

Lakewood Smart Growth Plan

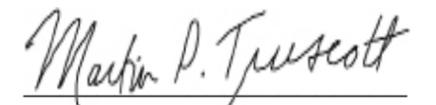
June 2013

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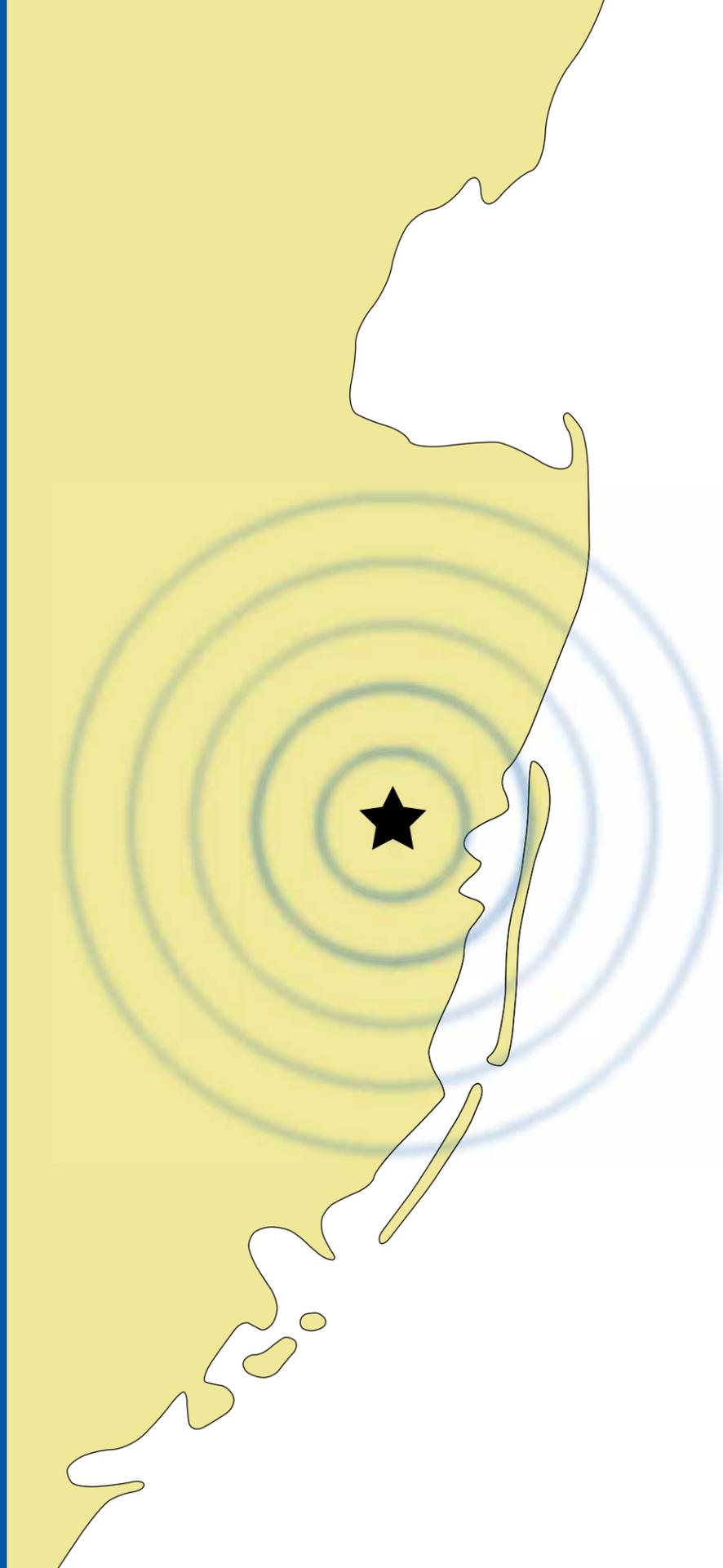
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The original of this document was signed and sealed in accordance with New Jersey Law.

Adopted on **June 19, 2013** by the
Lakewood Township Planning Board

Previously adopted on November 19, 2009 by the Township Committee as the Township's Vision Plan



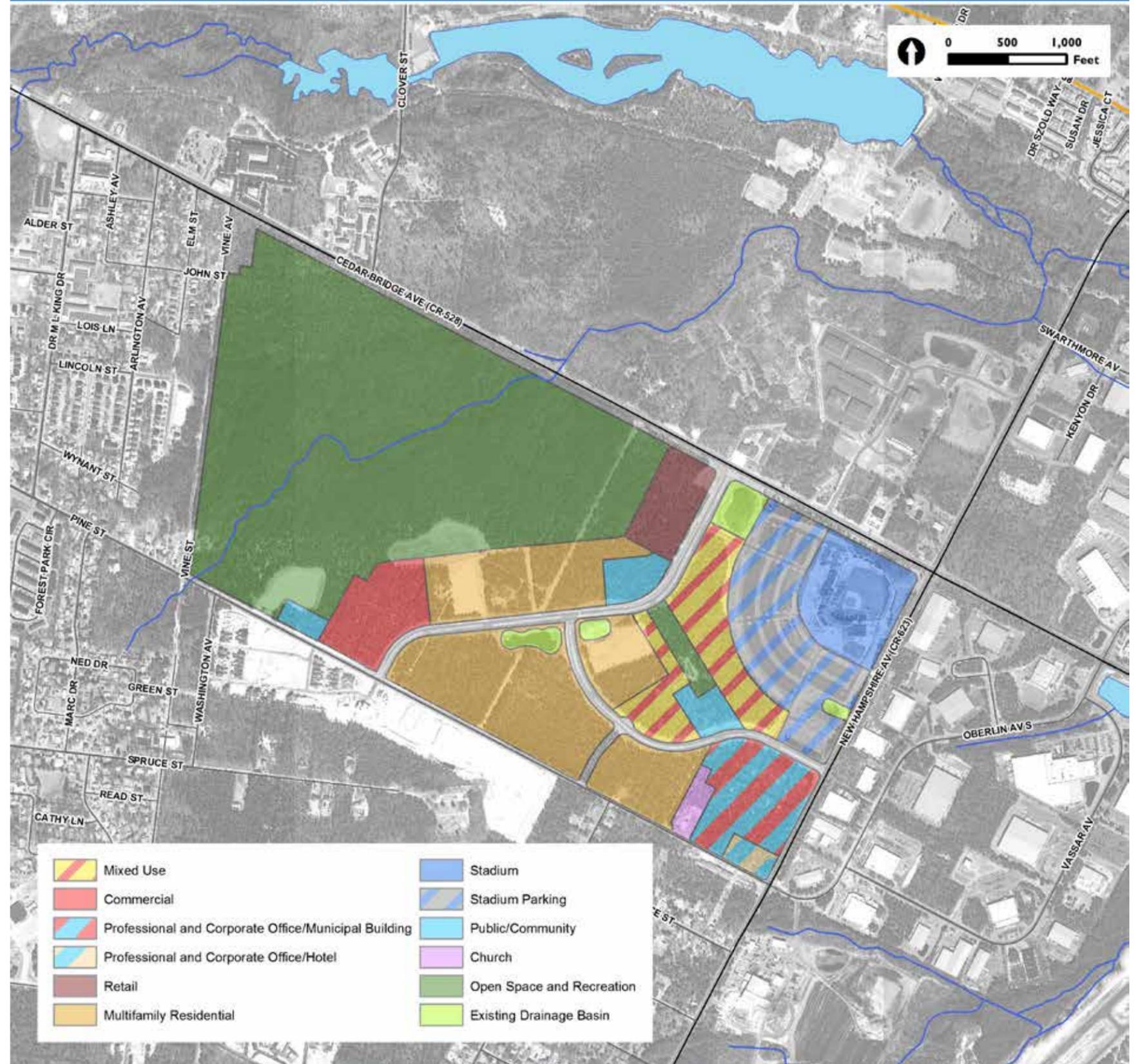
Cedarbridge Town Center

The Cedarbridge Town Center is bounded by Cedar Bridge Avenue to the North, New Hampshire Avenue to the East, Pine Street to the South, and Vine Street Avenue to the West. The area was previously designated in need of redevelopment by the Township. It incorporates the existing Blue Claws minor league baseball stadium and associated parking lot, as well as the two main collector roads. The area is located proximate to existing and planned residential neighborhoods, the Lakewood Industrial Park and Campus, the Lakewood Airport, planned retail commercial development to the North, and the Township's new Department of Public Works (DPW) facility. A substantial portion of the area has been preserved as open space.

Lakewood seeks to create a new mixed-use town center that will serve as a focal point for the community. The land use plan for the Cedarbridge Town Center includes:

- » A mix of residential, commercial, office, and public uses
- » A network of streets and roads that are pedestrian friendly and provide opportunities for bicycle transportation
- » A town green surrounded by mixed-use buildings and anchored by public and/or community buildings at each end to create a main street experience
- » A new boulevard and parkway linking the Cedarbridge Town Center to the Oak Street Core
- » Local transit stops providing connections to the rest of the Township
- » Commercial uses that serve the needs of Township residents as well as providing a regional commercial attraction
- » The preservation of substantial amount of open space for passive recreation and habitat protection
- » Sustainable design and green buildings
- » A new municipal complex to serve community needs
- » A range of housing types, including affordable housing

Figure 4.2: Cedarbridge Town Center



Cross and Prospect Street Core

The Cross and Prospect Street Core is located in a triangular tract in the western portion of the Township formed by Prospect Street on the North, Cross Street on the South, and Massachusetts Avenue on the East. There are approved multi-family residential townhouse developments in the northeastern portion of the core, several light industrial uses in the western end of the core, and municipal uses (including a shooting range) adjoining Massachusetts Avenue.

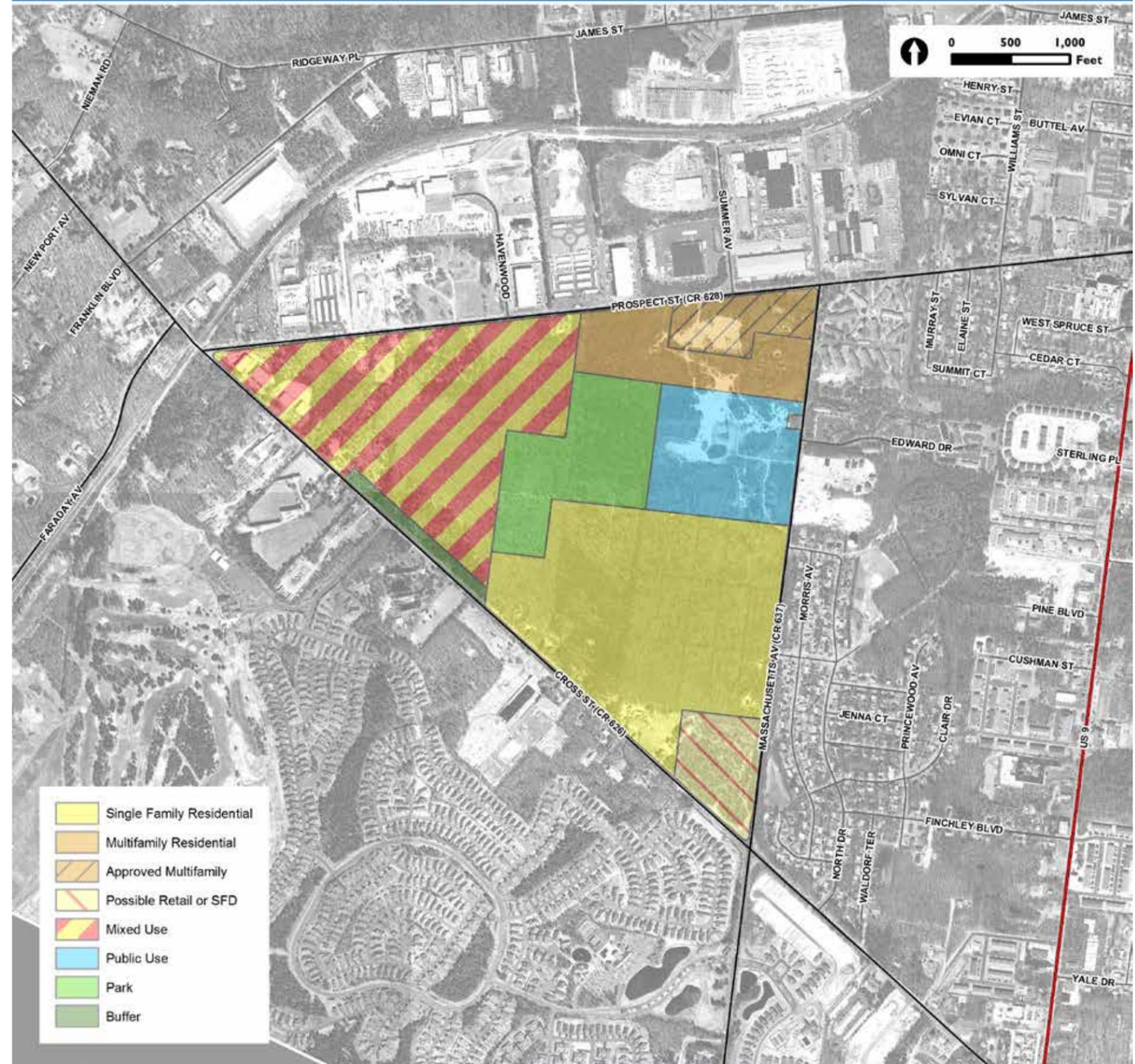
A portion of the core (not shown on the land use plan map) is located across Cross Street from the triangle area in the M-I Industrial District and Township UEZ. This area is proposed to remain in its industrial designation pending more long-term planning analysis and study of its future use and relationship to the proposed core and adjoining residential areas.

The intent is to create a new mixed-use core that incorporates the principles of smart growth and promotes sustainable development practices. The overall approach is to create a transition of densities and intensity of use, with buffers and lower densities to the south and east adjacent to adjoining neighborhoods and higher densities and mixed-use to the west and north along Prospect Street across from the existing industrial park. Proposed uses include a variety of new residential uses, including single and multi-family housing; a mixed-use area; a centrally-located new park serving the needs of the area; neighborhood commercial areas; and public amenities and services.

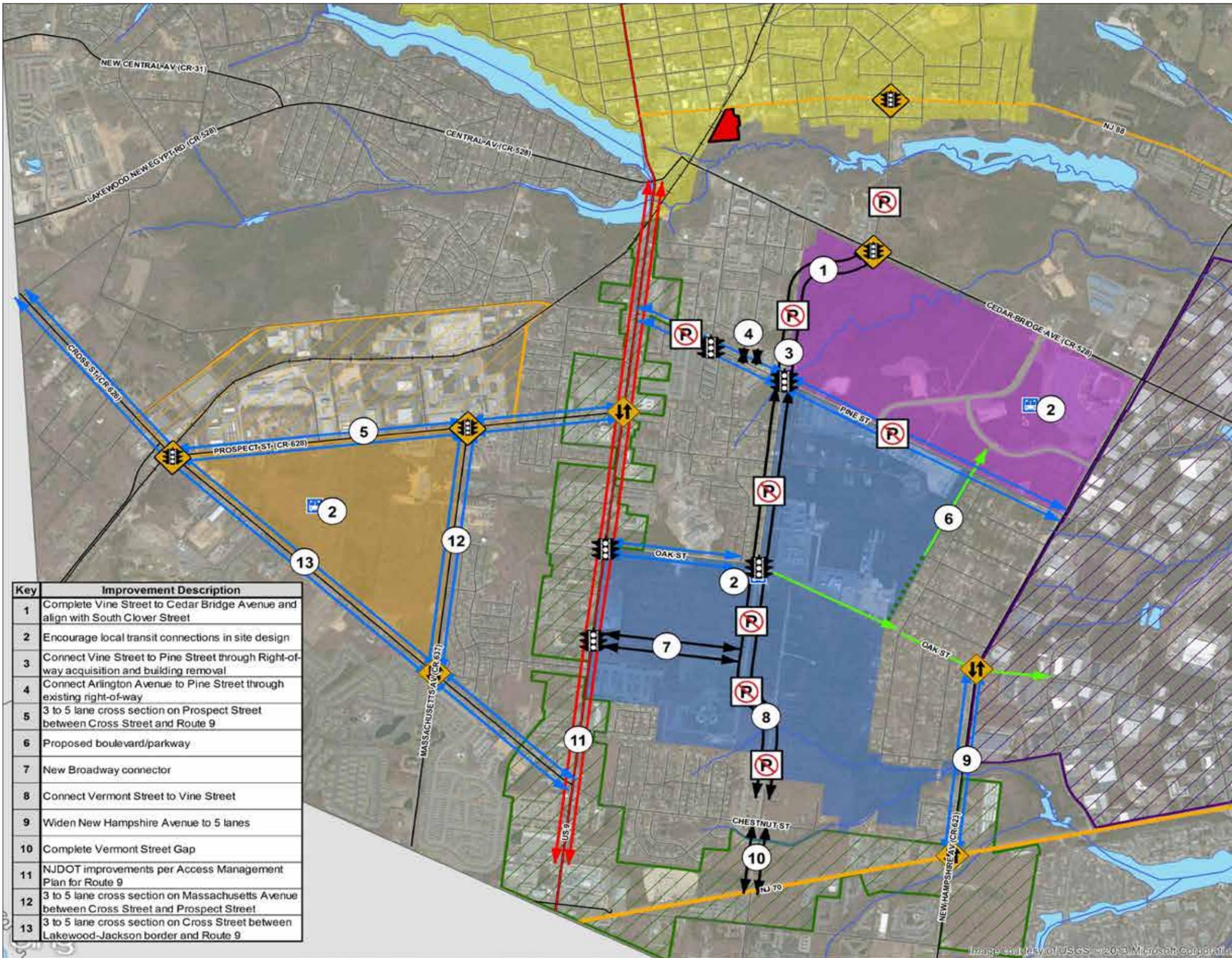
The land use plan for the Cross and Prospect Street Core includes:

- » A mix of residential, commercial, and public uses
- » A single-family residential neighborhood in the southeastern portion
- » Multi-family residential uses in the northwestern portion of the core
- » Mixed-use area in the western portion of the core
- » A new centrally-located neighborhood park
- » A potential neighborhood commercial area at the intersection of Cross Street and Massachusetts Avenue
- » Streets and roads that accommodate vehicles, pedestrians and bicyclists
- » Local transit connections to the other areas of the Township
- » Maintenance of a minimum 100 foot vegetative buffer along Cross Street, with potentially larger buffer areas to encourage further clustering of development away from the Cross Street area
- » Sustainable design and green buildings

Figure 4.4: Cross and Prospect Street Core



**Figure 6.2
Township Wide
Circulation
Improvements
Township of Lakewood
Ocean County
New Jersey**



Key	Improvement Description
1	Complete Vine Street to Cedar Bridge Avenue and align with South Clover Street
2	Encourage local transit connections in site design
3	Connect Vine Street to Pine Street through Right-of-way acquisition and building removal
4	Connect Arlington Avenue to Pine Street through existing right-of-way
5	3 to 5 lane cross section on Prospect Street between Cross Street and Route 9
6	Proposed boulevard/parkway
7	New Broadway connector
8	Connect Vermont Street to Vine Street
9	Widen New Hampshire Avenue to 5 lanes
10	Complete Vermont Street Gap
11	NJDOT improvements per Access Management Plan for Route 9
12	3 to 5 lane cross section on Massachusetts Avenue between Cross Street and Prospect Street
13	3 to 5 lane cross section on Cross Street between Lakewood-Jackson border and Route 9

- Legend**
- Transit Hub
 - Parkway Interchange
 - Capacity Improvement
 - New Signal
 - Capacity Improvement and New Signal
 - No On-Street Parking
 - Road Widening
 - New or Realigned Roadway
 - Access Improvements
 - Boulevard
 - Greenway
 - Potential Monmouth-Ocean-Middlesex Railroad Station Location
 - Southern Main Branch Line
 - Downtown Regional Center
 - Oak Street Core
 - Cross and Prospect Street Core
 - Cedarbridge Town Center
 - Highway Core
 - James and Prospect Street Industrial Park
 - Lakewood Industrial Park and Campus
 - Water Body
 - U.S. Route
 - State Route
 - Toll Route
 - County Route
 - Local Roads
 - Stream

1,500 Feet

TM
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NOTE: This map was developed using New Jersey Department of Environmental Protection Geographic Information System digital data, but this secondary product has not been verified by NJDEP and is not State authorized.
Prepared by: ARR, 7/8/2013
Source: NJGIN, NJDEP, NJDOT, Ocean County, Lakewood Township
H:\GIS\Geodata\Municipal\Lakewood\2013 Smart Growth Plan Amendment - Post PB Hearing Revisions\Lakewood Mapping\Traffic\ Fig 6-2_VINE CROSS AND PROSPECT DETAILS_Less Labels_Tabloid.mxd

Street Core, and Cedar Bridge Town Center. These major mixed use development areas are anticipated to each generate between 15,000 and 20,000 daily trips to the surrounding roadway network. Based on the combination of exiting traffic and roadway conditions, along with the anticipated future traffic generation, several roadway network infrastructure improvements have been identified.

Figure 6.2 (Circulation Improvements) identifies recommended improvements on a designed to improve roadway connections, minimize congestion and delays and enhance public transit in conjunction with the development proposed in the Smart Growth Plan.

Proposed measures include road widening of the existing local street connections between the proposed centers and cores, the extension of a north/south route (Vermont/Vine Street) between Route 70 and Route 88, new traffic signals, intersection improvements, and locating transit hubs within each proposed center and core, planning for the Monmouth Ocean Middlesex rail stations within the municipality. Recommendations for the traffic and pedestrian circulation and parking in the downtown are illustrated in Figure 6.3. These were adopted previously by the Township Committee as part of its comprehensive downtown circulation and parking strategy and are currently being implemented.

Impact Fees

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

Overall Township Transportation Strategy

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

- » Work with NJDOT to implement improvements to Route 9
- » Transportation infrastructure such as streets, pedestrian and bicycle accommodations as well as mass transit options must be provided in the core redevelopment and development areas
- » Provide a bus shuttle system with multi-modal facilities to reduce vehicular trips and reduce parking demands
- » Construct a bicycle and pedestrian network to connect different parts of the Township. These pedestrian and bicycle enhancements will provide an alternative to the single passenger vehicle and relieved congestion on the road network
- » Explore and promote local transit connections in site design within each center and core area, and along highway corridors to provide public transportation options to the single passenger car throughout the Township
- » A Monmouth-Ocean-Middlesex Railroad Station should be located in the downtown near the existing bus depot. Other more long-term options may be explored depending on Township-wide growth and ridership levels, or if the downtown site is determined not to be a feasible option
- » "Complete" streets providing the capacity and accommodations for pedestrians, bicycles, parking, mass transit as well as vehicles.
- » Widen major corridors (as identified in Figure 6.2) and improve existing traffic signal capacity
- » Install new traffic signals at the intersection of Oak Street with Route 9, Broadway with Route 9, Prospect Street with Cross Street, Prospect Street with Massachusetts Avenue, Vine Street with Clover Street, Martin Luther King Drive with Pine Street, and Oak Street with Pine Street
- » Complete Broadway between Route 9 and Vine Street
- » Improve access to and from the Garden State Parkway through improvements to existing interchanges
- » Complete the "gaps" in local streets such as Vermont & Vine Street
- » Improve West Cross Street, west of the Prospect Street intersection
- » Connect and improve Arlington Avenue to Pine Street
- » Improve intersection at Clover Street and Route 88

- » Restrict on-street parking along Pine Street, Vine Street, and Clover Street.

Downtown Traffic and Pedestrian Circulation and Parking Recommendations

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

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

7. Infrastructure Strategy

Water

Public water service in Lakewood is provided by both the Lakewood Township Municipal Utilities Authority (LTMUA) and the New Jersey American Water Company (NJAWC).

The Lakewood Township Municipal Utilities Authority (LTMUA) service area is approximately eleven square miles in area and serves primarily the eastern portion of the Township. The potable water facilities include:

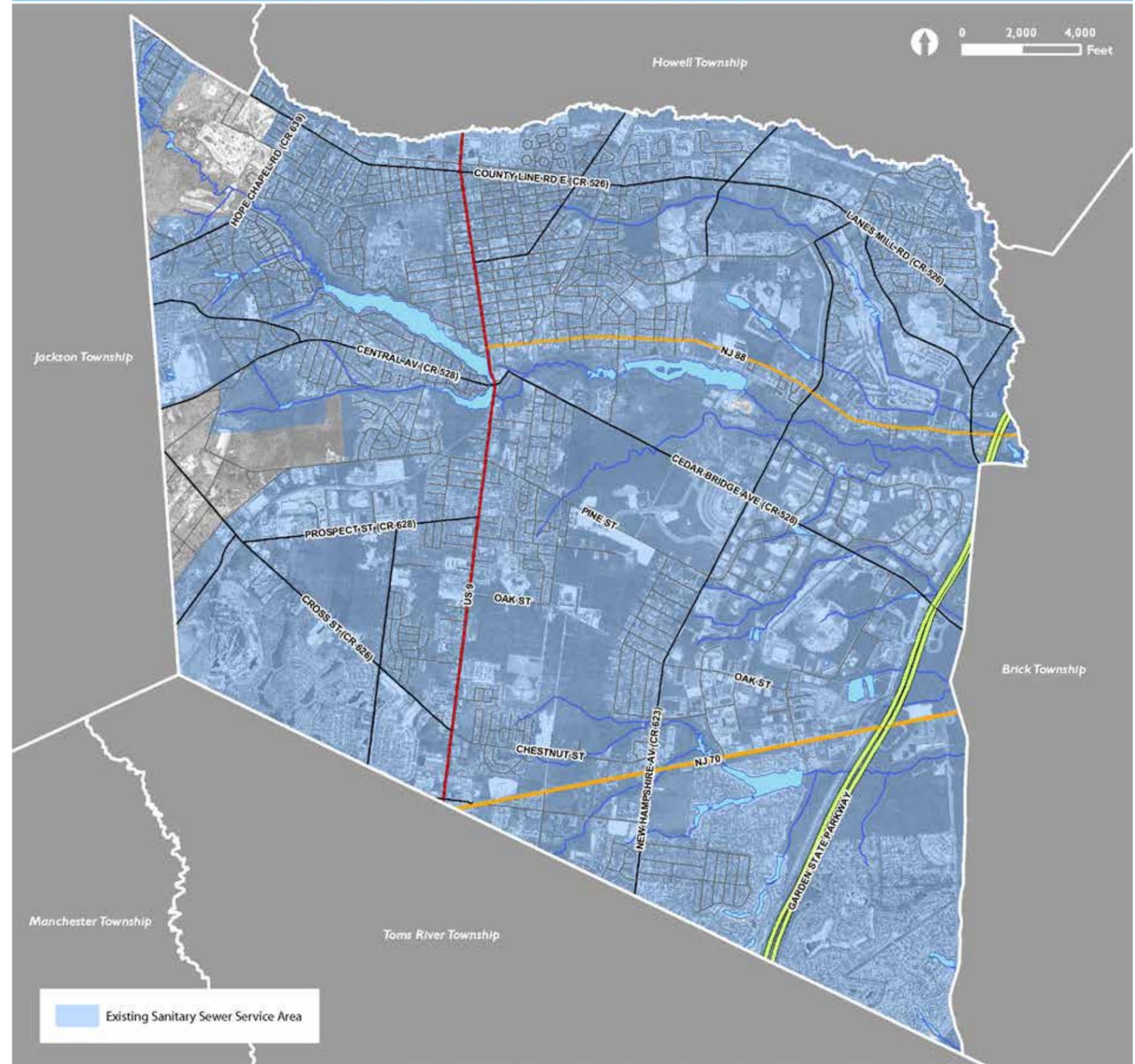
- » 85 miles of water mains
- » Two water treatment plants on Shorrock Street and New Hampshire Avenue
- » Five water storage tanks with an effective storage of 5.8 to 6.0 million gallons
- » Eleven wells drawing water from the Englishtown, Raritan and Cohansey Aquifers.
- » Two of the existing LTMUA wells are equipped for use as Aquifer Storage and Recovery facilities
- » LTMUA is in the process of bringing three more wells on-line.

The LTMUA is currently in the midst of completing an interconnection with the Brick Township Municipal Utilities Authority (BTMUA). The newly created interconnection will have the capacity to supply the LTMUA with 1.0 MGD. Based on its review of the Smart Growth Plan and anticipated development, LTMUA has determined that is well poised to meet current and immediate future demands in its service area and is taking further steps to increase its capacity to meet future needs. Current projects include new wells and expansion of the New Hampshire water treatment facility, among other projects designed to improve capacity and performance of the system.

The NJAWC franchise area is located in the western portion of the Township and is included in NJAWC's Coastal North regional public water system which supplies water to 36 municipalities throughout Monmouth and Ocean Counties. The potable water facilities include:

- » 1,650 miles of water mains
- » Three surface water treatment plants
- » Twenty-eight storage facilities
- » Twenty-four wells drawing water from the Englishtown, Raritan and Cohansey Aquifers. Ten of the twenty-four wells are located within Lakewood Township.

Figure 7.1: Existing Sanitary Sewer Service Area Map



Both water purveyors have indicated to Lakewood Township that potable water supply would not be a limitation to growth based on the levels of population increase forecast in this Plan.

Sanitary Sewer

The Ocean County Utilities Authority (OCUA) is the regional wastewater treatment plant and interceptor agency for Lakewood Township. The OCUA operates the **Northern Water Pollution Control Facility** located in Brick Township. The facility treats wastewater from Lakewood and Brick Townships and several other municipalities in northeastern Ocean County and **southern Monmouth County**.

The Northern Plant has a current average flow of 26 million gallons per day (MGD). The current permitted capacity of the plant is 32 MGD. However, the plant has a potential maximum capacity, subject to physical plant improvements and NJDEP approval, of 36 MGD, which would allow for 10 MGD of future growth. Remaining treatment capacity is provided on a first come first serve basis.

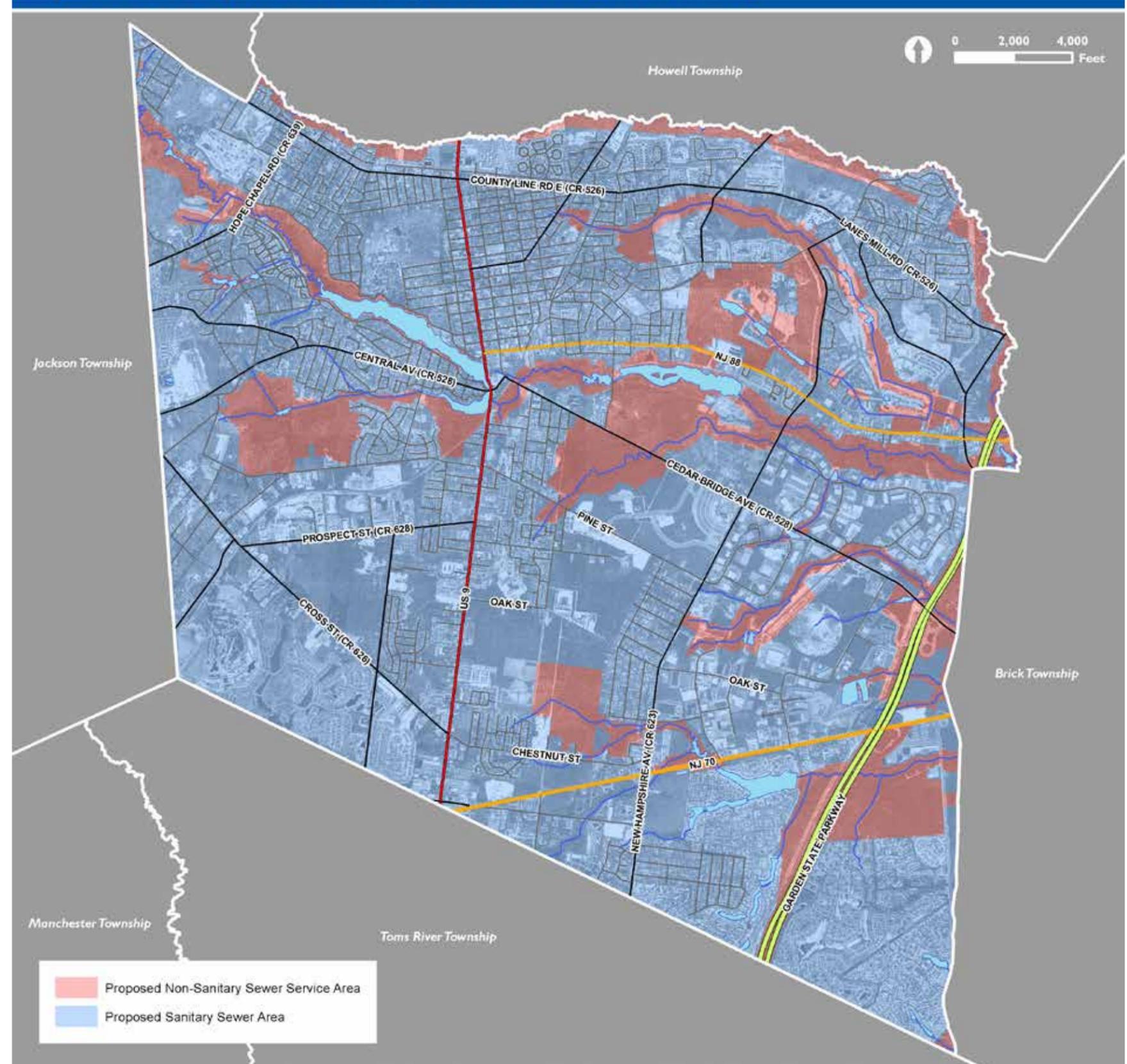
Given that significant growth is not anticipated in the other communities served by the Northern Plant, Lakewood expects that there will be sufficient sewer capacity during the next 15 to 20 years to serve projected growth in the Township. In the long term, wastewater treatment capacity should be monitored and evaluated relative to projected future growth.

Through its Smart Growth Plan, Lakewood Township also will promote green and sustainable technologies in building and site design and related conservation efforts to reduce wastewater flows and ensure that sufficient regional treatment plant capacity is available for the long term.

The Lakewood Township Municipal Utilities Authority (LTMUA) operates 43 major collector lines to the Ocean County Utilities Authority (OCUA) system and two (2) sewage pump stations in the eastern portion of the Township. The New Jersey American Water Company (NJAWC) operates ninety **(90) miles of sanitary sewer main** in the western section of the Township and **thirteen (13) sanitary lift stations**.

Figure 7.1 Existing Sanitary Sewer Service Area Map identifies the previously approved sewer service area (Water Quality Management Plan or WQMP) for Lakewood Township. With the exception of two areas in the western sector

Figure 7.2: Proposed Sanitary Sewer Service Area Map



of the municipality, the entire Township is located within a previously approved sewer service area.

Water Quality Management Plan Amendments

NJDEP has proposed revisions to the previously approved sanitary sewer service area maps for Lakewood and other communities throughout New Jersey. The Township has been working with the Ocean County Planning Board to address NJDEP's proposed changes in the WQMP.

Lakewood's proposed sanitary sewer service area, as presented in the Ocean County Wastewater Management Plan, is shown in Figure 7.2. Lakewood proposes that the entire Township be located in a sewer service area with the exception of the environmentally sensitive area at Crystal Lake Preserve, the freshwater wetlands and designated preservation area at Cedarbridge Redevelopment area, a portion of the Kettle Creek watershed north of NJ State Highway Route 70, as well as along various stream corridors and previously preserved open space tracts.

In addition to the proposed modifications to the WQMP, Lakewood proposes the following actions to ensure that the Township will continue to have an efficient and effective water and sewer system that meets the future infrastructure needs of the Township:

- » Encourage compact development in appropriate locations to minimize infrastructure costs
- » Encourage redevelopment and infill development to reduce the need to extend water and sewer services.
- » Research innovative finance solutions for new facilities and maintenance to lessen local public costs
- » Adopt green building standards for new construction and neighborhoods to increase energy efficiency and reduce infrastructure load
- » Consider the adoption of a Water Conservation Plan that promotes water conservation and addresses future demand and supply issues