgemere Dr.
76	1,10	0.83	Open Space - South Edgemere Dr.
76.01	1	0.60	Open Space - South Edgemere Dr.
81	1	1.80	Pond - Lake Dr.
87	11	0.69	Pond outfall - Wickapecko Dr. and Grassmere Ave.
95	6	0.21	Open Space - Maple Ave.
96	1	0.20	Open Space - South Dittmar Ave.
123	54	0.46	Open Space - Wickapecko Dr. opposite Lakeview Ave.
136	1	0.25	Memorial Park - Lakeview Ave.
153	28	11.36	Drainage area and open space - Deal Park
157	5,22	6.85	Drainage area and open space - Deal Park
174	38,39	13.04	Drainage area and open space - Roller Rd. & Middlebrook Dr.
175	9,10	0.40	Drainage area - Middlebrook Dr.

Ocean Township Master Plan
 Community Facilities & Recreation Plan
 February 1990

<u>Block</u>	<u>Lot</u>	<u>Acres</u>	<u>Description</u>
175	67	8.79	Drainage area and open space - Deal Rd. & Roller Rd.
175.04	13	<u>2.46</u>	Drainage area - Roller Rd.
Total		95.82	

In addition to the above, the Monmouth County Parks Department owns 126.29 acres of undeveloped land on the north side of West Park Ave. between lands fronting on Rt. 35 and the Ocean Township Community Pool. This land, known as Weltz Park, is planned for development as a district park in the near future.

Semi-Public

Semi-public open space within the Township consists primarily of conservation areas and drainage areas associated with residential subdivisions and townhouse developments. The developments, and approximate areas of open space associated with them, are as follows:

<u>Development</u>	<u>Acres</u>
Cotswold on the Green	7.5
Villas at Wayside	24.0
Manor at Wayside	15.0
Milwin Farms	9.9
Total	56.4

Approved Developments

A number of developments which have received approval by the Planning Board have designated public or semi-public open space as part of their approved plans. It is anticipated that these developments will be constructed and that the designated open space will be provided accordingly. These areas include:

<u>Development</u>	<u>Acres</u>
Inwood Estates (Bowne Rd.)	2.03 Semi-public 17.87 Public
Halifax Builders (Cold Indian Springs Rd.)	1.12 Semi-public
Residential Technology (W.Park Ave.)	100.60 Semi-public
Spyco (Logan Rd.)	9.50 Semi-public
Totals	113.25 Semi-public 17.87 Public

Active Recreation Areas

Active recreation areas include public parks and recreation facilities, school playfields, golf courses, and semi-public playfields.

Public Parks and Recreation Areas

Active public parks and recreation areas consist of 7 sites which occupy a total of 266.18 acres within the Township. They include 3 community parks and 3 neighborhood parks.

Deal Test Site

The Deal Test Site is a 208.43 acre Community Park located on Deal Rd., Whalepond Rd. and Dow Ave. The site is largely undeveloped, but is classified as an active recreation area because it is used for a variety of recreational activities. The site consists of a number of large open fields, an exercise trail, and large areas of undeveloped open space. A portion of the site is also utilized by the Dept. of Public Works for storage and composting of wood chips, leaves, and grass clippings. In addition, several older buildings exist on the site which are utilized for storage.

The site is used for a variety of informal and formal recreational activities. Informal activities include jogging, driving golf balls, nature hikes, informal field activities, and bicycle riding. Formal recreational activities are scheduled activities such as the annual Italian American Club Fair. Other organized activities have included, in the past, recreational soccer, Boy Scout Jamborees, and similar group activities.

Plans for the construction of additional facilities at the site have been developed. Improvements include the construction of

2 soccer fields, 2 baseball fields, a multi-purpose field, bicycle paths, support buildings, parking areas and an improved exercise trail. It is anticipated that construction of these facilities will begin in the spring of 1990.

Ocean Township Community Pool and Recreation Center

The Ocean Township Community Pool and Recreation Center is located on the north side of West Park Ave. to the east of Route 35. It is a Community Park which occupies 18.89 acres. The site is functionally 2 separate facilities: the Ocean Township Community Pool; and the West Park Ave. Recreation Center. However, due to the close relationship of the two, and the shared parking facilities, the facilities are treated as one site.

Facilities at the Ocean Township Community Pool consist of: 2 buildings - one which is used for locker rooms, storage, the pool office, and a snack bar and one which is used for storage and disbursement of recreational equipment; 3 pools - an olympic sized swimming pool, a diving pool, and a wading pool; a playground; a picnic area; a snack area; 2 basketball courts; 6 tennis courts; 6 shuffleboard courts; 1 badminton court; a large parking lot; and open grass areas for sunbathing and games.

The Pool is open on weekends between Memorial Day Weekend and the closing of the Township public schools, and seven days a week from the closing of school to Labor Day. There is a fee for the use of the facility which consists of either a yearly membership or a daily admission charge. Yearly membership is available to Township residents as well as non-residents. However, the yearly membership fee for non-residents is substantially higher than for residents. In addition, the facilities are utilized for various athletic competitions, including use of the tennis courts by the High School tennis team, and the use of the pool by the pool swim team.

The West Park Recreation Center is a 2 story, split level building with 2 large meeting rooms, one kitchen, and bathroom facilities. It is utilized for numerous meetings and functions for municipal, semi-public, and private affairs. Semi-public organizations which utilize the facility include Girl Scouts, Boy Scouts, and various recreational organizations and clubs. Private use of the facility consists primarily of birthday and anniversary parties. Because of the design of the building, it is possible to have 2 functions occurring simultaneously within the building.

The recently completed construction of a new Community Services building behind the West Park Recreation Center houses the offices of the Department of Human Services and the Recreation Dept.

Planned improvements to the site include the expansion of the parking lot towards West Park Ave.

Fireman's Field

Fireman's Field is a 17.00 acre site located off of Larkin Pl. in Oakhurst. It is not owned by the Township, but is leased by the Township from a private, non-profit organization affiliated with the Oakhurst Fire Department. The lease currently expires in the year 2016, with an option to renew for an additional 50 years for a fee of \$1.00.

Fireman's Field is a small Community Park which also functions as a Neighborhood Park. Facilities at the park consist of 2 soccer/baseball fields, a tot-lot, 5 basketball courts, a covered picnic area, 4 platform tennis courts, a small building with a meeting room, a small office building with rest rooms, and 2 parking areas.

Although somewhat small for a Community Park, Fireman's Field is utilized for a variety of community oriented activities, including organized recreational sports, the annual Easter Egg Hunt, group picnics, and registration for Township recreational sports. The recreation building, with its meeting room, is used for public, semi-public, and private functions in the same manner as the West Park Recreation Center. In addition, the small office building serves as the weekend office of the Recreation Dept. for the purpose of dispensing keys for use of the West Park Recreation Center and the Fireman's Field recreation building.

Because of the nature of the facilities, the size of the park, and its accessibility, the park also serves as a neighborhood park for the surrounding residential area.

At present there are no plans for the expansion of facilities at this park.

Park Blvd. Park

Park Blvd. Park is a Neighborhood Park located at the intersection of Park Blvd. and Logan Rd. in Wanamassa. It is a 7.17 acre park with 4 tennis courts, 6 handball courts, a baseball field, a soccer field, a small picnic area, and a small building with restrooms. The site previously included 4 basketball courts which were removed due to numerous complaints of noise and disturbances of the immediate neighborhood. The site also has a small parking area which is actually a part of the Park Blvd. right-of-way.

Activities at the site primarily consist of informal recreational activities, however some formal community oriented recreational activities such as recreational softball and soccer use the site.

There are no plans for expansion of the facilities at the site at this time.

Wayside Park

Wayside Park is a 5.44 acre Neighborhood Park on Green Grove Rd. It has 4 tennis courts, 2 handball courts, 3 basketball courts, a tot-lot, a small office building with restrooms, and a parking area. The park is adjacent to the Wayside Elementary School playfield, and together, the 2 sites provide a versatile recreation area for this section of Wayside.

Wayside Farms Park

The Wayside Farms Development, located off of Bowne Rd., has a 7.55 acre neighborhood park which consists of open grassed area and a tot lot. This park is utilized primarily by the residents of the immediate development.

Poplar Village Park

Poplar Village Park is a 1.7 acre parcel located on Roosevelt Ave. adjacent to the Poplar Village apartments. It is a passive park which contains walks and sitting areas, and serves the residents of Poplar Village.

Appleby Drive Park

Appleby Drive Park is a .52 acre facility located at the intersection of Appleby Dr. and Wickapecko Dr. It consists of a tot lot and is utilized by residents of the immediate neighborhood.

Thompson Lane Park

Thompson Lane Park is a small park located at the end of Thompson Lane, within the street right-of-way. It is approximately .25 acres in size and has various pieces of play equipment including a swing, see-saw, and basketball backboard.

Playfields and School Facilities

Playfields exist at 6 school sites, and occupy a total of 61.26 acres. The majority of these playfields are available for use by the general public when not in use by the schools. In addition, indoor facilities at several school sites are available for organized Township recreation programs.

Ocean Township High School

Recreation facilities at the High School site include several baseball fields, several soccer/field hockey fields, a football stadium/track facility, and open field areas. In addition, the High School has a large gymnasium.

Generally, the use of the High School playfield facilities by the general public is discouraged due to the heavy use of these facilities by the school for school activities, and the limited number of facilities. Use of the football stadium and track are specifically prohibited due to the need to keep these facilities in excellent condition. Other fields have been utilized in the past by municipal or semi-public recreational programs in return for assistance with field maintenance.

Ocean Township Intermediate School

Recreation facilities at OTIS include 18.4 acres of fields and courts. The fields consist of 5 soccer fields, 2 ballfields, a field hockey field, and open grass area. The courts consist of 5 basketball courts which double as parking areas for the soccer fields. Of the 5 soccer fields, 4 are maintained by the Ocean United Soccer Association in return for priority usage on weekends and after school hours.

The Intermediate school also has a large gymnasium which is utilized by the Township Recreation Dept. for various recreation programs on weekends and evenings during the school year.

Ocean Township Elementary School

Facilities at Ocean Township Elementary School occupy 6.2 acres and consist of open fields, a tot lot, 3 basketball courts, and 5 tennis courts. These facilities serve as a Neighborhood Park for the surrounding residential neighborhoods. The gym at the Dow Ave. school is used for a variety of Township recreation programs in a manner similar to the OTIS gym.

Wanamassa School

The recreation area at Wanamassa School occupies 6.23 acres and consists of a ballfield, a fitness course, a tot lot, and a small grass area. These facilities serve as a Neighborhood Park for the surrounding area.

Wayside School

Facilities at Wayside School consist of a large multi-purpose field area, several blacktop play areas, and several tot lots. They occupy a total of 5.21 acres, and when combined with the facilities at Wayside Park, provide a substantial neighborhood park. The open field area is utilized as a soccer field by the Township's fall recreation soccer program. The gymnasium at the school is also utilized for a number of Township Recreation Dept. programs in a manner similar to the OTIS gym.

Oakhurst School Site

The former Oakhurst School site, now occupied by the Board of Education administrative offices, has a ballfield occupying approximately 1.6 acres.

Semi-public Recreation Facilities

Semi-public recreation facilities consist of 3 golf courses, Colt Little League Field, the Jewish Community Center, Wanamassa Fireman's Field, and various recreation facilities at townhouse and apartment developments.

Deal Golf and Country Club

The Deal Golf and Country Club occupies 93.1 acres of land in Ocean Township as well as additional land in Deal. It is an 18 hole golf course with a restaurant and snack bar, and is available for use to members and their guests only.

Hollywood Golf Club

The Hollywood Golf Club is an 18 hole golf course which occupies 173.75 acres of land between Dwight Dr. and Roseld Ave. Facilities at the club include tennis courts, dining facilities, locker rooms, and overnight rooms.

Colonial Terrace Golf Course

Colonial Terrace Golf Course is a 9 hole golf course which is open to the general public. It occupies a total of 55.61 acres, of which 21.26 acres are privately owned and the remaining 34.35 acres are owned by the Township and leased to the operator of the golf course. Monmouth County has announced it's intention to acquire the entire golf course, and to maintain it as a public, 9 hole golf course.

Colt Field

Colt Field is a 5.05 acre parcel located on Logan Rd. It is operated by the Ocean Township Little League and consist of 2 baseball fields with lights, and one smaller field which is not lighted. In addition, several support buildings and an unpaved parking area exist on the site.

Jewish Community Center

The Jewish Community Center is a 12.33 acre site which consists of a community center building, an indoor pool, an outdoor playfield, basketball courts, a large parking area, and an outdoor pool.

Fireman's Athletic Field

This is a 6.9 acre field located off of Sunset Ave. in the industrial park area of the Township. It contains a lighted multi-purpose athletic field, and a small canopied picnic area. Facilities at this field are in less than adequate condition. At present, the future of this field is in question, since the Wanamassa Fire Dept. is attempting to sell the parcel.

Facilities at Townhouse and Apartment Developments

A number of apartment and townhouse complexes have active recreation facilities associated with them. These facilities occupy a total of approximately 19.5 acres at 7 sites. They include swimming pools, tennis courts, and tot-lots. A specific listing of these facilities includes:

Twin Brook Apartments - Recreational facilities at Twin Brook Apartments, which has a total of 880 dwelling units, include a swimming pool, a bath house, 2 tennis courts, and a tot lot on approximately 3 acres.

West Park Manor - Recreational facilities at West Park Manor, which has a total of 344 dwelling units, include a swimming pool and a bath house on approximately 3 acres.

Continental Gardens - Recreational facilities at Continental Gardens, which has a total of 602 dwelling units, include a swimming pool, a bath house, and 2 tennis courts on approximately 2 acres.

Middlebrook Apartments - Recreational facilities at Middlebrook Apartments, which has a total of 916 dwelling units, include 2 swimming pools, a bath house, a picnic area, 2 tennis courts and a large grass field on approximately 5.5 acres.

Cotswold on the Green - Recreational facilities at Cotswold on the Green, which has a total of 120 dwelling units, include a swimming pool, 2 tennis courts, and a bath house on approximately 2 acres.

The Manor - Recreational facilities at the Manor include a swimming pool, 2 tennis courts, and a bath house on approximately 2 acres.

The Villas - Recreational facilities at the Villas, which is a 119 unit townhouse development under construction, consist of 2 tennis courts, a swimming pool and a bath house on approximately 2 acres.

Wanamassa Gardens - Wanamassa Gardens is a 66 unit apartment complex with no existing facilities. Plans exist for the construction of a swimming pool on approximately 1 acre.

Recreation Needs

Recreation needs vary from community to community. General standards exist for the number of acres of recreation area in relation to population, and for the proximity of recreation areas to residential neighborhoods. These standards are general guidelines, and vary depending upon the nature of the community and its residents.

In Ocean Township, a total of 608 acres are utilized for public recreation and open space. Of this, 328 acres are classified as active recreation, and 280 are open space. It should be noted that the Deal Test Site is classified as active recreation, although approximately 75% of it will remain as open space. In addition, semi-public areas occupy a total of 371 acres, including the recreational areas at the various apartment and townhouse complexes.

Using the general standard of 10 acres of recreational land for each 1000 residents of the Township, the need for total recreational area would be 240 acres. Consequently, the total recreational land in the Township exceeds the minimum requirement.

The relationship between population and parkland involves proximity as well as numbers. In Ocean Township, the majority of parkland is located to the east of Route 35. A total of 513 of the total 608 of public recreation area is located east of Route 35. Of this, approximately 291 acres are designated as active parkland. Areas west of Rt. 35 have a total of 95 acres, of which 37 acres are active recreation. All of the active recreation areas are located to the west of Route 18. These recreation areas are not adequate to meet the needs of the western area of the Township. Consequently, the Master Plan recommends the acquisition of additional land for recreation purposes adjacent to Wayside Park, and adjacent to the Ocean Township Intermediate School. The existing parkland and these proposed acquisitions, along with the proposed linear park of the Inwood Estates area (behind the existing Kaplan farm), should adequately provide for recreation opportunities to the west of Route 35.

A third criterion for the adequacy of recreation areas is their functional adequacy. In this respect, the Township's recreation areas fall short. Because of the Township's wide variety of recreational programs, including those sponsored by the Township Recreation Dept. and those sponsored by quasi-public organizations or clubs, there is a shortage of playfields for practice purposes. This problem is most critical in the spring, when softball, baseball, and soccer overlap one another, and teams must compete for practice field space.

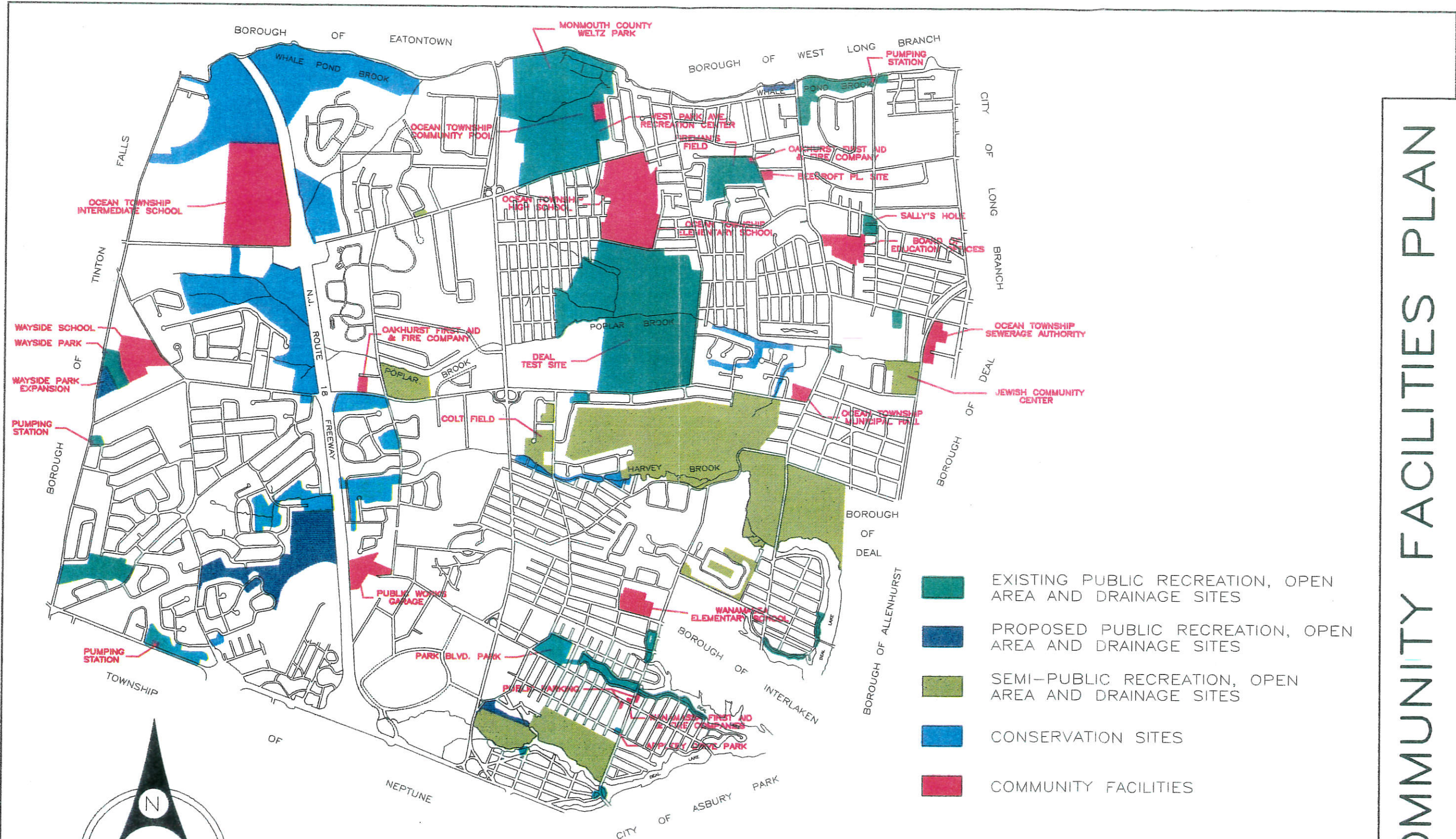
A second measure of functional adequacy is the relationship between the various open space areas of the Township. Generally, open space within the Township consists of a series of individual parcels. Consequently, access is limited, which limits use, other than to provide open space. Since most areas of open space are located within wetlands or flood plains, it is possible and desirable that they be interconnected to form a network of open space and "greenways" for recreation purposes.

Summary and Recommendations

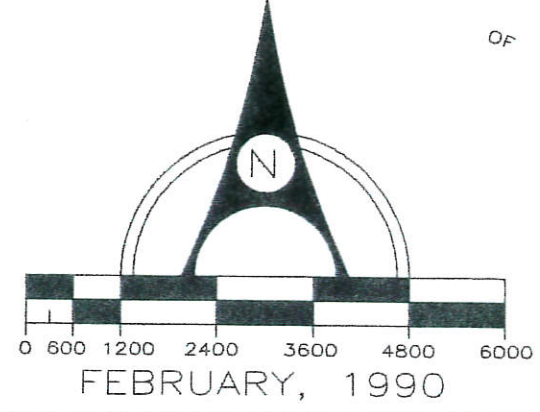
It is recommended that the Township increase the functional adequacy of its parks and recreation areas in the following manner:

- * Playfields should be constructed at the Deal Test Site as planned. These fields should be utilized for baseball, softball, soccer, football and other similar field sports.
- * Additional land be acquired adjacent to Wayside Park and adjacent to the Intermediate School on West Park Ave.
- * An interconnected system of open space and recreation "greenway" areas should be developed. The system should utilize existing recreation and open space areas as focal points, and provide connecting routes between the facilities where possible. Such routes should be provided along existing stream corridors, designated rights-of-way, or lightly trafficked streets.
- * The status of Thompson Lane Park should be clarified, and the land occupied by the park dedicated to recreational use.
- * It is recommended that all future applications for development identify and preserve environmentally sensitive lands, including wetlands, flood plains, and slopes exceeding 15%.

COMMUNITY FACILITIES PLAN



- EXISTING PUBLIC RECREATION, OPEN AREA AND DRAINAGE SITES
- PROPOSED PUBLIC RECREATION, OPEN AREA AND DRAINAGE SITES
- SEMI-PUBLIC RECREATION, OPEN AREA AND DRAINAGE SITES
- CONSERVATION SITES
- COMMUNITY FACILITIES



MASTER PLAN

**TOWNSHIP OF OCEAN
MONMOUTH COUNTY, NEW JERSEY**

R ROBERT E. ROSA ASSOCIATES
 • Community Planning Consultants
 • Landscaps Architects
 Woodbridge, New Jersey

JWH HIGGINS Land Use Planners
JAMES ASSOCIATES Landscape Architects
 Ocean, New Jersey

RECYCLING ELEMENT

General

As facilities for solid waste disposal become more scarce, the need to recycle solid waste becomes more critical. Due to this situation, the Municipal Land Use Law provides for the incorporation of a Recycling Element in a community's Master Plan. It is the purpose of this element to provide for the continuance of the Township's ongoing recycling efforts through the collection, disposition and recycling of recyclable materials and to incorporate the goals of the State Recycling Plan.

Specifically, the Recycling Element incorporates provisions for collection of recyclables within new single family housing developments of 50 or more units, new and expanded multi-family units of 25 or more units, conversions of rental apartments of 25 or more units to condominiums, and new or renovated non-residential uses.

Existing Recycling Efforts

The Township's recycling program provides for an extensive and detailed recycling effort which includes provisions for the collection of bottles, aluminum cans, tin, newspapers, leaves, motor oil, hi-grade paper, and cardboard.

Provisions for residential pickup involve the collection of glass bottles, aluminum cans, and tin every other week on a specified day of the week for each neighborhood. Newspapers are picked up on the second and fourth, or first and third Wednesday of each month, depending upon the location within the Township, at curbside. A drop off center for these materials is located at the public works garage on Sunset Ave.

The existing program provides for the disposal of used motor oils in quantities of 5 gallons or less to be dropped off at any service station having a "used oil holding tank".

Cardboard may be dropped off at the Township Public Works Garage between 7:30 A.M. and 3:00 P.M. on weekdays.

Provisions for the collection of asphalt, concrete, and construction debris have recently been implemented. These provisions designate the responsibility of the disposal of such debris to the contractor if a contractor is involved, or the property owner if no contractor is involved.

Leaves are picked up loose by vacuum or mechanical means at curbside.

Future Development Potential

The land availability within the Township significantly reduces the impact that future development will have. The number of new developments with 50 or more single family residences will be limited. The probability of future multi-family development of 25 units or more is also slight. It is highly probable that commercial and industrial development will occur on land areas of 1,000 sq. ft. or more. Such development will be in the form of new construction and redevelopment or replacement of existing structures.

Recommendations

It is recommended that each application for: a residential development of 50 or more single family units; a new or expanded multi-family development of 25 units or more; conversion of a rental unit of 25 units or more to a condominium form of ownership; and any non-residential development, provide a plan for the collection of recyclable materials. Any such plan should be consistent with the Township's current recycling program and should include, at a minimum:

1. Provisions for the temporary storage and pick-up of newspapers, cans, glass, cardboard (residential only at this time) and any additional items that are recycled at the time the application is in progress.

In the case of single family residences, such provisions should include a minimum storage space of approximately 6 square feet of floor space, to be located in the kitchen, basement or garage of the residence.

In the case of multi-family developments, a minimum of 3 sq. ft. of floor space shall be provided in the kitchen, basement, or garage for temporary storage. In addition, a centrally located common area for the storage and pick-up of recyclable materials shall be provided in the same general location as the sanitary waste pick-up. Such area shall be shown on the plans and shall provide for the convenient separation of recyclable materials, and shall be adequate in area and volume to store a minimum of 2 weeks of recyclable materials for the multi-family development.

In the case of commercial or industrial developments, a common area for the storage and pick-up of recyclable materials shall be provided in the same general location as the sanitary waste pick-up. Such area shall be shown on the plans and shall provide for the convenient separation of recyclable materials, and shall be adequate in area and volume to store a minimum of 1.5 times the anticipated material to be generated between pick-ups of recyclable materials for the non-residential development.

2. A narrative statement regarding the materials to be recycled, who will pick up the materials, the frequency of pick-up, and the anticipated volume of material to be accumulated between pick-ups. The statement should include details regarding how the volume of material was calculated.

Summary

This Recycling Element is a reaffirmation of the existing efforts that the Township has in place to provide for the recycling of recyclable materials, and a guide for the provision for recycling in regard to future major development within the Township. Applications for such development should include the appropriate measures to provide for recycling as described in this Element. In addition, standards for location, size and construction of storage areas should be included in the development ordinances of the Township in order to provide guidance to both developers and the Planning and Zoning Boards.

CIRCULATION PLAN

Adequate transportation and circulation systems are necessary if a community is to function properly. These systems should provide for the safe and efficient movement of people and goods within the Township, between the Township and surrounding communities, and between the Township and regional centers.

Movement of people and goods within Ocean Township, and to points outside the Township is achieved primarily by means of the state highway and local street systems. The primary means of transportation is by private automobile or truck. However, other viable means of transportation include walking, bicycle, bus, taxi, and train.

Recent and ongoing highway and railroad improvements, while providing better access to other areas of the State, are also encouraging new development in areas immediately adjacent to the Township. This has the effect of increasing traffic volumes throughout the Township, impacting the ability of the local traffic circulation system to safely and efficiently handle these volumes.

Development within areas of the Township which were previously rural in character, and infill development in areas which were previously developed, has increased the need for adequate pedestrian and bicycle routes between residential neighborhoods and community centers.

It is the purpose of this Circulation Element to identify current and anticipated deficiencies in the transportation and circulation systems in Ocean Township, to project future problems based on this Master Plan's Land Use Element, and to offer realistic solutions to these problems.

Regional Transportation

General

Regional transportation networks consist of major highways and railroads which carry large volumes of people and goods between regional centers. These regional networks affect local transportation networks, in that local streets serve as feeder routes to and from the regional routes. The location and design of freeways, expressways, and mass transit facilities affects the volume of traffic on local transportation systems.

The regional transportation system that serves Ocean Township has changed dramatically over the past 10 years. Originally, it was designed to transport tourists and vacationers from the population centers in the northeast New Jersey-New York area to the Monmouth and Ocean County shore resort areas. Between 1950

and the present, the relationship between this transportation system and the nature of the shore area population had a dramatic impact on the development of shore area communities such as Ocean Township. During this time period, improvements to the highway and rail systems increased the desirability of the shore area as a year-round residential community by providing convenient access to employment centers in Northern New Jersey, New York, and Northern Monmouth County. As population densities increased in the shore area, a demand for improved regional circulation systems generated further improvements to those systems. Eventually, these transportation systems, along with increased year-round populations, were sufficient to support employment centers within the shore area, eliminating the need for many residents to commute to points north. Currently, these systems support commuter traffic to and from the shore area, as well as the movement of goods to and from employment centers within the shore area. Map #3, "Regional Highway and Rail Systems", shows those highway and rail systems that affect Ocean Township.

Regional Highway System

The regional highway system has undergone significant changes within the past 10 years. While the system still primarily connects the populous New York-Northern New Jersey area with New Jersey's shore resort communities, it now also provides adequate access to points west of the shore area.

Garden State Parkway

In order to provide higher speed and less congested north-south service to New Jersey, the Garden State Parkway was constructed about two miles west of Ocean Township. Although the Parkway is not physically located in the Township, it has been largely responsible for the high rate of residential development in the Township, and in adjacent communities. The travel time between Ocean Township and New York is approximately 90 minutes. It exceeded 2 1/2 hours prior to the construction of the Parkway. The Parkway did not encourage industrial development, however, due to the exclusion of trucks on the northern sections of the Parkway.

The Parkway also provides a link between Ocean Township and Atlantic City which is becoming a major employment center. Three Parkway Interchanges serve Ocean Township. Interchange 105 is located in the northern part of Tinton Falls, approximately two miles from the Township, and is accessible by Route 35, which connects to the Parkway Spur in Eatontown, or from Hope Rd., which is an extension of Green Grove Rd.

Interchange 102 is located in the southern part of Tinton Falls, on Asbury Ave. approximately 1/2 mile from the Township. It a

limited interchange which allows northbound traffic to enter and southbound traffic to exit the Parkway. This Interchange was originally intended to accommodate traffic between northern population centers and Asbury Park.

Interchange 100 is a full Interchange located on Route 66 in Neptune Township, 2 miles south of Interchange 102.

The expansion of the Parkway from three to five lanes in each direction between the Raritan River and Interchange 102 significantly reduced congestion and increased the capacity of that portion of the Parkway. The result was reduced travel time between Ocean Township and employment and population centers to the north during periods of peak traffic flow, and increased traffic flow.

More recently, the Parkway expanded the number of lanes south of the Asbury Park Toll Plaza through Wall Township, which has further increased the capacity of the Parkway.

A direct result of these Parkway improvements has been the construction of several large multi-family residential developments in Tinton Falls, immediately West of the Parkway. Traffic travelling between these residential developments and commercial areas of Ocean Township has had, and will continue to have, a substantial impact on the local street system of Ocean Township.

New Jersey Route 18

New Jersey Route 18 is a four lane divided limited access highway and is toll free. It is intended to connect the New Brunswick-central New Jersey area with the resort areas around Brielle and Manasquan, bisecting Ocean Township in a north/south direction. At the present time, there are two segments constructed; one from East Brunswick to the Garden State Parkway in Eatontown; the other between Route 138 (Interstate 195) in Wall Township and Wyckoff Rd. in Eatontown. The connecting link between the Garden State Parkway and Wyckoff Rd. will provide direct access to New Brunswick, and Interchange 9 of the N. J. Turnpike. This link, which will also create a major interchange at the intersection of Route 18, the Parkway, and N. J. Route 36, is under construction.

The construction of Route 18 has had and will continue to have a major impact on the local street system of Ocean Township. In addition to generating vehicular traffic to and from the interchanges within the Township, the inadequate design of these interchanges has resulted in the use of some Township roads as a large jughandle. Specifically, the limited interchanges at Deal Rd. and West Park Ave. have generated unnecessary traffic volumes on portions of Deal Rd., Poplar Rd., and West Park Ave. Poplar Rd. is most impacted by these traffic volumes, since it

is the connecting link between Deal Rd. and West Park Ave.

A second major impact of Route 18 will be the improved access for truck traffic to and from points north of the Township. Trucks must currently take a circuitous route from points north due to the limitation of truck traffic on the Parkway. Completion of the "missing link" of Route 18 will provide a more direct truck route.

New Jersey Route 35

Route 35 was originally the only regional road connecting the residents of the north with the shore resort communities in the Ocean Township area. This highway bisects the Township in half a little east of Route 18. Unlimited access encouraged the development of commercial activities along Route 35 in Ocean Township as well as other communities, reducing its effectiveness as a connection to the North Jersey area. For Ocean Township residents, it serves primarily as a non-toll road connector of Monmouth County communities and as a highway commercial corridor.

Route 35 has a substantial impact on east/west travel within the Township due to the existing concrete barrier which divides the Highway. The barrier limits the number of east/west crossings to 6 along the entire length of the highway within the Township, increasing traffic and congestion on the main arteries which intersect the Highway at the crossings.

New Jersey Route 71

New Jersey Route 71 is a two to four lane north-south roadway system from Oceanport to Brielle. It runs along the eastern border of Ocean Township, and although classified as part of the regional network, functions more as a series of connecting local roads.

U.S. Interstate 195

Access to Interstate 195 (Route 138 in Wall Township) via route 18 southbound, provides convenient access to Trenton, which was not previously available. Travel time to Trenton is approximately 1 hour.

New Jersey Route 66

New Jersey Route 66 extends from the Asbury Circle to the Garden State Parkway Interchange 100. It is a four lane, non-divided highway along the southern boundary of the Township, and is a 2 lane highway, with sufficient right-of-way to expand to 4 lanes,

between its intersection with Asbury Ave. and the Parkway, in Neptune. Beyond the Parkway, it connects with New Jersey 33, a similar roadway leading west to Freehold, Hightstown and Trenton. Route 66 also serves a major access route to Asbury Park, and has a full interchange with Route 18.

Recent and planned office and commercial development along Route 66 will generate substantial traffic volumes on Township roads in the southern sections of the Township, as well as Deal Rd., Poplar Rd., and West Park Ave. where the interchanges with Route 18 impact these streets.

Regional Railroad System

The regional railroad system serving Ocean Township is limited. Only one rail line serves the Township. Known as the North Jersey Coast Line, this railroad runs in a north-south direction between Bay Head and New York, hugging the coastline for most of its length and joining the Conrail Main Line at Rahway.

The North Jersey Coast Line was originally established to transport vacationers to the shore resorts of Monmouth County. As Monmouth County became more residential, the railroad became more commuter oriented.

Recent improvements to North Jersey Coast Line have substantially improved service in the past 10 years. These improvements include the electrification of the railroad, and the improvement of stations on the section of the Line within and north of the City of Long Branch. In addition, New Jersey Transit acquired a new fleet of diesel engines and passenger cars to service the southern section of the Line.

No train stations are located in Ocean Township, although two are located just east of the Township line in Elberon and Allenhurst. The Elberon station recently burned down, but continues to operate. It is conveniently located and appears to have adequate parking to accommodate the current commuter volume. The Allenhurst station is also conveniently located, has limited parking available, and is accessible to some Township residents by bus via Norwood Ave.

Train service to regional centers west and south, including Trenton, Philadelphia and Washington is inconvenient, as is service to points north of New York. To reach these locations, passengers must travel north and transfer to other Conrail or Amtrak trains at one of the stations between Rahway and New York along the Conrail Main Line. These connections are not always timed well, resulting in long waits between trains.

Regional Bus Systems

Regional bus systems provide limited service from Ocean Township to the various regional centers including New York, Newark, and Philadelphia. Two bus companies provide service. The Asbury Park-New York Transit Corporation provides daily bus service to and from New York City, primarily during rush hour. One stop is available within the Township, on Route 35 opposite Seaview Square. New Jersey Transit also operates bus routes to points north and south, however specific information on these routes was unobtainable.

No regularly scheduled bus service is available to the three major metropolitan airports, however various limousine services provide transportation.

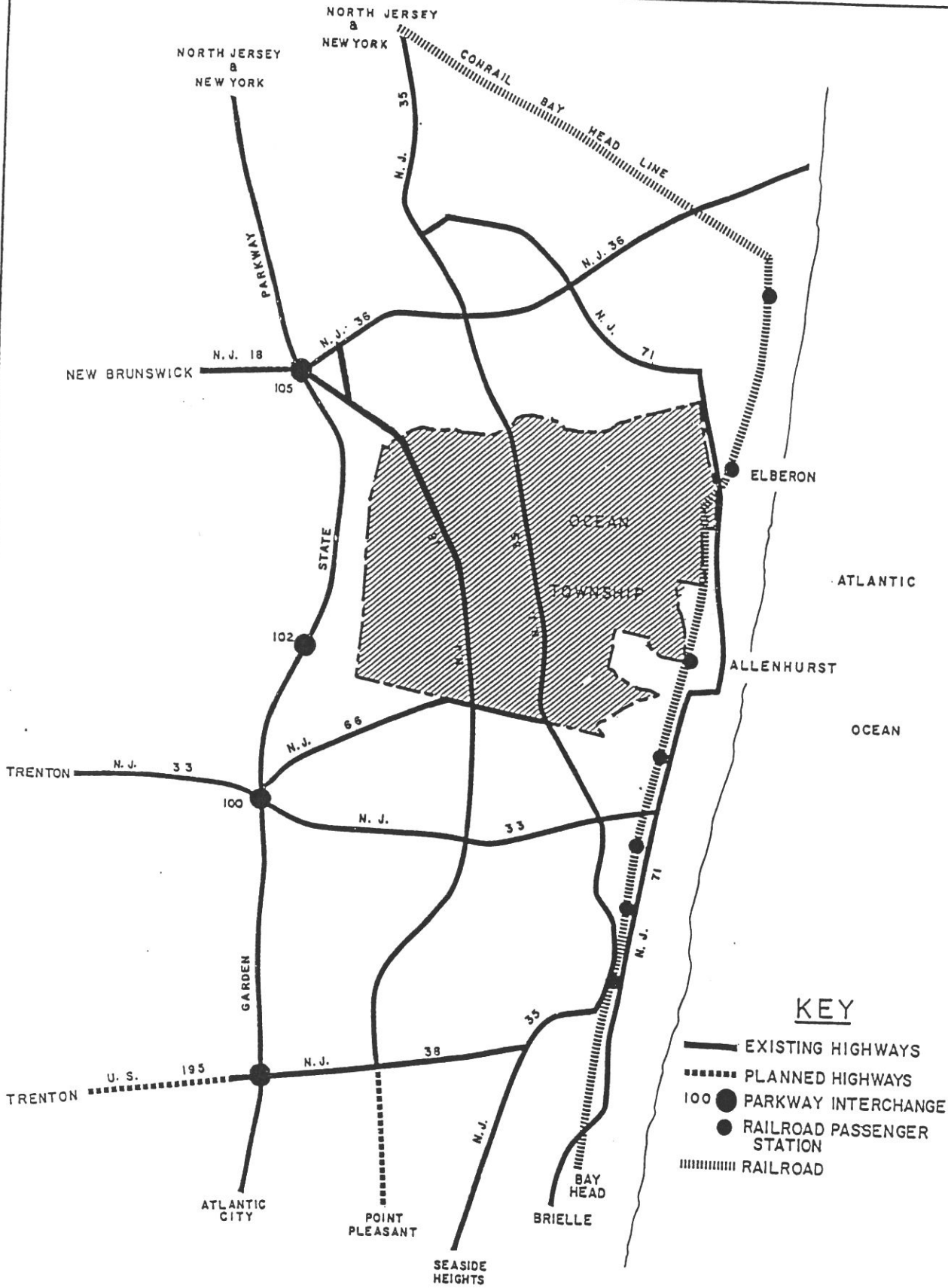
The regional bus system in Ocean Township is inadequate due to lack of conveniently located bus stops and the lack of a sufficient number of daily bus runs to and from the various regional centers other than New York City.

Regional Transportation System Summary

The regional transportation system that currently serves Ocean Township provides access to points north, south, and west of the Township. The Garden State Parkway, the North Jersey Coast Line, and commuter bus service all serve primarily to connect the Township with the New York Metropolitan area. N.J. Route 18 provides access to points north and northwest of the Township. Interstate 195 provides access to Trenton and points west. No direct rail service or highway routes are available to Trenton, Philadelphia, or other regional centers west of the Township. The Parkway also provides for vehicular transportation to Atlantic City and points south. However, no mass transit is available to regional centers to the south of the Township.

Recent improvements to the regional transportation network have increased the development potential of shore area communities, including Ocean Township and surrounding communities. This increase in development potential will result in additional demands on the local street systems which should be considered in this Master Plan.

REGIONAL TRANSPORTATION SYSTEM



**MASTER
PLAN**

**TOWNSHIP OF OCEAN
MONMOUTH COUNTY
NEW JERSEY**



ROBERT E. ROSA ASSOCIATES
Community Planning Consultants
Landscape Architects
Edison, New Jersey

3

Local Transportation

General

The local transportation system in Ocean Township consists of various classifications of streets and traffic generators. The present local transportation system caters almost entirely to automobiles, and experiences problems in providing the necessary thoroughfares and traffic controls to enable vehicles to travel safely and efficiently. This Master Plan identifies these problems, proposes long and short term solutions, and suggests alternative means of transportation. This report also identifies the basic generators of traffic within the Township.

Traffic Generators

There are particular land uses that generate large amounts of traffic in Ocean Township. Most of these activities are located within community centers or sub-centers along major corridors within the Township. Others are located outside the Township. Commercial centers generate traffic at times other than rush hours, particularly on weekends and evenings. Offices generate peak morning and evening traffic. Industrial uses, which are generally limited to light industry within the Township, generate a moderate amount of truck traffic at times other than rush hours in addition to the normal morning and evening peak hour traffic for employees. Apartments generate high volumes of traffic throughout the day with peaks at the rush hours. Schools and large parks also generate traffic within the Township. The amount of traffic generated by all of these land uses varies according to the specific land use and the intensity of the use. The existing, planned and proposed major traffic generators in Ocean Township include:

1. The entire Route 35 corridor is the most substantial traffic generator within the Township. The 4 commercial centers along the corridor generate more traffic than the corridor links between centers, creating a greater impact on the east/west streets intersecting the Highway.
2. The Sunset Ave. industrial park west of Route 35 generates some traffic at the present time and will be a major generator when all land is utilized for industrial purposes.
3. The industries on Cindy Lane generate some traffic currently but will increase when the land is used for office research facilities.

4. The proposed office-research park at the Route 66 and Route 18 junction, as recommended by this Master Plan.
5. The Junior High and Senior High Schools on two separate sites on West Park Ave.
6. The Hillel School complex at the northwest corner of Deal and Poplar Roads.
7. The Deal Test Site which is to be developed as a major Township-wide park.
8. The County Park-Municipal Swimming Pool complex on West Park Ave.
9. The Middlebrook Apartments located behind the Middlebrook Mall on Route 35 with a total of 916 units.
10. Continental Gardens and West Park Manor, adjacent apartment complexes, off West Park Ave. and Poplar Rd., for a total of 944 units.
11. Twin Brook Village located north of West Park Ave. off the west side of Route 35, containing 882 units.

In addition to generators within the Township, a number of uses and areas outside Ocean Township generate traffic which impacts local Township streets.

1. The primary traffic generator impacting Township streets is N. J. Route 18, which provides access from population centers to the south to centers within and north of Ocean Township via Route 35.
2. Recent and ongoing construction of both residential and commercial uses in adjacent Tinton Falls has and will continue to generate traffic on West Park Ave., Deal Rd., Green Grove Rd., and Asbury Ave.
3. Recent, ongoing and planned construction of office buildings along Route 66 in Neptune will generate additional traffic on local Township streets.

Circulation Barriers

Natural and manmade physical features inhibit traffic movement. At the points where these barriers are bridged, traffic volumes are normally higher than on surrounding transportation routes.

The primary manmade barriers in Ocean Township are major highways, including N.J. Route 18, N.J. Route 35, and N.J. Route 66. These routes form barriers to vehicular and pedestrian traffic alike.

Natural barriers within the Township include lakes, watercourses and federally regulated freshwater wetlands. Deal Lake and its fingers form a series of natural barriers in the southeast portion of the Township. Other natural barriers include Whale Pond Brook, Poplar Brook, and Harvey Brook.

Traffic Volumes

The regional highway network influences traffic volumes on local streets both by encouraging major traffic generators such as industry and shopping centers to develop nearby and by utilizing the local street system as access routes.

In Ocean Township, the major volumes of traffic occur along N.J. Route 18, N.J. Route 35, and N.J. Route 66, all of which are a part of the regional highway network.

Substantial traffic volumes also exist on several local streets. These include West Park Ave., Deal Rd., and Sunset Ave., which are the three major east/west arteries which intersect N.J. Route 35. Other streets experiencing high traffic volumes include Poplar Rd. between Deal Rd. and West Park Ave., Asbury Ave., Monmouth Rd., and Norwood Ave..

Changes in traffic patterns created by the recent completion of the N.J. Route 18 link between Deal Rd. and Wyckoff Rd. in Eatontown has substantially changed traffic volumes on local streets over the past two years. It is anticipated that the completion of the final link between Wyckoff Rd. and the Garden State Parkway will further alter traffic patterns, and thus traffic volumes on the local street system.

It is also anticipated that recent and planned development west of the Township in Tinton Falls will substantially impact traffic volumes in areas of the Township west of N.J. Route 35. Roads most impacted by these changes will be West Park Ave. and Asbury Ave..

Traffic Congestion, Accidents and Hazardous Intersections

Congestion

Traffic congestion occurs throughout Ocean Township on both regional and local streets. In nearly all instances congestion occurs at major intersections. Generally those intersections experiencing congestion are those which experience high accident rates.

The most severely congested intersections within the Township are the intersections of West Park Ave., Deal Rd., and Sunset Ave. with N.J. Route 35. Congestion at these three intersections occurs primarily on the three Township roads, rather than on N.J. Route 35. This is due to the fact that these three arteries are the only reasonable east/west crossings within the Township due to the existing concrete barrier on Route 35. In addition, the timing of signals at the intersections, which allows more time in the Route 35 cycle than to the cross streets, adds to the problem of congestion on the crossing streets. All three of these intersections experience high accident rates due to a combination of the congestion at the intersection, and the need for left hand turns across these roads which is created by the jughandle design of the intersections, as well as access points to major commercial sites which are located at these major intersections.

Other intersections experiencing substantial congestion include the intersection of West Park Ave. and Poplar Rd., the intersection of Deal Rd. and Poplar Rd., the intersection of West Park Ave. and Monmouth Rd., the intersection of Roosevelt Ave. and Monmouth Rd., and the Asbury Circle.

Accidents

The following table, "Accident Data 1986-1989", is a summary of Township Police accident reports for those years.

Accident Data 1985-1988

	<u>1986</u>	<u>1987</u>	<u>1988</u>	<u>1989*</u>
Total Accidents	1243	1335	1222	880
Injuries	422	319	390	254
Fatalities	2	1	1	0

* Thru October 31

These statistics show no specific patterns of increase or decrease of traffic accidents in the Township over the last 4 years. By comparison, the 1978 Master Plan indicated that accidents in the Township increased from 972 in 1974 to 1211 in 1977. The total accidents in 1986-1989 do not vary considerably from the 1977 total, despite the increase in population within the Township and surrounding communities between 1977 and 1989. A primary reason for this is the various intersection improvements which were undertaken during that time period.

While weather, road conditions, traffic volumes, and the time of day affect the frequency of accidents, they do not generally have a significant effect on the location of accidents. Generally areas which are prone to accidents because of poor sight distance, inadequate traffic controls and poorly designed or maintained streets become much more of a traffic hazard during hours of darkness, in heavy traffic volumes, or when the road surfaces are wet, icy, or snow covered. Primary causes of Ocean Township's accidents are driver inattentiveness and inadequate signalization according to Township Police.

Intersections

A number of intersections have been identified by the Township Police Dept. as having high accident rates. These intersections, and the total accidents occurring at them between Jan. 1, 1986 and Oct. 31, 1989 are shown below:

<u>Intersection</u>	<u>Accidents</u>
Asbury Park Circle	189
Route 35/West Park Ave.	134*
Route 35/Deal Rd.	129
Route 35/Sunset Ave.	124
West Park Ave./Kings Highway	98*
West Park Ave./Hope Rd.	35

* Note: Although these intersections are listed as separate intersections, they are interrelated and accidents occurring at one may have been impacted by traffic conditions at the other.

In addition, the following intersections have been identified as having high accident rates.

- Deal Rd./Logan Rd.
- Deal Rd./Whalepond Rd.
- Deal Rd./Route 18
- Asbury Ave./Green Grove Rd.
- Sunset Ave./Wickapecko Dr.

In addition, a number of intersections in Ocean Township, although they do not currently experience high accident rates, are potentially hazardous. These include:

Green Grove Rd./Bowne Rd.
Green Grove Rd./Asbury Ave.
Deal Rd./Bowne Rd.
Asbury Ave./Bowne Rd./Route 66

Street System

The existing street system in Ocean Township performs a variety of functions including, 1) providing vehicular circulation between local traffic generators; 2) acting as feeders for regional highways and other heavily traveled streets; 3) providing direct access to abutting properties; 4) providing easements for public utilities; and 5) providing open space to allow light and air to adjacent buildings.

Streets throughout the Township are classified into five major categories according to their function, for the purpose of determining required road width. They are expressways, arterials, major streets, collector streets and minor streets. Recommendations on the classification of streets will be made later in this report.

Obsolete Street System

The area immediately to the east of N.J. Route 35 bounded by Harvey Brook, Logan Rd. and Sunset Ave. is undergoing developmental changes that have affected the street system. Originally, the east-west streets in this area were designed as residential streets which would connect Logan Rd. and Route 35. This design originated when Route 35 was a lightly traveled two-lane highway and has become obsolete due to the increased traffic on Route 35 and the intensive development of commercial activity along the highway. Currently, five of the fifteen streets shown on the tax maps are improved from Logan Rd. through to Route 35. The construction of the remainder of the streets in this area as through streets would add to and conflict with the traffic already entering and leaving Route 35 from the various commercial establishments fronting on the highway. In addition, much of the traffic that would normally utilize the highway to reach the commercial establishments would be routed through the residential areas to the east of the commercial area. This situation should be avoided.

Planned Street and Intersection Improvements

A number of street and intersection improvements are in various stages of planning throughout the Township. These include:

1. A study of the Route 35 Corridor and major intersecting streets is underway at this time. The study, being conducted by Abbington-Ney Associates, will make recommendations regarding the short term and long term improvements to a number on intersections and street segments impacting or impacted by Route 35. Intersections included in the study are:

- Route 35/West Park Ave.
- Route 35/Deal Rd.
- Route 35/Sunset Ave.
- West Park Ave./Kings Highway
- West Park Ave./Whalepond Rd.
- West Park Ave./Poplar Rd.
- West Park Ave./Cindy Ln.
- Deal Rd./Logan Rd.
- Deal Rd./Whalepond Rd.
- Deal Rd./Poplar Rd.

Street segments included in the study are:

- Sunset Ave. between Route 35 to Logan Rd.
- West Park Ave. between Cindy Ln. to Whale Pond Rd.
- Deal Rd. between Poplar Rd. and Whalepond Rd.

2. A study of the segment of West Park Ave. between Route 35 and Route 18 was undertaken in 1986 by the firm of Edwards and Kelcy. The study recommended that the primary access to West Park Estates be extended to the east to connect with Cindy Ln., and that it extend to the northeast to interconnect with the existing private road known as Armstrong Blvd., which provides access to Route 35 through the Twin Brook Apartment complex. The study also recommended that a break in the Route 35 center median, and traffic light be provided at Armstrong Blvd. The purpose of these improvements is to reduce traffic on West Park Ave.
3. A redesign of the intersection of Asbury Ave. and Green Grove Rd., including the intersection of Cold Indian Springs Rd. with Asbury Ave. is being undertaken by Monmouth County.
4. A redesign of the intersection of West Park Ave., Bowne Rd. and Green Grove Rd. is being undertaken by a joint effort of the Township, Tinton Falls and Monmouth County.

Bus Transportation

Local bus service often provides an alternative to the automobile for short trips within a municipality and to adjacent municipalities. To provide adequate service, bus routes must connect residential areas with community centers of activity including shopping centers, parks, schools and other public buildings, and operate at times and frequencies convenient to local residents.

Boro Busses Co. operates one route which runs along N.J. Route 35 between Asbury Park and Red Bank. Busses run approximately every hour with a slightly higher frequency during rush hour. In addition, busses run along the same route between Seaview Square Mall and Monmouth Mall every 1/2 hour.

The limited local bus service is not adequate to meet the needs of Township residents. There are no bus routes that operate between the various residential areas and Township centers of activity and no bus service is available west of N.J. Route 35.

Taxi Service

Taxi service provides a more convenient but expensive alternative to local bus transportation. Taxi companies provide local service and service to major regional centers including the three major airports and New York City. Currently, there are 9 taxi companies located in the adjacent communities of Asbury Park, Long Branch, and Neptune. By comparison, in 1978, at the time of the previous Master Plan, there were 14 taxi companies in Neptune and Asbury Park alone, and one located within the Township.

Bicycle Routes

Bicycle routes are necessary to serve both the recreational rider and the young adult who must rely on bicycle travel as a primary mode of transportation. They should serve to connect major points of interest within the Township, including schools, parks, recreation centers, and major commercial centers. The proper design and designation of bicycle routes is necessary for the safe and efficient travel of bicycles between these points. Bicycle travel within the Township is at times difficult and dangerous due to the lack of properly designed and designated bicycle routes.

While bicycle travel in and between neighborhoods on streets classified as minor streets is generally safe and convenient, bicycle travel between major points, on major and collector

streets is unsatisfactory.

The primary problems regarding bicycle travel exist on the 2 major east/west streets within the Township - Deal Rd. and West Park Ave. These 2 streets are the most heavily travelled in regard to bicycle traffic due to the limited number of crossings of Routes 35 and 18. These 2 streets have limited or non-existent shoulders in many locations, which severely impact bicycle travel.

Circulation Plan

Regional

The pending completion of N. J. Route 18 will impact traffic volumes on West Park Ave., Poplar Rd. and Deal Rd. by increasing the traffic accessing Route 18 from these arteries. In order to reduce the impact on these streets, it is recommended that a full interchange be constructed at the intersection of West Park Ave. and Route 18.

Local

The local plan provides for an integrated system of minor, collector, and major streets, arterials and expressways, adequate rights-of-way, adequate access across barriers to movement, safe and efficient intersections, and adequately maintained streets.

Street Classification

As mentioned previously in this report, all streets in the Township are classified according to function in order to determine the future right-of-way requirements and to assess their relationship to adjacent land uses. The street classification system has been established as follows and as illustrated on Map #4.

Expressways

Expressways are high-speed, high-capacity limited access highways devoted entirely to the movement of motor vehicles. They provide no direct access to abutting properties. They generally traverse large areas and provide for interregional traffic.

Design features of expressways include the separation of

opposing traffic lanes by a continuous center barrier or median strip and full access control with grade separations at intersections which are generally widely separated. Expressways usually have right-of-way widths of 150' to 400', carry multiple lanes of traffic in each direction, and generally have a capacity of between 1,000 to 1,500 vehicles per lane per hour.

Arterial Roads

Arterial roads serve high volumes of traffic between urban centers and generally long distance traffic movements. In most instances, they also serve as feeder routes to and from the expressway system. They are broken into subclassifications as follows.

Primary Arterial roads usually have four or more traffic lanes and may provide direct access to abutting properties, a secondary function which interferes with the flow of traffic. At intersections, timed traffic signals, jug-handle intersections, and sometimes grade separated interchanges are used to control traffic. Center barriers and painted markings are often used to facilitate traffic flow. The minimum right-of-way width of a primary arterial road should be 80 feet with 125 feet being a desirable width, depending on traffic volumes.

Secondary Arterial roads act as secondary routes for primary arterial roads. They carry less traffic at slower speeds than do primary arterials. Secondary Arterial roads should have a minimum right-of-way width of 72 feet, with two lanes of traffic in each direction. For secondary arterial roads with heavy peak hour traffic volumes, a minimum right-of-way width is 80 feet.

Major Streets

Major streets form a continuous network connecting all the arterial streets. These streets provide through traffic movements between local municipalities and serve commercial, industrial and residential properties along their routes which tends to interfere with the flow of traffic.

They have frequent signalized intersections and usually provide for two lanes of traffic plus parking on either side of the street. The minimum right-of-way width should be 66 feet. In many cases these routes are county roads.

Collector Streets

Collector streets provide access to abutting properties, collect traffic from minor streets and carry that traffic from neighborhoods to arterial roads and major streets. Collector streets should have a minimum right-of-way width of 60 feet, with one moving lane of traffic in each direction.

Minor Streets

Minor streets compose the final functional level of the street network. These streets provide direct access to all abutting properties and connect with collector streets and some major streets. They are usually residential in nature. Minor streets should have minimum right-of-way width of 50 feet.

Right-of-Way Widths

Under ideal circumstances, this Plan would call for all streets, with less than the recommended right-of-way widths, to be widened. This approach is not totally appropriate in many areas of Ocean Township due to the density of development. Widening of some roadways would result in a high rate of displacement of people and businesses, high acquisition costs, loss of ratables and alteration of neighborhood character to the detriment of affected neighborhoods. The following is a list of streets in Ocean Township, their classification, the existing right-of-way widths and future right-of-way widths. Where the existing R.O.W. widths are inadequate and expansion is not feasible, this Plan recommends that existing right-of-way widths remain unchanged. In many instances the existing right-of-way width exceeds the required minimum for that street classification. In most instances this Plan recommends that these streets maintain their existing right-of-way widths because of heavy traffic volumes generated by adjacent land uses. In those instances where the existing right-of-way width varies and the required right-of-way width varies identically, it is intended that no change be made to the existing right-of-way width.

	<u>Existing R.O.W.</u>	<u>Required R.O.W.</u>
<u>Expressways</u>		
New Jersey Route 18	300'	300'
<u>Primary Arterial</u>		
New Jersey Route 35	100'	100'
New Jersey Route 66	141'	141'

	<u>Existing R.O.W.</u>	<u>Required R.O.W.</u>
<u>Secondary Arterial</u>		
New Jersey Route 71	50'-105'	50'-150'
<u>Major Streets</u>		
West Park Ave.	33'-75'	66'*
Deal Rd.-from Route 18 to Monmouth Rd.	50'-60'	66'*
Poplar Rd.	49.5'	60'
Sunset Ave.-W. of N.J. Rt. 35	50'-85'	80'
Sunset Ave.-E. of N.J. Rt. 35	60'	60'
Monmouth Rd.-S. of Deal Rd.	66'-75'	66'-75'
Monmouth Rd.-N. of Deal Rd.	50'-66'	50'-66'
Asbury Ave.-E. of Asbury Park Circle	66'	66'
Asbury Ave.-W. of Rt. 66	66'	66'
Green Grove Rd.	33'-60'	60'

* West Park Ave. and Deal Rd. should have a R.O.W. width wider than 66' on either side of N.J. Rt. 35 to allow for better traffic circulation at that intersection. The exact length and width of this expanded R.O.W. should be determined through a separate engineering study of this intersection as recommended in a subsequent section of this report.

	<u>Existing R.O.W.</u>	<u>Required R.O.W.</u>
<u>Collector Streets</u>		
Bowne Rd.		
-from Asbury Ave. to Cold Indian Springs Rd.	50'	60'
-from Cold Indian Springs Rd. to Deal Rd.	50'	50'
-from Deal Rd. to Green Grove Rd.	50'	60'
Deal Rd.		
-from Green Grove Rd. to Bowne Rd.	50'-65'	60'
Cold Indian Springs Rd.	33'-50'	50'
Roller Rd.-Deal Rd. to Park Dr.	50'-60'	50'-60'
Darin Dr.	-	60'
Cindy Ln.	50'	60'
Armstrong Blvd.	-	50'
Kings Highway-Route 35 to Cindy Ln.	41.5'	50'
Dow Ave.	50'	50'
Whale Pond Rd.		
-from Deal Rd. to Dow Ave.	50'	60'
-from Dow Ave. to Whale Pond Brook	33'-50'	50'
Logan Rd.	33'-55'	50'
Allaire Ave.-from N.J. Rt. 35 to Logan Rd.	50'	50'
Roseld Ave.		
-from Logan Rd. to Monmouth Rd.	33'-60'	50'
-from Monmouth Rd. to Washington St.	60'	60'

	<u>Existing R.O.W.</u>	<u>Required R.O.W.</u>
Sherman Ave.	75'	75'
Wickapecko Dr.	50'	50'
Corlies Ave.	62.5'	62.5'
Roosevelt Ave.-from Monmouth Rd. to Norwood Ave.	50'	50'
Park Ave.	50'	50'
Larchwood Ave.	50'	50'
S. Lincoln Ave.	50'	50'
W. Lincoln Ave.	50'	50'

Street and Intersection Improvements

A number of streets were identified in this report as being congested, and intersections identified as being hazardous. A number of these streets and intersections are currently being analyzed in the Abbington-Ney Route 35 Corridor study.

- * It is recommended that Planning Board review the short term and long term improvements recommended by that study and, if the recommendations are acceptable to the Board, that the study be included in this Master Plan when the study is complete.
- * In concert with the Abbington-Ney study discussed on page 94 of this report, it is recommended that a number of improvements to the Route 35 Corridor and connecting road system be studied and pursued if feasible. The study of these improvements should be completed within 2 years of adoption of this Master Plan and any recommended improvements undertaken immediately thereafter, pending the availability of funding. These include:
 - * The extension of Darin Dr. to Armstrong Blvd. and the installation of a traffic light and a break in the Route 35 median at Armstrong Blvd.
 - * The extension of the northern end of Eagle Ave. into the Middlebrook Shopping Center lot to relieve congestion at the intersection of Deal Rd. and Route 35.
 - * The extension of the southern end of Eagle Ave. to Lawrence Ave. to the south, and the further extension of Milton Ave., south of Lawrence Ave. to Rose Ave.

- * The redesign of the Route 35/Logan Rd. intersection to permit traffic to flow between Logan Rd. and the Seaview Square Mall entrance.
- * The installation of an additional break in the Route 35 median and a traffic light at the intersection of Route 35 and Talmadge Ave. The acquisition of land which would be necessary for the construction of a jughandle on the west side of Route 35 should be a high priority.

The Asbury Park Circle at the intersection of N.J. Routes 35 and 66 has been identified in both the 1978 and current Master Plans as being deficient in regard to safety and congestion.

- * It is recommended that a study be undertaken jointly by the State of New Jersey, the County of Monmouth, Neptune Township, and Ocean Township for the purpose of improving the Circle. This study should be a high priority and should be pursued aggressively by Ocean Township.

A number of other intersections have been identified in this report as being hazardous or congested because of design deficiencies.

- * Engineering studies should be undertaken to evaluate these intersections and recommend improvements. These intersections include:

Deal Rd./Route 18
Asbury Ave./Green Grove Rd./Cold Indian Springs Rd.
Asbury Ave./Bowne Rd./Route 66
Green Grove Rd./Bowne Rd.
Green Grove Rd./Asbury Ave.
Deal Rd./Bowne Rd.
Sunset Ave./Wickapecko Dr.

The obsolete street system between Route 35 and Logan Rd. was identified.

- * A study of this street system should be undertaken to determine which streets should be vacated. Once the study is complete, the Township should act to vacate the streets.

Ongoing Street Maintenance

In addition to the study, redesign and reconstruction of intersections and streets which are designated as congested or hazardous, it is recommended that the Township continue to

aggressively maintain the existing street system. The existing program of periodic resurfacing and reconstruction of Township streets should be continued as part of the capitol improvement program.

In addition, it is recommended that curbing be installed on all Township streets to help maintain the integrity of the pavement edge.

Bicycle Paths/Pedestrian Pathways

It is recommended that a commission be established to prepare a specific plan which would provide for the location, design, designation, and/or construction of bicycle routes throughout the Township. The commission should be coordinated by the Township Recreation Dept. and should consist of the Recreation Director, a member of the Planning Board, 2 private citizens with an interest in recreational bicycling, a member of the Environmental Commission, and 2 Ocean Township High School students who utilize bicycles as a regular mode of transportation. Once the plan is developed, it should be presented to the Planning Board and, if acceptable, adopted as a part of this Master Plan.

It is also recommended that, until a specific bicycle route plan is established, Deal Rd. and West Park Ave. be designated as bicycle routes and that any new construction along either of these arteries reserve a minimum 6' bicycle path, separate from the paved roadway. Developers should be required to bond for the construction of such bicycle paths, however construction should not commence until the plan developed by the Bicycle Route Commission has been adopted.

Sidewalks

It is recommended that a policy for sidewalk construction be established. This policy should require that sidewalks be constructed on both sides of all primary and secondary arterial, major, and collector streets in the Township. A specific sidewalk plan should be developed for all minor streets.

Summary

The Circulation Element of the Master Plan identifies a number of deficiencies in the Township's circulation system and makes recommendations regarding improvements to that system. While substantial improvements have been made to the circulation system since the adoption of the 1978 Master Plan, increases in population

and traffic volumes due to development in the Township and surrounding communities has created the need for additional improvements.

The Circulation Plan recommends that the Township aggressively pursue the completion of the recommended improvements, and in some instances suggests a time for completion of these improvements. It is recommended that the Planning Board be advised, on an annual basis, of the progress that the Township is making toward completion of improvements.



- KEY**
- STREET IMPROVEMENTS
 - INTERSECTION IMPROVEMENTS
- STREET CLASSIFICATION**
- FREEWAY
 - PRIMARY ARTERIAL
 - SECONDARY ARTERIAL
 - MAJOR STREET
 - COLLECTOR STREET
 - PROPOSED COLLECTOR STREET

FEBRUARY 1990

CIRCULATION PLAN

MASTER PLAN

TOWNSHIP OF OCEAN
MONMOUTH COUNTY, NEW JERSEY

R ROBERT E. ROSA ASSOCIATES
 • Community Planning Consultants
 • Landscape Architects
 Woodbridge, New Jersey

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 • Municipal and Land Use Planners
 • Landscape Architects
 Ocean, New Jersey

CONSERVATION PLAN

The purpose of a Conservation Plan is to preserve and protect valuable resources which are essential to the present and future well being of the community. This purpose is achieved through identification of these resources, both natural and man-made, and their consideration in preparing the various elements of the Master Plan. A brief description of the consideration given in the various elements of the Master Plan follows.

Community Facilities Plan

The Community Facilities Plan identifies and recommends the continued preservation of existing public and semi-public land throughout the Township. In addition, it recommends that additional environmentally sensitive lands be identified and preserved as applications for development are processed by the Township Planning and Zoning Boards.

Circulation Plan

The Circulation Plan encourages the preservation of energy by: recommending street improvements which will increase the efficiency of traffic circulation; recommending the design, designation, and construction of bicycle paths in order to provide an alternative form of transportation; and by recommending a sidewalk policy which will provide an additional alternative means of local transportation.

Housing Element

The Housing Element encourages energy conservation through the location of higher density housing in areas which are in close proximity to commercial services, and where mass transportation is most likely to be provided.

Recycling Plan

The Recycling Plan provides for the recycling of tin, aluminum, glass, newspapers, and oil. The recycling of these materials will conserve natural resources through the reuse of these materials, and the reduction of the need to utilize land resources for disposal sites.

Utility Service Plan

The Utility Service Plan provides recommends that conservation measures be instituted regarding water consumption.

Community Characteristics and Design Element

The Community Characteristics and Design Element Provides for the conservation of the character of existing neighborhoods; the establishment of historic districts in the older sections of the Township; and the preservation of specific natural features where appropriate.

Land Use Plan

The Land Use Plan provides for the designation of specific land uses throughout the Township, including the designation of lands for public or semi-public recreation and conservation purposes. Where practical, the Land Use Plan has designated land uses in areas where maximum efficiency, and therefore energy conservation, can be gained through utilization of the existing and proposed circulation systems.

Additional Conservation Considerations and Recommendations

In addition to the above, the following recommendations should be considered in the Township's development and land use regulations:

- * The use of solar energy should be encouraged by the Planning and Zoning Boards during the review of applications. Where relief from Zoning, Site Plan, and Subdivision regulations is necessary for the proper installation and function of solar equipment, the Boards should consider such installation a substantial benefit of the development application, in accordance with Section 40:55D-70c(2) of the New Jersey Municipal Land Use Law.
- * The Ocean Township Planning Board agrees that trees are an invaluable natural resource to the Township, in that they provide substantial environmental benefits and enhance the aesthetic quality of the community. By doing so, it is believed that trees enhance real estate values. In order to maintain existing mature trees, and provide a variety and abundance of trees for the future, the Master Plan makes the following recommendations:
 - * The preservation of existing trees and vegetation should continue to be a priority during the review and approval of development applications. In this regard, applicants should strive to maintain existing grades in order to protect existing vegetation.
 - * The current regulations requiring 15 trees per acre for all development applications should be maintained. Applicants should be encouraged to plant deciduous shade trees on the southern side of buildings to provide shade in the summer, and allow sun to heat the buildings in the winter.

ECONOMIC ELEMENT

General

It is important that a Master Plan consider both the future economic development of the Municipality as well as the future economic needs of the population of the Municipality. With regard to the economic development of the municipality, the Master Plan should provide for adequate future development to balance the municipality's tax base. With regard to the economic needs of the future population, the Master Plan should provide for future development of commercial and industrial uses which will provide the types of jobs which are consistent with the Municipality's job base.

Future Development in Regard to Tax Base

The total assessment of property in Ocean Township in 1989 is \$865,948,400. This breaks down as follows:

Vacant Land.....	\$ 33,168,500
Residential less than 4 units...	633,167,700
Farm uses.....	1,316,700
Commercial and Industrial.....	148,506,300
Apartment.....	49,771,200

The Township currently has an approximate total of 4,080,333 sq. ft. of space in commercial and industrial buildings which have a total assessed value of \$148,506,300, or an approximate assessed value of \$36.40/sq.ft. The average assessed value of single one to four family residences is \$97,000 per dwelling unit. Based on the Land Use Plan, the assessment of the Township's land, at buildout will be broken down as follows:

Residential less than 4 units...\$	817,807,000
Commercial and Industrial.....	227,973,000
Apartment.....	49,771,200
Total.....	\$1,095,551,200

Consequently, the tax base at buildout will be approximately 26% greater than it is at present. It should be remembered that this is an estimate based on current building and land values, and current building trends.

While the impact of future development on the tax base is

important, it must be considered in context with the additional public costs which will be generated by development. For example, single family residences, while they increase the assessed value of property in the Township, generate costs in excess of the new taxes they generate. Consequently, the nature of future development should be balanced in terms of those uses which will generate a need for substantial additional services and those which will not.

The relationship between residential uses, which generate fewer tax dollars than they consume, and uses which generate more tax dollars than they consume, can be expressed in the ratio of sq. ft. of commercial/industrial floor area to residential units. The current ratio of commercial floor area to residential uses in Ocean Township is 420 sq.ft. of floor area per housing unit.

The Land Use Plan provides for the creation of 1,805 new housing units, and approximately 2,183,000 sq. ft. of commercial and industrial floor area, for a ratio 1,209 sq.ft. of floor area per housing unit, with regard to new construction. When combined with existing conditions, the resulting ratio will be 541 sq.ft. of floor area per housing unit, an increase of approximately 29%.

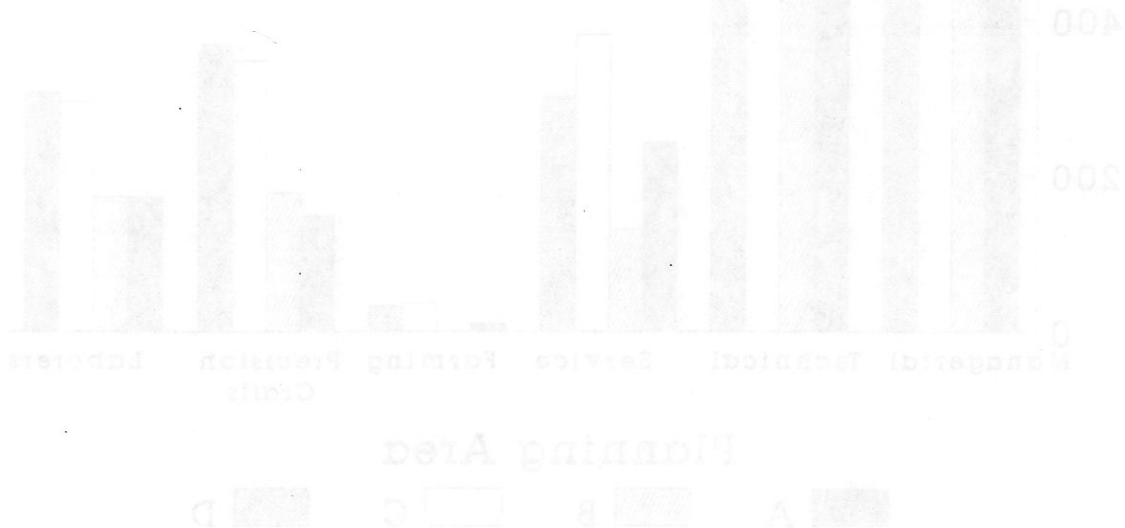
It should be realized that there are numerous other factors that determine tax rates and public costs. Many of these factors are beyond the scope and control of the Master Plan. Consequently, while the Master Plan provides for the relative improvement of the tax base, it does not necessarily provide for a decrease in taxes. All things being equal, however, it does provide for an improvement over existing conditions.

Analysis of Labor Pool Resident in Ocean Township

The 1980 Census is the most recent reliable indicator of the labor pool in Ocean Township. The Census breaks the labor pool down into Employment by Type and Employment by Industry. Within Ocean Township, Employment by Occupation is as follows:

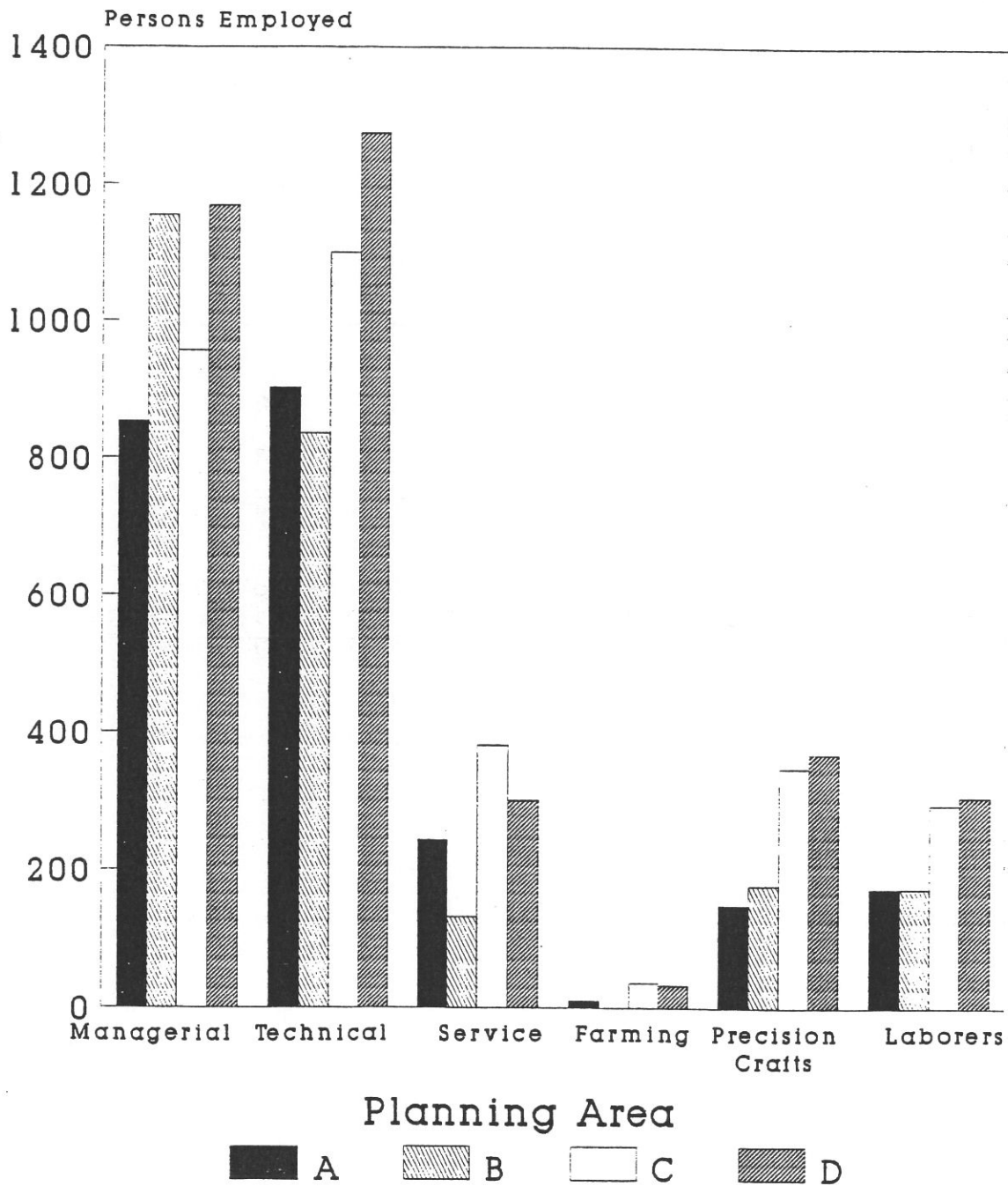
Occupation	Total	Planning Area			
		A	B	C	D
Managerial	4,143	853	1,155	957	848
Technical	4,112	902	836	1,100	912
Service	1,058	244	132	381	319
Farming	79	10	0	36	29
Precision Crafts	1,044	149	178	348	259
Laborers	947	173	173	295	271
Total	11,374	2,331	2,474	3,117	2,638

The table indicates that the majority of those employed in Ocean Township are in skilled occupations. The attached chart "Ocean Township Occupation by Type" is a graphic representation of the Table.



Ocean Township Occupation By Type

1980 Census



Employment by Industry is as follows:

Industry	Total	Planning Area			
		A	B	C	D
Agriculture	94	12	0	34	48
Construction	537	61	85	193	198
Manufacturing	1,478	338	326	457	357
Transportation	306	75	54	83	94
Communications	366	82	32	125	127
Wholesale Trade	572	62	166	97	247
Retail Trade	2,370	491	438	646	795
Finance, Real Estate Insurance	862	180	140	233	309
Business and Repair Services	687	190	154	178	165
Entertainment	451	79	79	111	182
Professional	2,434	484	711	635	604
Public Administration	1,217	277	289	325	326
Total	<u>11,374</u>	<u>2,331</u>	<u>2,474</u>	<u>3,117</u>	<u>3,452</u>

The above table shows Occupation by Industry for the Township as a whole and for planning areas. It indicates that, while Ocean Township residents are employed in a wide range of industries, the greatest concentrations of employed Ocean Township residents are in Retail Trade, Professional Occupations, Manufacturing, or Public Administration.

The Master Plan provides for a variety of Retail, Office, and Industrial uses to be maintained and expanded within the Township. The nature of these uses is consistent with the make-up of the Township's employment base.

Summary

The Master Plan provides for a balance of land uses within the Township which will help stabilize the tax base and generate employment opportunities for current and future residents. The land use plan will increase the ratio of commercial and industrial

floor area to dwelling units, thereby strengthening the tax base, while providing for an additional 2,183,000 sq.ft. of commercial and industrial floor area which will generate employment opportunities.

COMMUNITY CHARACTERISTICS AND DESIGN ELEMENT

Introduction

The character of communities can vary widely from municipality to municipality, as well as within a single municipality. The nature and extent of this diversity is determined by a number of factors, including the size of the municipality, its location, its age, the regional and local transportation network, the location and quality of municipal facilities and services, and the public's perception of the municipality or the specific neighborhood within the municipality.

Regardless of these factors, one common element of community character is the relationship of neighborhoods, or distinct areas within a community, to each other and, more importantly, to central places within the community. This relationship between neighborhoods and central places usually develops in one of two forms, or as a combination of the two.

The first is a radial format within which the central place is literally the center of the community, and functions as a focal point of the community. Neighborhoods radiate out from the central place, each with a focused attention toward the center. This type of relationship is common in central cities, where the "downtown", or central business district, is the focal point of the community. It is also common in more rural areas, where the "village" is the center of the community.

The second of these types of relationships is more linear in nature, with a series of smaller central locations, linked together by more intensely developed corridors. These corridors are usually, although not always, defined by major roadways. Examples of this, on a large scale, are the N.J. Route 1 Corridor between Trenton and New Brunswick. On a smaller scale, an excellent example is the N.J. Route 35 Corridor between Point Pleasant and Seaside Heights in Ocean County.

Ideally, a community would be planned so that it developed along the lines of one of these two patterns. Each feature of the community would be readily identifiable, and would not encroach upon the other. Consequently, a readily identifiable network of community areas could be created. Such development is possible to plan in a new community, where there is no existing development to impede the creation of a "pure" plan. In reality, very few situations exist where a community was or can be planned from scratch. Instead, the community has "happened" over a period of years, with its development responding to changing market conditions and inconsistent or non-existent planning processes. Specific features of the community network tend to overlap, or serve dual functions. This is particularly true of older communities in New Jersey, where a significant amount of development occurred prior to the implementation of the more

stringent planning processes which exist today. Ocean Township is one such community.

The development pattern in Ocean Township consists of a series of small centers which have become connected by corridors. Some of these centers function as regional centers, and some function as central hubs of surrounding neighborhoods. In most instances, these centers function as both a central place along a corridor, and a central hub of a neighborhood. This is particularly true in the Oakhurst and Wanamassa sections of the Township.

In addition to the central places within the Township, a series of sub-centers have developed. These sub-centers are generally less intensely developed than the centers, and usually provide a community service, such as the Municipal Building, a school, or a recreation facility.

One final factor which shapes the character of the community is the existence of features which physically separate neighborhoods. These features can be major highways, such as N.J. Routes 18 and 35, large open tracts of land such as golf courses, and natural features such as streams or lakes. In some instances, these features serve a dual function, in that they also function as one of the features in the community network.

Centers

Centers within Ocean Township are located at the intersections of major streets. They consist primarily of commercial areas, some with regional orientation, and some which are oriented towards one or more neighborhoods. In most instances they are a combination of the two. There are a total of eight centers within the Township. Four are regional centers located along N.J. Route 35, and four are neighborhood centers located east of N.J. Route 35.

Route 35 Centers

The regional centers located along N.J. Route 35 are the most predominant central places in the Township. The four centers are similar in that each is located at a major intersection with an east/west road, and each contains one or more shopping centers. However, each center has its own unique character.

Route 35 and West Park Avenue Center

The intersection of N.J. Route 35 and West Park Ave. is an intense commercial area which is currently 100% developed. It consists of: three shopping centers - Cobblestone Village,

Towne Plaza, and a small shopping center containing a 7-11; a super market; a home improvement center/lumber yard; several office buildings; a Denny's restaurant, a bank, and the Oakhurst Post Office.

This center differs from the other three N.J. Route 35 centers in that not all of the sites have direct access to N.J. Route 35, while all have direct access to West Park Ave. Of the uses within this center, only Shore's Super Market, Denny's Restaurant, and Towne Plaza have direct access to N.J. Route 35. The remaining sites, including Cobblestone Village, the 7-11 shopping center, Builder's General Supply, the bank and Post Office, and 777 West Park Ave. have direct access only to West Park Ave., although the bank, Post Office, and 777 West Park Ave. have limited access to N.J. Route 35 via an existing easement through an adjacent property. The lack of access to Route 35 leads to traffic congestion along West Park Ave. due to the need for left hand turns into these sites. In addition, Kings Highway, which intersects West Park Ave. east of N.J. Route 35, significantly adds to the conflicting traffic patterns and traffic congestion.

Sites within this area vary considerably in size, shape, and condition. The largest site within the area is Cobblestone Village, which is 8.3 acres. The smallest site is the Oakhurst Medical Center, which is 13,500 sq. ft. An analysis of each site within the area reveals the following:

Cobblestone Village is the most recently developed site within the Center. It consists of three buildings: two of which house a variety of retail stores and offices, some of which are vacant, and one building which houses offices and a bank. Due to the newness of the shopping center, the site is designed according to acceptable design standards, and is generally attractive. Specific problems with the site include: the maintenance of planting beds; and the large existing sign at the eastern edge of the site, which is inconsistent with the architectural theme of the buildings, and detracts from their appearance. In addition, some of the stores within the complex have been permitted to install signs which are inconsistent with the architectural theme of the shopping center. It is recommended that the large existing red sign at the eastern end of the site be removed, and that future signage within the shopping center be consistent with the architectural character of the shopping center.

The 7-11 shopping center is an elongated 1.4 acre tract with access to West Park Ave. and Kings Highway. The access to Kings Highway is a particular problem with this site. This access is intended to be an entrance only from southbound Kings Highway, but is used as both an exit onto Kings Highway and an entrance from Kings Highway northbound. In addition, the site is currently overdeveloped, and lacks sufficient landscaping along its frontage. On-site circulation is inconvenient, particularly

at the southeast corner of the site where automobiles backing out of parking spaces frequently interfere with site thru traffic. Due to the overdevelopment of the site, it is recommended that no additional expansion be permitted on this site. It is also recommended that the Kings Highway access to the site be eliminated, and that additional landscaping be provided.

Denny's Restaurant is located within the jughandle at the intersection of N.J. Route 35 and West Park Ave. Despite the difficult location, this site is an attractive site which seems to function properly, with the exception of occasional left hand turns off of West Park Ave. into the site.

The Shore's Super Market site, located at the southwest corner of the intersection, is a 3.9 acre site. This is one of the older buildings in this center, and the site is substandard in a number of ways. The most obvious problem with the site is the lack of landscaping. The site is nearly 100% paved, with no formal landscaping. Consequently, despite the attractiveness of the front facade of the building, the site has a significantly detrimental impact on the appearance of the area. No traffic controls, other than painted lines, exist within the paved portion of the site, resulting in poor on-site traffic circulation. The access to the site from West Park Ave. directly opposite Kings Highway, causes substantial problems on West Park Ave. due to the number of left hand turns which occur, as well as movements across West Park Ave. between Kings Highway and the Shore's site. The loading area for the Supermarket is located on the western side of the building, visible to West Park Ave., which also detracts from the appearance of the area. In addition, this loading area extends into a portion of the right-of-way which runs parallel to N.J. Route 35 and extends southward approximately 2,000'. It is recommended that this site be substantially redeveloped. The redevelopment should include the removal of the entrance to the site opposite Kings Highway on West Park Ave., substantial landscaping, and relocation of the loading on the west of the building to the south side of the building.

The Builder's General Supply site and the adjacent condominium office complex share a common access and are similar in design and appearance. In general, these sites are attractive and function properly.

Towne Plaza is an irregularly shaped, 2.8 acre site with access to N.J. Route 35, West Park Ave. and Belmore St. It consists of three buildings, each of which contain a series of small retail uses. As with many of the older commercial sites in the Township, it is over-developed in regard to current standards. Landscaping of the site, although limited, is attractive. The primary problem with this site is the signage of the buildings, which is haphazard and inconsistent. The result is substantially detrimental to the appearance of the buildings.

This problem is less pronounced on the two buildings which have mansard roofs. Signage on the one building which does not have a mansard roof substantially detracts from the appearance of the shopping center. Traffic flow within the shopping center is adequate except for occasional problems which occur when vehicles attempt to exit the site directly to West Park Ave. westbound. It is recommended that left hand turns from this site onto West Park Ave. be prohibited, and that signage be installed to direct traffic to N.J. Route 35 north and the jughandle in order to proceed west on West Park Ave. It is also recommended that a mansard roof be constructed on the one building in the shopping center which does not have a mansard roof.

A small office building exists at the southeast corner of West Park Ave. and N.J. Route 35. This site interconnects with Towne Plaza and utilizes the shopping center for ingress and egress. As with the shopping center, this site is over-developed but attractive.

The Oakhurst Post Office, 777 W. Park Ave., and National State Bank occupy portions of a larger 9.7 site which has access to both West Park Ave. and N.J. Route 35. However, due to barriers currently in place on the site, the majority of traffic exiting the site, and all traffic entering the site uses the West Park Ave. access. Due to traffic congestion at the intersection of West Park Ave. and N.J. Route 35, access to and from these sites is extremely difficult at times. Otherwise, both sites are adequate in terms of intensity of development and appearance.

Route 35 and Deal Road Center

This center is unique in the Township in that it is approximately 50% developed and consists almost entirely of Middlebrook Shopping Center, which is located at the southwest corner of the intersection. Other existing uses in this center include a bank, a Krauser's convenience store and a gasoline station. All of the existing commercial uses in this center are located on the western side of N.J. Route 35. In addition to the existing development, two sites totaling approximately 26 acres exist on the eastern side of N.J. Route 35. These sites are likely to be developed as offices, but in a fashion which will include them in the Center.

Middlebrook Shopping Center is a 19.2 acre site with access to both N.J. Route 35 and Deal Rd., as well as direct access to the Middlebrook Apartments to the rear. Although functionally one site, it is separated into two ownerships, with the north building on a 6.8 acre site and the southern building and theater on a 12.4 acre site. Because of the inter-relationship of the two portions of the site, any future development of either portion of the shopping center should consider the entire

shopping center site.

The shopping center is approximately 20 years old, and consists of a super market, a movie theater, a home improvement center, a discount catalog store, a Roy Rogers fast food restaurant, and a number of smaller retail shops. The shopping center is one of the most unattractive sites within the Township due to its size, the lack of landscaping, and the expanse of parking. Landscaping consists of a few trees in planter islands, as well as some shrubs around the Roy Roger's building. Otherwise, no formal landscaping exists. Any future development of this site should require that landscaping comply with the current Zoning Ordinance standards.

In addition, substantial problems exist in regard to access to and from the shopping center site. Specifically, the access to Deal Rd. nearest N.J. Route 35 is extremely difficult to negotiate due to its poor design, the topography, and traffic congestion at the intersection of Deal Rd. and N.J. Route 35. The main access to the site from N.J. Route 35 is often difficult to enter due to the design of the jughandle providing access to N.J. Route 35 southbound from Deal Rd. Future development of this site should require that the access on Deal Rd. nearest N.J. Route 35 be eliminated, and that the main access to the site on N.J. Route 35, be redesigned to reduce or eliminate the conflict with traffic on the N.J. Route 35 jughandle.

The Krauser's convenience store and Mobile gas station are located on a single 3.0 acre site north of Deal Rd. They are both set towards the front of the site and occupy approximately 60% of the entire site. The remainder of the site is landlocked by these two uses and could not be used unless the site was redeveloped or subdivided and the landlocked portion added to adjacent sites. Both Krauser's and the gas station are similar in that the sites are not landscaped, have poor on-site circulation and parking, and have poor access to Deal Rd. These two uses each have two separate driveways, for a total of four driveways accessing Deal Rd. within the 328' frontage of the site. These multiple accesses add to the traffic congestion on Deal Rd. Any future development of this site should require a reduction in the number of accesses.

The bank building is located on a 1.3 acre site at the northwest corner of the intersection. It is an attractive site, although landscaping is substandard according to current regulation. The primary problem with this site is the access drive to Deal Rd. which encourages left hand turns to and from Deal Rd. in close proximity to the N.J. Route 35 intersection, adding to traffic delays.

The site located at the southeast corner of the intersection is a 14.3 acre site with over 1,000' of frontage on N.J. Route 35, and approximately 200' of frontage on Deal Rd. The extreme

southern end of the site consists of wetlands and floodplain, so that development of that portion of the site is limited. The site is heavily wooded and very attractive. Due to the limited access to Deal Rd., the nature of the intersection, and the orientation of the site to N.J. Route 35, it is recommended that no access be permitted to Deal Rd. from this site. It is also recommended that any development of this site consider the wooded nature of the site, and attempt to preserve the natural vegetation along the site perimeter as much as possible.

The site located at the northeast corner of the intersection is approximately 12.8 acres in area with approximately 1,000' of frontage on N.J. Route 35 and 380' of frontage on Deal Rd. It consists of a large open field, and a smaller residential tract, known as the Henderson Tract. The main house on the Henderson Tract has historical significance with respect to the Township's development, and should be preserved either on this tract or elsewhere. As with the above site, due to the limited access to Deal Rd., the nature of the intersection, and the orientation of the site to N.J. Route 35, it is recommended that no access be permitted to or from eastbound Deal Rd. from this site. Consideration should also be given to use of a portion of the Henderson Tract for the expansion of the intersection.

Route 35 and Sunset Avenue Center

This center is unusual in that it consists of two entirely different areas. The sites west of N.J. Route 35 consist of highway and regional oriented uses, while the area to the east of N.J. Route 35 consists of neighborhood and community oriented uses.

The predominant use in the area is the Ocean Plaza Shopping Center, which consists of two large buildings, a gas station, a bank, and a Pizza Hut. The entire site is approximately 23 acres, which is subdivided into two separately owned sites of 9 and 14 acres. Landscaping is inadequate, consisting primarily of trees in planted islands within the parking area. Specific improvements are necessary in the landscaping along N.J. Route 35 and Sunset Ave.

The shopping center's easternmost access to Sunset Ave. is inadequate due to its conflict with traffic at the intersection and on the adjacent jughandle.

The principal buildings can be described as typical one-story shopping center buildings. A recent renovation to the southernmost portion of the southern building has severely impacted the appearance of the shopping center. The renovation changed the appearance of the building so that the southernmost end of the building is completely out of character with the remainder of the building. This change has adversely impacted

the appearance of the shopping center. Because of the inter-relationship of these two sites, it is recommended that any development on one site consider the redesign of the shopping center as a whole. Improvements that should be made include additional landscaping to meet the requirements of the Township Zoning Ordinance, architectural continuity of the entire shopping center, and the elimination of the easternmost access to the shopping center from Sunset Ave.

A Burger King Restaurant exists at the southwest corner of Sunset Ave. and N.J. Route 35. The appearance of the restaurant is adequate. The primary concern with this site is the access to the site from Sunset Ave., which encourages left hand turns from Sunset Ave. onto the site, adding to traffic congestion at the intersection. It is recommended that left hand turns into the Burger King from Sunset Ave. be eliminated.

The primary uses to the east of N.J. Route 35 are located within the block bounded by N.J. Route 35, Fairmont Ave., Allen St., and Sunset Ave. This block serves as a jughandle for the intersection, and the uses, on five sites, are located within the jughandle. All five sites are thru-lots with frontage on Sunset Ave. and Fairmont Ave. These uses consist of a gas station, several offices, and a small shopping center. With the exception of the gas station, all of the uses have parking on Sunset Ave., most of which is within the Sunset Ave. right-of-way, and all have parking on-site on the Fairmont Ave. side of the buildings. The buildings were quite old and were constructed prior to the widening of N.J. Route 35 and the use of Fairmont Ave. and Allen St. as a jughandle. Generally, the buildings were constructed for neighborhood commercial type uses prior to the intense development of the N.J. Route 35 Corridor.

This entire block is over-developed, lacks appropriate landscaping, and has traffic circulation problems on the Sunset Ave. side of the lots due to the diagonal parking on Sunset Ave. The rear of the buildings, facing Fairmont Ave., consist of paved parking areas, little or inadequate on-site circulation controls, and no landscaping. Redevelopment of this entire block is necessary. Specific recommendations for redevelopment include: the elimination of parking on Sunset Ave. in the front of the uses within the Sunset Ave. right-of-way; the orientation of the store fronts towards Fairmont Ave. and the parking areas fronting on Fairmont Ave.; and the redesign of the parking areas fronting on Fairmont Ave. and Allen St. to create one large parking lot, with appropriate landscaping, appropriate traffic circulation, and appropriate access from Fairmont Ave.

The portion of the Center to the east of Allen St. between Sunset Ave. and Fairmont Ave. is somewhat similar to the area discussed in the previous paragraph. The primary difference is that this block has several residential uses on its eastern end and begins the transition to a residential area. The recommendations for the block discussed in the previous

paragraph also apply for this block.

The sites north of Fairmont Ave. with frontage on Fairmont Ave. consist of a bank, a doctor's office, a Post Office, a blueprinting business, and a small retail store. The bank and doctor's office are relatively new construction and are both attractive and functional. The remainder of the uses are older buildings which have inadequate site design and landscaping. Both the Post Office and small retail building are on substantially substandard sites in regard to frontage and area. It would be appropriate for both of these sites to be consolidated with adjacent sites.

Properties fronting on the south side of Sunset Ave. are varied, and consist of a furniture store located on the corner of N.J. Route 35 and Sunset Ave., a small shopping center, a 7-11, a garden center, and an office building located at the intersection of Sunset Ave. and Logan Rd. With the exception of the office building, these sites lack proper site design and have no landscaping. Both the furniture store and garden center have parking within the Sunset Ave. right-of-way, and the 7-11 parking area is inadequate in size and layout. Redevelopment of any sites within this area should require the elimination of parking within the Sunset Ave. right-of-way. In addition landscaping should be provided in front yards of the buildings where possible.

Seaview Square Center

The fourth center along the Route 35 Corridor is Seaview Square Mall. The Mall currently consists of a two-level enclosed shopping mall with three major stores. In addition, a theater building, and a satellite mall with a super market and drug store exist within the area.

Seaview Square has access to N. J. Route 35, N. J. Route 66, and Sunset Ave. It is a 132 acre regional shopping mall which was constructed in 1978. Room exists for one additional major store, as well as for the additional parking which would be necessary. Although the Mall was recently constructed, aesthetic problems exist.

The primary concern with aesthetics is the condition of the existing landscaping within the parking areas and around the ring road. The plant materials which have been installed are insufficient based on current standards and not doing well in terms of growth and survival. This has led to a degradation of the appearance of the Mall, particularly since the topography of the Mall is such that the parking areas are plainly visible to surrounding sites and streets.

Both the movie theater site and the satellite shopping center

site lack proper landscaping and are over-developed in terms of impervious coverage. Both on-site and off-site traffic patterns are adequate.

Redevelopment of any of the sites within the Seaview Square Center should require landscaping to be installed in accordance with the Zoning Ordinance.

Other Centers

The remaining four centers are neighborhood oriented centers and are located predominantly in the Oakhurst, West Deal, and Wanamassa sections of the Township.

Oakhurst Village Center

The Oakhurst Village Center is a small neighborhood commercial shopping area consisting of a variety of building types and uses. Several buildings within the Village are among the oldest in the Township, while several buildings are recently constructed and more modern in design as well as construction.

The historic center of the Village is the intersection of West Park Ave. and Monmouth Rd. The buildings located to the north and south of West Park Ave. at this intersection are located directly on the property line fronting on both streets. They are two-story structures with retail uses on the bottom floor and residential uses on the second floor. Parking fronts on West Park Ave. at the rear of the buildings.

Most of the remaining buildings in this area are also old and have historical significance. These include:

The office building directly opposite West Park Ave. fronting on Monmouth Rd.; the Finesse Sportswear building, the former U.S. Post Office; the vacant office building located on the southbound side of Monmouth Rd. one lot north of West Park Ave.; the retail store located at the northeast intersection of Park Ave. and Monmouth Rd.; and the former Oakhurst Schoolhouse, which is located at the southeast intersection of Monmouth Rd. and Park Ave.

The three buildings within this area which do not have historical significance are the small shopping center and office building located at the intersection of Laird St. and Monmouth Rd., the Shadow Lawn Savings and Loan Bank located immediately to the north of the shopping center and the 7-11 store located on Northbound Monmouth Rd. just north of West Park Ave.

The most predominant characteristic of this area other than the

age of the majority of the buildings, is the lack of parking in the front yard. Only two uses - the shopping center, and the 7-11, have significant parking areas in the front yard. The majority of other uses either have parking on the side or rear yard, with buildings located at or very near the front property line. The lack of visible parking in this area adds to the neighborhood commercial character of the area, and also enhances the historic character of the area. It is recommended that this character be maintained, and that parking be prohibited in front of buildings within this area.

One additional characteristic of the area is the intensity of development of the sites within the area. A significant number of sites have a high percentage of impervious coverage, and limited landscaping in the front and side yards. This characteristic is common to all four neighborhood centers. Design standards are necessary to reflect this characteristic and properly control future development.

It is recommended that an architectural review committee be set up to review any development within this historic district as well as the remainder of the Monmouth Rd. Corridor. The purpose of the architectural review committee would be to insure that future development within this area maintains the historic character of the area and enhances that character where possible. The architectural review committee would act in an advisory capacity to the Planning Board. Its duties should include: the review of applications for development within the designated area, recommendations to the Planning Board or Board of Adjustment regarding those applications; and the preparation of development design standards for the area which are consistent with the character of the area and with historic preservation.

Monmouth Road/Roosevelt Avenue Center

The Monmouth Rd./Roosevelt Ave. Center is a very small neighborhood commercial area consisting of five sites. These sites consists of: two gas stations located at the northeast and southeast intersection of Monmouth Rd. and Roosevelt Ave.; the Monmouth Bottle Shop; a small retail building consisting of a luncheonette and other small stores located at the northwest intersection of Monmouth Rd. and Roosevelt Ave.; and a small office building located at the southwest corner of the intersection.

As with the Oakhurst Village Center, these sites are fully developed and have high percentages of pavement and building. With the exception of the office building, landscaping on the sites is inadequate, and parking is located in front of the buildings, or in plain view of Monmouth Rd.

Only one of the sites, the group of small retail stores and the luncheonette, has a building which is located at or near the property line. Buildings on the other sites are set back substantially from Monmouth Rd.

Norwood Ave. Center

Norwood Ave. Center is a neighborhood shopping area located at and near the intersection of Roosevelt Ave. and Norwood Ave. It is located at the far eastern end of the Township, and extends southward into the Borough of Deal, serving neighborhoods in both Ocean Township and Deal.

Lot sizes within this area vary considerably. The largest lot in the area is the Acme Supermarket lot which is 3.8 acres in size and has frontage on both Norwood Ave. and Roosevelt Ave. and access from both streets. Other lots in the area vary from 9,000 sq.ft. to approximately 1 acre in size.

Uses in the area are mixed, consisting of: offices; the supermarket; a Mobile gas station; various retail stores, some of which have apartments located above them; and residential uses. North of Roosevelt Ave. the area is bordered to the west by the North Jersey Coast Line Railroad Tracks. South of Roosevelt Ave. it is bordered by the Ocean Township Sewerage Authority Treatment Plant.

There is a substantial difference in the character of this area north and south of Roosevelt Ave. South of Roosevelt Ave. the majority of the retail stores are located in very close proximity to the street right-of-way. The space between the buildings and the street right-of-way consists of sidewalk and in some instances landscaping within planter boxes. Of particular note is the treatment of the street frontage at the northwest intersection of Norwood Ave. and West Morgan Ave. In this area the sidewalk consists of brick, with raised concrete and brick planter boxes which provide an attractive and pleasant streetscape.

Only one site south of Roosevelt Ave. has parking located in front of the building. That site is the southernmost site within the Township and is occupied by a mixed retail and office use. On-street parking is permitted along the Norwood Ave. frontage of these buildings, and is essential to the successful operation of the businesses in this area. Because of the nature of the area, and the width of Norwood Ave., the on-street parking does not detract from the appearance of the area. In addition to the on-street parking, the majority of businesses in this area have parking in the rear yards. This parking, in terms of volume, is more than satisfactory to meet the remaining needs of the retail stores.

Another significant difference between the area north of Roosevelt Ave. and south of Roosevelt Ave. is that the Norwood Ave. frontage south of Roosevelt Ave. has no overhead electrical wires, while electrical wires exist to the north of Roosevelt Ave. which have a substantial visual impact on that area.

The area to the north of Roosevelt Ave. consists of a wide variety of uses and lot sizes. The largest and most intensive use is the Acme Supermarket site, which was constructed within the past year. In addition a small retail shopping center located at the intersection of Norwood and Roosevelt Ave.'s is also a somewhat intensive use. This small shopping center is similar to the shopping area immediately south of Roosevelt Ave. in that the stores front very close to the street right-of-way, and parking is located in the rear of the building as well as on-street in front of the building.

Other uses north of Roosevelt Ave. include several residences, a Mobile gas station and a realtor's office. As with the areas to the south of Roosevelt Ave. the majority of these sites are intensively developed and have high percentages of impervious coverage.

As with other neighborhood commercial centers, sites within the Norwood Ave. Center are intensely developed. The majority of the sites appear to have up to 90% impervious coverage, and limited landscaping within parking areas and along property lines. The provision of proper landscaping should be a priority regarding development within this area.

It is recommended that standards be developed for this area which encourage proper treatment of the store fronts along both Norwood Ave. and Roosevelt Ave. Included in these recommendations should be the prohibition of off-street parking in front of buildings, the use of brick sidewalks and planters along Norwood Ave., and the use of awnings along Norwood Ave. to add to the character of the area. Permitted lot coverage of both building and impervious material should reflect the high intensity of lot coverage in this area, but should also encourage landscaping on the perimeter of the lots. Uses permitted in the area should be neighborhood oriented uses.

Wanamassa Center

The Wanamassa Center is a small neighborhood commercial area which has substantial historical significance similar to the Oakhurst Village. This Center consists of properties in the immediate vicinity of the intersection of Sunset Ave. and Wickapecko Dr., with the primary uses being located on the northwest corner of that intersection.

Uses in the area consist of a mixture of neighborhood oriented retail uses, offices, the Wanamassa Fire and First Aid Squad, a gasoline service station, and a Foodtown supermarket. The most significant grouping of stores fronts on the western side of Wickapecko Dr. north of Sunset Ave. This grouping of buildings consists of several retail uses, and the Wanamassa Fire and First Aid Squad building. These buildings range from one to two stories in height, and are set back from Wickapecko Dr. approximately 25'. The area between the buildings and the street pavement consists of concrete sidewalk which is in poor condition, with no landscaping or other site amenities.

A public parking lot is located directly across Wickapecko Dr. from these buildings. The parking lot consists entirely of asphalt with no landscaping and no design features to delineate parking spaces or drive aisles. Substantial overhead wiring extends along the Wickapecko Dr. frontage of the public parking area. This wiring has a substantial negative impact on the appearance of the area.

The remaining uses on the northwest corner of the intersection are an Exxon gas station and the Foodtown supermarket. Both of these sites are typical of sites in neighborhood centers, in that they are intensely developed, have little landscaping, and have a high degree of impervious surface.

Uses on the northeast and southeast corner of the intersection are a small retail building and a small office building, respectively. The retail building has no on-site parking available, utilizing the adjacent public parking lot, and the office building provides on-site parking to the south of the building with access to Wickapecko Dr. In both instances the buildings are attractively landscaped and in scale with the adjacent neighborhood.

The southwest corner of the intersection is occupied by a small group of retail stores, a public parking lot and a small office building. Both the retail stores and the office building have attractive landscaping along their street frontages. The parking lot is 100% paved with no landscaping and no traffic controls.

The principal problems with this area involve the lack of landscaping along the Wickapecko Dr. frontage north of Sunset Ave., the lack of landscaping along Sunset Ave. west of Wickapecko Dr., and the lack of landscaping and traffic controls in the two public parking lots.

To resolve these problems, it is recommended that standards be developed for treatment of the sidewalk areas along Wickapecko Dr. and Sunset Ave.

While the two public parking areas are unique features of this center, and provide convenient and necessary parking for the

commercial uses, their appearance is a significant detriment to the area. It is recommended that street trees be installed along the Wickapecko Dr. frontage of the larger parking area, behind the overhead wiring, to soften the visual impact of the overhead wires. In order to accomplish this, funding should be sought for upgrading the two parking lots.

It is also recommended that this area be designated an historical district, similar to the Oakhurst Village Center and Monmouth Rd. Corridor, and that an architectural review committee develop standards for design and review of any development applications within this area.

Corridors

In Ocean Township, corridors are the fabric which binds the centers and neighborhoods together. In some instances the boundaries of corridors are separate and distinct. In other instances they blend with the surrounding neighborhood or center, with no readily identifiable boundaries. In all instances, corridors provide links between centers within the Township, or to centers in adjacent municipalities.

A total of nine corridors exist within the Township. All of these corridors are along major roadways.

Route 35 Corridor

The most predominant corridor within the Ocean Township Community network is the Route 35 Corridor. This corridor, which bisects the Township in a north/south direction, divides the Township into distinct east and west sections. Neighborhood characteristics vary considerably on each side of the Corridor.

The Corridor contains four corridor segments, and four centers. The centers have been discussed separately. The Corridor segments contain a variety of retail and office uses, including shopping centers, individual stores and office complexes.

While each of the Corridor segments has its own characteristics, there are two characteristics which each has in common. The first of these is the overhead wiring which is located along the entire length of N.J. Route 35. This overhead wiring substantially detracts from the appearance of the Corridor. Potential solutions to this problem consist of the removal of the overhead wiring and installation of underground wiring, or the installation of a substantial number of street trees along the highway right-of-way behind the wiring to soften its visual impact. It is recommended that the latter solution be implemented since the installation of underground wiring would

be cost prohibitive.

The second problem common to all areas of the Corridor is the proliferation and variety of free standing and facade signs. It is recommended that a comprehensive sign ordinance be developed which provides reasonable guidelines for sign size, location, shape, color and general appearance.

In general, there is no distinctive architectural theme to the buildings within the N.J. Route 35 Corridor.

Northern Corridor Link

The Northern Corridor Link consists of those properties fronting on Route 35 north of the N.J. Route 35 and West Park Ave. Center, extending to the Eatontown border. There are three separate areas within this portion of the Corridor which have distinct development characteristics.

The first of these areas is the northern section of the Corridor. This area is located on both sides of the divided highway. On the southbound side, it is north of the intersection of N.J. Route 35 and Kings Highway. On the northbound side, it is north of the 445' frontage of Monmouth County Weltz Park. Uses on the southbound side of this area consist of the Red Lobster restaurant, McDonald's restaurant, a funeral home, and a radiologist's laboratory. Uses on the northbound portion of N.J. Route 35 consist of a sporting good store, a Jaguar dealership, and a Hess gas station which was recently renovated. With the exception of the sporting goods store site, which is an older development, the appearance and design of the sites are appropriate.

Lot sizes range from 1.1 acres for the McDonald's to 4.85 acres for the Hess gasoline station site. Lot depths range from 280' for the McDonald's to 480' for the Red Lobster restaurant site. Building setbacks range from 50' for the McDonald's to in excess of 100' for the Red Lobster and the sporting goods store. The northernmost parcel within this area on Southbound N.J. Route 35 has received preliminary approval for an office building. That use is consistent with other uses in the immediate area including offices to the immediate north in Eatontown.

The second distinct area within this segment of the corridor is the area fronting on Southbound N.J. Route 35 and Kings Highway. All of the sites within this area with the exception of one are thru lots with dual frontage on N.J. Route 35 and Kings Highway. In some instances these lots are extremely narrow with widths less than 50'. Uses within this area include a real estate office, a stereo components & video store, a diner, a car wash, a liquor store, a small shopping center, and a computer store. All the sites are substandard with regard to lot coverage and

landscaping. In many instances the impervious coverage is close to 100% of the site.

The majority of the buildings throughout this segment are one story in height, and in general parking on the sites is inadequate for the size of the buildings. This area is substandard for a variety of reasons. These include:

- a. Inadequate and insufficient landscaping on the sites;
- b. Inadequate traffic circulation and parking on the sites, including thru traffic between N.J. Route 35 and Kings Highway;
- c. The location of trash storage areas along the Kings Highway frontage;
- d. Building setback, which is extremely difficult to avoid because of the dual frontage and shallow depth of the lots.

It is recommended for this segment of the Corridor that no expansion of existing buildings be undertaken due to the current overdevelopment of the area, and that zoning requirements encourage the consolidation of lots in order to provide for proper redevelopment of these sites.

The third distinctive area within the Northern Corridor Link is located on northbound N.J. Route 35 south of the Weltz tract. It consists of eight parcels which range in area from .9 acres to in excess of 3 acres. Seven of the parcels are developed, and one is currently under development as an auto dealership. The developed parcels consist of a recently constructed restaurant and retail complex, a furniture store, a vacant retail building, a gas station, a combined retail use and tire store, an auto dealership, and an office/warehouse use. Two of the sites, the recently constructed restaurant and retail use and the office/warehouse use, are adequate in terms of site design and appearance. The remaining sites are substandard with regard to landscaping, impervious coverage, site design, and in some instances site maintenance. The sites themselves are adequate in size to support redevelopment with proper design. Consequently, redevelopment of these sites should be encouraged.

The only common factor between the buildings in this area, is that the majority of the buildings are one story in height. The limitation in the height of the buildings creates a certain scale to the area which is pleasing. It is therefore recommended that the feeling of scale created in this area be maintained. This can be accomplished by requiring greater setbacks for higher buildings, and establishing a floor area ratio that would discourage the construction of large two-story buildings.

West Park Avenue to Deal Road Corridor Link

This segment of the Route 35 Corridor extends from the 35/West Park Ave. Center to the Route 35/Deal Rd. Cent Characteristics within this area differ substantially northbound and southbound sides of N.J. Route 35.

Properties on northbound N.J. Route 35 in this area co small lots with shallow depths. Lot sizes within this range from 1/3 of an acre up to approximately 3 acres with the majority of the lots ranging from 10,000 to 2 ft. in size. The majority of the lots are shallow, ha depth of 183', and are thru lots, extending to Belmore parallels N.J. Route 35. Belmore St. is an improved s some areas and unimproved in others. Of the 24 lots i area, 20 have frontage on N.J. Route 35. Of these thr vacant, one is a single family residential use, three uses, and the remainder are retail uses. Three of the small parcels within the area which do not have fronta Route 35 are vacant and one is a single family residen

Building setbacks in the area tend to be substantially 50'. This is because most of the buildings in the are older, being more than 30 years old, and were original back 50' from the highway. The taking of highway from necessitated by the widening of N.J. Route 35 to a fou divided highway, reduced the front setbacks of these b substantially. Consequently the front setbacks of man older buildings are substantially substandard. This p aggravated by the narrow width of many of the lots whi it difficult to provide vehicular access to the rear y rear yard parking. Consequently most parking is locat front yards, and in many instances pavement extends up highway right-of-way. The result is that there is lit landscaping in the front yards of some structures in t These sites include the AAC Desk Outlet, Carmel Marble Glass World Plaza, Carvel, Century 21 and Harold P. Mi office, the Mullaney office building, 1-2-3 Auto Parts Cellular Phone Supply store, The Wood Stove, Mullaney' Service, and the Penn Dinette/Sleep Shop. The majorit sites have widths of 100' or less, parking in the fron and setbacks of less than 50'.

Signage along this segment of the highway is substanda the appearance and the excessive number of signs signi detract from the appearance of the highway.

It is recommended that provisions be developed in the Ordinance which would encourage the consolidation of s this portion of N.J. Route 35, or the joint developmer adjacent sites in order to provide access to and parki and rear yards, fewer curb cuts, and additional landsc the front yard.

The character of southbound N.J. Route 35 in this area is substantially different than that of northbound N.J. Route 35. Of the 16 parcels fronting on southbound N.J. Route 35, 13 exceed 1 acre in size and 12 have frontages of 200' or greater. Most lots in this area have depths exceeding 400'.

Uses along N.J. Route 35 southbound are mixed. They consist of: a supermarket; a furniture store and restaurant located on one site; two relatively new office buildings; a flooring store; a scrimshaw warehouse and sales room; a car wash; the Musical Heritage Society office building; a shopping center; Pep Boy's automotive supply store; an auto dealership; a tile store; and a fitness center. Building setbacks range from approximately 50' to in excess of 100'. Building heights are generally one story, with the exception of two office buildings which are three stories in height.

The size of the lots, combined with the building setbacks and the generally larger size of the buildings, give a greater feeling of openness to this segment of the highway. Generally, landscaping is provided within the front yards, although in most instances the width of that landscaping is less than the current 25' width required by the Township Zoning Ordinance. It is recommended that any redevelopment of sites in this area require the 25' wide landscaped strip along the front yard.

Because of the larger size of the sites, and the greater lot frontage, signs along this segment of the highway are not as distracting as they are on other segments.

There are few problem sites along this southbound section of N.J. Route 35 due to the recent construction of a number of the buildings, and the size of the sites. The primary concern within this area is the Ocean Dodge automobile dealership. This site is substandard both in terms of design and maintenance. This site is nearly 100% developed, has little landscaping, has vehicles and boats displayed on the site in a cluttered manner, has a proliferation of facade signs on the building, and has a chain link fence with barbed wire surrounding the rear portions of the site. It is recommended that any redevelopment of this site require substantial landscaping requirements, limitations on the number of vehicles and boats which can be stored on the site, the location of such storage, and provision of adequate on-site traffic circulation at all times.

Deal Road to Sunset Avenue Corridor Link

The character of the Deal Rd. to Sunset Ave. Corridor Link has been determined largely by the street pattern on either side of N.J. Route 35 within this area. This pattern consists of streets oriented in an east/west direction, and intersecting

N.J. Route 35 at a slight angle. In most instances the distance between streets, or the width of the blocks, is 200'. Consequently the majority of the sites within this area have frontage on N.J. Route 35 ranging from 100' to 200', and depths varying from 25' to an excess of 300'. In addition, the angular configuration of the lots has resulted in buildings being constructed either at an angle to N.J. Route 35, or at an angle to the side property lines or side street fronting the lot. This characteristic has had a substantial impact on the appearance of buildings throughout this area, and on the perception of building setbacks, which appear greater due to the angle.

In general, land uses within the area consist of a mixture of office and retail commercial uses. Lot sizes vary substantially, from less than .15 acres to 2 acres in area.

This area experiences many of the same problems as the two corridor links discussed above. Specifically, a number of the sites have very shallow front yard setbacks, parking located in the front yard extending to the highway right-of-way, and little landscaping in the front yards. These sites include the Frederick's building, the Carmel Shop, the Michael's Shoes and Sleep Doctors Waterbed's building, two office buildings located immediately south of Allenhurst Ave. on Block 205, the Elbrook Professional building, Gelco Furniture building, GPH Imported Cars, Transnet Computer Store, the Jamarc Food Building, Lazarus Realty Corporation Building, and the Heathkit Electronics store. As with the northern segments of the Route 35 Corridor the majority of these buildings are located on northbound N.J. Route 35.

Signage within this area is a substantial problem, particularly on northbound N.J. Route 35 between Sunset Ave. and Allenhurst Ave. The majority of signs in this area are located very close to the street right-of-way, and due to the narrow width of many of the lots there are signs located approximately every 100'. In some instances signs are blocked by two or three other signs and cannot be easily read.

An additional problem in this area is the proliferation of signs within store windows and facade signs on buildings. In most instances these signs do not conform to the current ordinance requirements. Other signs, such as the Subaru Dealership sign, are distracting and out of character with any other signs in the area.

It is recommended that, where possible, sites be consolidated and unimproved streets accessing N.J. Route 35 be vacated. Advantages of these actions would be to reduce the number of free standing signs, reduce the number of curb cuts accessing N.J. Route 35, and provide additional room for front yard landscaping along the Highway frontage of these properties.

It is also recommended that front yard setbacks for any new construction within this corridor be limited to a minimum of 100' on lots of 300' or greater, and 1/3 of the lot depth, but not less than 50', on lots less than 300' in depth. Parking should not be permitted in the front yard where building setbacks are less than 75', in order to permit adequate room for front yard landscaping.

Sunset Avenue to Seaview Square Corridor Link

The Sunset Ave. to Seaview Square Corridor Link extends southerly from the Route 35/Sunset Ave. Center along N.J. Route 35 to the southerly boundary of the Township. The predominant use within this area consists of automobile dealerships which are located on three of the largest sites within this area. Other uses include several restaurants, a furniture store, a rental center, and several motels. Lot sizes in the area vary although most lots exceed 1 acre in size. The predominant characteristic of this area is the shallow setback of the majority of the buildings. This shallow setback has resulted in the lack of adequate landscaping in the front of buildings and a "close" feeling, despite the fact that the majority of buildings are one story in height.

Lot depths in the area vary from 130' to 700'. Lot widths range from 100' to 400'. Because of the similarities in lot widths and depths between this corridor link and the Deal Rd./Sunset Ave. Corridor Link, the recommendations regarding consolidation of lots and building setbacks are the same. Specifically, it is recommended that front yard setbacks for any new construction within this corridor be required to be a minimum of 100' on lots of 300' or greater, and 1/3 of the lot depth, but not less than 50', on lots less than 300' in depth. Parking should not be permitted in the front yard where building setbacks are less than 75', in order to permit adequate room for front yard landscaping. In addition, it is recommended that sites be consolidated where possible.

Monmouth Road Corridor

The Monmouth Rd. Corridor is the most historic and scenic corridor within the Township. It extends from the northern boundary of the Township southbound thru the Village of Oakhurst, and southbound along Monmouth Rd. to Interlaken. Two primary centers exist along the Corridor, one being the Village of Oakhurst and the second being the Monmouth Rd./Roosevelt Ave. Center. In addition, two sub-centers also exist along the corridor. One of these subcenters is located midway between the Oakhurst Village and Roosevelt Ave. Centers, and consists of the former Oakhurst School site (current Ocean Township Board of

Education Offices and Township Historical Society Museum), Oakhurst Country Day School, United Methodist Church, and Camp Oakhurst. The second sub-center is located at the southern end of the Corridor and consists of the Municipal Building and Library, Temple Beth El, and the Monmouth County Boy Scouts administrative building.

Northern Corridor Link

The segment of the Monmouth Rd. Corridor north of the Oakhurst Village consists of a series of single family residences which appear to be in excess of 100 years old, on the southbound side of Monmouth Rd., and one multi-family residence located at the extreme northern end of Monmouth Rd. on the northbound side. The remaining property on the northbound side is open space which is part of an existing detention basin. Monmouth Rd., in this area, is lined with street trees and has sidewalks on both sides of the street.

Oakhurst Village to Roosevelt Avenue Corridor Link

This segment of the Monmouth Rd. Corridor between Oakhurst Village and Roosevelt Ave. consists primarily of single family residences on lots ranging from 7,500 to 15,000 sq.ft. Predominant housing styles are colonial, cape cod, and ranch. Front setbacks average around between 20' - 30'.

Other significant uses within this area are those institutional uses located within the sub-center discussed above. Of these sites, the Oakhurst Country Day School building, the Methodist Church, and the Board of Education offices all have architectural characteristics which substantially add to the historic character of this corridor.

In addition a substantial number of the residential structures within the Corridor add to the historic character of the area. Many of these structures have open or enclosed front porches, a characteristic of older style residential uses. This characteristic is more prevalent along Monmouth Rd. than in any other section of the Township. It is a desirable characteristic which should be maintained. The other predominant land use within this segment of the Monmouth Rd. Corridor is that of the small office use. Several residences within this area have been converted to office uses. At present the few offices that exist have not had an adverse impact on the character of the area, however close examination shows that these sites are substantially overdeveloped, and similar development of other sites within the area would substantially change the character of the area to the detriment of the Corridor.

In order to encourage reinvestment in this area, while maintaining the residential character of the area and the enhancement of its pleasing visual character, it is recommended that incentives be generated for reinvestment in and upgrading of various sites within the area. Specifically, there are sites within the area which are large enough to support a home professional office use without risking overdevelopment of the site. It is recommended that limited home professional office uses be permitted along Monmouth Rd. between Roosevelt Ave. and West Park Ave. on such sites. This should be implemented through a provision in the Zoning Ordinance permitting the use as a conditional use.

Special conditions should include: minimum lot area and width requirements; a maximum of 600 sq. ft. of office space permitted; no more than one non-resident employee; off street parking to be provided in a manner consistent with a residential use; minimum buffers of 25' along any rear yard, and 10' along any side yard; and a limitation on the type of professional office which could be permitted.

The types of professional offices permitted should be limited to uses which do not generally require client visits to the site. Examples of such professions include engineers, architects, accountants, professional planners, and attorneys. Medical and dental offices should be specifically prohibited.

In addition to the above, any home professional office should require a mercantile license from the Township, which would require an annual inspection of the premises in order to determine that the use is in compliance with the Zoning Ordinance.

Roosevelt Avenue to Deal Road Corridor Link

The portion of the Monmouth Rd. Corridor south of Roosevelt Ave. consists predominantly of office uses. The primary characteristics of these sites are that the majority of buildings are constructed of brick and are colonial in nature. Several of the newer office buildings, specifically the Poplar Brook building and Brookside Commons, are more modern in architecture and somewhat out of character with the architecture of other buildings in the area. However, the differences do not substantially detract from the area's character.

Generally speaking, lot sizes in the area are quite large to the east of Monmouth Rd., and smaller, ranging from 10,000 to 20,000 sq. ft. to the west of Monmouth Rd. The primary reason for the difference in lot sizes is the excessive depths of lots to the east.

The portion of this corridor link south of Poplar Brook consists of a mixture of institutional and residential uses. The institutional uses are located at the sub-center at the extreme southern end of the Corridor. In addition a small office building has been approved for construction just south of Poplar Brook on the eastern side of Monmouth Rd.

Building setbacks of this segment of Monmouth Rd. vary from 40' to approximately 100'. The setbacks provide adequate room for landscaping in front yards and for the proper site development.

It is recommended, in order to maintain the pleasing visual characteristics of this area, that portions of the area north of Poplar Brook be designated for low intensity office use. Development standards should include a prohibition of parking in front yards, a maximum floor area ratio of .3, and a maximum building height of 30'.

Southern Corridor Link

The Southern Corridor Link extends from Deal Rd. to the Borough of Interlaken. This link of the corridor is bisected into northern and southern sections by the Deal Country Club golf course, which has a significant visual and functional impact on the corridor. Other than the golf course, land uses along Monmouth Rd. in this area consist primarily of single family residential uses, ranging in average size from 1/2 acre to the north of the golf course, to 10,000 sq. ft. to the south.

General Recommendation - Monmouth Road Corridor

It is recommended that the entire Monmouth Rd. Corridor be designated an historic district for the purposes of the Township Zoning Ordinance. An architectural review committee should be established which would develop architectural design standards for all buildings and structures. In addition, the review committee would act as an advisory committee to the Planning Board regarding the review of development applications for any property within this area. It is also recommended that a study be undertaken to identify specific historic structures located within this district and to seek their designation on both the State and National Register of Historical Places.

West Park Avenue Corridor

The West Park Ave. Corridor is the longest east/west corridor within the Township. It extends from the western border of the Township, at the intersection of West Park Ave. and Green Grove Rd., in an eastward direction to the intersection of West Park Ave. and Monmouth Rd. The Corridor has three separate segments, each with its own distinctive characteristics.

Western Corridor Link

The westernmost segment of the Corridor extends from Green Grove Rd. to N.J. Route 18. Lot sizes are quite large ranging from 1 acre to in excess of 100 acres. The largest developed lot within this area is the Ocean Township Intermediate School which is located north of West Park Ave. at the intersection of N.J. Route 18. Other uses include a church, a nursing home, a farm and several single family residential uses.

This segment of the West Park Ave. Corridor has a substantial amount of vacant land associated with it. Consequently, its character is that of large undeveloped lots and large areas of open space.

Within this area the pavement width of West Park Ave. is extremely narrow, providing room for one lane of traffic in each direction with no shoulder. No sidewalks exist along West Park Ave. and curbing is limited to the area immediately adjacent to the N.J. Route 18 interchange.

Recommendations regarding this Corridor are included in the section dealing with the Northwest Wayside Neighborhood. (Pages 150-152)

Route 18 to Route 35 Corridor Link

The next segment of the West Park Ave. Corridor extends from N.J. Route 18 eastward to N.J. Route 35. Land uses are widely varied within this segment of the Corridor. They consist of townhouses, garden apartments, commercial uses and single family residences.

There are substantial differences between the properties on the north and south sides of West Park Ave. within this area. Properties on the south side of West Park Ave. tend to be large with multiple principle buildings and setbacks exceeding 100' to 150'. Examples of these sites are the Manor, Provident Associates, and Cotswold Townhouse Developments, West Park Manor Apartments and the 804 West Park Ave. Office Development.

By contrast, the properties of this segment on the north side of West Park Ave. tend to be smaller, with setbacks ranging from 40' to 60'. This is primarily due to the fact that the predominance of land uses on the north side of West Park Ave. within this area are single family uses.

In addition to the existing uses currently located within this segment of the Corridor, one substantial new use is under construction. This is the West Park Estates townhouse development located north of West Park Ave. adjacent to N.J. Route 18. This parcel is approximately 150 acres in area, and approximately 400 total units will be constructed on the site. Due to the substantial setback of the development, it will have a minimal impact on the visual character of the West Park Ave. Corridor.

Recommendations for improvements to this segment of the Corridor are included in the analysis of the N.J. Route 35/West Park Ave. Center. (Pages 113-116)

Route 35 to Monmouth Road Corridor Link

The third segment of the West Park Ave. Corridor extends from N.J. Route 35 to Monmouth Rd. Uses along this segment of the Corridor are predominantly single family residential uses with several major exceptions. Those exceptions are the Monmouth County Weltz Park and the Ocean Township Community Pool Complex located north of West Park Ave. at the western end of the Corridor, and the Ocean Township High School Complex located just beyond the pool complex on the south side of West Park Ave.

West Park Ave. has a width of two lanes for the entire length of this corridor. Narrow shoulders also exist on the road, and sidewalks exist opposite most residential uses. Lot sizes tend to be larger along West Park Ave. than in adjacent residential neighborhoods. The primary reasons for the increased lot area is a greater lot depth for most of the properties. This increased lot depth permits greater setbacks along West Park Ave., reducing the impact of the heavy traffic. It is recommended that a front yard setback of 50' be required along West Park Ave. in this area.

Overhead wiring has a major visual impact within this segment of West Park Ave. In some areas the impact of the overhead wiring is masked by street trees. However, in most areas those trees have been trimmed back to expose the poles and the wiring, or simply do not exist. In most areas, where street trees exist they are located on the opposite side of the street from the utility poles. Where they do exist, there appears to be a healthy mix of street trees consisting of older and newer trees. The result will be that as the older trees begin to deteriorate and die, the newer trees will fill the spaces and maintain the

impact that the street trees currently have.

The most significant aspect of this link of the West Park Ave. Corridor is the historic nature of many of the residences in close proximity to Oakhurst Village. A number of these residences have centennial plaques, which indicate they are in excess of 100 years old. Many also have open front porches similar in character to those located along the Monmouth Rd. Corridor. For this reason it is recommended that the portion of the West Park Ave. Corridor extending between Whale Pond Rd. and Monmouth Rd. be designated an historic corridor in the same manner as the Monmouth Rd. Corridor, and be subject to the same architectural requirements and review. It is specifically recommended, however, that home professional offices not be permitted along West Park Ave. in the same manner which has been recommended along Monmouth Rd. Home professional offices would be inappropriate due to the single family character of the West Park Ave. Corridor.

Roosevelt Avenue Corridor

The Roosevelt Ave. Corridor extends between the Monmouth Rd./Roosevelt Ave. Center and the Norwood Ave. Center. Uses along the Corridor are predominantly single family residential uses with some two-family residential uses, a small park associated with the Township's Senior Citizen Complex, and several parcels of vacant land. Lot sizes vary but tend to be consistent with lot sizes in the residential areas to the north. Building setbacks tend to be quite close to the street, generally ranging between 20' and 35'. Setbacks increase toward the eastern end of the Corridor.

Within this area Roosevelt Ave. is a two lane road with narrow shoulders and sidewalks on both sides of the street. The surface of the road is currently concrete with asphalt shoulders, and is somewhat deteriorated and unattractive.

Overhead wiring exists along this corridor as it does along most major corridors within the Township. The visual impact of the wiring is somewhat obscured by mature street trees along most portions of the Corridor.

Recommendations for this area include maintaining front yard building setbacks at a minimum 35', and the repaving of Roosevelt Ave. to improve its appearance and function.

Deal Road Corridor

The Deal Rd. Corridor extends from N.J. Route 18 eastward to the intersection of Deal and Monmouth Rd's. It includes two

separate and distinct segments. The westernmost segment extends from N.J. Route 18 to N.J. Route 35, and the eastern segment extends from N.J. Route 35 to Monmouth Rd.

Western Corridor Link

The Western Corridor Link consists of a variety of land uses including a school, a firehouse, an office building, several parcels of open space, single family residential uses, townhouse residential uses, and garden apartment uses. The school, firehouse, and office building form a sub-center between N.J. Route 18 and Poplar Rd. With the exception of the single family uses, lot sizes are substantially in excess of 1 acre. Building setbacks are also substantial, ranging from 50' for the single family uses, to a minimum of 85' for the other uses.

This segment of the Corridor is fully developed and attractive, with the exception of the problems discussed in the analysis of the Route 35/Deal Rd. Center.

Eastern Corridor Link

The Eastern Corridor Link is bordered primarily by single family uses and recreational uses. The two major recreational uses that border this segment of Deal Rd. are the Deal Test Site and the Hollywood Golf Club. Single family residential uses exist along the south side of Deal Rd. between Logan Rd. and the Hollywood Golf Club property. The majority of these single family residences are one-story buildings on 14,000 sq.ft. lots. The only two-story homes within this segment on the south side are three two-story colonials located between Logan Rd. and Dennis Rd. and one additional two-story residence located at the intersection of Deal Rd. and Doreen Rd. Because of the style of the houses, the character of this residential development is unique within the Township.

Residences also exist on the north side of Deal Rd. to the east of Whale Pond Rd. These residences are remarkably different in style and size than the ranch style residences located on the south side of Deal Rd. Specifically, they exhibit a modern style of architecture and have been constructed as part of the recent major subdivision. Lot sizes in this area are in the neighborhood of 1/2 acre in size and setbacks are approximately 50'.

Three parcels within this eastern segment of the Deal Rd. Corridor are exceptional and deserve special note. The first of these is known as the Turner Tract, which is a 44 acre parcel located at the extreme western end of this segment. This parcel is currently occupied by several residential structures and is proposed for development as a single family subdivision.

The second parcel is a 5 acre parcel located at the northeast intersection of Whale Pond Rd. and Deal Rd. This parcel contains a large colonial single family house, and is bordered by a white, four rail fence on the perimeter of the property. This property has a substantial visual impact on this corridor.

The third property is an existing synagogue located in the midst of the recent residential subdivision which was constructed on the north side of Deal Rd. east of Whale Pond Rd. The synagogue building at one time was an office building for the Walter Reed Theater Company. The building has a unique architecture, and the site adds a unique characteristic to this residential neighborhood.

Sidewalks exist along portions of this segment of the Corridor, specifically between Logan and Dennis Rd's on the south side of Deal Rd., and east of Whale Pond Rd. on the north side of Deal Rd. These sidewalks are not continuous, which poses a safety hazard for pedestrians walking along this section of Deal Rd.

Street trees and shrubbery on both sides of the road are adequate and help mask the overhead wiring and utility poles that exist.

Recommendations for this segment of the Deal Rd. Corridor include the construction of sidewalks along the south side of Deal Rd. and along the Turner Tract. Since the topography of the Deal Test Site along Deal Rd. would prohibit additional widening of Deal Rd. and the construction of sidewalks, it is recommended that a pedestrian path be constructed within the Deal Test Site paralleling Deal Rd.

Green Grove Road Corridor

The Green Grove Rd. Corridor extends from Asbury Ave. to the northern end of the Township. Land uses along the Corridor are single family residential uses. Housing styles consist of primarily two-story colonial style buildings, and lot sizes vary from 1/3 acre to 1 acre in size. The one non-residential use in the area is Wayside Park, which serves as a neighborhood park for most of Wayside.

Green Grove Rd. is a two lane road for its entire length. In some areas it is wide enough for two lanes of traffic and two shoulders, in some areas its width is barely sufficient for two

lanes of traffic. Sidewalks exist in areas where major subdivisions have been constructed and are non-existent where homes have been constructed on isolated lots. Street trees are abundant throughout the Corridor, and in some instances form a complete canopy over the road.

One substantial vacant parcel exists along this segment. It is a 6.8 acre parcel adjacent to the Wayside Park, and has been designated for acquisition as an addition to the park.

It is recommended that sidewalks be constructed along the entire length of Green Grove Rd.

Asbury Avenue Corridor

The Asbury Ave. Corridor extends from the southwestern tip of the Township, at the intersection of Green Grove Rd. and Asbury Ave., to the southeastern corner of the Township east of the Asbury Circle. This Corridor defines the southern boundary of the Township at its border with the Township of Neptune. This Corridor has three distinctive segments.

Western Corridor Link

The westernmost segment extends from Green Grove Rd. eastward to N.J. Route 66. The uses along this segment are predominantly single family residential uses within Ocean Township, as well as within neighboring Neptune Township. Lot sizes range from 1/3 acre to in excess of 1 acre. Curbs and sidewalks exist in only one small part of this segment.

One use exists within this area which is substantially inconsistent with the residential character of the area. This is a truck storage facility near the intersection of Bowne Rd. and Asbury Ave.

Route 66 Corridor Link

The second segment of the Asbury Ave. Corridor extends along the entire length of N.J. Route 66. Within this area, N.J. Route 66 is a four lane divided highway with a wide, grassy center median. Uses along this segment of N.J. Route 66 consist of large tracts of vacant land and commercial uses, including the Seaview Square Mall and its satellite facilities. No sidewalks exist along the highway, and no street trees exist along developed lots.

Recommendations for this area include the provision of sidewalks

along the entire length of the highway, additional landscaping in the front yards of developed lots, and the prohibition of direct access from industrial sites to N.J. Route 66.

Eastern Corridor Link

The Eastern Corridor Link extends from the Asbury Circle to Asbury Park. Asbury Ave. is a two lane road in this area. Land along this segment of the Corridor is undeveloped, and has an average depth of 100'. No sidewalks exist.

This segment of Asbury Ave. has been one of the most difficult areas in the Township to develop due to the shallow depth of the lots, and the high volumes and speeds of traffic on Asbury Ave. It is recommended that this area be designated for low intensity office use and home professional offices, in order to limit the impact on adjacent residences. In addition, it is recommended that access be provided to side streets rather than to Asbury Ave. in order to limit the number of curb cuts on Asbury Ave.

Sunset Avenue Corridor

The Sunset Ave. Corridor extends from the Sunset Ave. industrial park in an easterly direction to the Deal Lake/Sunset Ave. bridge leading into the City of Asbury Park. The Corridor has three distinctive segments: the western segment between N.J. Route 35 and the industrial park; the central segment located between N.J. Route 35 and Wickapecko Dr.; and the eastern segment located between Wickapecko Dr. and Deal Lake. The Corridor includes the Route 35/Sunset Ave. Center and the Wanamassa Center, and bisects the South Wanamassa Neighborhood.

The Sunset Ave. Corridor has two very distinctive features. These are that the western end of the Corridor directly faces the setting sun, hence the name Sunset Ave. While this may be considered to be a desirable feature, the open and industrial nature of development at the western end of the Corridor negates this attractive feature. The second distinctive feature of this corridor is its termination at the Deal Lake/Sunset Ave. bridge leading to Asbury Park. The views of Deal Lake from this bridge both to the north and to the south are two of the more attractive views within the Township.

Western Corridor Link

The segment of the Sunset Ave. Corridor west of N.J. Route 35 extends in a westerly direction into the Sunset industrial park. Land uses at the eastern end of the Corridor includes the Ocean Plaza shopping center and Desiderio Oldsmobile dealership. All

other uses within this segment of the Corridor are industrial in nature.

Building setbacks vary from 50' to in excess of 200'. Front yard landscaping is generally quite nice. The one notable exception is the Monmouth Processing site located on the south side of Sunset Ave. in the eastern portion of this corridor segment. Recommendations for the improvement of this site are discussed under the Industrial Area section of this element of the Master Plan.

The dominant visual characteristic of this segment of the Corridor is the New Jersey American Water Co. water tower located at the intersection of Sunset Ave. and Brielle Ave. A second dominant characteristic is the radio tower located immediately to the east of the water tower. While both of these elements detract somewhat from the appearance of the area, they are essential public utilities and their visual impact cannot be reduced significantly. A recommended improvement to the New Jersey American Water Co. property is the relocation of the existing chain link fence, which runs along the street right-of-way, so that the fence sets back 50' from the right-of-way, and the installation of landscaping in front of the fence to screen it.

The third predominant visual characteristic within this area is the overhead wiring. It is recommended that any new developments within this area provide street trees to be located behind the wiring so that they eventually grow to mask the wiring.

Central Corridor Link

The Central Corridor Link is located between N.J. Route 35 and Wickapecko Dr. The extreme western portion of this link of the Corridor is within the Route 35/Sunset Ave. Center and is discussed in detail within that section of this element of the Master Plan. Land uses along this segment to the east of Logan Rd. are predominantly single family uses. Houses in this area tend to be 1 to 1 1/2 stories in size and to have a relatively small footprint.

Because of the street pattern within this area, side streets intersect Sunset Ave. approximately every 200' on both the north and the south of Sunset Ave. As a result the majority of residential lots fronting on Sunset Ave. are corner lots and a significant number of the houses on those lots front on the side street rather than on Sunset Ave. In addition, very few driveways access Sunset Ave.

Building setbacks vary from 20' to 35' on the average. Sidewalks exist along most portions of this segment of the

Corridor, but in some areas are deteriorated and require replacement. Street trees are adequate, to the extent that some portions of Sunset Ave. are completely covered by the canopies of the street trees. Curbing along this segment of this corridor is intermittent, and inadequate in those places where it exists.

It is recommended that new sidewalks be constructed where none currently exist, existing inadequate sidewalks be replaced, and that new curbing be constructed along the entire length of Sunset Ave. in this area.

Eastern Corridor Link

This segment of the Sunset Ave. Corridor is similar to the central segment of the Corridor in regard to the pattern of the intersecting side streets and the predominance of corner lots along Sunset Ave. Substantial differences exist, however, regarding the orientation of these houses and the size of the houses. Houses in this segment of the Corridor tend to be 2 to 2 1/2 stories in size, substantially older than those in the central segment, and for the most part front on Sunset Ave. The primary reason for these differences is the difference in the age of the housing.

Sidewalks, curbs and street trees along this segment are adequate.

Residential Neighborhoods

Residential neighborhoods occupy most of the land area within the Township. The characteristics of these neighborhoods vary considerably with regard to lot sizes, housing styles, street widths, and building setbacks. In general, newer residential subdivisions have wider streets, sidewalks, and underground utilities. Older residential areas, which have developed over a period of years through minor subdivisions, lot consolidation, and small major subdivisions have varied setbacks, intermittent sidewalks and curbs, narrow streets, and overhead utilities.

Certain characteristics are common to most residential neighborhoods within the Township. These include the lack of sidewalks and curbs on thru streets, the existence of flag lots and the potential for the creation of flag lots on larger vacant lots, and a diversity of architectural styles within individual areas. General recommendations in this section include: the construction of curbs and sidewalks on thru residential streets in all areas; discouraging the creation of flag lots; and a recognition of the existing character of developed areas when designating lot sizes and bulk criteria. Specific recommendations are also made in regard to lot sizes, building setbacks and building styles.

Various housing styles are referred to in this element of the Master Plan. These are described as follows:

- Colonial - 2 to 2 1/2 story frame dwelling with two floors of living area, usually rectangular in shape with a peaked roof. Siding on colonial dwellings is usually clapboard, cedar shingle, aluminum, vinyl, brick, or asbestos.
- Cape Cod - A small rectangular 1 1/2 frame story dwelling with a peaked roof, primary living area on the first floor, and a small living area or storage area within the attic area. Siding is similar to colonial dwellings.
- Expanded Cape Cod - A Cape Cod with dormers or a first floor addition.
- Bi-level - A two-story frame dwelling with a raised front entrance which is midway between the first and second floor. Siding is similar to colonial dwellings.
- Ranch - A one-story frame dwelling with a peaked or slanted roof, generally rectangular or "L" shaped. Siding is similar to colonial dwellings.

Bungalow - A small, one-story frame dwelling, similar to a ranch, but considerably smaller and usually more square than rectangular in shape. Siding is usually wood or asbestos.

Modern - A 1 to 2 1/2 story dwelling with varying shapes and roof lines and varying types of siding. These dwellings are often characterized by angular roofs, irregular shapes and vertically oriented siding redwood siding.

Western Wayside

The Western Wayside neighborhood is bounded by: N.J. Route 18 on the east; Asbury Ave. and Neptune Township to the south; Green Grove Rd. and the Borough of Tinton Falls to the west; and tributaries of Poplar Brook to the north. This neighborhood has experienced the greatest degree of single family construction of any residential neighborhood in the Township within the past 20 years. The majority of residences within the area are located within major subdivisions which have been constructed over the past 25 years.

Lot sizes in the area vary from 16,000 sq.ft. to in excess of 1 acre. Generally lots of similar size are clustered together within major subdivisions. Lot depths range from 115' to 200' on the average. Lot widths range from 100' to 150'.

The majority of interior streets within this area have both curbs and sidewalks. This is due to the fact that most of the residences and streets within this area were constructed as part of major subdivisions, and were constructed within the past 25 years when subdivision regulations required the installation of curb and sidewalk. Sidewalks and curbs on major thru streets are discontinuous.

Landscaping of the streetscape is adequate in terms of street trees and front yard landscaping of properties. The appearance of the majority of the neighborhoods is enhanced by the fact that most utilities are located underground, so that utility poles and overhead wiring do not detract from the appearance of the neighborhoods.

The majority of front yard building setbacks range from 35' to 50' with greater setbacks being provided in more recently approved residential subdivisions.

There are two areas within this neighborhood which are distinctive. In each of these areas the lot size, lot shape, and types of housing differ substantially from the remainder of this neighborhood.

The first of these areas consists of properties fronting on the westernmost portion of Deal Rd. between Bowne Rd. and Green Grove Rd., as well as those properties which front on Bowne Rd. and Green Grove Rd. immediately adjacent to Deal Rd. This area is one of the older residential areas within Wayside. The predominant characteristic of lots in this area is that they are very deep and narrow. Depths of lots fronting on Deal Rd. range from 310' to 500'. Lot areas vary from 1/2 acre to 2 acres. Housing styles in this area vary from small expanded bungalows to large modern ranch style homes. No specific housing style is predominant.

The majority of the houses are set back in excess of 50' with some setbacks being as great as 200'. Several flag lots exist in this area due to the extreme depth of the lots, and requests for subdivisions to create additional flag lots have been received by the Board and denied. Curbs and sidewalks are discontinuous along this section of Deal Rd., however current construction on the road will result in curbs being continuous. There are no plans for the construction of new sidewalks.

Because the majority of lots in this area are close to or exceed 1 acre in size, it is recommended that future zoning of this area maintain the 1 acre minimum zoning. This zoning will serve to maintain the character of this area, which is unique, and to discourage the formation of additional flag lots in the future.

The second distinctive area within Western Wayside is a unique residential area surrounding the Kepwell Springs Water Bottling Plant at the intersection of Cold Indian Springs Rd. and Bowne Rd. This area is unique in that it is served by a narrow private road. Lots, which are irregular in shape, all exceed 1 acre in size. The area at one time was one large lot which was subdivided, piece by piece, over a period of years.

The unique character of this area has both advantages and disadvantages. Disadvantages exist with regard to the provision of public services, including fire and first aid response, garbage collection, and police protection. The width of the access road, and the solitary nature of the lots create problems for the provision of these services.

The advantages of this type of subdivision revolve around personal privacy for the occupants, as well as the enjoyment of living in a heavily wooded estate-type environment. It is recommended that no further subdivision of this area be permitted unless the applicant can demonstrate that the subdivision will not substantially impact these characteristics of this neighborhood.

Housing styles throughout the Western Wayside neighborhood vary, but primarily consist of two-story colonial style houses. Several areas exist where housing styles are not colonial. In these areas the style of housing is primarily a modern design.

These areas are located within separate subdivisions, and do not appear out of place because of that fact.

It is recommended that this neighborhood be designated for densities which reflect existing development. Front yard setbacks should be maintained at a minimum of 50'.

It is also recommended that sidewalks and curbs be constructed along all major thru streets in order to reduce instances where pedestrians walk on the street pavement.

Eastern Wayside

The Eastern Wayside neighborhood is bounded by Deal Rd. on the north, N.J. Route 18 on the west, the Sunset Ave. industrial park to the south, and Middlebrook Apartments to the east. It is an area consisting entirely of houses constructed within major subdivisions, all but six of which access Roller Rd., which provides access to Deal Rd. The remaining six residences front directly on Deal Rd.

Lot sizes and housing styles in this area are very similar to those in Western Wayside. In general, housing construction in this area occurred during the same period of time as that within Western Wayside. Housing styles consist of two-story colonials as well as ranches and more modern style two-story housing.

Because the area was constructed as major subdivisions, all streets have sidewalks and curbs.

Prior to the construction of residential subdivisions in this area, the land was used extensively for farming. Consequently there were relatively few mature trees in the area prior to construction of the residences. Although street trees were planted as part of the subdivision construction, many of these trees have not yet matured to a height where they have a substantial visual impact. Consequently the lack of mature trees is noticeable throughout this neighborhood. This has not been a major detriment to the area due to the fact that the majority of the utilities are located underground.

A primary feature of this neighborhood is that it is surrounded by more intensive land uses. Specifically Middlebrook Apartments located to the east, the industrial park to the south, and N.J. Route 18 to the west. In general, buffering from these surrounding land uses is adequate and is provided by either heavy vegetation, substantial topography, or distance. The most substantial natural feature impacting this neighborhood is the hill located at the southern end of Roller Rd., which buffers the neighborhood from the industrial area to the south. This hill not only acts as a buffer, but is a substantial and important visual feature which blocks views of the adjacent

industrial park as well as industrial and commercial uses further to the south. It creates a feeling of privacy for this neighborhood that would not otherwise exist.

This hill is the only substantial parcel within this neighborhood which could be further subdivided and developed as a single family subdivision. It is recommended that the hill be retained, and that if this parcel is developed, it be developed in a cluster fashion in order to best achieve this goal.

This neighborhood has one substantial problem which should be addressed in this Master Plan. As the street system is currently configured, there is only one access to the neighborhood. That access is Roller Rd., via its intersection with Deal Rd. That one access serves over 200 residential dwelling units, and there is no adequate alternative access in the event that the primary access is blocked. This is a substantial concern with regard to access by emergency vehicles, particularly since there is a tendency for portions of Roller Rd. to flood. There is a need for an alternative access at the southern end of Roller Rd. This access should be provided, but in a fashion that would not permit traffic to utilize that access on a day to day basis. The alternative access should only be for the purposes of use by emergency vehicles, or use by residents of the immediate neighborhood in the event that the Roller Rd. access is blocked for a period of time.

The best alternative for this access would be to create an emergency access drive from the southern section of Roller Rd. in the industrial park, through to Delta Dr., which is a recently constructed residential street within this neighborhood. That access would be controlled by either gates or bollards, and would be constructed in a manner that it would not be visually distracting for residents of the immediate neighborhood.

Northwestern Wayside

The Northwestern Wayside neighborhood is bounded by Green Grove Rd. and the Borough of Tinton Falls to the west, Whale Pond Brook and the Borough of Eatontown to the north, N.J. Route 18 to the east, and tributaries of Poplar Brook to the south. Most land in the area is vacant.

The overall area of this neighborhood exceeds 300 acres, and only 29 single family residential units exist within the neighborhood. The only interior residential street within the neighborhood is Pine Lane which is a small dead end street located at the extreme northwestern corner of the Township.

Approximately 200 acres of vacant land exists within the neighborhood, a large percentage of which consists of wetlands

and/or flood plain which are environmentally sensitive lands with limited development potential. The majority of developed land in the area is occupied by uses which are institutional in nature, including the Ocean Township Intermediate School, a church, and a nursing home. All of these uses are located on the north side of West Park Ave.

Vacant lots in the area range from 2 acres in size to over 100 acres. All vacant parcels have frontage on West Park Ave. Because of the large size of the lots, lot depths in the area are also significantly large. In most cases, residential development of vacant parcels would require major subdivisions.

The nature of future development in this area should depend upon two factors. These are: the availability of sewers, which are currently not available in this area; and the construction of necessary improvements to West Park Ave. and its interchange with N.J. Route 18.

Since nearly all vacant property fronts on West Park Ave., it is essential that West Park Ave. develop the capacity to handle any additional traffic generated by new development, and that a minimum of that traffic utilize other Township streets. This is even more important in light of the substantial development which is occurring in Tinton Falls to the immediate west of this neighborhood. An essential ingredient to traffic circulation improvements in this area would be the construction of a full interchange at the intersection of N.J. Route 18 and West Park Ave. Such an interchange would be essential to keep any traffic which is generated by development in this area from utilizing other Township streets in order to access N.J. Route 18, the Garden State Parkway, or other points to the north and south of the Township. In addition to the interchange, West Park Ave. should be widened to a minimum of two full lanes with full shoulders, with a minimum pavement width of 36'. The current pavement width allows for 2 lanes with no shoulders in most areas. Curbs and sidewalks should also be constructed.

Consequently it is recommended that the designation of future land use in this area be based upon the provision of sewers within the area, necessary improvements to West Park Ave., and the provision of a full interchange at the intersection of West Park Ave. and N.J. Route 18. If these items can be provided, it would be recommended that the majority of this neighborhood be designated for low intensity office research type use with limited floor area ratio. Specifically, areas to be considered for this purpose would be areas north of West Park Ave., west of the intermediate school, and south of the existing tributary to Whale Pond Brook. Other areas should be developed for residential use in accordance with the current R-2 standards of the Township's Zoning Ordinance. A condition of any such development should be the provision of a traffic study, to be funded by the developer and conducted by a traffic consultant selected by the Township, to determine the proper width and

number of lanes on West Park Ave. between N.J. Route 18 and Green Grove Rd. and at its intersection with Green Grove Rd.

It is recommended that this area remain designated for 1 acre single family residential zoning until sewers are provided, and the necessary improvements are made to West Park Ave. and the interchange of West Park Ave. and N.J. Route 18.

Northeastern Wayside

The Northeastern Wayside neighborhood is bounded by N.J. Route 18 on the west, Whale Pond Brook and the Borough of Eatontown to the north, the N.J. Route 35 Corridor to the east, and Deal Rd. to the south. Additionally the neighborhood includes the Middlebrook Apartment Complex which is located south of Deal Rd. and east of the Eastern Wayside neighborhood.

This neighborhood is the most diverse residential neighborhood in the Township. It consists of three small single family subdivisions, five townhouse developments, and four large apartment complexes. While this area occupies approximately 1/10 of the land area of the Township, it currently includes over 1/3 of the total number of housing units within the Township.

The three existing single family residential family subdivisions within the neighborhood are all well designed and attractive. Two of these subdivisions have been constructed within the past 10 years, while one has been in existence for over 20 years. The older subdivision is located north of West Park Ave. and contains lots ranging from 14,000 sq.ft. to approximately 1/2 acre in size. Houses are generally two-story bi-level and colonial in style. Street trees and landscaping in this subdivision are adequate.

The two newer subdivisions are located on the east side of Poplar Rd. Lot sizes in these two subdivisions range from 18,000 to 25,000 sq.ft. on the average. Street trees and landscaping are typical of subdivisions which have been constructed within the past 10 years throughout the Township. Utility wiring is underground.

Townhouse developments within this area have all been constructed within the past 10 years. They are diverse in terms of appearance and design, and have had a substantial visual impact on this area of the Township. Building setbacks for the townhouses exceed 100' in most instances and landscaping, although adequate, has not matured to the point where it is a substantial factor in the appearance of the townhouse developments. In addition to the existing townhouse developments, two townhouses developments have been approved for construction and construction has been initiated within this

neighborhood. Both of these developments are isolated from view from West Park Ave. and will have minimal visual impact.

Garden Apartments were constructed in this neighborhood in the late 1960's and early 1970's. They include approximately 3,000 apartment units in four separate complexes, and have had a substantial impact on this neighborhood. It is the existence of the apartments, and the concern by developers that marketability of single family residences would be impacted by the adjacent apartments, that resulted in the pressures for construction of townhouses within this neighborhood. Apartment sites range in size from 35 acres to in excess of 75 acres. Densities range from 10 units per acre to 11.6 units per acre.

There are several uses within this area that are inconsistent with the predominantly residential use of the area. These are the oil tanks located just east of Poplar Rd. and south of the Cotswold townhouse development, and the West Park Auto Wreckers located north of West Park Ave. Both of these uses are intensive industrial type uses which are incompatible with residential uses. However, development of these parcels for any other use is unlikely in the near future, primarily due to the environmental problems that would be associated with redeveloping either of these sites.

There are currently no parcels of land available for new development within this neighborhood. For this reason it is recommended that the neighborhood be zoned in a manner that is reflective of existing conditions. Specifically the townhouse parcels should be zoned for townhouse development at 3.2 units per acre, the apartment complexes should be zoned for apartment uses at existing densities, and the single family developments should be zoned as single family zones based on existing lot sizes.

Colonial Terrace

The Colonial Terrace neighborhood consists of a single family residential subdivision bordered by Deal Lake to the north, N.J. Route 35 and the Route 35 Corridor to the west, Asbury Ave. to the south and Deal Lake to the southeast. The street pattern of the neighborhood is based on a grid pattern with blocks being 200' wide and ranging in length from 300' to 600'. Because the subdivision is surrounded by Deal Lake on two sides, the grid pattern could not be maintained. Consequently blocks and lots are irregularly shaped around the perimeter of the subdivision.

In general lots within the subdivision range from 7,500 to 15,000 sq.ft. The majority of the lots are 10,000 sq.ft. in area. Lot widths range from 50' to 150' on the average and depths are generally 100', although the depths do vary on lakefront properties and on some of the irregularly shaped blocks. The area is essentially 100% developed.

Street widths throughout the neighborhood are wider than most other neighborhoods within Ocean Township. Pavement width on most streets is approximately 36', and the right-of-way widths on all streets is 60', which is 10' more than the normal 50' right-of-way. Buildings are set back approximately 30' from the right-of-way for the most part. However due to the excessive right-of-way of the street, the building setbacks appear to be greater. This is the primary reason why lot sizes in the area appear to be larger than they are.

Sidewalks and curbs exist on most streets within this subdivision, although their condition is poor. Street trees are abundant and mature. Electric and phone wires are above ground, however they are not readily noticeable due to the street trees.

Housing styles are mixed, however the predominant housing style is colonial. Ranch homes are also prevalent.

Since this area is a stable neighborhood, and the patterns of lot sizes, setbacks and lot coverage have been established, it is recommended that the area be zoned in a manner consistent with the existing development.

South Wanamassa

The South Wanamassa neighborhood is an established residential neighborhood located in the southeast portion of the Township between two arms of Deal Lake, one to the north and one to the south. The neighborhood surrounds the Wanamassa Center, and also encompasses the Sunset Ave. Corridor.

This neighborhood is one of the oldest established neighborhoods within the Township. It consists of primarily a grid pattern street system except along the edges of Deal Lake, with blocks being 200' wide and varying in length. The length of the blocks runs perpendicular to Sunset Ave.

Curbs and sidewalks generally exist throughout the neighborhood, although in some areas are discontinuous. Due to the age of the neighborhood, sidewalks are deteriorating in some areas and uneven in other areas. Curbs are deteriorated in many areas also. All utility wires are located above ground, however in most areas they are obscured by mature street trees. Street widths in the area are approximately 30' wide pavement, and a 50' wide right-of-way.

The history of this neighborhood has resulted in a variety of housing styles and lot sizes. Many homes in the area, particularly those in the immediate vicinity of Deal Lake, were originally utilized as summer residences. As the area became more appropriate for year-round housing, many of these seasonal residences were expanded and converted to year-round housing. Housing styles range from one-story expanded bungalows to 2 1/2 story colonial style houses. However the predominant house style within this area is cape cod or the expanded cape cod. In general the expanded bungalows tend to exist along the fringes of Deal Lake in the southeastern portion of the neighborhood. The two-story and 2 1/2 story older colonials tend to be located east of Wickapecko Dr. on either side of Sunset Ave. Cape Cod style housing and other one to 1 1/2 story dwellings tend to be located west of Wickapecko Dr. and south of Sunset Ave.

Lot sizes within the area have been dictated by the previous subdivision of blocks into 25' wide by 100' deep parcels. Consequently, the majority of lot sizes within the neighborhood are in multiples of 2,500 sq.ft. The existing pattern of lot sizes in the area consists primarily of 5,000 sq.ft. interior lots, and corner lots ranging from 5,000 to 15,000 sq.ft. A substantial number of corner lots are 10,000 sq.ft. in area. While the 5,000 sq.ft. interior lots are appropriately developed, the corner lots which are less than 10,000 sq.ft. in area do not provide adequate room for front yard setbacks on both street frontages. Consequently these lots appear to be overdeveloped because of inadequate front yard on one of the two streets.

It is recommended that the entire South Wanamassa area be rezoned to reflect the predominant lot size of 5,000 sq.ft. for interior lots. The minimum lot size for corner lots should remain at 10,000 sq.ft. in order to maintain the proper front yard setbacks on both streets, and avoid the situation where houses at the end of each street do not properly align with the remainder of the houses on the street. The zoning should reflect existing setbacks and lot coverages that are prevalent within the neighborhood.

Additionally, zoning standards should require that, where an existing 10,000 sq.ft. lot is subdivided into two 5,000 sq.ft. lots, any new residence constructed on the resulting building lot conform in height, setback, and lot coverage to the surrounding residences in the immediate area. This requirement should also be instituted for additions to existing dwellings within this neighborhood, in order to maintain the existing character of this neighborhood.

North Wanamassa

The North Wanamassa neighborhood is located directly north of the South Wanamassa neighborhood. It is generally bounded by Harvey Brook to the north, the Route 35 Corridor to the west, properties fronting on Grassmere Ave. to the south, and Wickapecko Dr. and the estate section of Ocean Township to the east.

The character of the North Wanamassa area is substantially different from that of the South Wanamassa area. Predominant lot sizes within North Wanamassa range from 7,500 to 10,000 sq.ft. Generally lots of similar size are grouped together to form specific patterns within specific areas of the neighborhood. Street right-of-way widths vary from 50' to 65', while pavement widths vary from approximately 28' to approximately 36'. The majority of streets are thru streets. Curbs and sidewalks are intermittent. Where they do exist, due to their age, curbs and sidewalks are deteriorated in certain areas.

Lot widths vary throughout this neighborhood from 50' to 100' with a substantial number of lots being between 50' and 75' in width.

Building setbacks vary from 20' to 35'. In one section of the neighborhood, the combination of narrow lot width and shallow building setback has resulted in inadequate on-site parking for most of the residences. This area, consisting of Interlaken Ave., Darlene Ave., Jeffrey Ave., Brower Blvd., and Eisele Ave., is characterized by substantial on-street parking. Street widths on these streets are approximately 28'. The combination of on-street parking and narrow street pavement gives this section of the neighborhood a unique intimate character.

In general sections of this neighborhood west of Logan Rd. consist of 10,000 sq.ft. lots based on a grid pattern of blocks with a width of 200'. Housing styles in this area are mixed, however the predominant housing style is colonial.

Street trees are generally adequate throughout the neighborhood.

It is recommended that this neighborhood be zoned to reflect existing lot sizes. Certain areas have a predominance of 7,500 sq.ft. lots and should be zoned as such. These sections include areas east of Logan Rd. fronting on and south and west of Interlaken Ave. and fronting on Eisele Dr. Corner lots within this portion of the neighborhood should also be designated a minimum of 7,500 sq. ft. in order to reflect their existing size. The balance of the neighborhood should be designated for lots with a minimum square footage of 10,000 sq. ft.

The Estate Section

The Estate Section is a small residential area on either side of Wickapecko Dr. bounded by Harvey Brook to the north, Corlies Ave. to the south, and the neighborhood of West Allenhurst to the east. This is a neighborhood of large lots and in many cases unique estate style homes. Lot sizes within the neighborhood vary from 30,000 sq.ft. in the recently approved Milwin Farms cluster subdivision, to in excess of 12 acres on an estate located directly north of the Milwin Farms subdivision.

The character of this area has changed dramatically over the past five years with the construction of Milwin Farms and two residential subdivisions located directly across Wickapecko Dr. from Milwin Farms. Generally, the character has been that of very large homes on very large lots, or, as the name implies, estates. With the development of Milwin Farms, and of the Ercolino Estate located directly across Wickapecko Dr., this very large lot character has been diminished somewhat. However the nature of the homes themselves, being quite large and characteristic of the estate style homes, has not changed. It is recommended that the estate character of this area be maintained through the provision of large lot zoning, substantial setbacks, and low lot coverage.

West Allenhurst

West Allenhurst is a small neighborhood surrounded on three sides by Deal Lake, and on the west by the Milwin Farms Subdivision. Although small, this neighborhood has three distinctively different areas which are defined by Monmouth Rd. and Corlies Ave.

The section north of Corlies Ave. and west of Monmouth Rd. consists primarily of two-story colonial type residential structures on about 10,000 to 15,000 sq. ft. lots. Road right-of-ways are 50' and pavement widths are approximately 30'. Curbs are intermittent and sidewalks are non-existent. Street trees and landscaping within this portion of the neighborhood are adequate.

The second portion of this neighborhood is located north of Corlies Ave. and east of Monmouth Rd. and is bounded by Deal Lake to the north and to the east. The northern portion of this neighborhood is situated on blocks which are 250' in width and streets which vary in right-of-way widths from 65' to 50'. Lot widths vary from 50' to 125' in general and lot areas vary from 7,500' to 15,000 sq.ft. The southern portion of this part of the neighborhood is located on blocks 208' wide and has lots ranging in size from 5,000 to 17,500 sq.ft. in area. Setbacks within this area vary from 20' to 40'.

Most streets within this second section of the neighborhood have sidewalks and curbs. However, due to the age of the neighborhood, some of these curbs and sidewalks are showing signs of deterioration. Street trees and trees located on individual lots within the area are abundant and mature, and substantially add to the appearance of this neighborhood. Electrical utilities are above-ground but are substantially masked by the trees within the neighborhood.

The third area within this neighborhood is located south of Corlies Ave. It is an area which originally developed as a resort community, with a number of small bungalow type houses, as well as some larger 2 to 2 1/2 story colonial style houses. Lot sizes in this area of the neighborhood vary from as small as 2,000 to 16,000 sq.ft.

Two blocks within this third section are unique in that the blocks are 100' wide, and nearly all lots on the blocks are thru lots from Beechwood Ave. to Laurel Ave. As a result of the small lot sizes and the narrow width of the blocks, building setbacks are quite shallow. In some instances accessory buildings appear to be located directly on the right-of-way. This problem is compounded by the fact that both Beechwood Ave. and Laurel Ave. have substandard right-of-ways, and very narrow pavement widths. Because of the very tight situation in this area, it is recommended that no existing setback violations be extended or increased, and that, consideration be given to the removal of accessory buildings in any front yard, where reasonable, as a condition of the granting of any variances for development applications on either of these two streets.

One of the unique characteristics of this neighborhood is the view of Deal Lake to the east and south of the neighborhood. This view is exceptionally attractive in the fall when fall coloring is prevalent on the trees surrounding the lake.

This area is currently divided into two zones: R-3 and R-4. It is recommended that the area continue to be divided into 2 zones, but that the zoning designations be changed to reflect existing conditions. This can be accomplished by designation those portions of the neighborhood which have a preponderance of 10,000 to 15,000 sq.ft. lots for minimum 10,000 sq. ft. lots, and the remainder of the area for 7,500 sq. ft. lots. This recommended zoning will not result in the construction of new lots within the area.

Southwest Oakhurst

The Southwest Oakhurst neighborhood is a small residential area surrounding three sides of the Hollywood Golf Club. It consists of a series of homes on Dwight Dr. which are located on lots

approximately 14,000 sq.ft. in size, as well as a series of newer homes on Fairway Ave. and Brook Dr. on lots of approximately 1/2 acre in size. Housing styles differ considerably between the two areas.

The homes in the Dwight Dr. area were constructed approximately 30 years ago and consist of colonial and ranch style buildings. Streets in this area are narrow, with pavement widths of 30', curbs, and no sidewalks. Building front setbacks range from 20' to 30'. Utility wiring is above-ground and landscaping and street trees are adequate.

The area of Fairway Dr. is a relatively new subdivision with large residences of varying architectural style. Streets within the subdivision have paved widths of 36', sidewalks and curbing. Front building setbacks are 50'. Street trees are small, however all utilities are underground so that the subdivision has a pleasant appearance.

It is recommended that zoning for this area reflect existing lot sizes since nearly all lots within the area are currently developed.

South Oakhurst

The South Oakhurst neighborhood is bounded by: Poplar Brook to the north; the North Jersey Coast Line Railroad and the Borough of Deal to the east; Roseld Ave., the Deal Country Club, Hollywood Golf Course, and Deal Rd. to the south; and Logan Rd. to the west. The neighborhood consists of two separate areas, one of which is located north of Deal Rd. and west of Monmouth Rd., and the other of which consists of all areas south of Deal Rd. as well as those areas to the east of Monmouth Rd.

The residential area to the west of Monmouth Rd. and north of Deal Rd. consists of two separate residential subdivisions with very similar characteristics. In general, these two subdivisions consist of modern style one and two-story homes located on lots ranging from 17,500 to 20,000 sq.ft. Both were constructed as cluster subdivisions with common open space utilized for stormwater drainage. Street widths within the subdivisions are approximately 36' curb to curb with sidewalks located on either side of the street and a total right-of-way width of 50'. In addition each of the subdivisions are characterized by a series of cul-de-sacs, ranging in length from 250' to approximately 500'. The majority of homes within these subdivisions have been constructed within the past 10 years, so that landscaping, while ample and attractive, has not yet matured. Consequently there is a lack of mature street trees. Utility wiring is underground, so that the lack of street trees does not adversely impact the appearance of this neighborhood. All streets in the area have curbs and sidewalks.

The second area within this neighborhood developed over a much longer period of time, and has a substantially different character. Lot sizes within the area vary from approximately 16,000 sq.ft. to 1 acre. The majority of lots are between 20,000 and 35,000 sq.ft. Because this neighborhood developed over a long period of time, housing styles within the neighborhood vary considerably. The predominant housing styles are colonial, ranch, and modern. The street pattern in the area is basically a grid pattern with primary streets running north/south and east/west. In general streets running in a east/west direction have a right-of-way width of 75', and streets running in a north/south direction have a right-of-way width of 60'. Pavement widths vary from 30' to 36', and curbs and sidewalks are intermittent. A significant characteristic of this area is the existence of mature shade trees throughout the area. Where utility wiring is overhead, it is substantially masked by the shade trees.

The primary problem within the South Oakhurst neighborhood is the lack of sidewalks on some of the thru streets to the east of Monmouth Rd. This is a particular problem due to the number of Jewish families who walk to the Temple located on Deal Rd. on Saturdays. It is recommended that sidewalks be constructed on streets in this area in accordance with the previously stated policy on Page 102 of this Master Plan.

West Oakhurst

The West Oakhurst neighborhood is bounded by: the Route 35 Corridor to the west; West Park Ave. to the north; Ocean Township High School and Dow Ave. School, and the Deal Test Site to the east; and Poplar Brook to the south. The neighborhood consists of a variety of housing styles located on lots ranging from 4,000 to 16,000 sq.ft. The predominant lot size within the area is 10,000 sq.ft., with the majority of lots having areas that are in increments of 2,000 sq.ft. The reason for this is that the area had previously been subdivided into lots of 20' x 100', which were then deeded to individuals as a promotion for newspaper subscriptions. Consequently, in order to develop the area, it was necessary to consolidate a series of 20' lots to create parcels large enough to construct single family residences upon.

The basic street pattern within this area is a north-south/east-west pattern, with most streets having a 50' right-of-way, and a 30' pavement width. Only one street, Dow Ave., has curbs and sidewalks for its entire length. The primary reason for this being that Dow Ave. is the only east/west thru street within this neighborhood, and leads directly to the Ocean Township Elementary School. Consequently sidewalks were necessary for school children to walk on. The

majority of other streets within this neighborhood have intermittent curbs and no sidewalks.

Housing styles within the neighborhood vary from small converted bungalows to two-story colonial style housing. Most recent development within this neighborhood has occurred toward the southern portion of the neighborhood and consists of two-story colonial and modern style housing. Cape cod style housing is prevalent in the northern portion of the neighborhood, and ranch houses exist throughout the neighborhood.

Building setbacks vary widely, and tend to be shallower toward the northern portion of the neighborhood, which is the older portion, and average 30' in the more recently constructed parts of the neighborhood where houses were constructed according to the current Zoning Ordinance.

Street trees and mature shade trees are prevalent throughout the neighborhood. Overhead wiring exists in most parts of this neighborhood, but is substantially masked by the street trees.

The area has several unique characteristics which should be mentioned. The first of these is the series of dead end streets which exist north of Carol Ave. and south of Harvey Ave. While these streets cause problems for trash collection, and emergency vehicle access, this street pattern is established and it would be impractical to alter it at this time.

A second unique characteristic of this area is the northernmost portion of Fanwood St. extending from West Park Ave. for a distance of approximately 820' to the south. Within this area, Fanwood St. has both a right-of-way width of 20', and a pavement width of approximately 13'. The narrow right-of-way width and pavement width has had a substantial impact on this small portion of the area in terms of traffic flow and on-street parking. As a consequence, on-street parking is prohibited and traffic flow has been established in a one-way direction. Future widening of the street to the standard 50' right-of-way is recommended.

A third unique characteristic of this neighborhood is its proximity to and relationship with the Route 35 Corridor. Specifically, land use conflicts exist between the residential uses in the western edge of this neighborhood and the commercial uses along N.J. Route 35. These conflicts are most pronounced in the vicinity of Belmore St. which runs in a north/south direction 200' to the east of N.J. Route 35.

Belmore St. is a discontinuous street, having been vacated between Dow Ave. and Carol Ave. Within that area, the construction of an office complex and parking lot with adequate buffering has resolved the conflict between the commercial and residential uses.

South of Dow Ave., the eastern side of Belmore St. is undeveloped with the exception of four single family residences. The western side of Belmore St. consists primarily of commercial development, more specifically, the rear portions of commercial lots fronting on N.J. Route 35. The primary problem with this area is that lots fronting on Belmore St. to the east of Belmore St. are only 100' in depth. Consequently it is difficult to construct commercial uses on these lots which provide adequate buffering to the rear to protect single family residences to the east of these lots. It is also undesirable to construct single family residences on these lots when they face the rear of the commercial lots which front on N.J. Route 35.

Due to drainage problems in the area, it is necessary to maintain the right-of-way of Belmore St. so that vacation of this street and development of parcels similar to those developed between Dow Ave. and Carol Ave. is not practical. In order to resolve this problem, it is recommended that properties fronting on Belmore St. on the east side of Belmore St. be designated within a transitional area, and that uses permitted in the area include single family residences, home professional offices, and low intensity office uses. Retail uses should be prohibited.

A fourth unique characteristic of this area is that many of the streets are utilized as thru streets from West Park Ave. in order to access commercial uses on N.J. Route 35 between Talmadge Ave. and West Park Ave. The reason for this is that the alternative to utilizing this neighborhood is to proceed approximately two miles south on N.J. Route 35 to Deal Rd., negotiate the interchange at Deal Rd. and N.J. Route 35, and return on northbound N.J. Route 35. Consequently, utilizing this residential neighborhood as a short-cut can save up to three miles of traveling. While the impact of this traffic is somewhat diffused throughout the neighborhood, it tends to be greater on the east/west oriented roadways of Carol Ave., Dow Ave., Auth Ave. and Talmadge Ave., and on the north/south roadways of Melville and Westfield Aves. The construction of an interchange on Route 35 at Talmadge Ave., as recommended in the Circulation Plan of this Master Plan, will help alleviate this problem. It is also recommended that priority be given to establishing sidewalks along these streets within this neighborhood. While there is strong sentiment within this area to limit the construction of sidewalks and maintain the character of this area, pedestrian safety should have priority.

It is also recommended that this area be maintained as an area of predominately 10,000 sq.ft. lots. The area should be zoned in a manner similar to the current R-4 Zoning, and variances for construction on lots of less than 10,000 sq.ft. should be granted only in those instances where it is not feasible to consolidate with adjacent lots, and building setbacks can be maintained consistent with the R-4 Zoning.

Oakhurst

The Oakhurst neighborhood is the largest and most diverse neighborhood within the eastern portion of the Township. It is bounded by: Whale Pond Brook and the Borough of Eatontown to the north; a variety of public uses to the west, including the Monmouth County Weltz Park, the Ocean Township Community Pool Recreation Complex, Ocean Township High School and Elementary Schools, and the Deal Test Site; Poplar Brook to the south; the North Jersey Coast Line Railroad and Norwood Ave. to the far east; the West Elberon Neighborhood to the northeast; and portions of Monmouth Rd. to the northeast. This neighborhood contains portions of the West Park Ave. Corridor, the Monmouth Rd. Corridor, and the Roosevelt Ave. Corridor.

Lots within this neighborhood range from 5,000 to 20,000 sq.ft. in area, with the predominant lot sizes ranging between 7,500 and 12,000 sq.ft. One small area exists where lot sizes are concentrated between 7,500 and 9,000 sq.ft. This is the extreme northwest portion of the neighborhood adjacent to the Ocean Township Pool and Recreation Complex and Monmouth County Weltz Park. With the exception of this one area, the predominant lot size within the neighborhood is 10,000 sq.ft.

The Oakhurst neighborhood contains some of the oldest residential areas within the Township, as well as some of the newest. The predominant characteristic of the area is the diversity of housing sizes and styles. Housing types consist of converted summer bungalows, cape cods and expanded cape cods, bi-levels, colonial style housing, and modern style housing. Of these housing types, the most predominant styles are cape cod's and two-story colonials.

Street patterns within this area are based on typical grid patterns with majority of streets having 50' right-of-ways and pavement widths ranging from 26' to 32'. Street trees are prevalent in most areas, as are mature shade trees on residential lots.

Sidewalks and curbs exist in the more recently constructed subdivisions. They are intermittent throughout much of the remainder of the neighborhood. Similarly, utility wiring is underground in the more recently constructed subdivisions, while it is above ground throughout the remainder of the neighborhood.

It is recommended that this area be designated for 10,000 sq.ft. residential lots throughout the majority of the neighborhood in order to comply with existing conditions. The one exception to this is the extreme northwest portion of the neighborhood which currently consists of 7,500 sq. ft. lots and should be designated as such.

It is also recommended that priority be given to the construction of curbs and sidewalks where they do not exist on the major thru streets throughout this neighborhood. These streets include Whale Pond Rd., West Lincoln Ave., Freehold St., Roosevelt Ave., and Larchwood Ave.

West Elberon

The West Elberon neighborhood is located in the northeast portion of the Township and is bounded by: Poplar Brook and the small Shadow Lawn Neighborhood to the north; Monmouth Rd. to the west; Park Ave. and Oakhurst to the south; and Norwood Ave. and the City of Long Branch to the east.

This neighborhood consists primarily of lots ranging between 30,000 sq.ft. and 1 acre in size. Two exceptions to this include the northeastern section of the neighborhood which consists of a series of large and old estates, and isolated instances throughout the neighborhood where adjacent lots have been consolidated and developed into lots ranging from 1 1/2 acres to 3 acres in size.

The most significant characteristic of this neighborhood is the style and size of the housing. The majority of houses within this area are modern in their architectural style, each being unique, and generally exceeding 3,000 sq.ft. in floor area. Building setbacks are ample, and generally exceed the minimum 50' requirement. Many residences in the area give the appearance of being mini-estates.

Street pavement widths within the individual subdivisions are generally 36' from curb to curb within a 50' right-of-way, and sidewalks and curbs exist on most of the internal streets. Sidewalks and curbs are intermittent on the thru streets such as South Lincoln Ave. and Larchwood Ave.

As with several other neighborhoods in Eastern Ocean Township, this neighborhood has a substantial population of Jewish families who walk to nearby temples on Saturdays. For this reason, the lack of sidewalks on thru streets is a substantial problem. It is therefore recommended that sidewalks be constructed on the major thru streets within this area.

Shadow Lawn

The Shadow Lawn neighborhood is a small isolated neighborhood at the extreme northeast corner of the Township. This older, established neighborhood has access via two streets from Norwood Ave. Lot sizes within the neighborhood vary considerably from 6,000 to 30,000 sq.ft., with the majority of lots ranging from

8,000 to 15,000 sq.ft. in area. Housing styles and sizes vary, with the majority of houses being 1 to 1 1/2 stories in height.

The majority of streets have 50' right-of-ways and a pavement width of approximately 30', with curbs and sidewalks being intermittent. One street, Helen Court, is unique in that it has a right-of-way width of only 20', and is "T" shaped in nature. It accesses three residential lots.

This neighborhood is bordered to the immediate north by Whale Pond Brook and the Monmouth College Campus which is located in West Long Branch. In addition one 5.2 acre parcel exists at the extreme northeast corner of this neighborhood which is a part of Monmouth College.

The unique characteristic of this neighborhood is its isolation. There are no thru streets within the neighborhood, so that traffic volumes and speeds are limited. Consequently the need for sidewalks on these residential streets is also limited. It is recommended that sidewalks be constructed on Perrine Ave. and Alpern Ave. both of which are streets which access this residential neighborhood. Otherwise, the construction of sidewalks within this neighborhood should not be given a high priority.

It is recommended that the area be designated for 10,000 sq.ft. lots. This would maintain the character of the area while prohibiting the construction of additional residential units which would change the character of the area.

Industrial Areas

Several industrial areas exist within the Township which have a substantial impact on the characteristics of the Township.

Cindy Lane Industrial Area

The Cindy Lane Industrial Area is a small industrial area located to the immediate northwest of the Route 35/West Park Ave. Center. Industrial uses on this area front on Cindy Lane which is a 50' right-of-way and a pavement width of approximately 30'. Lot sizes vary considerably from 5 acres to as small as .4 acres. Uses vary from automotive body shops to large warehouse uses.

In general, uses within this area are unattractive and substandard with regard to site design and appearance. Three recent developments within the area have dramatically improved the appearance of one site, and resulted in the construction of two newer modern uses on two other sites.

Specific problem areas in terms of aesthetics and site design within this area include: properties fronting on the northern side of Cindy Lane from Kings Highway to the point at which Cindy Lane takes a bend to the south; the former recreation and tennis club located on the southeast side of Cindy Lane at its bend; and the industrial uses fronting on the western side of Cindy Lane. Without exception, these sites are over-developed in terms of impervious coverage, and provide inadequate landscaping in the front yards. In addition the limited depth of a number of these sites prohibits proper buffering of residential uses to the rear.

Redevelopment of much of this area would be extremely difficult due to the small size of the sites, and the industrial nature of some of the uses which are likely to result in environmental problems if a change in use is proposed. However, the substandard appearance of this area and the high visibility of Cindy Lane, dictate that priority be given to upgrading this area. It is therefore recommended that the zoning of this area be modified to limit the types of industrial uses to warehousing. In addition to warehousing uses, office uses should be permitted and encouraged through zoning incentives. Furthermore, the expansion of any non-conforming use and the introduction of any new non-conforming uses into the area should be prohibited.

It is further recommended that, as part of the traffic circulation improvements to this area, Cindy Lane be widened to a minimum 30' pavement width, and sidewalks and curbs established along its full length. Street trees should also be installed at minimum 50' intervals along the entire length of Cindy Lane on both sides of the street. On-street parking on Cindy Lane should be prohibited.

Sunset Avenue Industrial Area

The Sunset Ave. Industrial Area is a large industrial area located to the north of Seaview Square Mall, and to the east of N.J. Route 18. The primary road servicing this area is Sunset Ave. which extends westward from its intersection with N.J. Route 35. Sunset Ave. varies in width from 50' to 80', and the majority of other streets within the industrial area have right-of-way widths of 50'. A substantial number of paper streets exist within this area. These streets have little relationship to the existing developed street patterns, and make little sense from a planning standpoint. It is recommended that these streets be vacated.

Lot areas within this industrial area vary considerably. In general, lots to the north of Sunset Ave. range from 30,000 sq.ft. to 2+ acres. Lots to the south of Sunset Ave. are

generally larger, ranging from 2 acres to 11+ acres in area. A noted exception to this pattern are the six lots located on the western side of Brielle Ave. and the northern side of Hopewell Ave. which are all between 40,000 and 50,000 sq.ft. in area.

Uses within this industrial area consist of a variety of manufacturing, warehousing and other light industrial uses. One notable difference is the Monmouth Processing Recycling Facility which is located at the intersection of Sunset Ave. and Bloomsbury Ave. This facility is a heavy industrial use which is in a highly visible location. Landscaping and buffering around the facility are inadequate to properly screen the site from public view. Consequently this site has a substantially detrimental impact on this entire area.

Generally the appearance of this area is substandard. Street trees are virtually non-existent, landscaping in front yards is minimal, and a number of uses have loading facilities located in the front yards. The primary problem within this area is that the minimum lot size of 40,000 sq.ft. encourages the subdivision of larger sites into smaller sites, and the subsequent development of these smaller sites with smaller, less attractive industrial warehouse uses. In addition, the smaller sites make it difficult to provide adequate on-site facilities such as loading docks and parking in areas which are screened from public view. This pattern was established within this industrial area over 20 years ago, and has been maintained, particularly in the areas north of Sunset Ave.

The above pattern is not prevalent south of Sunset Ave. with the exception of the six lots along Brielle and Hopewell Ave's.

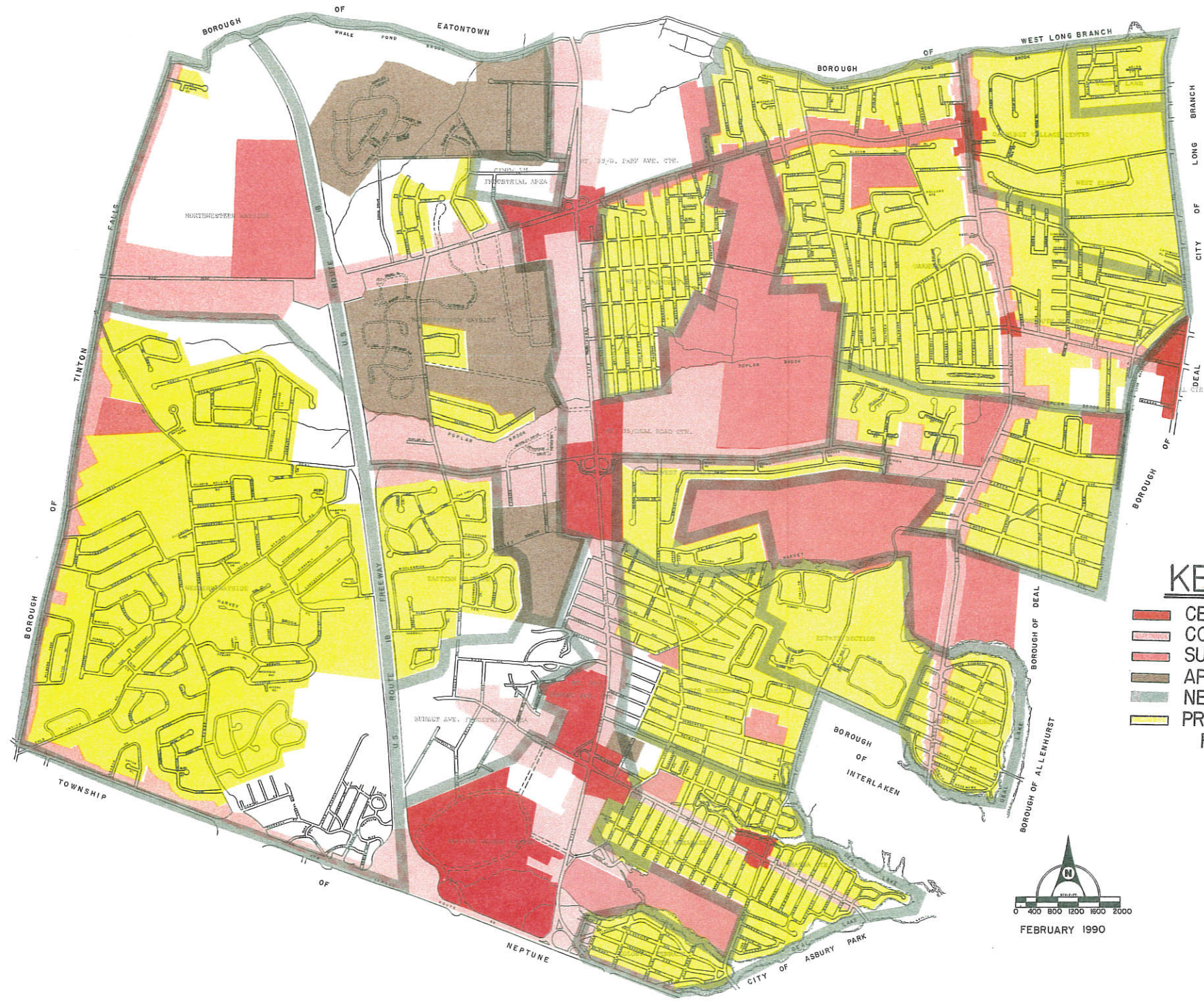
Two substantial changes are recommended for this area. The first of these involves increasing the minimum required lot size in areas south of Sunset Ave., and requiring greater building setbacks and stricter screening requirements for on-site facilities such as parking and loading. In addition, a floor area ratio should be established which would encourage smaller building footprints.

The second major change to this area would be to refine the types of uses permitted within this area in order to limit the intensity of industrial uses, to permit office uses as a principal use, and to permit limited retail sales as an accessory to industrial uses. In addition it is recommended that minimum lot coverages be reduced in order to accommodate the additional parking requirement for office uses, and provide for adequate area for loading and parking.

It is also recommended that all new development in the area be required to establish street trees, with a minimum spacing of 50', in the front yard, and that no parking or loading be permitted in the front yard of any establishment. Where existing buildings have loading or parking facilities in the front yard, no expansion of those buildings should be permitted unless those facilities are relocated and screened.

Summary

The Community Characteristics and Design Element has described the general patterns of development within Ocean Township. The general areas of the Township have been separated into Community Centers, Corridors, Residential Neighborhoods, and Industrial Areas. Each of these areas has been analyzed and, where appropriate, specific recommendations have been made regarding future development. Many of these recommendations are reinforced in other elements of the Master Plan.



KEY

- CENTER
- CORRIDOR
- SUB-CENTER
- APARTMENTS OR TOWNHOUSES
- NEIGHBORHOOD BOUNDARY
- PREDOMINANTLY SINGLE FAMILY RESIDENTIAL



COMMUNITY CHARACTERISTICS

MASTER PLAN

TOWNSHIP OF OCEAN
MONMOUTH COUNTY, NEW JERSEY

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LAND USE PLAN

Introduction

The land use plan provides the framework for the future development of a municipality. In a developed municipality such as Ocean Township, the plan provides for a specific delineation of land use types, utilizing lot lines, street lines, and natural barriers to define the limits of various land use categories. This Master Plan designates land uses in five major categories: Residential; Commercial; Corporate Office; Light Industrial/Office; and Public/Semi-Public. In addition, the land use plan designates "overlay" land use designations for transitional uses, alternative uses, and Historic Districts.

Residential Land Uses

A total of 9 residential land use categories are designated in the Master Plan. Of these, 6 designate single family uses at various densities, 1 designates townhouses, 1 designates garden apartments, and one designates senior citizen housing. A total of 3,563 acres are designated for residential land use.

Single Family Residential

A total of 6 single family residential land use categories are designated. They occupy a total of 3,042 acres. Recommended lot areas within these categories vary from 1 acre to 5,000 sq. ft.

R-1 Single Family Residential

R-1 Single Family Residential areas are recommended at a density of one unit per acre. Minimum lot areas of 40,000 square feet should be required in conventional subdivisions, with smaller lot areas permitted in cluster subdivisions. It is recommended that cluster subdivisions have a minimum lot size of 30,000 sq. ft., except where specifically noted below. Five (5) separate areas are designated for this density, 3 to the east of Route 35 and 2 to the west of Route 18. No R-1 areas are located between Route 18 and Route 35.

Of the 3 areas to the east of Route 35, 2 are largely developed. These are located in the Estate Section of the Township (as described in the Community Characteristics and Design Element of this Master Plan), and in the northeast corner of the Township. The third R-1 area east of Route 35 is an area of approximately

61 acres, located on Deal Rd. to the east of Route 35. It is largely undeveloped. Due to environmental constraints of the site, and the nature of surrounding uses, it is recommended that this area be developed in a cluster fashion with minimum lot areas of 22,500 sq. ft.

One (1) of the 2 R-1 areas to the west of Route 18, located on Deal Rd., is largely developed with lots one acre in size or greater. The other is located at the northwest corner of the Township on either side of W. Park Ave. This entire area has been designated as R-1 until such time as specific improvements are undertaken on W. Park Ave. and the interchange of W. Park Ave. and Route 18, and until sewers are provided to the area. When these 2 conditions are met, it is recommended that the area be redesignated for a mixture of Corporate Office and R-2 Residential as indicated on the overlay of the Land Use Plan.

A total of 585 single family residential units are projected within the designated R-1 areas. Of these, a total of 264 single family dwelling units exist, 63 are approved for development, and 258 additional units could be developed. Of the 258 additional units, 147 would be located in the W. Park Ave. area and would not be constructed if the area were to be redesignated to Corporate Office and R-2.

R-2 Single Family Residential

A total of 798 acres are designated for R-2 residential use, which requires minimum 22,500 sq.ft. lots for conventional subdivisions and 16,875 sq.ft. lots in cluster subdivisions. The density of R-2 Single Family Residential areas equates to slightly less than 2 units per acre.

All of the areas designated for R-2 residential are substantially developed, and the majority of land within these areas that is not currently developed consists of approved residential subdivisions. The potential exists for a total of 1,336 single family dwelling units to exist within the R-2 designated areas. Of these, a total of 1,116 single family dwelling units currently exist, an additional 141 single family residential lots are approved, and there exists the potential for an additional 79 units as the result of future subdivisions.

R-3 Single Family Residential

R-3 Single Family Residential permits minimum lot areas of 18,750 sq. ft. in conventional subdivisions, and 14,000 sq. ft. in cluster subdivisions. A total of 530 acres are designated for this use. The majority of this acreage is located to the west of N.J. Route 35, with only two small areas located to the east of N.J. Route 35. As with the areas designated R-2, the

majority of the R-3 residential areas are developed or consist of approved residential subdivisions which are under construction or have not yet begun to be constructed.

The Master Plan provides for a total of 1,216 single family residential units to be built within the areas designated R-3. Of these, 893 currently exist, 293 are currently approved but not constructed, and 30 could potentially be constructed as a result of future subdivision approvals.

R-4 Single Family Residential

The Master Plan designates a total 799 acres for R-4 Single Family Residential development, which permits minimum 10,000 sq.ft. lots, for a net density of approximately 4 units per acre.

All of the areas designated R-4 Single Family Residential are located to the east of N.J. Route 35 and are substantially developed. The potential exists for a total of 2,768 single family units to exist within the R-4 areas, of which 2,564 currently exist, 100 units are approved but not constructed, and an additional 104 units could be constructed as a result of future subdivision approvals.

R-5 Single Family Residential

The Master Plan designates five small residential areas as R-5 Single Family Residential. These areas occupy a total of 106 acres and all exist to the east of N.J. Route 35. The R-5 Single Family Residential areas permit minimum 7,500 sq.ft. lots and are all substantially developed.

The potential exists for a total of 563 dwelling units to exist within the areas designated R-5. Of these, a total of 558 single family dwelling units currently exist, and an additional five units could be constructed as the result of future subdivisions. No unbuilt approved units exist.

R-6 Single Family Residential

The Master Plan designates a substantial portion of the Wanamassa area of the Township as R-6 Single Family Residential. R-6 Single Family Residential would permit minimum sized interior lots of 5,000 sq.ft., and minimum sized corner lots of 10,000 sq.ft. in area. The purpose of the minimum 10,000 sq. ft. corner lots is to maintain the required front yard setback on each of the front yards of the corner lot.

A total of 148 acres are designated R-6, within which a total of 898 units currently exist. An additional three units are approved but not constructed within the area and the potential exists for 37 additional units to be constructed as the result of future subdivisions. Consequently the potential exists for a total of 938 single family dwelling units within the area.

Townhouse Residential

The Master Plan designates existing and approved townhouse developments as Townhouse Residential, at a gross density of 3.2 units per acre. All of these units are located within the areas bounded by N.J. Route 18 to the west, Whale Pond Brook and the Borough of Eatontown to the north, N.J. Route 35 to the east, and Deal Rd. to the south. A total of 232 acres are designated for this use, within which a total of 463 townhouses currently exist and an additional 502 townhouse units are under construction or have been approved for development. The total number of townhouses within these areas would be 965 upon completion of all construction. It is anticipated that no additional townhouse units will be approved or constructed in this area since all vacant parcels of adequate size for townhouse development are environmentally unsuited for future development.

Apartment Residential

The Master Plan designates existing garden apartment complexes as Garden Apartment Residential uses. The majority of these apartment complexes are located between N.J. Route 18 and N.J. Route 35 in the central and northern portions of the Township. One exception is the Wanamassa Gardens apartment complex which is located east of N.J. Route 35 and north of Sunset Ave.

The Master Plan designates a total of 255 acres for Garden Apartment use. A total of 2,830 garden apartments currently exist within this area. No additional apartment units are anticipated as a result of this designation.

Senior Citizen Housing

The Master Plan designates four separate sites for Senior Citizen Housing. These four sites total 34 acres.

There currently exists within the areas designated for senior citizen housing a total of 93 senior citizen housing units. An additional 80 senior citizen housing units are approved as part

of the West Park Estates development, which is located north of West Park Ave. and east of N.J. Route 18. These 80 units will be designated as Senior Citizen rental units for a period of 20 years from the initial date of occupancy. An additional 110 senior citizen units are projected on the remaining senior citizen housing sites.

Commercial Land Use

Commercial Land Use consists of neighborhood commercial uses, highway commercial uses, regional commercial uses, and general office use. The Master Plan designates a total of 625 acres for commercial purposes, the majority of which are located within the N.J. Route 35 Corridor. Several small neighborhood commercial areas are designated to the east of N.J. Route 35.

C-1 Neighborhood Commercial

The Master Plan designates four areas as C-1 Neighborhood Commercial areas. These areas occupy 55 acres and are all nearly 100% developed. They are located at: the intersection of West Park Ave. and Monmouth Rd. in Oakhurst; the intersection of Monmouth Rd. and Roosevelt Ave. in Oakhurst; the intersection of Roosevelt Ave. and Norwood Ave. in West Deal; and the intersection of Sunset Ave. and Wickapecko Dr. in Wanamassa. It is the intent of the Master Plan that these areas be maintained as neighborhood commercial areas, primarily serving residents of the adjacent and nearby neighborhoods.

Highway Commercial

The Master Plan designates a total of 232 acres for Highway Commercial use along N.J. Route 35. The purpose of the Highway Commercial Zone is to provide a variety of commercial retail and service uses, as well as office uses to serve the residents of the Township of Ocean and adjacent communities.

The Master Plan further recommends that the highway commercial be broken down into C-2 and C-3 designated areas in the Zoning Ordinance. The principal difference between the two designations would be lot size, with the C-3 permitting smaller lot sizes due to the existing nature of certain portions of the N.J. Route 35 Corridor. A total of 63 acres are designated C-3 Highway Commercial with the remaining 169 acres being designated C-2 Highway Commercial.

Regional Commercial

The Master Plan designates the area bounded by N.J. Route 18 to the west, N.J. Route 66 to the south, and N.J. Route 35 to the east as Regional Commercial. The primary use within this area is the Seaview Square Shopping Mall and its satellite facilities consisting of a supermarket/drug store and movie theater. The purpose of this area is to provide commercial retail and service facilities of a regional nature to residents of Ocean Township and nearby communities.

General Office

The Master Plan designates a number of areas for General Office use. The majority of these areas are located along the N.J. Route 35 Corridor. A number of areas designated for general office currently are predominantly developed for that purpose. In other instances the land within these areas is undeveloped, but is designated for office use in order to provide a transitional use between residential areas and more intensively developed commercial or industrial areas.

In addition to the N.J. Route 35 Corridor, general office areas are designated around the perimeter of the Sunset Ave. Industrial Park, along Monmouth Rd. to the south of Roosevelt Ave., and on West Park Ave. between Poplar Rd. and N.J. Route 35. A total of 188 acres are designated for office use.

Corporate Office

The Master Plan designates a total of 127 acres for Corporate Office use to the immediate west of N.J. Route 18 and the immediate north of N.J. Route 66. It is the intent of the Master Plan that this area be developed as a corporate office park, and that the Zoning Ordinance include provisions for developing such a park in a cluster fashion so that adequate buffering could be provided between the corporate park and the residences to the north and the east of this area.

Light Industrial/Office

Two areas have been designated for Light Industrial/Office use. The first of these areas is the Sunset Ave. Industrial Park, the second is the Cindy Lane Industrial Area. Both of these areas are substantially developed and occupy a total of 151 acres. It is recommended that the uses within these areas be limited to light industrial uses, general office uses, and limited retail sales as an accessory to light industrial uses within the area.

Public

Public uses account for a total of 815 acres. Of this: 176 acres are schools; 615 acres are parks, drainage areas, and general open space; and 24 acres are other public facilities including the municipal building, public works garage and similar facilities.

Semi-Public

The Master Plan designates a total of 611 acres for Semi-Public uses consisting of recreational uses, clubs, churches, open space and miscellaneous uses. The largest semi-public use is recreational land which consists of 352 acres, and is predominantly the three golf courses located within the Township. The Master Plan recognizes the need for these types of recreational uses, both for Township residents and for residents of surrounding communities. It therefore recommends that these areas not only be designated as Semi-Public uses within the Master Plan, but that they be designated for recreational use in the Township Zoning Ordinance.

Transitional Use Areas

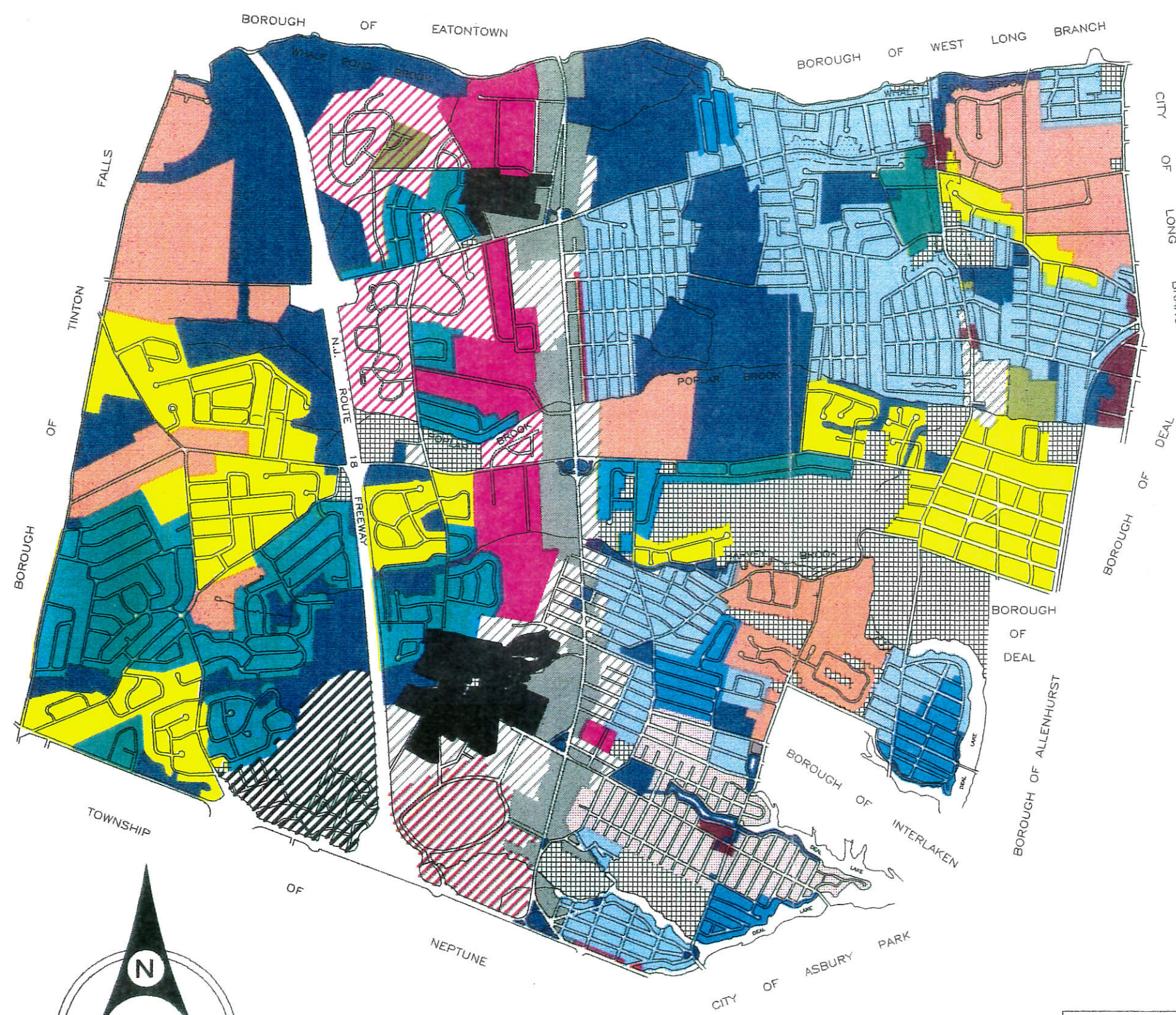
The Master Plan recommends that three Transitional Use Areas be established. The first of these is located along the eastern side of Belmore St. between Poplar Brook and Carol Ave. Uses permitted in this area should be low intensity offices and home professional offices, in addition to single family uses. The intent of the Master Plan is to provide an adequate transition between the commercial uses fronting on Route 35 and the single family residences immediately to the east, since adequate buffering can not be provided on the 100' deep lots in this area.

The second Transitional Use Area is located on Asbury Ave. east of the Asbury Circle. Uses permitted in this area include Home Professional Offices and Small Offices. The intent of the Master Plan is to provide for appropriate uses on the Asbury Ave. frontage of land in this area which will not adversely impact the single family residences to the north.

The third transitional use area is the Monmouth Rd. Corridor between Oakhurst Village and Roosevelt Ave. Home Professional offices are permitted in this area in order to encourage the renovation of structures in a fashion which will enhance the historic character of the Corridor. The purpose of this is to provide for an upgrading of property values in the area while maintaining the residential character of the Monmouth Road Corridor. This should be implemented as described on Page 134 of the Community Characteristics and Design Element of this Master Plan.

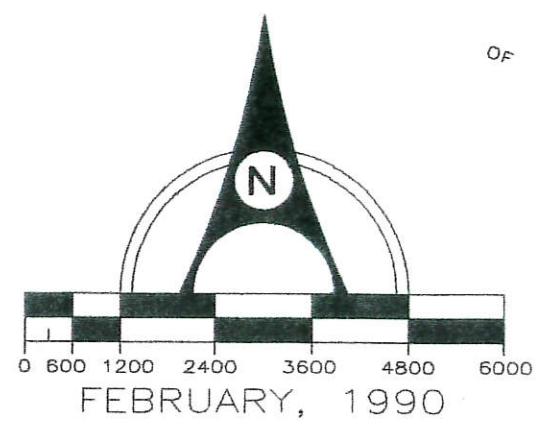
Summary

The Land Use Plan provides for a balanced mixture of land uses within the Township of Ocean. It designates a total of 9 residential districts, 4 retail commercial districts, 2 office districts, 1 industrial district, as well as public, semi-public and transitional areas. These areas follow the established pattern of existing land uses in most instances, consider the implications of existing and proposed development in adjacent communities, and consider the adequacy of streets, utilities, and public facilities, as proposed in other elements of this Master Plan.



LAND USE KEY

- RESIDENTIAL**
- R-1 SINGLE FAMILY
 - R-2 SINGLE FAMILY
 - R-3 SINGLE FAMILY
 - R-4 SINGLE FAMILY
 - R-5 SINGLE FAMILY
 - R-6 SINGLE FAMILY
 - TOWNHOUSE
 - GARDEN APARTMENT
 - SENIOR CITIZEN
- COMMERCIAL**
- NEIGHBORHOOD COMMERCIAL
 - HIGHWAY COMMERCIAL
 - REGIONAL COMMERCIAL
 - GENERAL OFFICE
- CORPORATE OFFICE
- TRANSITIONAL USE AREA
- LIGHT INDUSTRIAL / OFFICE
- PUBLIC
- SEMI - PUBLIC
- HISTORIC DISTRICT



MASTER PLAN

**TOWNSHIP OF OCEAN
MONMOUTH COUNTY, NEW JERSEY**

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LAND USE PLAN

POLICY STATEMENT

Introduction

The Municipal Land Use Law requires that a Municipality analyze the relationship of its Master Plan to the Master Plans of adjacent municipalities; the Master Plan of the respective County in which the municipality is located; the State Development and Redevelopment Plan; and the district solid waste management plan. It is the purpose of this portion of Ocean Township's Master Plan to examine the Master Plans of Neptune Township, Tinton Falls, Asbury Park, Interlaken, Allenhurst, Long Branch, West Long Branch, and Eatontown as well as any pertinent plans that may be in effect regarding Monmouth County, and the State Development and Redevelopment Plan.

Tinton Falls

The Tinton Falls Master Plan is currently under revision. The existing Master Plan designates areas opposite Ocean Township for various types of residential use. In most instances the residential densities proposed are consistent with the existing densities in Ocean Township; however in some instances the proposed densities conflict with existing densities in Ocean Township. This Master Plan proposes densities in Ocean Township which are consistent with existing development.

The Tinton Falls Master Plan is considering certain improvements to West Park Ave. and to the intersections of West Park Ave. with Bowne Rd. and Green Grove Rd. (Hope Rd. in Tinton Falls). The anticipated recommendations are consistent with the recommendations of this Master Plan. It is recommended that close coordination be established between the Township and the Borough to ensure that planned improvements to these streets and intersections continue to be consistent.

Neptune Township

The Neptune Township Master Plan designates the border of Ocean Township in a manner consistent with this Master Plan. Specifically, the Neptune plan designates: single family residential opposite the single family residential areas along Asbury Ave.; office/industrial uses opposite the proposed office research area fronting on Route 66; and commercial uses opposite commercial areas on Route 66 and Asbury Ave.

Asbury Park

The Asbury Park Master Plan designates those areas bordering Ocean Township for Low Intensity Residential use. This is consistent with the Single Family Residential use which is recommended in this Master Plan.

Allenhurst

The Borough of Allenhurst does not have a Master Plan.

Interlaken

The Borough of Interlaken Master Plan designates those portions of the Borough bordering Ocean Township for Single Family Residential use. This is consistent with the recommendations of this Master Plan.

Deal

The Master Plan for the Borough of Deal designates the majority of land abutting Ocean Township as Single Family Residential use. This is consistent with the recommendations of this Master Plan. In addition the Deal Master Plan designates the frontage of Norwood Ave. south of Poplar Brook on the west side of Norwood Ave. for Commercial use. This is consistent with the corresponding designation in Ocean Township.

Long Branch

The City of Long Branch designates those properties adjacent to Ocean Township as Very Low Density Residential. This is consistent with the Single Family Residential designation of corresponding areas of Ocean Township in this Master Plan.

West Long Branch

The West Long Branch Master Plan designates the majority of land opposite Ocean Township for Single Family Residential use. This is consistent with the recommendations of this Master Plan. In addition the West Long Branch Master Plan designates the Monmouth College site for Institutional use. This is compatible with the Single Family Residential Land Use recommended in this Master Plan directly opposite the Monmouth College site.

Eatontown

The Eatontown Master Plan designates the entire boundary of the Borough and Ocean Township, along Whale Pond Brook, as parkland. This is consistent with and complementary to this Master Plan's intention that the Ocean Township side of Whale Pond Brook be designated as an open space corridor.

Monmouth County Growth Management Plan

The Monmouth County Growth Management Plan designates the Township within a Suburban Settlement portion of the Coastal Growth Area. This designation is consistent with both existing conditions and the current designated land uses in the Master Plan. This is consistent with proposed land uses in this Master Plan.

New Jersey State Development and Redevelopment Plan

The State Development and Redevelopment Plan is currently in draft form and is in the midst of the cross-acceptance process. The State Plan includes Ocean Township within a Tier 2 designation. The uses proposed in this Master Plan are consistent with that designation.

Monmouth County Solid Waste Management Program

The Recycling Element and the Community Facilities Element of the Master Plan provide for the collection and disposal of recyclable and non-recyclable solid waste. These methods of collection and disposal are consistent with the intent and purpose of the Solid Waste Management Program.