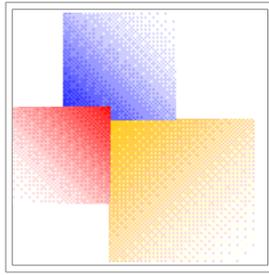


# The Master Plan For The



# New Millennium 2000

## RESOLUTION

*WHEREAS*, the Planning Board of the Borough of Lavallette is authorized to prepare and after public hearing adopt and from time-to-time amend a Master Plan for the physical development of the municipality, generally comprising land use, circulation and a report presenting the objectives, assumptions, standards and principles which are embodied in the various interlocking portions of the plan, all pursuant to R.S. 40:55D-28; and

*WHEREAS*, a public hearing was held on November 22, 1999, upon notice pursuant to R.S. 40:55D-13 and to adjoining municipalities and the County Planning Board, pursuant to R.S. 40:55D-13;p

NOW, THEREFORE, BE IT RESOLVED BY THE PLANNING BOARD OF THE BOROUGH OF LAVALLETTE THIS 22nd DAY OF NOVEMBER, 1999, that the Borough of Lavallette Master Plan map and accompanying text dated November 1, 1999, prepared by O'Donnell, Stanton and Associates, Inc, Toms River, New Jersey, which map and text are incorporated herein by reference as if set at length are hereby adopted; and

BE IT FURTHER RESOLVED that a copy of such Master Plan map and text be filed with the Ocean County Planning Board within thirty days after adoption, pursuant to R.S. 40:55D-13.

### CERTIFICATION:

I hereby certify that the foregoing resolution was duly adopted by the Lavallette Borough Planning Board at its meeting of November 22. 1999.

Joyce Deutsch, Secretary

Lavallette Borough Planning Board

DATED: November 22, 1999

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**Borough of Lavallette**

**The Ideal Family Seashore Resort**

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Daniel V. Coviello, Council President  
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George R. Gilmore, Borough Attorney  
Michael F. O'Donnell, P.E., Borough Engineer,  
O'Donnell, Stanton & Associates, Inc  
Christopher F. Parlow, Borough Administrator  
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Joyce Deutsch, Planning Board Secretary

The New Jersey Municipal Land Use Law, NJSA 40:55D-89 et seq. stipulates that each municipality in the State of New Jersey reexamine its Master Plan and development regulations at least every six years. Specifically, NJSA 40:55D-89 states:

“The governing body shall, at least every six years, provide for a general reexamination of its Master Plan and development regulations by the Planning Board, which shall prepare and adopt by resolution a report on the findings of such reexamination, a copy of which shall be sent to the county planning board and the municipal clerk of each adjoining municipality.”

Simply stated, the Planning Board adopts a master plan with a land use element, and the governing body works from that plan to enact zoning and other ordinances. This reexamination of the Borough of Lavallette Master Plan conforms with the requirements of the Municipal Land Use Law and addresses the requirements of NJSA 40:55D-89 by including the following:

- a.** The major problems and objectives relating to land development in the municipality at the time of the last reexamination report
- b.** The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- c.** The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the Master Plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition and recycling of designated recyclable materials, and changes in State, County and municipal policies and objectives.
- d.** The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies, and standards, or whether a new plan or regulations should be prepared.
- e.** The recommendations of the planning board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Law,” P.L. 1992, c.79 (C.40A:12A-1 et seq.) into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

Failure to adopt by the Planning Board a reexamination report pursuant to section 76 of P.L. 1975, c.291 (C. 40:55D-89) shall constitute a rebuttable presumption that the municipal development regulations are no longer reasonable.

This Master Plan is more than a reexamination. It represents, for the new millennium, a historical perspective of how Lavallette grew and an analysis of where we stand Vis a Vis, the 1977 goals and objectives. It is a fresh look at the Master Plan Reexamination report of 1992 and a replacement for the Master Plan originally adopted in 1977.

## HOUSING PLAN ELEMENT

As a direct result of the Mount Laurel court decisions, the Fair Housing Act of 1985 was enacted. This act requires all municipalities to develop and implement a housing plan to accommodate their “fair share” of low and moderate-income housing. The Act established an independent Council of Affordable Housing (COAH), which is responsible for designating state housing regions, providing estimates of present and prospective housing needs and certifying adopted municipal housing plans. In addition, the Council offers protection to municipalities from Mount Laurel-type lawsuits once their housing plan elements are certified.

The Borough of Lavallette Planning Board adopted a Housing Plan Element on August 24, 1992. Prior to that plan, the Borough of Lavallette had a “total” pre-credited fair share housing need of 113 low and moderate-income housing units according to COAH. This need was contained in a report entitled “Municipal Present, Prospective, and Pre-Credited Need” dated May 21, 1986. As of 1987, however, the indigenous need for Lavallette was calculated by COAH as eight (8) units. COAH permitted the adjustment because Lavallette had no vacant developable of two acres or more. Under COAH’s rules and regulations, the lack of vacant developable parcels resulted in an adjustment to Lavallette’s fair share so that only the indigenous need—or eight units—became the certified fair share number.

The Borough of Lavallette addressed this need through participation in the Ocean County Housing Rehabilitation Program, which was funded from a grant from the United States Department of Housing and Urban Development (HUD). All eight (8) units were rehabilitated and all but one of the property rehabilitation Deferred Payment Loans were forgiven. One property was sold and the loan repaid. The number of vacant developable properties available today is more severely limited than in 1992, and no further adjustments should be required by COAH. Any future needs cited by COAH will be addressed at that time. The Planning Board Engineer is currently working toward recertification by COAH with no changes to Lavallette’s current commitment.

Lavallette currently has a wide range of housing facilities ranging from single-family homes of varying sizes, rental apartments, rental homes, and multi-family units. This housing stock provides many opportunities for seasonal rental or year-round occupancy. It is reasonable to allow the double two to three-family residential dwellings to remain, however, it is proposed that these land uses not be considered in future comprehensive planning and development schemes, except along Grand Central Avenue. Since the Borough is currently extensively developed with only some single interspersed lots available, no major housing project can be anticipated. At the most (as is presently occurring), single-family homes will be built on the existing isolated lots or substantial rebuilding of smaller summer bungalows will continue, thus further adding to the housing opportunities of the area.

## **HISTORIC PRESERVATION AND RESTORATION PLAN ELEMENT**

The goal of this element is to identify and preserve Lavallette's historical, cultural and natural features. The overall objectives are as follows:

1. Maintain the tangible evidence of the Municipality's history including buildings, objects, and man-impacted landscapes through preservation, restoration, continued use, or adaptive use.
2. Promote a set of behavioral or personal characteristics by which these historical and natural features are recognizable.
3. Maintain, preserve, and enhance Lavallette's waterfronts to protect them from natural erosion.
4. Support the use of appropriate architectural design for new construction, renovation, and rehabilitation.
5. Prevent exterior alterations to houses and business properties in our commercial areas that would alter the aesthetics, streetscape, and vista of the main artery into Lavallette.
6. Encourage alterations to continue the look of a "circa 1900 village theme," using compatible exterior paint or other appropriate materials.
7. Bring all sidewalks and curbs up to code, and encourage the use of red brick walkways wherever possible and feasible in the business district.
8. Replace the stanchion streetlights with single or double "gas type" lights - Circa 1900 – in the business district.
9. Place special Colonial-style benches throughout the business district.
10. Place wire trash and recycling baskets in wood housings coordinated to match adjacent building exteriors.
11. New signage in the business district should be of wood, carved or painted with regulation letter size, and style. The area coverage of signs should not exceed 20% of signable area. Plastic or backlighted signs should not be permitted and no excessive projection should be allowed. No fluorescent or flashing signs should be permitted and spotlights should only be used to highlight a particular area.
12. Promote the planting and preservation of cherry or various species of flowering trees, with a four-foot round or square cast-iron grating or landscaping logs to protect them from animals.
13. Replace the overhead electrical and telecommunications cabling in the business district with underground wiring.

## **HISTORIC SITES**

The Lavallette Heritage Committee identified historic sites and districts whose preservation is

considered important to the preservation of the quality of life and historic character of the community. These historic sites as identified by the Lavallette Heritage Committee in their 1987 study are listed in Table II.

## Preservation and Restoration Standards

The preservation of designated historic places in the Borough may be enhanced by the adoption of additional preservation design standards as well as updated criteria and guidelines for designated properties and other places. Accordingly, a separate study of such controls and their applicability and feasibility for implementation in the Borough is recommended.

**TABLE II. HERITAGE PROPERTIES (Built before 1900)**

<b><u>ADDRESS</u></b>	<b><u>ORIGINAL OWNER</u></b>	<b><u>PRESENT OWNERS</u></b>
<b>23 Guyer Avenue</b>	Frederick McCormick	Frank J. & Camille Novello
<b>601 Grand Central Avenue</b>	Dr. George Kerr Samuel & Louise Hammer	
<b>12 Reese Avenue</b>	Charles J. Biddle	Joseph & Barbara Peraino
<b>14 Reese Avenue</b>	August Fischer	Joseph M. Jr. & Judith M. Campo
<b>101 Reese Avenue</b>	Anna Guyer	Mary M. Palangi
<b>606 Grand Central Avenue</b>	George Wilt Bant Realty Corp.	
<b>21 Vance Avenue</b>	A. T. Lavallette	Harold L. Van Valkenburg
<b>23 Vance Avenue</b>	Alfred McQueen	Joseph & Diane Montemarano
<b>103 Vance Avenue</b>	Joseph Patterson Mitchell & Cheryl Williams	
<b>109 Vance Avenue</b>	James McCormick	Ruth Ann Keller
<b>13 Camden Avenue</b>	James Bryan Thomas P. & Margaret J. Grosko	
<b>3 Philadelphia Avenue</b>	Frederick McCormick	Steven & Margaret Spinelli
<b>5 Philadelphia Avenue</b>	Frederick McCormick	Michael J. & Maureen Donahue
<b>7 Philadelphia Avenue</b>	Frederick McCormick	Susan R. Washburn
<b>9 Philadelphia Avenue</b>	Frederick McCormick	Thomas, Richard & Dorothy Farrell
<b>9A Philadelphia Avenue</b>	Frederick McCormick	Vincent DeMuro
<b>14 Philadelphia Avenue</b>	William D. Haines	Michael B. & Kathleen Estabrooks
<b>18 Philadelphia Avenue</b>	Edwin S. Haley	Frank, Diana & Joseph Marino
<b>22 Philadelphia Avenue</b>	Alfred McQueen	Helen Steinberg
<b>25 Philadelphia Avenue</b>	Union Church of Lavallette	Union Church of Lavallette

**1600 Grand Central Avenue** W. W. Wallace Lor-Ray Partnership LP

**107 New York Avenue** Lawrence North J. A. & Emwlyn & Quinn K. Mailley

We recommend that an advisory committee to the Planning Board be appointed to develop guidelines for the restoration and preservation of existing structures. The advisory committee would also have control and responsibility of reviewing proposals for alterations of the Historic Buildings as identified above by the Lavallette Heritage Committee. The advisory committee would also make recommendations concerning those alterations to the Planning Board.

A Master Plan represents a *policy statement* by the Planning Board for the long-range physical development of the Borough. Using this plan as a guide, the day-to-day activities and decisions can be encountered without losing perspective of the objectives that the community has set forth to pattern its future growth. Such a plan is intended to guide the use of lands within the municipality in a manner, which protects public health and safety and promotes the general welfare of the community.

The Master Plan, however, must be scaled to the realities of the community for it must be capable of practical achievement. The plan must be, therefore, in scale with the financial resources of the Borough, present and prospective. The Master Plan should be representative of the goals and ideals of its citizens. Civic goals and ideals are, of course, not always compatible with those of its citizens. Each group champions certain goals and ambitions. Moreover, each individual possesses a personal concept of what is ideal. This Planning Board has done its best at *coordinating* and *bonding* these different concepts into a plan that is best suited to fulfill the present and probable future needs of the community.

There is no standard plan. Each community is unique in its natural geography, location, and man-made physical elements.

The Borough of Lavallette is a seashore resort area, and is in transition towards a year-round community. The bulk of Lavallette's land is developed, and today there is little land left for development. Sound planning calls for a proper balance of land uses, proper utilization of the remaining vacant land, a continuation of the present municipal housekeeping practices, adoption of effective codes to eliminate existing and prevent future residential and commercial blight, allocating community amenities and encouraging the development of new ones.

## HISTORICAL BACKGROUND

The Borough of Lavallette was formally incorporated in late December of 1887, but Lavallette, as a place name is almost ten years older. In February of 1878, the directors of the Barnegat Land Improvement Company filed a plot plan with Ocean County, designating the tract they purchased from Michael W. Ortleby as "Lavallette City by the Sea." The name honored U. S. Navy Admiral Elie A. F. LaVallette, who distinguished himself as a young lieutenant aboard Commodore Thomas McDonough's flagship in the battle of Lake Champlain and later commanded the U.S.S. Constitution. Of French descent, the Admiral legally anglicized his name to Lavallette in 1830. His son, A. T. Lavallette, was secretary of the Land Improvement Company.

The Lavallette area shares a common history with other barrier island beaches of central New Jersey. The earliest human inhabitants along these beaches almost certainly were Lenni-Lenape Indians, who made an annual spring migration from their inland homes to the sea to harvest the abundant fish and shellfish. They were, however, strictly summer visitors. Like most of those who followed centuries later, they forsook the shore at the first signs of autumn.

The first recorded description of the area is the oft-quoted passage from the journal of Robert Juet, the first mate on Henry Hudson's "Half Moon." Sailing north past Barnegat Inlet in 1609, he noted that the coast was "all broken islands," with a "great lake of water behind." In addition, he added, "this is a very good land to fall in with, and a pleasant land to see."

It was not until the mid-1600, however, that Europeans set foot on the beaches south of Manasquan Inlet. Whalers based in New England and Long Island, set up temporary camps along the coast. Shortly thereafter, as Dutch settlers began to establish villages on the mainland, some of the villagers "worked the beaches" as anglers and whalers. Although settlement of the mainland continued, and Toms River was a flourishing port in pre-Revolutionary days, the nearby ocean beaches remained all but uninhabited through the 18th century and well into the 19th. Before 1850, the only substantial structure in the neighborhood of Lavallette was a hunting lodge that became famous as the Chadwick House. It was built in 1830 near the site of today's Ocean Beach Marina.

For much of the time, from about 1720 to 1812, the peninsula stretching from Bay Head ended at Cranberry Inlet that cut through from the ocean to the bay near what is now the northern boundary of Seaside Heights. The Peninsula was known as Squan Beach, and the island between Cranberry and Barnegat inlets was Island Beach. For some time after Cranberry Inlet closed, the distinction between the two areas was maintained, at least locally, and when the Land Improvement Company filed its 1878 map the location was identified as Squan Beach (see Figure 2. *Lavallette City By The Sea*)

That map could serve as a guide to Lavallette today, from Trenton Ave. to Ortleby Ave., with a few adjustments to the north-south thoroughfares. The map shows an Ocean Ave., running the length of the town on the beachfront, where the boardwalk is now located. There is, of course, no Anna O. Hankins Blvd., which was created from the railroad right-of-way after the railroad came and went. Nor did Bay Boulevard exist. The area of Bay Boulevard was then coves and creeks, which were later filled in. The map also defined the basic character of the town, with uncommonly broad streets, providing a sense of openness that became more valued as development progressed with uniform building lots of 50 x 100

feet. Later restrictions on height of buildings, the one lot--one dwelling rule, and a ban on commercial development of the oceanfront and bayfront has preserved this atmosphere and contributed to Lavallette's popularity as a family resort or home site.

Initial development was slow, however, since Lavallette was accessible only by steam launch or sailboat. The nearest railhead was Toms River. When the railroad crossed the bay at South Seaside Park and traveled north to Bay Head in 1881, following the line of what is now Route 35 South, it brought more visitors and prospective homeowners. Even so, when the election to establish the Borough was held in 1887 there were just 17 registered voters, and by 1910, the year-round population had grown only to 42 voters.

The summer population was expanding more rapidly, as evidenced by the construction of the Union Church in 1887 and the Yacht Club (then on the beachfront) in 1905. George Wilt opened the town's first store on the northwest corner of Reese and Grand Central Avenues. The Johnson brothers purchased it before the turn of the century, and it became the hub of the "business district," which consisted of *several* stores and a boarding house. Most of the early residents settled around this area. The Fairway Hotel, on the southeast corner of President and Grand Central Avenues, was the anchor. The 1887 election establishing Lavallette as a Borough was held at the Fairway Hotel. The railroad station also was at Reese Avenue, as was the town's dock. In those days, Bay Boulevard was a one-block stretch of sand and gravel from Reese to President Avenues.

The main industry in Lavallette in the early 1900's was commercial fishing. Fish pounds—a net system used for catching, or trapping fish—had been established in Sandy Hook around 1800, but it was not economically viable to maintain pounds on the Squan Beach peninsula until the arrival of the railroad in 1881. There were three fish pounds in Lavallette—one at the north end of town, one at President Avenue, and one at the south end of town. Chadwick Fisheries owned all of them. Fish were caught in the offshore nets. They were brought to the beach by 'pound' boats, packed in barrels and shipped to markets in Philadelphia and New York. Pound fishing was rough on boats, and Charles Hankins opened his boat building business in 1912 to keep up with the demand of replacing fifteen to twenty 33-foot pound boats a year. Offshore pound fishing was a strategic resource up to World War II. When the railroad stopped running after the war, shipping fish to market by trucks became too expensive. In 1948, the Chadwick Fisheries was the last to cease operations along the Jersey coast.

Opening of the gravel road from Bay Head to Seaside Park along what is now Route 35 North in 1911, coupled with completion of a wooden vehicular bridge across the Bay at Seaside Heights three years later, provided some impetus to growth. It also reinforced the pattern of commercial development along Grand Central Avenue. Elsewhere, the principal commercial sites in Lavallette were the Hankins Boat Works, established in 1912 on the bayfront at Reese Ave., Brackman Brothers' building supply complex at Magee Avenue, the railroad and several boat liveries along the bayfront. With the advent of zoning, these businesses became non-conforming uses. Traces of these old "non-conforming businesses" remain; such as the bayfront restaurant at Reese Avenue and Bay Boulevard and the remodeled AST Development, Inc. building and the tackle shop across the street from each other on Magee Avenue and Route 35 South.

Residential growth remained modest until the 1920's, when such amenities as electricity, running water, and gas became available and the borough installed a sewage system. By 1930, Lavallette was a

well established, if still small, family resort. The year-round population had reached 287. The depression and World War II brought growth to a virtual standstill, but the post-war boom saw rapid expansion of both residential and commercial activity. Although railroad service ceased in 1947, it had become a negligible factor by then, outmoded by improved highways and automobiles. As early as 1937, the Ocean County Review in an editorial called for a "four-lane bridge across Barnegat Bay to meet present day traffic conditions." Those pleas were not answered until after WWII (and then only with a three-lane span). The opening of the Garden State Parkway in 1954 brought a torrent of traffic from North Jersey, and the higher and wider Tunney Bridge joined the Mathis Bridge. By this time, Bay Boulevard was completed and the construction (in 1960) of Route 35 South in the old railroad right-of-way added to the increase in growth. This contributed to an almost explosive growth in the late 1940's and the 1950's, particularly in the southern portion of the town. It was in this period, too, that the trend toward year-round living at the shore began, producing significant increases in Lavallette's population.

Between 1940 and 1960, the number of year-round residents increased by 164% from 315 to 832. Summer crowds escalated almost proportionately. More recently, the rate of growth has slowed. The 1970 census figure of 1,509 reflects primarily the annexation of West Point Island plus some real growth. The 1980 figure of 2,072 included the annexation of the Westmont Shores area (North Lavallette) for the first time. Today's population of about 2,471 represents a modest growth of about 400 since 1980.

Through all of this, however, the basic pattern of development was maintained. Commercial uses spread along Grand Central Avenue, but the integrity of the boardwalk, the bayfront, and the more recently accessible space along Route 35 South was protected. Lavallette today is a mature town, with little buildable space available. School facilities were expanded three times between 1955 and 1981.

Despite the growth in permanent population, Lavallette remains primarily a summer resort. The qualities that make it popular – the clean sand beaches (its greatest natural asset) and the fruits of sound planning for more than a century -- need to be protected and nourished for the benefit of the economy as well as for the enjoyment of its residents.

## **UTILITY SERVICE PLAN ELEMENT**

The Borough's Utility Service Plan provides for the upgrading, improvement and maintenance of the existing facilities for water supply, sanitary sewerage, electric, solid-waste disposal, storm water management and recycling programs. Since the Borough is fully developed, there is no need for the extension of existing services.

### **WATER SUPPLY AND DISTRIBUTION SYSTEM**

The Borough provides water service to the entire Borough except for Residence Zone C (Westmont Shores section), which is served by New Jersey American Water Company. The Borough currently has four operating wells and a 500,000-gallon storage tank. The system is more than adequate to handle the 500,000-gallon per day average consumption during the nine-month regular season, and the 1,000,000+ gallons per day summer demand. Although there is sufficient water capacity, the community should not encourage major high-density housing projects in the future. The Master Plan as proposed does not contemplate major population increases so that the water supply system should be sufficient to handle peak demands for the near future.

The primary problem with the quality of the water supply is the high content of iron from well #5, which results in substantial rust discoloration. There are approved plans for a filtration plant and capital funds are available. Some other minor problems involve improvements to the distribution system because of the age of the pipes. The water utility should establish a program of normal maintenance.

### **SANITARY SEWERAGE SYSTEM**

The Borough provides sanitary sewerage to the entire Borough except for Residential Zone C (Westmont Shores area) and Residential Zone B (West Point Island Area), both of which are served by Dover Municipal Utilities Authority.

The sewerage system in Residential Zone A and in the Business district was built in 1924 and is quite old. It was constructed during the depression era with clay pipe, which tends to result in large amounts of infiltration of ground water. In the 30s and 40s when sewage was dumped directly into the ocean, treatment costs were very low. It made little difference how much additional water was treated. Today, however, with sewage treated by Ocean County Utility Authority, the cost of ground water infiltration amounts to over a half million dollars a year. The options facing the governing body were to replace the sewerage system or to line the existing system. Clearly, the most economical solution was to line the pipes with an almost continuous plastic liner. Such improvements to the total system are expected to have at least a 40-year life or greater. Although all the work is not yet completed, early indications are that in 1999 the Borough may save up to \$300,000 with additional savings realized when the rehabilitation project is complete. Residential laterals that are subject to infiltration also need to be identified and replaced. Other than the residential laterals, no further major construction to the sanitary sewerage system should be necessary until approximately 2040. Nevertheless, we should make sure, by including a requirement in the Zoning Ordinance, that new and replacement sanitary sewers are designed to minimize or eliminate infiltration of flood or ground waters into the system and discharges from the system into flood waters.

## **ELECTRICAL DISTRIBUTION SYSTEM**

The Borough provides electric service to all of the Borough except for the current Residential Zone C (Westmont Shores) and Residential Zone B (West Point Island), which are both served by General Public Utilities (GPU). The Borough installed new electrical switchgear to provide for better separation of the system in event of power failure and for more efficient system maintenance. Some improvements to the physical plant were also made. The electrical distribution system was also recently upgraded. Other improvements, however, may be necessary in the future.

For the last several years, electricity cost in the Borough of Lavallette has been among the lowest in the state of New Jersey. Therefore, with deregulation, residents in Zones B and C may want to elect Lavallette as their choice electrical supplier. The management of the electrical utility should determine what legal restrictions or opportunities are possible to satisfy the needs of its residents. The goal of supplying electric power to the remaining portions of the Borough should be carefully studied.

## **STORM SEWERAGE SYSTEM**

The State of New Jersey provides storm sewers along Route 35 north. Ocean County provides storm sewers along Bay Blvd, Pershing Blvd, and Dickman Drive. These systems drain into Barnegat Bay through 29 outfalls. Additional catch basins are needed at some street intersections along Route 35 north. The storm sewerage system in Residential District A and in the Business district is quite old. It was constructed during the depression era, and may need to be rehabilitated. The storm sewerage system on West Point Island is only a few years newer. The entire system consists of 243 catch basins. Lavallette maintains 74 of these on an annual basis. There is very little slope, however, from either Route 35 north or particularly, Bay Boulevard and the West Point Island storm sewers to the bay. Thus, there is a tendency for sand to accumulate in the outfalls into the bay. This condition restricts the flow such that during periods of heavy rain and high tidal periods severe puddling occurs. The Public Works department should carefully monitor this so that the Mayor and Council can motivate the State DOT and Ocean County to correct the situation.

## **SOLID WASTE DISPOSAL**

The Borough Public Works Department provides curbside collection of refuse once a week most of the year for residential units and daily for many business units. Household refuse is collected twice a week during the peak summer season. A general cleanup is held the second week of June each year following the popular annual town-wide garage sale. The pickup of appliances and other bulky trash can be scheduled at any time during the year by appointment for a fee. The county picks up hazardous wastes once a year. Temporary employees supplement the regular work force during the summer months.

A new garbage truck was added in 1998, and it is anticipated that another new garbage truck will be required by 2002.

Solid waste generated in Lavallette now is hauled to the Ocean County Landfill in Manchester Township as part of the Ocean County District Solid Waste Management Plan. Groundwater is very susceptible to contamination, and areas of the county have already been impacted by the improper or

illegal disposal of wastes. It may only be a matter of time before alternate disposal is necessary. It is advisable, therefore, that alternate means of disposal be identified now.

## **STORM WATER MANAGEMENT**

Because of the low profile of the land on which Lavallette is located, and its proximity to both Barnegat Bay and the Atlantic Ocean, discharging of storm water can be a problem of major concern. Flooding does occur in some sections of the town, particularly along the bay front parks and along Lavallette Avenue. Drainage problems are exacerbated during strong tidal storms that are accompanied by heavy rains. Ocean County installed a new drainage pipe at Reese Ave. and Bay Boulevard into the bay resulting in some improvement, but these areas are in need of improved drainage facilities.

The Borough has recently updated the flood hazard ordinance. The Borough is a participant in the National Flood Insurance Program of the Federal Emergency Management Agency (FEMA). As such, contractors, builders, and the construction officer must comply with the program's mandates relating to flood plain construction. As a participant in the National flood insurance program, all new buildings or substantially modified buildings in Lavallette must have the finished first-floor level above the FEMA identified base flood elevation and provide other necessary flood protection measures. That practice must be continued. Moreover, the Mayor and Council should strongly consider adding bulkheads between the street ends at the oceanfront to protect homeowners, particularly at the south end of town. The Public Works Department also must follow the dictates of FEMA, including, but not limited to required beach and dune maintenance, and regular cleaning of catch basins. Proper adherence to the requirements of FEMA will improve Lavallette's CRS rating. This will result in lower flood insurance premiums for property owners.

A program of establishing dunes to the easterly side of the boardwalk has reduced storm damage to the boardwalk and oceanfront homes. The Public Works department has the responsibility of restoring these dunes after storm damage. They also are responsible for the regular maintenance of the dunes. The southern section of the beach is narrow. The importance of the dunes in this area is of special interest. To focus the attention of the town on the importance of the dunes to the safety of the municipality, a Dune Development District (DDD) should be established. At least once a year, and after every major storm, the Mayor and Council, the beach committee, Administrator, Superintendent of Public Works and municipal engineer should survey the dune structures to establish a detailed work plan for the following year. (Further details are covered in the Conservation Plan Element beginning on page 39.)

## EXECUTION

The Master Plan is but a first major step in setting down a policy for total community development. This Plan puts forth a framework for various municipal plan code revisions and capital improvement scheduling. The adoption of this Plan is by no means the end of the planning program. The adoption of a Master Plan is a major and important accomplishment, but continued work and study is necessary to keep the Plan in tune with subtle and evolutionary changes.

There are three basic ordinances that serve to guide community development. They include a *Land Use* (Subdivision & Site Plan) *Ordinance*, a *Zoning Ordinance*, and the *Official Map*.

## ZONING ORDINANCE

Zoning is the most effective means of controlling the use of private land for the general health and welfare of the community. By dividing the Borough into districts wherein certain land uses are permitted or prohibited with appropriate controls, zoning serves to guide the development of the community toward a predetermined, yet flexible, objective. Such an ordinance needs to be prepared based upon the findings and recommendations of the Master Plan. It should be written in precise, unambiguous terms. And once adopted, it should be enforced impartially.

## LAND USE ORDINANCES

While the Zoning Ordinance provides the legal means of controlling the use of land, land use ordinances give legal control over the design and layout of land that is to be subdivided and the process by which the Borough shall administer the control of all actions pertaining to land use. Since only limited land is left for development in Lavallette, a sound subdivision and site plan ordinance is a prerequisite for insuring proper design and control over the installation and maintenance of roads, utilities, and other facilities

## PROPERTY MAINTENANCE AND OTHER CODES

The Mayor and Council should consider adopting a property maintenance code to preserve sound housing and commercial development within the Borough. We recognize also a strong need for updating and codifying Lavallette's remaining codes. They are conflicting and greatly out of date.

## OFFICIAL MAP

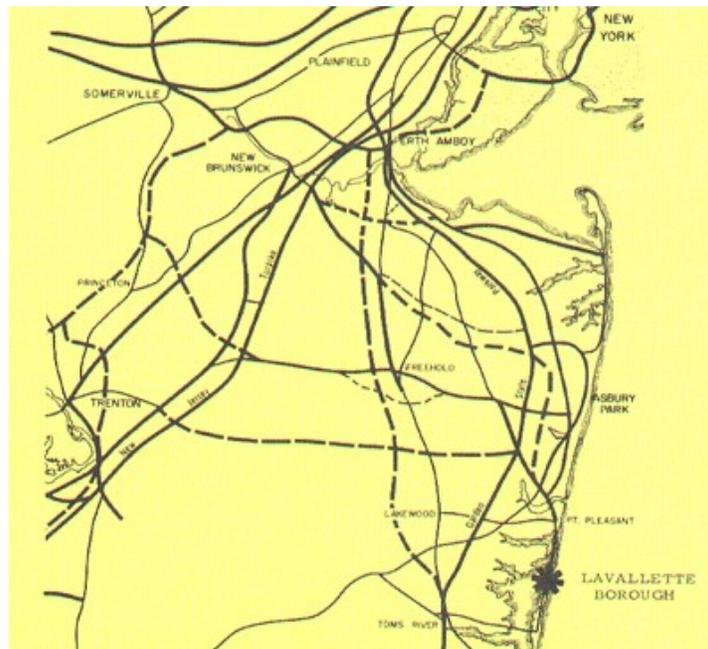
The official map is a legal document, adopted by the Governing Body of the municipality that shows, in precise terms, those lands that are to be reserved for residential and business uses, streets, drainage rights-of-way, parks, and playgrounds, etc. In this capacity, it also serves as the official statement of the Governing Body concerning what streets, rights-of-ways, parks, and playgrounds it has accepted for maintenance. Since the Official Map is a legal document, it must be an engineered document with detailed, measurable dimensions, and as such, must be produced and certified by a licensed engineer or land surveyor.

## **FINALE**

This Master Plan, after the date of adoption, must be re-examined every six years to assure that it remains up-to-date. Furthermore, existing pertinent ordinances should be redrafted and implemented as soon as possible following adoption of this plan by the Planning Board.

## REGIONAL LOCATION

(see Figure 1. Regional Location Map)



The Borough of Lavallette is located in the central coastal region of New Jersey. Both Ocean County and the New York-Philadelphia Metropolitan corridor influence its pattern of development. The main regional highway feeders and carriers are New Jersey Routes 34, 35, 70 and 37; US Route 9; interstate I-195; the Garden State Parkway; and to a lesser degree Ocean County routes 526, 528, 571 and 549. Total yearly traffic volumes have been increasing together with summer volumes due mainly to an increase in leisure time, greater mobility, and an improved highway network.

The seasonal variations, whether in the area of economic activity, population trends or traffic volumes, are beginning to indicate less disparity between the extremes of winter and summer. The permanent residential population is increasing. Heavy summer traffic volumes begin just before Memorial Day and end in the fall with Labor Day. There is some tapering off through September and into October when the winter traffic season stabilizes. These are but some of the changes and pressures which will be equated with and incorporated into the comprehensive plan for the Borough of Lavallette.

## RECYCLING PLAN ELEMENT

The recycling program in Lavellette was established in April 1987. The Public Works department weekly collects all recyclables from curbside and makes collections daily from the beach during the tourist season. A recycling area has been set up at the Public Works grounds for residents or businesses. Lavellette in 1997 was credited with having the sixth most proficient recycling program in Ocean County. A continuing education program would help the citizens of the town develop an even more effective program.

Additional recycle and refuse containers at the street ends at the boardwalk together with recycle and refuse containers on the beach during tourist season will not only improve the recycling rate but will contribute to a tidier beach and boardwalk area.

Since Lavellette is almost fully developed, there is no likelihood that 50 or more single-family residential housing units or 25 or more multi-family residential housing units will be constructed (a state requirement). Therefore, no additional or new recycling rules or regulations are necessary for residential uses. All new commercial developments utilizing 1,000 square feet or more of land, however, must be required to submit a recycling plan to meet the goals of the State Recycling Plan as part of any Planning Board action.

# LAVALLETTE TODAY

## EXISTING POPULATION

Lavallette remains primarily a resort community with a seasonal character, i.e., a permanent year-round population complemented by a much larger summer population base. Its growth has been similar to that of Ocean County, which has been the fastest growing New Jersey County in the New York Metropolitan Area for the four decades following 1940. It has slipped to third place in the past decade.

**Table I - Historic Population of Lavallette and Ocean County**

Year	Lavallette			Ocean County		
	# People	% Increase	Difference	# People	% Increase	Difference
1930	287			33,069		
1940	325	10	28	37,706	14	4237
1950	567	80	252	56,662	50	18,956
1960	832	47	265	108,251	91	51,589
1970	1509	81	677	208,470	93	100,219
1980	2072	37	563	346,038	66	137,356
1990	2299	11	227	433,203	25	86,985
1998	2471*	3	72	472,786*	9.1	39,583

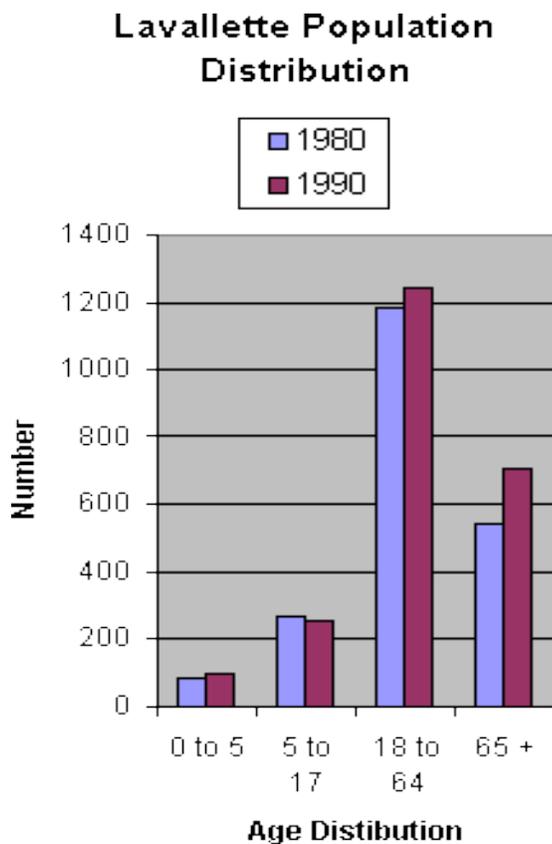
\*Estimates from Ocean County Planning Board Data Book, December 1998

Additional land and residential property was annexed in 1970 and 1976. West Point Island was annexed in 1970 and the Westmont Shores area (North Lavallette) was annexed in 1976.

The estimated population density in 1998 for Ocean County was 740.93 persons per square mile and for Lavallette 3211.41 persons per square mile, which makes Lavallette the 10th most populated municipality in Ocean County without considering the increase in summer residents. This would classify Lavallette as an urban area. An important characteristic of existing population is its age distribution. The percent over 65 years old in 1990 was 30.6% as compared to 26.1 in 1980 and 21.6% in 1970. Conversely, the school age population comprised a smaller percent of the total population, decreasing from 12.8% in 1980 to 10%, in 1997. Population by race has changed little over time. In terms of race, Lavallette remains almost totally white and the increase in residents of Asian and Hispanic origin has been relatively small. It is impossible to derive an accurate count of the number of seasonal visitors, since many are renters that change in number every week during the summer. The most recent Ocean County Master Plan shows a ratio of seasonal to permanent population of better than 10:1 for the coastal beach communities. Lavallette's summer population is currently estimated at 30,000 based upon data from seasonal variations in use of electricity, water, sewer, and solid waste.

Employment in Lavallette mirrors Ocean County and the State of New Jersey. In 1997, Lavallette had a potential labor force of 1076 of the year-round population. Of those, 1024 were employed and 52

were unemployed for an unemployment rate of 4.8%.



## HOUSING

The community currently has a wide range of housing facilities. They are primarily single-family homes of varying sizes, as well as rental apartments, rental homes, condominiums, and multifamily units. This housing stock provides many opportunities for seasonal rental or year-round living. Since the Borough is extensively developed with only individual lots available, except for public and quasi-public facilities, no major housing projects are likely. The residential areas are currently restricted to single-family homes. Any expansion of multifamily housing in the residential districts requires a use variance. Low-cost housing needs are met by rehabilitating existing housing.

There were 2,485 housing units in 1970. In 1980 there were 2954 housing units and in 1990 there were 3069. In 1999, there are 3702 housing units. Future development is limited by the availability of an estimated 38 undeveloped residential lots of which 10 are waterfront (17 if you count the WPI beach area). However, most new construction has been the upgrading and conversion of existing residences from small seasonal bungalows to larger year-round homes.

## ECONOMIC CONDITIONS

The economy of Lavallette is dominated by the resort and tourism industry, which is seasonal in

nature. Economic instability is manifested in seasonal fluctuations that cause inconvenience and complicate accurate planning and improvements of streets, municipal services, utilities, beaches, and traffic safety. The need for greater flexibility in public service facilities is explicitly recognized.

The economy of the New York-Philadelphia corridor has an impact on the seasonal businesses. Environmental concerns over the water quality in the ocean and the bay have a definite impact on the seasonal economy of the community. With increased leisure time and improved transportation facilities visitors are no longer restricted to the traditional vacation period of July and August. Vacationers and homeowners can now be expected to augment the winter population from Easter through October.

Many members of the retirement community now split their time between their summer residence in Lavallette and their winter residence further south. Although they may spend seven or eight months here, for economic reasons, they have chosen to claim their residence in a state outside of New Jersey and may not, therefore, be counted in the census statistics.

The disparity between the winter and summer population seems to have been mitigated to some degree, i.e., there is a tendency toward a leveling out of the extremes in seasonal population peaking. The population changes affect the economic activity of the community that still derives its most dependable source of income from summer residents. Many of the commercial businesses still operate only on a seasonal basis. Residential construction has been a major catalyst to full-time employment. The shortages of land and recent coastal building restrictions have had an impact on construction. (See chart below on residential building permits). The peak of residential multifamily construction in 1985 was a response to a pending zoning change removing two-family units from the residential zones.

**Building Permits**

**1985 1990 1995 1998**

<b>No. of Permits (total)</b>	457	1832*	294	318
New	1	12	23	32
Additions/Alter	456	210	271	286

\*The apparent peak in 1990 resulted from a new permit added in the computer each time an inspection was made.

**Economic Data**

**Per Capita Income**

**1977 1980 1990 1996**

Lavallette	\$6761	\$8263	\$16,243	\$17,939
Ocean County	\$7100	\$7009	\$21,540	\$25,486

**Lavallette Labor Force 1987 1990 1997**

Employed	1053	1087	1024
Unemployed	40	70	52
Unemployment Rate	3.7 %	6.1 %	4.8 %

Unemployment Rate (Ocean Co.) 3.0 % 3.4 % 5.7 %

## ENVIRONMENTAL FEATURES

Lavallette is located on a barrier island. In terms of topography, the land is very flat. Its elevation ranges from sea level to approximately 25 feet above sea level. However, most of the Borough proper lies within the 1 to 10 feet above sea level.

The major characteristics of the Lavallette soils are predominantly beach sand and gravel, which consist of marine stratified material. Our ocean shoreline, like many of the coastal areas of New Jersey, is characterized by “*a shortage of available sand.*”<sup>\*</sup> As time passes, there is a decreasing amount of sand at the beach through natural processes, usually shoreline erosion. Moreover, the *sea level is rising* about 17 inches per century. All of New Jersey’s coastline may eventually drown. The result that has become more evident over the last few decades is that the barrier island is becoming narrower and lower because of inundation from both the seaside and bayside. In spite of filling on the bayside, a strip around Reese and President Avenues has been subject to regular flooding and tidal inundation.

The Federal Emergency Management Agency (FEMA) has identified special flood hazard areas through a scientific and engineering report entitled “*Revised Flood Insurance Study of Lavallette*” revised November 22, 1999. A Flood Insurance Rate Map (FIRM) delineates the special flood hazard areas of record on November 22, 1999. It designates the area fronting upon the Atlantic Ocean as a coastal flood area (VE) with velocity action (waves). The entire area of West Point Island and the area of the Borough fronting Barnegat Bay were identified by the FEMA as a flood hazard area (AE). The higher elevations between Route 35 north and the ocean beach are designated as a flood hazard (AO). In bay coastal areas and West Point Island, the US Army Corps of Engineers estimated the height of a 100-year tidal event at 5 feet, referenced to the North American vertical datum of 1988. (See National Flood Insurance Program FIRM map on file in the Lavallette Borough Hall.)

The ocean beach is Lavallette’s greatest natural resource. It is the essential reason that summer

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\* NJ DEP report on beach erosion

visitors come to enjoy the traditional pleasures of sun and surf. Without a reasonably sized beach with its soft, clean white sand, Lavallette would cease to be a popular seasonal resort community. This narrow ribbon of sand serves a second important purpose, however. It protects the town from the ravages of severe Atlantic storms.

In recent years, dunes were built along the oceanfront on the easterly side of the boardwalk to protect it and the oceanfront homes from the ravages of the ocean during northeaster storms and hurricanes. Left to their natural formations, dunes rise 10-20 feet above sea level within 100-200 feet in-land from the seaward side. The dune then slopes more gently to the west until merging into beach sands along the bay. These dunes are our first lines of defense against major devastation from storm effects. A Conservation Plan is essential to preserve and protect the dunes and the land behind them and all of the improvements of the municipality to reduce the exposure of our residents and property

owners to risk. Part of that plan should be the establishment of a Dune Development District (DDD) that would require the town fathers to protect and maintain this valuable resource.

## EXISTING LAND USE

Lavallette's development is quite similar to that found in seashore communities up and down the New Jersey coastline. Typically, most commercial uses are located along the New Jersey Route 35 North-the original and still principal road in the town. Residential areas are found east and west of the business uses with a few interspersed among the businesses. Recreational facilities are primarily along the bayfront with the exception of the ocean beach. The town is zoned for single-family residential use except for the Business zone that is composed of lots up to 100 feet in depth an either side of Grand Central Avenue (State Route 35 North). The residential portion of the borough is currently divided into three residential zones. They have changed little since the 1977 Master Plan, and include:

**Zone A** - All lands not included in the Business District along Route 35 north to Westmont Avenue.

Zone A includes:

Lots with one residence . . . . .	939
Lots with two-family Homes . . . . .	245
Lots with two residences . . . . .	285
Lots with three residences . . . . .	18
Business units . . . . .	4
Vacant Lots . . . . .	31 (7 ocean front and 24 interior)
Density (housing units per acre) . . . . .	7.22
Developed land . . . . .	98.3 %
Other changes: 3 potential vacant lots on Swan Point Rd. have been incorporated into the Quasi-Public (Lavallette Yacht Club) land.	

**Zone B** – West Point Island. Zone B includes:

Lots with one residence . . . . .	331
Lots with two-family Homes . . . . .	2
Lots with two residences . . . . .	1
Lots with three residences . . . . .	0
Business units . . . . .	0
Vacant Lots . . . . .	7 (3 bayfront and 3 interior)
Density (housing units per acre) . . . . .	3.91
Developed land . . . . .	92.8 %
Other Changes: The two vacant lots - one at the end of Liggett Rd. and the other at the end of Morton Drive - and the 7 bayfront lots are Quasi-public uses (West Point Island Civic Assoc). The	

remaining 9 lots may require subdivisions to become individual lots.

**Zone C** - All lots on Westmont, Haddonfield, and Bryn Mawr. Zone C includes:

- Lots with one residence . . . . . 278
- Lots with two-family Homes . . . . . 8
- Lots with two residences . . . . . 4
- Lots with three residences . . . . . 4
- Business units . . . . . 1
- Vacant Lots . . . . . 1 oceanfront

Density (housing units per acre) . . . . . 6.75

Developed Land . . . . . 99.6 %

**Zone Business** - All lands on both sides of Route 35 north from the south border to the northern border. The Business Zone includes:

- Lots with one residence . . . . . 35
- Lots with two-family Homes . . . . . 6
- Lots with two residences . . . . . 13
- Lots with three residences . . . . . 5
- Lots with Multi-Family Dwellings . . . . . 56
- Business units . . . . . 98
- Lots with Mixed Uses (res/bus) . . . . . 26
- Vacant Lots . . . . . 4
- Developed Land . . . . . 97.6 %

## EVALUATION OF PLAN ELEMENTS

The Planning Board of the Borough of Lavallette has carefully evaluated the foregoing Master Plan elements. They find that there have been no significant changes in the assumptions, policies, goals, and objectives forming the basis for the original 1977 Master Plan. There have been no significant changes in assumptions, policies, goals and objectives related to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, and collection and recycling of designated recyclable materials. Likewise, changes in State, County and municipal policies and objectives have not been significant enough to create a change in the Borough of Lavallette's assumptions, policies, goals, and objectives as they relate to the municipal Master Plan.

## ANALYSIS

Each of the Goals and Objectives of the 1977 Master Plan are repeated below, followed by an analysis of where we stand today.

### 1. Maintain Lavallette as a family-summer resort and residential community.

Since 1977 not only has Lavallette been maintained as a family-summer resort, but the residential use of the community has expanded at either end of the summer to the extent that the Borough can now be considered a spring-summer-fall residential resort community.

2. Recognize the existing development pattern and allocate appropriate land uses for the remaining vacant land so that a balanced and compatible arrangement of residential, commercial, and public land uses is created.

The amount of vacant land remaining in Lavallette has declined even further since 1977. The recognition of the existing development pattern is of even more significance now than in 1977 as is the allocation of appropriate land uses for the remaining vacant land. A balanced and compatible arrangement of residential, commercial, public and quasi-public land uses continue to be of utmost importance as a Master Plan goal. It is recommended, therefore, that the allocation of public and quasi-public land be set forth in the *Zoning Ordinance* and on the *Official Map*.

3. Encourage a moderate residential growth rate by retaining the present density structure of the community.

The goal of retaining the present residential density structure of Lavallette, as permitted by zoning has not changed.

4. Establish a complete modern community library for continued education, enlightenment, and enjoyment of all citizens.

This goal has been completed with the construction and opening of the Upper Shores Library on Jersey City Avenue in December 1995.

5. Recognize and encourage continued high level of maintenance and care of all borough facilities -

in conjunction with municipal housekeeping, establish a property maintenance code to preserve sound housing and commercial development within the Borough.

A high level of maintenance and care of Borough facilities has continued since 1977. We find that some of the residential and commercial properties have aged and insufficient maintenance has taken place in spots. We believe, therefore, that a property maintenance code should be adopted.

**6.** Provide up-to-date, efficient, dependable, local bus service within the Borough - investigate the possibility of establishing an inter-community bus service.

The provision of efficient, dependable local and inter-community bus service is a goal that has only been partially achieved. Limited bus service is available three days a week (Monday, Wednesday, and Friday) with one trip on each of those days. A full-size bus leaves Seaside Heights at 9:30 a.m. and returns to Seaside Heights at 2:30 p.m. on those days. The bus travels north on Route 35 to Ocean Beach and then south on Route 35 to Route 37 where it crosses Barnegat Bay to the mainland. Stops are made in downtown Toms River, Community Memorial Hospital, Ocean County Mall, the State Unemployment Office, and Super Foodtown, among others. The service is free to everyone and is supported by contributions from municipalities that are served.

**7.** Preserve the natural attributes of the community by protecting the ocean-side beachfront from despoliation and through comprehensive planning preserve and develop the bayside beach and recreation area to maximize its full potential.

Protection of the ocean-side beachfront from despoliation and maintenance of the boardwalk remains an essential objective. We recognize that the beaches are the keys to attracting tourism to Lavallette. In turn the beaches and dunes provide the first line of defense against storm damage for a significant portion of the municipalities tax ratables. To maintain the beach and dune system in a sufficient profile to provide protection against storm damage, as well as attract tourism, the beaches and dunes must be restored following storm damage and regularly nourished to counteract normal sand migration. The Mayor and Council should establish a policy that requires our Public Works Department to regularly maintain the beaches and dunes, and encourage the NJDEP, the State's Legislators and Congressman to include Lavallette in a program of regular nourishment of the beach. Likewise, preserving and maintaining the bayside beach remains an essential Master Plan objective.

**8.** Encourage and promote planning, per se, to become an integral and ongoing part of governmental operations.

Promotion of planning as an integral part of governmental operations remains a goal. However, the language of the 1977 Master Plan should be replaced by the following. The Planning Board and Borough Council should meet on an annual basis to review capital improvement projects and short- and long-term goals.

Although there have not been significant changes to the elements that formed the basis of the original Master Plan, there are a number of issues that the Planning Board believes need to be addressed in this Master Plan and, as necessary, in the development regulations. The intent of the Planning Board is to build on the many positive aspects of the Borough's past and to avoid future problems that in hindsight have become apparent. We believe this can be achieved by using the Master Plan as a comprehensive policy statement on which land use, capital improvements and other decisions influencing the intensity of new development can be based. It is the determination of the Planning Board that the 1977 Master Plan should be restated to reflect current thinking and to incorporate additional background information. Thus, the Planning Board has defined an additional series of Goals and Objectives for this Master Plan to serve as a framework for future decision-making and planning. The following set of planning goals and objectives address the major issues and influences that collectively impact the Borough of Lavallette. They are:

## **GOALS AND OBJECTIVES FOR THE YEAR 2000 AND BEYOND**

- ❖ Maintain and promote Lavallette as a family residential community!
- ❖ Avoid commercialization of the boardwalk, bayfront, and recreation areas at all costs.
- ❖ Recognize the existing development pattern and allocate appropriate land uses for the remaining vacant land and potential reconstruction so that a balanced and compatible arrangement of residential, commercial, public and quasi-public land uses is created.
- ❖ Encourage a moderate residential growth rate by retaining the present density structure in the community; discourage approvals for applications that expand non-conforming uses.
- ❖ Recognize and encourage continued high level of maintenance and care of all Borough facilities in conjunction with municipal housekeeping; continually update Borough infrastructure as needed; establish a property maintenance code to preserve sound housing and commercial development within the Borough; update and codify Lavallette's remaining codes.
- ❖ Work to establish an up-to-date, efficient, dependable, local bus service along the Barrier Island from Point Pleasant to Seaside Park and over the bay to Toms River.
- ❖ Preserve the natural attributes of the community by protecting the ocean-side and bayside beachfronts from despoliation; consider construction of bulkheads to protect all ocean front properties.
- ❖ Through comprehensive planning, preserve and develop the bayside beach and recreation area to maximize its full potential. Establish an aerobic exercise path on the undeveloped bay parkland and construct a boardwalk along the bay front accessible for seniors and the disabled, once the beach is stabilized.
- ❖ Encourage, at all levels of municipal, county, state and federal government, the enhancement of our beaches through beach renourishment programs.
- ❖ Encourage and promote planning, per se, to become an integral and on-going part of municipal operations. The Planning Board and Borough Council should meet on an annual basis to review capital

improvement projects and short- and long-term goals.

❖ Maintain the Borough Hall and municipal complex at the current location in the business district to serve as a focus for public and social purposes and as a catalyst for identification purposes for business district improvements; expand, as necessary, to meet citizen needs.

❖ Encourage the preservation and maintenance of Lavallette's historic sites, and through the Heritage Committee, continue to make residents aware of Lavallette's history. The Planning Board should appoint an advisory committee to develop guidelines for the restoration and preservation of existing structures, which are Lavallette's tangible evidence of our history, subject to applications before the Board.

❖ Develop a community identity with municipal government taking a leadership position with private enterprise as a partner.

❖ Develop a comprehensive curbside and off-street parking plan for the Business district along Grand Central Avenue; consider the purchase of land, such as Tycoon's, for a parking garage and /or lots.

❖ Prepare and adopt new Land Use and Zoning Ordinances that include provisions for site plan review, streamlined procedures for modernizing nonconforming buildings, and more precise, less ambiguous terms; uniformly enforce all codes. Prepare and adopt an ***Official Map***.

❖ Adopt a uniform municipal property maintenance code to prevent deterioration of certain neighborhoods and enforce it uniformly and with compassion; include specific regulations for conversion of seasonal dwellings to year-round housing.

❖ Protect and maintain the recreational resources of the Borough.

❖ Work toward a program of sidewalk improvement, replacement, and installation, preferably under Borough control and supervision to maintain consistent standards and integrity.

❖ Develop standards for impervious lot coverage that include prohibiting sheet plastic in lawns, gardens, etc. to aid percolation in all areas and zones of the Borough.

❖ Support county efforts to reestablish a primary rail route into Ocean County to open wider employment opportunities to our citizenry.

# ELEMENTS OF THE MASTER PLAN

## LAND USE PLAN ELEMENT

Lavallette has enjoyed a history of orderly growth and development that has brought it into the place of a developed, family summer resort and residential community. For a municipality in this situation, the function of a Land Use Plan is to maintain and upgrade the generally stable patterns, to guide the elimination of existing problems and to anticipate long-term pressures for change. In either of these situations, we believe the overall goal should be to preserve Lavallette as a desirable family summer resort and residential community with little change from the sound planning of the past that has separated Lavallette from other less attractive shore communities. Moreover, to insure that Lavallette receives all of the benefits that FEMA offers, including a CRS (Community Rating System) rating that would result in reduced flood insurance premiums, certain minor changes to the existing land use plan should be introduced along the oceanfront and bayfront (including lagoon areas). Those changes are discussed below. The Zoning/Community Facilities map on page 15 is the basis for the following discussion.

## THE BEACH AREA

The beach area of Lavallette is our most precious resource. Without it, few would want to visit or live here, and it would end Lavallette's heritage as a resort community. It is, therefore, imperative that this area be protected and maintained. The beach is actually made up of two primary component parts: the berm and the dunes. Each of these parts stands as individual protective elements against the incursion of storm waters. Together, they can be extremely effective in that effort. In some ways, the beach is a contradiction. It is able to protect the town against a raging Northeaster, yet it can be badly damaged by a relatively few misplaced footsteps.

The berm is the gently sloping section of the beach rising westward from the ocean's edge to the eastern foot of the dune. The berm is the area of the beach upon which visitors congregate to enjoy the sun. It is also critical to the protection of the town against storm waves. If the berm is sufficiently wide, most storm waves will harmlessly dissipate their energy running up its surface before they can erode the dune.

The dunes offer protection on the landward side of the berm from the ravages of storms and provide a source of sand to protect and replenish the beaches from severe erosion. Since the dunes are dynamic--moving in response to seasonal winds and storms--a Dune Development District (DDD) district should be established with a dimension initially of perhaps 30 feet seaward from the easterly boundary of Ocean Avenue (boardwalk) and running the entire length of the Borough. The goal of establishing such a district would be to set standards for its management and require a review following any storm that damages large portions of the dunes, but at least annually, to determine and plan remedial and long-term actions for its protection.

There should be no uses permitted on, above or below the dune structures except maintenance by order of the Mayor and Council, structures over the dunes to provide beach access, and a Life-Saving facility. No alteration of sand dunes and their natural vegetation that would increase potential flood

damage should be permitted. Likewise, there should be no accessory uses, except the placement of municipal signs indicating the restrictions, snow or sand fences to help trap windblown sand that will replenish and develop the dune, and vegetation to help hold the sand in place.

Following every major storm that damages even portions of the dunes and at least annually (every 12 months), the Mayor and Council should walk the boundaries of the DDD district to determine the appropriate current boundaries and to plan the maintenance or reconstructive actions for the following year. They should be joined by the Mayor's Beach Advisory Committee, the Environmental Advisory Committee, the Borough Administrator, the Superintendent of Public Works, the Planning Board Engineer, and, if possible, representatives of the NJ Department of Environmental Protection, Division of Coastal Resources.

## **OCEANFRONT AND BAYFRONT RESIDENTIAL AREA (including lagoon areas)**

Oceanfront properties are vulnerable to storm damage during severe northeasters and hurricane conditions. Our dunes should be considered sacrosanct. They are our first lines of defense against the onslaught of the incoming seas. Preserving those dunes is of the utmost importance. Without them the barrier island could suffer severe damage. To start to take the measures necessary to minimize or eliminate the potential of future storm damage to homes on the oceanfront and to encourage the protection of the dune structure and other natural features, an Ocean Front Residential district should be established. Such a district would have tighter restrictions than the remainder of the community. Residential development in this area should hold at no more than a gross density of eight units per acre.

The Borough of Lavallette has low and level areas along the Barnegat Bay subject to frequent and recurring flooding, the improper use of which constitutes serious threats and hazards to the public safety and welfare, and damages and endangers life and public and private property and facilities. This situation is aggravated during periods of lingering northeasters, hurricanes, and other high tidal storms. During most of our history, the land along the bayfront was undeveloped tidal marshes. In the last forty years that land has been filled and is now "home" to many residents. These areas, including the lagoon area, should be established as separate districts with flood controls and stormwater management regulations necessary to protect the existing homes and to require future development to comply with the FEMA and NJDEP regulations to reduce or eliminate the potential of future flood damage.

## **OTHER RESIDENTIAL LAND USE**

Development of the current Residential A District has set the stage as the core for the character and charm of Lavallette. Lavallette traditionally developed on 50' by 100' lots, which in the early days, supported small summer cottages. Over time, the community evolved into one of contemporary year-round homes. The early availability of municipally owned and operated utilities and other municipal services, and its proximity to the ocean has done a great deal to encourage this development. Although environmentally, there has been considerable dispute over the further development of small lots on barrier island communities, one hundred and twelve years of experience has demonstrated that development in such a way has had little detrimental impact on the environment. This barrier island has a record of minimal economic damage due to its proximity to the Atlantic Ocean. Residential development in this area should continue with the recognition that some controls must be placed on the

use of land in the areas of Special Flood Hazards (the oceanfront and bay front). This plan recommends that the community continue to be zoned almost exclusively for single-family dwellings.

We continue to believe that those areas currently zoned for residential land use reflect and reinforce the existing residential patterns that have developed historically. Those patterns should not be changed. They include the original Lavallette residential area (Zone A), exclusive of the oceanfront and bayfront properties; West Point Island (Zone B), exclusive of the waterfront properties; and Westmont Shores (Zone C), exclusive of the lagoon area west of State Route 35 south. Each zone varies slightly in its residential character.

The business district along Grand Central Avenue is currently largely residential uses. Since the pattern of residential development is firmly established in this district, only minor revisions should be considered which would more closely reflect the actual developed conditions. Multi-family structures, such as town houses or apartment units, are proposed as conditional uses specifically only where such units exist along northbound New Jersey Route 35 (Grand Central Avenue). They are proposed as conditional uses because a primary long-range consideration is maintaining control over and reducing the intensity of development. Over 25% of the population is 65 years of age and older with the figure climbing to over 30% for those 55 years and older. Such multi-family structures would meet the needs of people at various stages of their life cycle. Older persons or retired people, young married couples, single persons of various ages and people in need of short-term housing usually seek condominium or apartment type dwelling facilities. Furthermore, since Lavallette is primarily a resort community, we recommend including Bed & Breakfast establishments along Grand Central Ave. as conditional uses.

### **Residential Zone A, Ocean Front Residential, and Bay Front Residential Zone 1** (Residential area excluding West Point Island and Westmont Shores)

We propose that Residential Zone A be redefined as the area included in the current Residential Zone A, but excluding the Ocean Front Residential properties and the Bay Front Residential properties. Combined, these are the most densely developed zones. The overall density is 7.22 units per acre. Current zoning requires a minimum of 5000 square feet per lot and only a single-family dwelling. This zone has 1494 residentially developed lots 62.9 % of which have single housing units, 35.5 % have two housing units and 1.7 % have 3 or more housing units. It is 98.3 % developed with 26 vacant lots of which seven are oceanfront. Most of the lots in this zone are 50' X 100' (5000 sq. ft.), the minimum required. With two or more housing units per lot, the desired density would be exceeded. Therefore, new construction should be limited solely to single-family units. Conversion from multi-unit to single-unit housing should be strongly encouraged so as to reduce the density of this zone. Multi-family housing units should not be allowed to expand their existing lot coverage (footprint) or intensity of use. Controls that comply with the FEMA and NJDEP regulations to reduce or eliminate the potential of future flood damage must be placed on the use of land in the areas of Special Flood Hazards (the oceanfront and bay front).

### **Residential Zone B and Bayfront Residential Zone 1 - West Point Island**

Residential Zone B is redefined as the interior properties on West Point Island that do not front on

the water. Bayfront Residential Zone 1 would include those waterfront properties on West Point Island and the water front properties along Bay Boulevard from Pershing Boulevard south to the southern border. Development of the area of Lavallette know as West Point Island has occurred primarily in the last forty years, although street layout and lot design dates back to the 1920's. Unlike the barrier island portion of Lavallette, the West Point Island section developed with more year-round housing on slightly larger lots. Like the barrier island portion, the residential zone B on West Point Island should include only the higher interior properties of the island with recognition that to protect homeowners from flooding and other environmental problems, stricter controls must be placed on the properties adjacent to the Barnegat Bay as mentioned above.

This zone is the lowest-density zone. The overall density is 3.91 units per acre. Current zoning requires a minimum of 5000 square feet per lot (8 units per acre). About 99.4% of the lots exceed these requirements. This zone has 331 developed lots with single-family housing units and 3 lots with multiunit housing. It is 92.8 % developed with 16 vacant lots of which 13 are waterfront (including quasi-public land). Zoning should continue to be limited to single-family units at a gross density of eight (8) units per acre.

## **Residential Zone C and Bay Front Residential Zone 2 — northern Lavallette**

We recommend that Residential Zone C be redefined as the interior properties on Westmont Avenue, Haddonfield Avenue, Bryn Mawr Avenue, and Sterling Avenue east of State Route 35 South, except for the Ocean Front properties. Development of this northern area of Lavallette has occurred in the last fifty years primarily under the zoning laws of Dover Township. Like the remaining barrier island portion of Lavallette, this northern section developed as summer housing on slightly smaller lots. The properties on the lagoon front portion and the oceanfront properties have stricter controls.

This zone has the smallest allowable lot size. The overall density is 6.75 units per acre. Current zoning requires 3400 square feet per lot and only single-family housing unit per lot. This zone has 294 developed lots, 94.6 % with single-family units, 4 % with two housing units and 1.4 % with three or more housing units. It is 99.6 % developed with one vacant oceanfront lot. Ninety-nine percent of the lots in this zone are 4000 square feet or more. However, we recommend continuation of zoning at eight (8) units per acre. The most common lot sizes are 40 x 100 and 50 x 85 feet. The minimum lot size should be zoned to more closely reflect existing development.

## **Objectives for Residential Zones**

1. Reflect and reinforce existing residential development pattern.
2. Because of severe limitations of land within the Borough only residential areas currently existing or being planned should be designated as residential areas.
3. Control and reduce intensive residential use.
4. Maintain the pattern of family-oriented housing.
5. Preserve the character of the Borough as a family resort.

6. Encourage the elimination of non-conforming uses.

7. Permit nonconforming residences to be upgraded without bureaucratic delays of variance applications, providing the footprint does not change nor the use made more intense.

8. Revise the zoning ordinance to allow as conditional uses such facilities as schools, both public and private, child-care centers, utilities, churches, quasi-public recreational facilities, etc.

## COMMERCIAL LAND USE

The local business district is characterized primarily by seasonal endeavors--that is, businesses that must take in an entire year's living in four to five months. The district offers a wide variety of goods and services. Adverse visual appearance and physical deterioration, in some cases, is a deterrent to the hard-working, successful on-going and new business entrepreneurs. This district recognizes the pattern of past development. It also recognizes that at the extremes of this district there are some lands remaining for development or positioned for redevelopment. Certain commercial activities should be limited in the District, all in such manner as will also recognize the traffic concentration on said highway, particularly in the summer, and provide safety measures thereon, and adjacent thereto.

Improving the pedestrian environment and developing off-street municipal parking for the central part of the district is a goal, as is improving signage. This will help to increase retail sales in the local business district during the peak season and extend the business season by attracting greater numbers of people to this regional tourism center in the off season. The regulations for this district should be specifically intended to encourage commercial development with special attention paid to public amenities. The goal, therefore, is to establish a combined attraction to increase retail sales through a partnership of local government and business in creating an identity and visual environment of quality and character for the business and cultural focus that reflects Lavallette's rich heritage without burdening the local business establishments.

The current business zone has 219 lots. It has 480 residential units ranging from single unit dwellings, motels and up to 9 condominium units on a 5000 square foot lot (80 units per acre). About 65 percent of the total land area is devoted to residential uses. Many of the existing residential uses are nonconforming under the current ordinance. However, Lavallette is a resort community that depends heavily upon its seasonal, summer population and dwellings devoted to these uses should be upgraded, perhaps into Bed and Breakfast establishments or condominiums, and protected. Therefore, Bed & Breakfast and Townhouses are proposed as conditional uses specifically only along Grand Central Avenue. There are also 26 mixed commercial/residential lots housing 26 businesses and 31 residential units in the business district as well. Adoption of a new Zoning Ordinance should recognize this situation.

Development in this district should attempt to meet the following goals:

❖ Limit commercial uses to the business zone along Grand Central Ave. (State Rt. 35 N.).

❖ Emphasize the attraction the area holds for tourists and continue to develop the central business area as the town's retail, office, governmental, and cultural center to accommodate the tourist market.

❖ Promote a pleasant pedestrian environment with increased landscaping, lighting, sidewalk furnishings, underground power and telephone cabling, and other amenities.

❖ Develop a plan for curbside and off-street parking to minimize the horrendous traffic problems during the summer season through state grants and other governmental funding, thereby strengthening the common interests of the business section and the community; consider purchase of property, such as Tycoon's, as off-street parking garage/lots.

❖ Reinforce a sense of the natural beauty of the Jersey shore through the extension of landscaping and the preservation of the natural features along the bayfront.

❖ Encourage architectural and site designs for new or significantly modified public and quasi-public buildings that promote aesthetic qualities while sustaining and enhancing the unique historical and cultural qualities of Lavallette and the Jersey shore. There should be, however, no obligation for other building owners or merchants to upgrade their storefronts and facades.

❖ Maintain a total perspective on existing development in judging the appropriateness of new development applications.

❖ Public Facilities such as the Borough Hall and Police Department should set an example for architectural identification purposes and to be a catalyst for development of the business community.

As it currently stands, a realistic appraisal of future growth in Lavallette indicates that such growth will not result in intensive commercial development along the entire length of Grand Central Ave. State Rt. 35N. To the contrary, development of a consolidated and stable general commercial district is recommended. Such a district of professional office, multi-family (condominiums/Town Houses) and selected conditional uses would effectively adjust commercial development within the Borough to meet the specific needs of a family residential resort community as well as to encourage small retail business and professional office sites. Nevertheless, it is our goal to maintain a village atmosphere.

Intensive development of the existing commercial district on Grand Central Ave. is encouraged to better serve its function as a community-oriented business-office district. Not only is an intensively developed commercial-office district more desirable and convenient for shoppers, but such a district also tends to aid in the development of more stable commercial uses. Often, these uses are the result of a less intensive strip commercial district.

## ECONOMIC PLAN ELEMENT

The economy of Lavallette is dominated by the resort and tourism industry, which is seasonal in nature. The economic condition of the New York-Philadelphia corridor has an impact on the seasonal businesses. Full employment and unemployment seems to track the economy of the corridor, since most people within the employment age group seek full-time employment out side of Lavallette. This condition is likely to continue, and there is very little the municipality can do to change it.

Many of the commercial businesses in Lavallette operate only on a seasonal basis. As long as the economy remains healthy and many residents continue to view Lavallette as an ideal community for a second vacation home, this economic situation will track the general economy. During the "off-season," from October to May, the primary economic activity is residential construction and municipal employment. Municipal government is Lavallette's principal employer. A borough-wide personnel policy should be instituted to guide its employees.

Many organizations sponsor activities to encourage visitors to extend their time in Lavallette. The Heritage Committee, for example, schedules their Heritage Day on the second weekend following Labor Day as a season extender. This type of activity tends to bring hundreds of visitors to Lavallette, most of whom spend money here. The Borough should encourage other similar activities.

The Mayor and Council should also consider developing an architectural and/or program theme for Lavallette that would make it "the place that everyone wants to visit." Every program that encourages people to visit and stay in town brings in money for its businesses.

Financially, Lavallette is in good shape. Cash collections against the tax levy have been quite high: 97.99%, 98.14% and 97.51%, respectively for 1996, 1997 and 1998, making the average delinquent taxes 2 percent or less. The net debt of the Borough is \$2,949,431.40 or 0.47% of equalized valuation. A municipality is permitted under NJSA 40A:2-6 to borrow up to 3.5 % of Equalized Valuation. Thus, Lavallette has almost 6 ½ times more borrowing capacity remaining—an exceptionally good position.

Although the Borough is exposed to a variety of risks of loss related to torts, theft of, damage to and destruction of assets; errors and omissions, injuries to employees; and natural disaster, it is a member of the Ocean County Municipal Joint Insurance Fund (JIF). The JIF insures the Borough against property damage, general liability, motor vehicles and equipment liability and workmen's compensation, thus reducing any potential loss.

Lavallette generally follows the state-mandated Capital Improvement Program, which contains a schedule of public, physical improvements over a six-year period of time and reflects the Borough's priorities and financial capabilities. The program includes any major nonrecurring expenditures associated with the physical facilities of government such as the cost for reconstruction of sewers, water filtration plants, maintenance of roadways and costs for fixed equipment or other structures.

Borough investments and expenditures for facilities such as sidewalks, park facilities and beach improvements can directly influence the intensity of growth. Many of the Master Plan recommendations identify new capital investments that will be required to either resolve identified problems or provide for needed enhancements. The annual Capital Improvement Program adopted by the Mayor and council should use the recommendations of the Master Plan as a framework for

decisions on the location and timing of capital improvements. The Planning Board will continue to review the Capital Improvement Program for such consistency on an annual basis as required by state statutes.

## **CIRCULATION PLAN ELEMENT**

The circulation Plan of the Lavallette Master Plan recognizes that the major roads, namely Route 35, serving the community are under State jurisdiction and have been classified as primary arterial roads. Bay Boulevard, which is under County jurisdiction, has been classified as a secondary arterial road. Pershing Boulevard and Dickman Drive, also under County jurisdiction, are classified as local collector streets to serve the West Point Island area only. These roads function as the main channels for through traffic. Ortle Avenue and Washington Avenue are also County Roads, but only for one block each from State Route 35 southbound west to Bay Boulevard. All other roads in the community are local streets. This plan indicates the functional classification of highways and also provides for pedestrian and bikeway development within the Borough.

Because of the shape of the Borough and its highly developed nature, the grid system of blocks and streets is in place. The Borough consists of a narrow shape of land (1.5-miles long by about a half mile wide) and West Point Island. New Jersey Highway Route No. 35 northbound (Grand Central Ave.) and southbound (Anna O. Hankins Blvd.) are the main north/south arteries. The shorter cross streets run from the ocean to the bay. The balance of the Borough is West Point Island, which has two county roads around the circumference and several cross streets. One of the cross streets is Newark Avenue, which travels west from the ocean across the canal separating West Point Island from the rest of Lavallette. The two (2) Newark Avenues confuse travelers and deliverymen. To be consistent, the Newark Avenue on West Point Island should be renamed with the name of a World War I general, such as Douglas MacArthur, as are the remainder of the streets on West Point Island. With the street pattern in place in Lavallette and the Borough almost fully developed, new development will not result in any new rights-of-way. Existing streets can accommodate whatever new development occurs.

## **FUNCTIONAL CLASSIFICATION OF STREETS AND HIGHWAYS**

The functional classifications used herein correspond with the classifications of existing highways utilized by the County of Ocean, State of New Jersey, and federal transportation agencies. The classification of "local collector" is a classification for lower-level roads not covered by the functional classification used by the County of Ocean.

### **Principal Arterial Highways**

Principal arterial Highways serve as major feeder roads to and from the highway and Parkway systems and carry major movements of traffic between the principal traffic generators in the region. New Jersey Route No. 35 North and South are classified as principal arterial highways and have a right-of-way of 100 feet. Lavallette Zoning should be in conformity with respect to the State Highway Management Code adopted by the Commissioner of Transportation under section 3 of the "State Highway Access Management Act" P.L.1969, c.32 (C.27: 7-91) with respect to State Route 35 Northbound and Southbound.

### **Major Collector Streets**

Major collector streets gather traffic from local streets and local collector streets and Feed it into the system of major arterial highways. Bay Boulevard is a major collector street and has a right-of-way of

100 feet.

## **Local Collector Streets**

Local collector streets serve the principal function of collecting traffic from residential neighborhoods and feeding it into roads of higher classification. The desired minimum right-of-way width for local collector streets is 60 feet. Pershing Boulevard and Dickman Drive on West Point Island and Ortley Avenue and Washington Avenue on the barrier island portion of town are local collector streets and have a right-of-way of 60 feet. Pershing Blvd. and Dickman Drive are county roads, and parts of Ortley Avenue and Washington Avenue are county roads.

## **Local Streets**

Local streets have the primary function of providing access to abutting properties. They also serve as easements for various public utilities and provide light and air to adjacent buildings. Local streets should have minimum right-of-way of 50 feet. Four of Lavallette's streets, however—Trenton, New York, Philadelphia and President Avenues--have much wider right-of-ways, and could perhaps help solve the severe parking problem during the peak season of July and August. A traffic study should be conducted to determine if higher parking density could be provided on these streets. The balance of the streets in the Borough are classified as local streets that meet or exceed the 50-foot right-of-way except for the following streets:

Bryn Mawr Ave. (Rt. 35S to Bay) 40 feet

### **Haddonfield Ave. (Rt. 35S to Bay) 40 feet**

Westmont Ave. (Rt. 35S to Bay) 40 feet

Sterling Ave. 45 feet

Hines Ct. 33 feet

Swan Point Rd. 33 feet (a private road)

## **ROADWAY IMPROVEMENTS**

The roadway system of Lavallette is fully developed. Lavallette should, however, adopt a policy of systematic repair and upgrading of all local streets and curbs. Many of the streets need reconditioning and maintenance to provide for efficient, effective and safe traveling conditions. Moreover, a plan must be developed to maintain storm sewers, inspect and clean out catch basins, and more effectively provide for street drainage on a regular scheduled basis.

## **TRANSPORTATION**

The basic transportation system in the Borough is by private motor vehicle. There is no scheduled public transportation of any type as there was years ago, except for a single bus service on a modified fixed route for senior citizens and disabled persons on Monday, Wednesday and Friday mornings in the

winter, and only Tuesday and Thursday mornings in the summer. The major streets and highways are under the Jurisdiction of the State and County governments. This fact does not, however, prevent the Borough from planning for the improvement of such facilities and making suggestions at the appropriate level of government for adoption and implementation of proposed facility improvement.

## **PUBLIC TRANSPORTATION**

The Planning Board proposes that the Mayor and Council encourage Ocean County to expand public transportation in conjunction with the other shore communities to alleviate traffic and provide service to all persons of the community as a means of going to and from Lavallette. Although there is a bus service for senior citizens and disabled persons living on parts of the Barrier Island, the need for additional public transportation should be reevaluated.

## **PARKING**

With the density of the existing development and the large increase in seasonal population, curbside parking during the summer months is grossly inadequate. Angle parking on Grand Central Ave. (State Rt. 35 north) should be reevaluated. It severely blocks driver visibility at many intersections. To help alleviate the parking problem, the Borough restricts curb cuts and requires that each dwelling unit have off-street parking for two cars. Also multi-family dwellings must have one parking space per unit with direct access to a driveway or isle at least properly dimensioned to allow maneuvering into and out of the parking space. None of the space for one unit may be located to block the space(s) of another unit.

Where either new or rehabilitation projects for residential or commercial developments are proposed on more than one 50 x 100 foot lot, all property involved in the project should be consolidated into a single parcel to accommodate off-street parking and traffic circulation patterns. A plan for off-street parking must be developed for the business district. Moreover, the Mayor and Council must exercise careful control in the Zoning Ordinance over residential densities and the intensity of commercial uses. Such control should include off-street parking needs, minimizing the number of driveway entrances to roads, prohibiting truck or van parking in the two diagonal parking spaces on the south side of the intersections on Route 35 North and minimizing other obstructions within the site triangle where driver visibility on side streets is blocked. They should consider metered parking in the business district during July and August, as well as purchasing properties (such as the abandoned Tycoon's, for example) for municipal parking garages/lots spaced throughout the business district, as needed. Moreover, parking "meter maids" should be hired to enforce parking in the central business district. In addition, the move to smaller cars should be recognized, and a reduction in the required parking space size from 10 by 20 feet to 9 by 18 feet should be incorporated into the off-street parking requirements.

During the summer season, parking stickers are used to authorize off-street parking in the three borough-owned parking lots along Bay Boulevard. Although well intentioned, this practice has actually resulted in heavy on-street parking on Bay Boulevard and the side streets in the vicinity of the bathing beach parking lots. Visitors trying to avoid purchasing parking stickers park on the street. We recommend, therefore, that parking meters be installed along Bay Boulevard from New Brunswick Avenue north to Bond Avenue and be active only during July and August. Moreover, a meter maid should be hired for July and August to empty the meters and to enforce parking in the central business district as mentioned above.

## **PEDESTRIAN WAYS**

The Borough has an incomplete system of sidewalks at the present time. Figure 3 shows the existing location of sidewalks. Since construction and maintenance of sidewalks is left to the individual property owner, many inconsistencies in construction, materials, integrity and safety exist. In some areas of town, young adults with children complain that they must walk their children or push carriages in the street, which they consider unsafe. A program for the need and priorities for sidewalk extension should be developed. This should be coordinated with the street and curb repair program, or required as properties are sold. Existing sidewalks should be rehabilitated to conform to the current state regulation on barrier-free construction. Depressed curbing at intersections and sidewalk ramps to public buildings should be continued.

## **BIKEWAYS**

Bicycles are playing an increasingly important role for recreational and personal transport. Due to the flat terrain of the Borough, biking has become a popular activity on the boardwalk, around West Point Island, and in other areas of the Borough. Lavallette is also on the route of the annual Sandy Hook to Cape May bikathon. We recognize that the provision of bikeways on roadways is dependent on a careful evaluation of safety criteria. The Mayor and Council should also consider a cooperative effort with other barrier island communities to provide a bike trail from Bay Head to Island Beach State Park. Nevertheless, the Planning Board recommends that when feasible and safe, the Borough should coordinate bikeways in conjunction with its roadway improvements. We also recommend that more appropriate signage, street markings, and other improvements be added for bicyclists within Lavallette.

## **CIRCULATION PLAN OBJECTIVES**

Since Lavallette is a developed municipality, there is no need to recommend new roadways within the Borough. Regional transportation developments will certainly add to the amount of traffic passing in and through the Borough. The Borough is well positioned to handle circulation problems for the next few years. There are, however, some objectives that we recommend the Mayor and Council consider, as follows:

- 1.** Traffic control signals and postings are adequate to handle both “through” and purely local traffic. However, crosswalk markings and striping should be added at each local street crossing state route 35 south for better pedestrian safety.
- 2.** The Borough should establish a systematic program of reconditioning and maintenance of its local roads to preserve efficient, effective and safe traveling conditions.
- 3.** Parking, both curbside and off street, is clearly inadequate. Parking requirements should be evaluated and an off-street parking plan developed for the Business district and recreation areas as part of the zoning ordinance.
- 4.** A program of sidewalk improvement, replacement, and installation should be put in place.
- 5.** The Mayor and Council should encourage Ocean County to provide public transportation, particularly for seniors, as they do in other areas of the county.
- 6.** A system of bikeways and walkways, together with appropriate markings and signage, should be

considered. The Mayor and Council should consider a cooperative venture with other barrier island municipalities to establish a bike trail from Bay Head to Island Beach State Park. Also since Lavallette's population is aging, an aerobic trail should be considered on the vacant land along the bay together with a boardwalk on the bayfront.

**7.** The effect of the State Highway Management Act of 1989 on State Highway 35 northbound and particularly southbound should be evaluated.

**8.** Install parking meters along Bay Boulevard between New Brunswick Avenue and Bond Avenue. They should be active during July and August and a meter maid should be hired to empty them and enforce parking in the central business district.

**9.** The Mayor and Council should endorse and support Ocean County's efforts to restore commuter rail service to Lakewood Township.

## COMMUNITY FACILITIES PLAN ELEMENT

The Community Facilities Plan includes facilities that provide governmental, social, religious, and other public or quasi-public services to the Borough residents. A municipality has a responsibility of providing basic community facilities and utilities for its citizens. They are a fundamental part of a municipality's plan and their present and future adequacy will determine a community's ability to provide for the proper education, recreation, safety, and welfare of its citizens. The inventory of community facilities such as municipal facilities, schools, parks and playgrounds, etc. should be identified on the *Official Map* and provided for in the *Zoning Ordinance*. Presented herein is a discussion of the current community facilities and recommendations for future. The location of the community facilities can be found on the map on page 15.

In an intensively developed community such as Lavallette, every effort should be made to preserve existing recreational and open space areas and to develop additional recreational areas. Continued conservation of oceanfront beach is recommended and encouraged through the preservation of dune areas and other necessary means.

The beach areas within the Borough provide substantial open space recreational areas. However, it is recommended that expansion and development of the recreational site along the bay be undertaken to augment present facilities. Such development should include bicycle and aerobic paths, as well as the provision of a more formal park including a landscaped walking and bench area on a boardwalk along the bayfront.

Although there has been some progress, a comprehensive inventory plan should be developed to determine all of the community service facilities that can accommodate multi-purpose uses. There are no major land acquisitions contemplated concerning the size of Municipal Facilities such as the Elementary School, First-Aid Squad, or Fire Company. The Borough in cooperation with the Heritage Committee recently enlarged the firehouse to add rest facilities for the public during community-sponsored craft shows, concerts, etc. In the past there has been discussions regarding the need for teen recreation facilities. In fact, the old hardware store on Magee Ave was considered for a recreation facility at one point in the past. Although there does not seem to be an immediate need for the expansion of Borough facilities, it may be necessary to expand the public meeting room in the future.

Existing community facilities, public utilities and quasi-public uses are shown on the Master Plan map (Zoning/Community Facilities) as follows:

### **PUBLIC FACILITIES** (28.7676 acres)

- P1.** Borough Hall (0.3444 acres)
- P2.** Police Department (0.1148 acres)
- P3.** Fire Department (0.9183 acres)
- P4.** First Aid Squad (0.1148 acres)

- P5.** Public Works (2.7548+1.0146 acres)
- P6.** Elementary School (1.3039 acres)
- P7.** Chandler (Baseball) Field (2.1694+1.6070 acres)
- P8.** Charles M. Hankins Park (16.2856 acres)
- P9.** Jacobsen Park (included in eight above)
- P10.** Ocean Beach Boardwalk (2.14 acres)
- P11.** Upper Shores Branch Library (included in P7 above)
- P12.** Lavallette Memorial Park
- P13.** Gazebo and Centennial Gardens
- P14.** Recreational Facilities

## **UTILITIES**

- U1.** GPU Substation (0.2296 acres)
- U2.** Bell Atlantic-NJ (0.4592 acres)
- U3.** Ocean County Utility Auth. (0.1607 acres)
- U4.** Dover Municipal Utilities Auth. (0.1352 acres)

## **QUASI-PUBLIC FACILITIES**

- Q1.** Faith Lutheran Church (0.4477 acres)
- Q2.** The Union Church of Lavallette (0.4592 acres)
- Q3.** Church of St. Bonaventure (1.3775 acres)
- Q4.** West Point Island Civic Assoc. (1.5109 acres)
- Q5.** Lavallette Yacht Club (2.9296 acres)

All of the community facilities that are included in the Master Plan exist. New or expanded facilities are detailed below.

## **GAZEBO AND CENTENNIAL GARDENS**

The Gazebo and Centennial Gardens on the bayfront at Philadelphia Avenue is a cultural focal point of the community today. Weddings are held there, the Elementary School graduation ceremonies are conducted there and summer concert bands entertain there weekly. It was dedicated as a lasting memorial for the citizens of the Borough of Lavallette on its 100<sup>th</sup> anniversary in 1987 by the Heritage Committee. The Heritage Committee perpetuates the care of the Gazebo and Centennial Gardens. They should be applauded and encouraged to continue their fine work.

## SCHOOLS

The Lavallette School District operates as a K-8 elementary school and sends its pupils to Point Pleasant Beach High School for grades 9-12. Lavallette's first school—a “Standard” one-room school--was constructed in 1914 on the site of Krone’s Lavallette Inn. In 1929, a new school was constructed on its present site. It was expanded on several occasions, and was demolished to make room for another new school in 1982. The current building is a modern elementary school, which was planned after consideration of academic needs and enrollments. New HVAC equipment was installed in 1999.

In the period since 1979, enrollment has shrunk and then returned to previous levels. Enrollment in 1979 totaled 175, in 1985, it was 135, and in 1990, it was 181. Currently, it is 167. Projections by the Board of Education in 1999 for future enrollment are as follows:

**Year 1991-95 1996-00 2000-01 2001-02 2002-03 2003-04 2004-2005**

### **Projected**

Enrollment Avg. 173 Avg. 188 162 165 170 180 185

Total school capacity is 259. Therefore, the current facility should be adequate for the foreseeable future and only improvements and modifications to the existing plant may be required.

## MUNICIPAL BUILDINGS

The municipal building has been recently renovated to provide additional space for the Borough Clerk’s offices, the Construction/Zoning Officer’s office, handicap access to the second floor, barrier-free rest room facilities on the second floor, and remodeled Council/Court chambers. There does not seem to be a need for any further expansion in the near future. The exterior of the municipal building, however, is in need of repair, particularly on the northern side. The old wooden Bulletin Board should also be replaced with a brick one more in keeping with the architectural style of the renovated municipal building.

## LIBRARY

The Upper Shores branch of the Ocean County Library system opened its doors in December 1995. It will celebrate its fifth year of operation in the year 2000, when the Ocean County library system celebrates its 75<sup>th</sup> birthday. The Upper Shores Library has been an extremely popular addition to the community and the entire Barrier Island. It serves the six communities of the Barrier Island from Mantaloking to Island Beach State Park. The library offers excellent programs, particularly for children, and has a very active *Friends of the Library* group, which sponsors many of the supplemental programs.

## FIRE DEPARTMENT FACILITIES

The Lavallette Volunteer Fire Company was formed in 1923. It was originally located at 105 Reese

Avenue and moved to the present municipal building in 1928. It moved to its current quarters in 1958. In 1999, the Fire Company had 35 active members. Today, it is equipped with four (4) fire engine pumpers (the most recent of which was purchased in 1997), an aerial truck, a rescue truck, a jet ski, and a van. The Fire department also consists of a boat rescue squad, and a scuba diving rescue team. The Fire Company is located in a single-story building with six bays for fire equipment, a kitchen, and a large meeting room. Although the Fire Company Building was constructed some time ago, it is in reasonably good condition. A new roof covering the old portion of the building and new male and female barrier-free rest facilities for the public attending Heritage Day, craft shows, concerts, etc. and a seventh garage bay were completed in June 1999. The facility is also used to serve Meals for seniors, as a meeting place for the Senior Citizen Group, and a polling district for election district #1. No additional equipment or expanded facilities are anticipated for the next 5 years.

## **FIRST AID FACILITIES**

The Lavallette First Aid Squad is a non-profit corporation providing ambulance and emergency services to residents of the Borough and adjoining areas. The First Aid Squad was formed in 1942. The First Aid Squad is housed in a one-story building on Bay Blvd. adjacent to the firehouse. The building was originally constructed in 1960 with additions in 1969 and 1980. It currently houses three bays for rescue equipment, a kitchen and large meeting room, which is frequently used by municipal government groups and the Heritage Committee for public meetings. Space has been provided for the Office of Emergency Management. There is a need, therefore, for emergency power generation equipment at the building. Present First-Aid equipment consists of two fully equipped modern ambulances, a four-wheel drive vehicle for emergencies on the beach, and a rescue truck equipped with many extrication tools such as the Jaws of Life. The First Aid building also is used as a polling district for election district #2. A new roof was put on last year. Otherwise, the first Aid building is in good condition, and there appears to be no need for expansion. In 1999, the Squad had 25 active members who handle about 600 calls a year.

## **POLICE DEPARTMENT FACILITIES**

The Borough Police department, as we currently know it, was established in 1936. It was originally located in the current Borough Hall building. The building that the department now occupies was built in 1942 and was home to the First Aid Squad until 1960. The Police took over the building at that time.

Because of its age and lack of internal maintenance, the building is in dire need of repair. The building is currently being renovated to meet ADA (Americans with Disabilities Act) standards. Otherwise, there is adequate space in the building for current needs.

The department currently consists of a Chief, four sergeants, seven patrol officers, four dispatchers, a records clerk, and three special patrol officers. Twelve additional patrol officers are added during the tourist season. In addition, there are two school crossing guards protecting school crossings on State route 35 north and south at the beginning and end of the school day.

The department currently uses twelve (12) vehicles ranging in age from eleven (11) years to one (1) year. There is also a 1992 Suburban for the Emergency Management Coordinator. Apparently, little maintenance is performed on the vehicles unless there is a breakdown, which unfortunately may leave

the Borough uncovered during those periods. A regular vehicle maintenance program should be implemented.

## **PUBLIC WORKS FACILITIES**

The Public Works Complex located at the center of town at Washington & Baltimore Avenues is comprised of seven buildings with a total of 15,920 square feet of garages and workspace. The buildings were built over a span from 1900 through 1990. There are 16 garages to house trucks and heavy equipment. Both a Carpenter and Mechanic Shop are located here. Facilities exist for the Water and Electric Utilities. The location contains a water filtration plant as well as the Public Works Office. The structures are in good physical condition requiring only minor repairs.

The Public Works Department is sometimes considered a monolith. It is instead four separate departments—the Public Works Department with 14 employees, the Electric Utility with three employees, the Water Utility with two employees who are also qualified to run the Sewer Utility. Each group reports to the Superintendent of Public Works. The Department has no supervisors.

The Public Works Department has the responsibility of garbage (solid waste) and recycling collection, minor road repair, catch basin and drainway cleanup, street cleaning, beach and boardwalk maintenance, and the maintenance of municipal buildings and grounds. One man handles the repair and maintenance of Public Works equipment as well as Police vehicles.

It is important that the time spent by each employee be allocated to the proper cost center. Time spent on Public Works functions is charged to the Municipal Budget, which affects the citizen's tax bill. Time spent on either of the utility functions is applied to their respective budgets, which makes up the electric, water, or sewer bill to the residents. It is because of the complex nature of the proper allocation of the workers time that there has developed a grass roots movement among the citizenry supporting the use of employee time cards. To assure the accuracy of utility bills versus municipal tax rate, time cards should be continued and improved, as in any successful business. Moreover, an inventory and control system should be established to provide accountability for tools and supplies. In the future, a computer-based "work order system" should be considered to identify labor and material cost for all maintenance and repair activities. These systems would enhance financial control and ultimately reduce taxpayer and utility cost.

In case of an emergency, potential problems exist at several levels. The Public Works Superintendent has no backup. The Water and Sewer Utilities might be short handed. The Electric Utility currently is functioning unsafely. There should always be two persons in the 'cherry picker' and one person on the ground when working on electrical lines. Since one of the workers is not available for line work, the problem is apparent.

The Public Works Department owns and operates its own equipment and moving stock required to provide a variety of municipal services. They currently own and operate 20 vehicles, of which seven (7) are designated for garbage, solid waste and recycling. The electric department has five (5) vehicles, the water department has one (1) vehicle and the sewer department draws from the stock of Public Works vehicles. In the future, additional equipment may be required to serve different functions or to replace worn stock. A variety of financial alternatives should be considered before purchase, including

leasing, municipal sharing and contract out-sourcing.

## **RECREATION PLAN ELEMENT**

Public recreation areas in Lavallette are oriented toward the ocean and bayfront. Lavallette provides public beaches along the entire length of its 1y miles of ocean frontage. Maintaining public land to insure the future development of needed facilities in appropriate locations and to preserve open space is essential. There are two additional recreation areas in Lavallette—one bounded by Elizabeth and Jersey City Avenues on the south and north, and by state route 35 south on the east and Baltimore Avenue on the west. The other area is located along Barnegat Bay between New Brunswick and Kerr Avenues. The municipal government should observe the following objectives:

1. Protect and enhance the recreational advantages both passive and active provided by Barnegat Bay and the Atlantic Ocean.
2. Continue the development and upgrading of existing recreational facilities, while maintaining their open space requirements.
3. Provide for the recreational needs of all age groups within the community.
4. Conserve and protect open space on our waterfronts.

Handicap access to the beach area without compromising the dune structure needs to be developed. A boardwalk traverses 1.3 miles along the beachfront from the southern end of the Borough north to Ortlely Avenue. Pavilions are spaced periodically to provide a resting-place for residents and visitors to enjoy the scenery. The boardwalk is always open to joggers and pedestrians. For safety reasons, bicycles are restricted to the hours between 5:00 am to 10:00 am.

There are two other recreation areas. One is located at the southerly end of the Borough on 3.7 acres bounded by Elizabeth Ave., Jersey City Ave., Baltimore Ave., and State Route 35 south. This area contains a playground and a baseball field. The Upper Shores branch of the Library is located at the north end of this area. This library serves residents on the Barrier Island from Berkeley Township north to the southern border of Mantaloking. A 16.3-acre recreation area consisting of the Charles M. Hankins Park and the Jacobsen Park is located along the Barnegat Bay between Pershing Boulevard to Kerr Ave. This area includes the Gazebo and Centennial Gardens, Memorial Gardens, three off-street parking areas, play areas, 4 tennis, bocce, horseshoe and shuffleboard courts, two boat-launching ramps, two fishing and crabbing piers, two bathing beaches, two basketball courts (lit at night), a hockey rink and some undeveloped land. A recreation committee manages the facilities. Sidewalks along the entire bay front area and Bay Blvd. make the area accessible to pedestrians.

A reoccurring problem in this area is beach erosion. The rate of erosion is severe during winter storms. The ideal solution may be bulkheads, but some other permanent protection, such as riprap, geotech bags and/or gabions, could be installed. Once stabilized, a boardwalk at the water's edge from the southern to the northern bay beaches should be constructed with handicap access.

The Lavallette Memorial Park is situated on the Bay Front at Brooklyn Avenue, and is a lasting

memorial where service men from Lavallette are honored each Memorial Day.

Boat moorings and beach storage spaces are provided along the bay front in designated areas in Jacobson Park. The boat moorings and beach storage could be better managed. An ordinance establishing a HarborMaster should be considered as a potential solution. At the westerly end of Jersey City Avenue, there is additional space provided for boat dockage and mooring. Wind surfers are very active on the bayfront off the parking lot behind the tennis courts all year round. Additional facilities required by wind surfers should be considered, perhaps nearer to Jacobsen Park, but with limited access to prevent beach erosion.

The West Point Island (WPI) Civic Association maintains a beach area (1.15 acres) along Dickman Drive on the harbor. They also maintain three access areas to the bay at the east and west ends of Morton Drive and at the north end of Liggett Road. The WPI Civic Association also maintains a basketball court, boat slips, and a playground at the beach area off Dickman Drive.

The Lavallette Elementary School provides a fenced playground and recreation area as well as an indoor basket ball court and auditorium.

The Lavallette Yacht Club (2.9 acres) on Swan Point Road provides recreational, social and educational facilities. The physical facilities include a clubhouse, a marina and outdoor winter storage space for member's boats.

All of these public and quasi-public areas should be zoned as such and identified on the *Official Map*.

## CONSERVATION PLAN ELEMENT

Tourism is the number one source of employment in New Jersey. Moreover, \$13 to \$17 billion dollars annually in tourism revenue is the result of New Jersey's fine beaches. Lavallette, like each of the shore communities, owes its economic well being to our beaches and shores. They are the foundation for our town's financial base. Nevertheless, the ocean and bay waters can be destructive. Northeasters and hurricanes have not only caused severe damage to property, but they can also threaten individual safety. The ocean and bay beaches, therefore, are our most important resource. Unless we preserve, conserve, and use these natural resources wisely, the community and its citizenry may be the endangered or threatened species.

### THE OCEAN BERM

The berm--that gently sloping portion of the beach rising westward from the ocean to the eastern foot of the dune--is the part of the beach sunbathers come to enjoy in the summer. It is critical, however, to the protection of the town against storm waves as well. If the berm is sufficiently wide, most storm waves will harmlessly dissipate their energy running up its surface before they can erode the dune.

The berm historically has been wider in the northern section of town. The narrower southern berm provides less protection to adjacent buildings and infrastructure. The size of the berm is in constant flux. Its width ebbs and flows with the frequency and intensity of the season's storms.

The berm size of Monmouth County beaches has been dramatically increased with State and Federal assistance by a process called beach renourishment (the use of off-shore dredged sand to widen the beach berm). Until such time as the berm is widened, we will not be able to offer our visitors and residents the extended protection of a broad beach berm, nor will we be able to compete fairly for tourists with those Monmouth County resort towns that have large renourished beaches. We urge, therefore, that the Mayor and Council take all reasonable efforts at all government levels to expedite the similar widening of Lavallette's berm. Moreover, since an estimated half a million dollars will be Lavallette's local fair share, we believe the Mayor and Council should start now to budget for this effort.

### THE OCEAN DUNE

The dune system is the fragile last line of defense against storm damage inflicted on the town's properties. The dune system itself consists of three components: the *east dune* extending westward from the Berm to the Boardwalk, the *west dune* sloping more gently to the bay, and the *Boardwalk*.

The *east dune* is a quasi-natural mound of sand that runs in a north/south direction for the length of the town. It was constructed some years ago and today continues to grow due to wind-blown sand caught by a matrix of snow fencing. This dune is made resistant to the erosive effects of wind and waves by the myriad roots of the Atlantic dune-grass plants. Thousands of hair thin roots extend six feet or more below each surface plant. The roots of each plant mesh with those of its neighbor until they form a binding living fabric that holds the sand of the dune in place. Properly vegetated dunes are

many times more resistant to wave damage than are their non-vegetated counterparts. Snow fencing of the proper height not only catches wind-blown sand, but also prevents foot traffic from destroying vegetation growing on the surface of the dune. The effectiveness of this dune is compromised whenever an access path is cut through it. Storm waves will enter any break in the dune line and quickly wash the dune away from its front, back, and sides. Instead, wooden crossovers should be built as the entryway to the beach area, allowing the dune system to run uninterrupted. Continuous dunes allow for far better protection against storm-churned seawaters.

The *west dune* slopes more gently from the boardwalk westward to the bay. For purposes of this document, it can be described as all of the land west of the Boardwalk to the Barnegat Bay. While the east dune is frequently eroded by storms, destruction of the west dune would open the town and all of its residents to an even more serious threat. Sand should never be removed from the west dune. The contour of the *west dune* should never be changed or altered in such a way that it drops below the curb level of the closest cross street or the boardwalk, as appropriate. The **Zoning Ordinance** should spell this out and strict enforcement should be the rule. Bulkheads were constructed to protect the street ends about thirty-five years ago as well as several blocks in between. Construction of bulkheads to protect all of the property between street ends should be seriously considered by Mayor and Council.

The third section of the Dune is the *Boardwalk* and the sand beneath it. The boardwalk is a 1.2-mile long wood planked promenade that runs along the western side of the *east dune*. Wind-blown sand accumulates regularly on the boardwalk. This surface sand should be removed and placed only on the east dune, within the immediate area from where it was collected. To ease maintenance, a depressed cleaning corridor six (6) to eight (8) feet wide should be cleared about a foot below the grade of the boardwalk along the east side of the boardwalk. Storm-blown sand that collects on the streets should also be returned to the *east dune*.

**The Present** -- *The east dune* needs constant maintenance. As sand builds up around the snow fencing, additional fencing must be added to widen and heighten the dune. Planting additional dune grass regularly combats natural attrition. The dune grass should be fertilized in the fall and spring. People and animals must be kept off the dunes and they must be constantly educated as to the environmental damage that foot traffic on the *east dune* can cause. Moreover, if Public Works keeps snow fencing at a sufficient height it will restrict trespassers from these fragile areas. Suitably worded signs should educate people against dune damage. Cuts through the dune line should be eliminated or minimized. Until this is accomplished, openings to the beach that are not elevated should be angled to the south to prevent direct damage from northeast storms.

**The Future** -- The single most effective action that can be taken to improve the efficacy of the dune system is the elimination, or minimization, of depressed cuts, breaks, or pathways, through *the east dune*. We urge that elevated "cross overs" or ramps replace all such breaks in the dune. Because of the narrowness of the berm and the relatively weak dune structure in the south and central portion of town, we propose that work start at the southern end of town and proceed northward. All "narrow berm" beach towns in Ocean County already have elevated crossovers, or are actively installing them. Likewise, these towns have eliminated dune crossings at every street end and have substituted access at only every second or third street end.

## **BAY-FRONT BEACHES**

Much of the bay front is built on fill. As often happens when this is done, nature wants to return to the pre-fill condition and man must fight to maintain the desired artificial shoreline. We have lost over 200 feet of bay front fill in the last few years; uncovering loose fragments used as fill in the early 1960's. Many of these efforts have damaging side effects. Sand fill often migrates from where we put it, to where the Bay wants it to go (such as under the West Point Island Bridge). Hard protection such as bulkheads and/or concrete revetments appears to be the only lasting protection against the rebounding waves. Geotech bags, rip-rap or gabions are less costly solutions, however, to beach erosion in the area.

**The Future** -- There is no textbook answer to the problem of the erosion of our Bay Beaches. Often well-intended remedies cause more problems than they cure. We recommend that the Mayor and Council establish several test sites on the bay front at which to observe the performance of different potential solutions to our problem. NJDEP would be pleased to work with the town's representatives to both suggest approaches and help monitor results.

As with the Ocean Dunes, vegetation will slow the effects of erosion. A program of planting suitable vegetation should be started along the bay front. Foot traffic and boat access should be restricted from vegetated areas.

## **WEST POINT ISLAND BRIDGE CHANNEL**

With, it seems, increasing frequency, shoaling in the channel under the West Point Island Bridge has blocked the navigable passage from the bay to the marina and beyond. This necessitates periodic dredging of the area by Ocean county or state personnel. Hopefully, after appropriate testing, the dredged sand can be returned to our eroded Bay front. The source of the sand that is finding its way under this bridge may be originating from delayed effects of the bridge reconstruction or from the beaches to the north. It could be that the solution to the Bay-front erosion might also minimize the shoaling of this channel. The solution to this problem should be included with the aforementioned monitored test programs of the Bay front. Any sands dredged to open or widen the channel should be environmentally tested prior to use elsewhere in the town.

## **BOAT RAMP**

The present location of the boat ramp has its shortcomings. The area in front of it is subject to shoaling and potential blocking of the boat channel. There appears to be no area to the north of the present ramp that would not have shoaling problems. Moreover, any move of the ramp beyond its present parking lot would mean that adequate off-street parking would have to be provided. This problem needs to be studied further.