

BOROUGH OF LAVALLETTE COMPREHENSIVE MASTER PLAN

Lavallette Borough
Ocean County, New Jersey



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Introduction

The Borough of Lavallette has prepared this Master Plan in accordance with the provisions of §40:55D-28 of the Municipal Land Use Law. The individual elements that comprise the Master Plan provide the basis for the governing body to enact zoning and other ordinances in order to implement the Plan and achieve the goals and objectives articulated herein.

The original Master Plan for the Borough was adopted by the Borough Planning Board in 1977. The Planning Board conducted periodic reexaminations of the 1977 Master Plan as required by the Municipal Land Use Law through 1992. In 1999, the Borough Planning Board prepared and adopted a Master Plan “for the new millennium” in an effort to reconcile the Goals and Objectives of the 1977 Master Plan with the character and identity of the Borough in 1999 and to establish new Goals and Objectives to guide the future character and identity of the Borough. The Planning Board twice reexamined the 1999 Master Plan and adopted Master Plan Reexamination Reports in 2001 and 2006.

In October 2012, Hurricane Sandy caused widespread, catastrophic damage within the Borough. While the Borough has undergone a substantial recovery in terms of repairs to infrastructure, restoration of natural features, and revisions to ordinances intended to foster rebuilding and recovery within the Borough, the Borough is in need of a new Master Plan that establishes Goals and Objectives that fosters a more resilient, sustainable, and prepared Lavallette. The Goals of the Master Plan and the Objectives contained within each of its elements are intended to guide development and redevelopment within the Borough in a manner that enhances resiliency, sustainability, public health and safety, and quality of life for all residents and visitors alike.

Regional Location

The Borough of Lavallette is located in the central coastal region of New Jersey. Both Ocean County and the New York-Philadelphia Metropolitan corridor have influenced its pattern of development. The main regional highway feeders include 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.

Although there is a year-round population of approximately 1,800 residents, the Borough’s location along the Atlantic Ocean make it a popular resort community and regional destination. As such, the Borough and the region experience heavy summer traffic volumes from just before Memorial through Labor Day. Traffic volumes begin to taper off through September and into October when the winter traffic season stabilizes.

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. Ortleigh 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



LOCATION MAP



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-1600s, 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 later became the Chadwick House. It was built in 1830

near the site of today's Ocean Beach Marina.

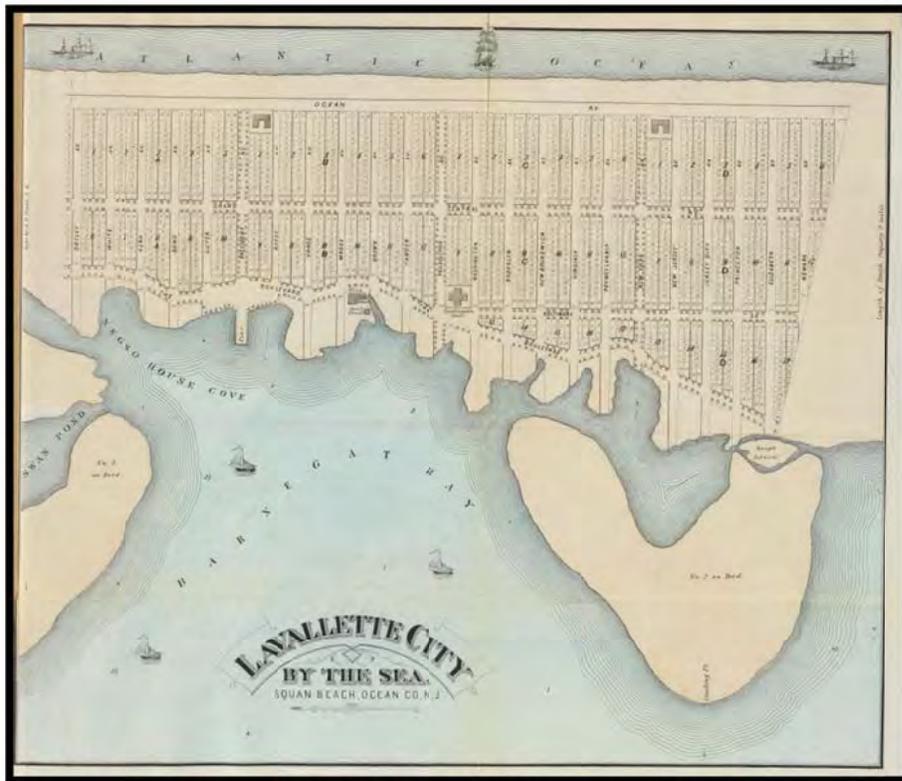


Figure 1: The 1878 map filed by the Barnegat Land Improvement Company prepared by A.P. Irons (<http://www.davidrumsey.com/maps800124-23267.html>)

For much of the time, from about 1720 to 1812, the peninsula stretching from Bay Head ended at Cranberry Inlet, which cut from the ocean to the bay near what is now the northern boundary of Seaside Heights. The Peninsula was known as Squan Beach, while the island between Cranberry and Barnegat inlets was known as Island Beach. The distinction between the two areas was maintained for some time after Cranberry Inlet closed, and when the Land Improvement



Company filed its 1878 map, the location was identified as Squan Beach.

The roadway network of present day Lavallette is markedly similar to the roadway network contemplated on 1878 map filed by the Barnegat Land Improvement Company. The map shows a thoroughfare entitled Ocean Avenue running the length of Borough's beachfront where the boardwalk is located. Marked differences between the 1878 map and present day Borough include the absence of Anna O. Hankins Boulevard, which was constructed on vacated railroad right-of-way, and Bay Boulevard, which was constructed over filled coves and creeks subsequent to the filing of the map. The map also defined the basic character of the Borough's uncommonly broad streets, which provide a sense of openness that is unique to the Borough and became increasingly valued as development progressed on uniform 50-foot by 100-foot building lots. Subsequent restrictions on building height, the number of dwelling units per lot, and oceanfront and Bayfront commercial development has preserved this atmosphere and contributed to Lavallette's popularity as a family resort or year round residence.

Initial development of the Borough was slow because Lavallette was accessible only by steam launch or sailboat, and the nearest railhead was located at Toms River. Around 1881, more visitors and prospective homeowners began to frequent the Borough after the completion of improvements that allowed the railroad to cross the bay at South Seaside Park and travel north to Bay Head following what is now Route 35 south. Despite these improvements and increased traffic in the Borough, there were only 17 registered voters when the election to establish the Borough was held in 1887. By 1910, the year-round population had grown only to 42 voters.

As the summer population began to expand more rapidly, construction began to accelerate. Union Church was completed in 1887 and the Yacht Club (then on the beachfront) was completed 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. The railroad station and town dock were also located at Reese Avenue, and many of the Borough's early residents settled around this area. The Fairway Hotel, located on the southeast corner of President and Grand Central Avenues, was the center of Borough life, and the 1887 election establishing Lavallette as a Borough was held there. In those days, Bay Boulevard was nothing more than a one-block stretch of sand and gravel that ran between Reese and President Avenues.

Commercial fishing was the predominant industry in Lavallette in the early 1900s. Fish pounds—a net system used for catching or trapping fish—were established in Sandy Hook around 1800. However, it was not economically viable to maintain pounds on the Squan Beach peninsula until the arrival of the railroad in 1881. Three fish pounds were established by Chadwick Fisheries in Lavallette after the arrival of the railroad: one at the north end of town, one at President Avenue, and one at the south end of town. The fishery operated offshore nets that were brought to the beach by 'pound' boats. Caught fish were then 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 through World War II. When the railroad stopped running after the war, shipping fish to market by truck became too expensive. In 1948, the Chadwick Fisheries was the last to cease operations along the Jersey coast.



In the early 1900s, infrastructure improvements that increased access to the Borough began to provide some impetus for growth. In 1911, the construction of a gravel road from Bay Head to Seaside Park along what is now Route 35 North was completed. Three years later, construction was completed on a wooden vehicular bridge across the Bay at Seaside Heights. These projects reinforced the pattern of commercial development along Grand Central Avenue. Hankins Boat Works (Bayfront at Reese Avenue), Brackman Brothers' building supply (Magee Avenue), the railroad and several boat liveries along the Bayfront were other principal commercial establishments outside of the Grand Central Avenue corridor. These businesses became non-conforming uses after zoning was enacted within the Borough. Traces of these old non-conforming businesses, including the Bayfront restaurant at Reese Avenue and Bay Boulevard, the remodeled AST Development, Inc. building, and the tackle shop across the street from each other on Magee Avenue and Route 35 South still remain today.

Residential growth in Lavallette remained modest until the installation of public utilities including electricity, running water, gas, and sewer. By 1930, Lavallette was a well-established, if still small, family resort with a year-round population of 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. Between 1940 and 1960, the number of year-round residents increased by 164% from 315 to 832, with summer crowds escalating almost proportionately. This was largely due to the proliferation of the personal automobile and the significant number of transportation improvements that increased accessibility to the Barnegat Peninsula and the Borough. In fact, railroad service to the peninsula and Borough ceased in 1947, as it had become nearly obsolete because of improved highways and the increasing prevalence of automobiles.

The need for a new bridge across Barnegat Bay to serve vehicular traffic was recognized as early as 1937, with a published editorial in the Ocean County Review calling for a "four-lane bridge across Barnegat Bay to meet present day traffic conditions." However, the Mathis Bridge, a three-lane span between the mainland and the peninsula, was not completed until after World War II. This contributed to an explosive growth period 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. Transportation improvements locally and Statewide from the mid-1950s through the early 1970s continued to provide better access to the peninsula and the Borough. Such improvements included the opening of the Garden State Parkway in 1954; the completion of Bay Boulevard and Route 35 around 1960; and the completion of the Tunney Bridge in 1972.

Population growth within the Borough levelled off in the 2000s after experiencing significant growth in the latter half of the 20th century. The Borough's population nearly tripled between 1960 and 1980. However, the 1970 census figure of 1,509 residents primarily reflects the annexation of West Point Island, while the 1980 census figure of 2,072 residents included the annexation of the Westmont Shores area (North Lavallette) for the first time. School facilities were expanded three times between 1955 and 1981 in response to these annexations and other population growth within the Borough. The Borough's 2013 estimated population of 1,866 residents reflects a substantial decline from the Borough's peak population of 2,665 residents as measured by the 2000 Census.

Through all of the changes in industry, population, and accessibility, the basic pattern of development within the Borough has been maintained. Over time, commercial uses proliferated



along Grand Central Avenue while the integrity of the boardwalk and Bayfront has remained. Today, the Borough is a mature, fully developed town with little buildable space available.

Despite a consistent year-round population that hovers around 2,000 residents, Lavallette remains primarily a summer resort. The Borough’s 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 and the enjoyment of its residents.

Population, Housing and Economic Profile

The Borough of Lavallette is a fully developed, seasonal resort community with approximately 1,800 full-time residents. The Borough exhibits a population density of approximately 1,965 persons per square mile. However, in the summer months, the Borough experiences a substantial population increase estimated to be as high as 30,000 residents based on seasonal variations in utility usage and solid waste volume. The Borough’s historic population and the historic population of Ocean County are shown in **Table 1** Below.

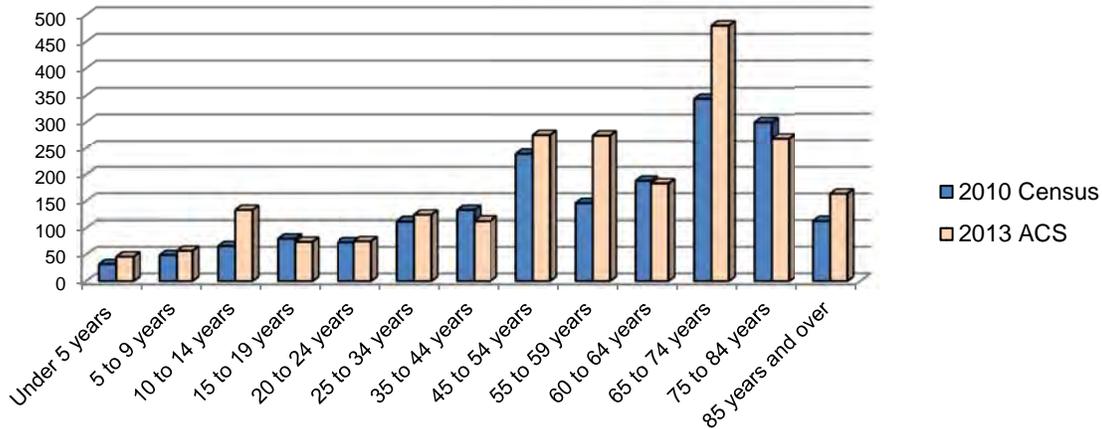
TABLE 1: HISTORIC POPULATION OF LAVALLETTE BOROUGH AND OCEAN COUNTY						
Year	Lavallette			Ocean County		
	Population	Percent Change	Difference	Population	Percent Change	Difference
1930	287	-	-	33,069	-	-
1940	325	10%	28	37,706	14%	4,237
1950	567	80%	252	56,662	50%	18,956
1960	832	47%	265	108,251	91%	51,589
1970	1,509	81%	666	208,470	93%	100,219
1980	2,072	37%	563	346,038	66%	137,356
1990	2,299	11%	227	433,203	25%	86,985
2000	2,665	16%	366	510,916	18%	77,713
2010	1,875	-30%	-790	576,567	13%	65,651
2013*	2,269	21%	394	583,414	1%	6,847

*2013 ACS 5-Year Population Estimate
Source: US Census Bureau

The figure below illustrates the distribution of the Borough’s population by age cohort as of the 2010 US Census and the 2013 American Community Survey (ACS) 5-year estimates. Upon examining data from the decennial census and the ACS, it is evident that the Borough exhibits an aging population. According to each data set, approximately half of the Borough’s population is over the age of 60, with most populous age cohort being the 65- to 74-year cohort. Conversely, the age cohorts of “under five years” and five years to nine years are the two least populous age cohorts. In fact, the Borough’s school-aged population comprises approximately 12 percent of the Borough’s total decennial census population and 14 percent of the Borough’s ACS 5-year population estimate.



Figure 2: Population by Age Cohort, 2010 Census and 2013 American Community Survey (ACS) 5-Year Estimates



Source: US Census Bureau, US census 2010 and American Community Survey 5-Year Estimates: 2009-2013.

With respect to race and ethnicity, the Borough’s population is 97.8 percent white, 0.01 percent black or African-American, and 0.5 percent Asian. 1.01 percent of the Borough’s population identified as “some other race” in accordance with census guidelines. Approximately three percent of the Borough’s population identify as Hispanic or Latino.

There were 945 households within the Borough at the time of the 2010 US Census, with 59 percent of the Borough’s households identified as family households. The average household size within the Borough was 1.98 persons, while the average family size was 2.57 persons. According to ACS 5-year estimates, the median household income in the Borough was \$65,588, while the median family income in the Borough was \$81,759 as of 2013. Per capita income was estimated to be \$42,425 during the same survey period.

At the time of the 2010 Census, there were 3,207 housing units within Lavallette, with ACS 5-year estimates concluding that there were approximately 3,202 housing units within the Borough as of 2013. The ACS estimates that approximately one-third of the housing units within the Borough are occupied year-round, of which 84.2 percent are owner occupied. The Borough’s housing stock is comprised of a variety of housing types; however, the predominant housing type within the Borough is the single-family detached residential dwelling.

Approximately 955 of the Borough’s 2,002 working age residents are employed in the civilian labor force, and the estimated unemployment rate within the Borough was 5.1 percent as of the 2013 ACS. Approximately one quarter of employed persons in the Borough are employed in the educational services, healthcare and social assistance sector, while 12 percent of residents are employed in public administration. Retail trade and FIRE (Finance, Insurance and Real Estate) professions employ approximately 12 percent and ten percent of the Borough’s working age population respectively.

The economy within the Borough is dominated by the resort and tourism industry, with much of the Borough’s economic activity taking place between Memorial Day and Labor Day. Economic instability is manifested in seasonal fluctuations in tourist activity that cause inconvenience and



complicate planning for improvements to municipal services and infrastructure including roadway improvements, solid waste and recyclables disposal, utilities, beaches, and traffic safety. Furthermore, the regional economy tends to have an impact on Lavallette’s local economy, with issues such as water quality concerns in the ocean and bay affecting the volume of tourist traffic, and thereby the economic impact of the tourist season.

TABLE 2 – BUILDING PERMIT DATA 2010–2015					
Year	Total Residential and Mixed Use (Units)	1 & 2 Family (Units)	Mixed Use (Units)	Office (Sq. Ft.)	Retail (Sq. Ft.)
2010	24	24	0	0	0
2011	18	18	0	0	971
2012	19	19	0	0	0
2013	74	73	1	0	0
2014	103	100	3	14,791	0
2015*	16	16	0	0	0

*As of March 2015
Source: NJDCA Construction Reporter & Borough of Lavallette Building Department

Given the Borough’s fully developed nature, the majority of development within the Borough takes place via small scale infill projects. **Table 2** above provides building permit data figures for the Borough since 2010. As noted above, the majority of development projects taking place within the Borough have been residential in nature. The development of office and retail projects within the Borough has been nearly nonexistent, providing further evidence of the Borough’s residential character.

Sandy Impacts and Recovery

In late October 2012, the Borough of Lavallette suffered significant damage and destruction when Hurricane Sandy moved ashore near Brigantine, New Jersey. Sandy’s storm surge, high winds and precipitation, coupled with a full moon high tide, resulted in historic flooding and damage to infrastructure, private property, and natural features within the Borough. The Strategic Recovery Planning Report (SRPR) prepared by the Borough in 2014, notes:

The impacts [of Hurricane Sandy] were first felt days in advance of the storm, with each rising tide cycle filling up Barnegat Bay. Lavallette is located to the north of the storm’s eyewall landfall, and the tidal surge that came ashore over washed many areas of the island, particularly in Lavallette’s southern end proximate to Ortleigh Beach. In addition, sand dunes were breached and the beach area literally washed down streets and through residential structures. Once the eyewall passed, a massive reverse tidal surge occurred from the back bay, with the waters of Barnegat Bay massively overrunning Lavallette up through the ocean block in many areas. Damage throughout the barrier island and particularly in Lavallette was widespread and catastrophic to both public facilities and private property. The Borough lost many of its important facilities and residential structures to the massive damage caused by the floodwaters. (p. 10)



Immediately following the storm, Borough officials prepared a block-by-block preliminary damage assessment and concluded that buildings and infrastructure were impacted by floodwaters that averaged approximately four feet in depth. Along the oceanfront, most of the boardwalk and existing structures on the beachfront were destroyed, and many streets and sidewalks sustained significant damage or were washed away. This area also experienced large deposits of sand on streets and private properties. Properties in the southerly portion of the Borough adjacent to the ocean suffered significant damage, and all of the buildings completely destroyed within the Borough were concentrated in this area.

The Bayfront portion of the Borough was significantly impacted by floodwaters from Barnegat Bay. Bayfront properties in the southerly portion of the Borough and on West Point Island sustained significant damage due to flooding and the dispersal of large, heavy debris such as motor vehicles, boats, and other watercraft carried by the floodwaters. Road intersections and corner properties near the Bayfront appeared to sustain more significant damage, and scour erosion and damaged infrastructure was also more prevalent in these areas.

The Borough's police station, municipal complex, and lifeguard headquarters all sustained significant damage and were demolished subsequent to Sandy. The municipal complex reconstruction has been completed, and the reconstruction of the lifeguard headquarters is in progress. Several parks and associated park facilities, as well as marine infrastructure including fishing docks and boat launches along the Bayfront sustained significant damage. While these facilities have been cleaned up and repaired to some extent, the SRPR notes that significant repairs and reconstruction are still needed to improve the condition of the Borough's recreational facilities.

The Borough's SRPR notes that all municipal infrastructure sustained significant Sandy-related impacts. State Highway 35 was undermined by floodwaters and required substantial repairs. In addition, the Borough's gas mains and distribution lines, water and sewer lines, stormwater systems, and electrical infrastructure sustained significant flood or wind-related damage due to Sandy. However, the SRPR notes that the electrical substation maintained by Jersey Central Power and Light (JCP&L) did not sustain significant damage despite being located in an area that was affected by the storm.

Much of the Borough's infrastructure has been repaired or upgraded as the Borough continues to recover from the storm. New Jersey Natural Gas has replaced its main gas distribution system throughout the barrier island and coordinated the replacement with the reconstruction of Highway 35.

With respect to oceanfront damages, the Borough's primary and secondary dune systems sustained significant front and back slope erosion due to storm-related wave action. The Army Corps of Engineers is currently in the process of undertaking a comprehensive beach and dune replenishment project on the barrier island, with mobilization and replenishment of the beach and dunes within the Borough.

All municipal structures that were damaged during Sandy have either been rebuilt or are currently under reconstruction. These structures have been strengthened to withstand damage from natural disasters and still operate during a major storm or disaster. For example, the municipal building has been rebuilt with stronger materials, has been raised above the flood elevation, and has generators or other redundant systems in place to mitigate storm damage.



Master Plan Goals & Objectives

All Master Plans within the State of New Jersey are required by the Municipal Land Use Law (MLUL) to contain a statement of goals, objectives, principals, assumptions, policies, and standards upon which the Master Plan is to be based. The individual Master Plan elements provide the means for implementing the established goals. Lavallette's Master Plan goals are of a general and qualitative nature, but represent the foundation and vision for the future of the Borough. In time, as part of the ongoing planning process, Borough goals and objectives may change. Lavallette aspires to accomplish the following goals through this Master Plan:

1. Promote development in conformity with the Borough's Zoning ordinances.
2. Promote a variety of residential, commercial, recreational, public and conservation land uses.
3. Preserve and enhance the existing character of the residential neighborhoods in the Borough.
4. Enhance the entire Borough of Lavallette to become a more resilient and sustainable coastal community.
5. Preserve, expand, and improve the Route 35 North Business Districts to be able to serve the commercial and retail needs of the surrounding areas.
6. Provide a safe circulation network that balances the needs of pedestrians and bicyclists with vehicles.
7. Promote the preservation of natural resources and environmentally sensitive areas; particularly coastal views and access, flood hazard areas, and natural barriers or buffers.
8. Preserve, enhance, and improve existing parkland.



Land Use Element

Since the last reexamination of Lavallette's Master Plan in 2006, several changes have taken place within the Borough, with Hurricane Sandy being the most significant event. Hurricane Sandy not only caused significant damage to public and private property in Lavallette, but also attributed to the emergence of new land use trends, such as the demolition of bungalows rendered substantially damaged or unsuitable for habitation to allow for the construction of much larger single-family homes. This trend has reduced the number of properties available for rent within the Borough and has changed the physical characteristics of the Borough's neighborhoods. Similarly, the Borough has seen a significant number of commercial to residential conversions along its main commercial corridor. These conversions have diminished the Borough's non-residential tax base, limited the availability of goods and services available to residents and visitors, and reduced the supply of off-street parking in the most densely utilized area of the Borough. The Borough recognizes the need to plan for these new land use trends and the need to increase resiliency with respect to future natural disasters and storm events. With this in mind, the Borough has established the goals and objectives below to guide future land use in a manner that is in the best interest of the Borough.

Goals and Objectives

1. Promote development in conformity with the Borough's Zoning ordinances.
2. Promote the number of commercial, retail, and recreational uses to support the community and surrounding communities through economic incentives and expansion of the B-2 Downtown Business District.
3. Provide a land use pattern that preserves residential neighborhoods, strengthens commercial districts, preserves and enhance parks and open spaces, and accommodates community facilities.
4. Encourage the adaptive reuse and rehabilitation of the older housing located in the Borough.
5. Periodically review land use patterns in all Borough zoning districts to recognize changing development patterns and identify necessary amendments to the Borough Zoning Ordinance in order to protect the desired character of Lavallette.
6. Allow for the repair or restoration of structures in the event of partial destruction thereof so long as the non-conforming use or structure is not expanded or altered as consistent with the Municipal Land Use Law.
7. Encourage construction projects that conform to the Zoning Ordinance and do not deviate from bulk and use requirements of the applicable zoning districts.

Existing Land Use

The Borough of Lavallette is comprised of a variety of land uses. While residential uses predominate the Borough, other commercial, office, public, charitable and non-profit uses, and vacant properties are interspersed throughout the Borough. A survey of existing land uses was



conducted using the latest available data from NJ Property Fax, which is a web-based database that stores municipal tax data and tax maps. Through NJ Property Fax, it is possible to identify the land use designation/classification of all the parcels in the Borough based upon the State's uniform tax code classification system. The results of this survey and data gathering are illustrated in **Table 3** below.

TABLE 3 –EXISTING LAND USE BREAKDOWN				
<i>Land Use</i>	<i>Number of Parcels</i>		<i>Land Area</i>	
	<i>Number</i>	<i>Percent of Total</i>	<i>Acres</i>	<i>Percent of Total[^]</i>
Residential	2,643	89.5%	303.02	71.81%
Apartments	132	4.46%	2.26	0.54%
Public Lands*	36	1.22%	87.38	20.71%
Schools	1	0.01%	1.08	0.26%
Commercial	96	3.25%	9.32	2.21%
Industrial	0	0%	0	0%
Farmland	0	0%	0	0%
Vacant and/or undevelopable ⁽¹⁾	24	0.8%	16.05	3.81%
Charitable (e.g. places of worship)	12	0.4%	2.27	0.54%
Cemetery	0	0%	0	0%
Other	10	0.03%	0.61	0%
TOTALS	2,954	100.00%	421.99	100%
<i>*Federal, State, County and Borough</i> <i>[^]May not total 100 percent due to rounding</i> <i>⁽¹⁾Vacant land is idle land not actively used for any purpose or unused acreage.</i> <i>Source: New Jersey Parcel Map</i>				

Residential uses comprise the single largest land use category in the Borough of Lavallette. As indicated above in Table 3, of all of the parcels in the Borough, approximately 89 percent are single-family, two-family, or three-family residential uses, while another 4.46 percent of the parcels in the Borough are utilized for apartments. Residential land uses occupy more than 72 percent of the developable land in the Borough. The second and third largest land uses in the Borough by acreage are public uses and vacant land, which comprise approximately 21 percent and 4 percent of the total developable acreage in the Borough respectively. A significant portion of this vacant, undeveloped area is comprised of riparian buffers located in Residential District “B”, while the balance of the vacant parcels is relatively small in nature. Many may not be developable due to size, location, environmental constraints, easements, or other restrictions. Commercial land uses comprise slightly more than two percent of the remaining developable land of the Borough. In the absence of a full build-out analysis, it can be understood the Borough is approaching full buildout and the actual vacant and developable land that remains is considerably less than the figure depicted above. As such, there are few opportunities in the Borough for new development on currently vacant properties.



EXISTING LAND USE MAP



Legend

Land Use

- Vacant Land
- Residential
- Commercial
- Multi-Family
- School
- Public Property
- Religious/Charitable
- Other Exempt



Residential Uses

As noted above, more than 91 percent of the total parcels in the Borough of Lavallette are used for residential purposes according to the latest available property tax data. While single-family housing is the predominant type of dwelling unit within the Borough, there are a number of two-family, three-family, and other multifamily residential dwelling unit types located throughout the Borough. **Table 4** depicts the overall residential dwelling units by unit type. For clarification, the last row indicates 23 units for multi-family, which means 23 units are within a structure comprised of 10 or more total units.

TABLE 4 – RESIDENTIAL DWELLING UNITS BY TYPE	
<i>Unit Type</i>	<i>Number of Units</i>
Single-Family	2,258
Two-Family	592
3 or 4 Units	91
5 to 9 Units	157
Multifamily (Apartments with more than Ten Units)	23
<i>Source: US Census Bureau</i>	

The vast majority of residential dwelling units in Lavallette are single-family detached dwelling units. According to the U.S. Census of 2010, the housing stock in the Borough is beginning to age; approximately 72 percent of the housing in the Borough was constructed prior to 1970. However, despite its relative age, Lavallette’s housing stock is generally in good to excellent condition. Overall, houses in Lavallette are well maintained, and many exhibit fine and attractive exterior details.

Lavallette’s post Sandy housing stock includes larger single family homes and many homes that are raised above the base flood elevation. From the beginning of 2012 and through the end of 2015, Lavallette issued 249 residential building permits while there were 305 demolition permits issued for residential uses.

A significant majority of Lavallette’s single-family housing stock is built on lots relatively small in size in comparison to typical suburban standards, but fairly typical to adjacent shore communities. The average residential lot size in the Borough is 0.11 acres, with most homes found on lots ranging from 5,000 to 12,000 square feet in size. As the Borough continues to recover and rebuild from the effects of Hurricane Sandy, the character of the Borough’s built environment has changed. Individual property owners, now faced with more stringent floodplain requirements and higher flood insurance premiums, have elevated their homes to comply with these more stringent standards. New construction within the Borough is also taking place in a manner that ensures compliance with the most up-to-date regulations of the National Flood Insurance Program (NFIP). Thus, the Borough’s predominant low-lying, bungalow-style housing stock is undergoing a transformation and will continue to do so as the Borough continues to rebuild.

The Borough’s land use and zoning policies will have to contend with changing consumer trends of the residential marketplace. The average size of a single-family home is larger in terms of average gross floor area, number of bedrooms, and size of bedrooms than the averages during the period when most of the Borough’s housing stock was built. As a result,



there is continual pressure on the Borough's housing stock to modernize to reflect current market demands. However great the pressure of the market, the Borough recognizes the importance of balancing the expansion, alteration, and renovation of existing housing stock in a manner that respects neighboring single-family residents and maintains neighborhood scale and character.

Commercial Uses

Commercial uses are present on 2.91 percent of the total parcels in the Borough. Commercial uses exist primarily along Route 35 North in the B-1 Business District and the B-2 Downtown Business District, although there are a number of commercial uses interspersed in other areas of the Borough. The Route 35 corridor within the Borough maintains various types of service-oriented commercial uses including retail, eat-in and take-out restaurants, a gas station, convenience stores, and a pharmacy. The Borough's commercial areas also include professional office space occupied by service and medical professionals. The segment of the Route 37 corridor that provides access to the Borough via Seaside Heights and Ortley Beach exhibits development patterns that are more typical of other suburban areas in New Jersey, with large lot commercial development including "big box" retail, hotels, and larger office buildings. These services, although not directly located in the Borough of Lavallette, are easily accessible to residents via Route 37. As such, it is not recommended that the Borough pursue such "big-box" development within Lavallette, as it would detract from the quaint seaside nature that is the defining feature of the community.

Public and Government Uses

The Borough of Lavallette has a number of civic and religious-oriented land uses as well as a host of governmental uses, most of which are Borough facilities. Lavallette's governmental and institutional uses include one elementary school, the police department, the Lavallette Sewer Department, and the Ocean County Upper Shores Library. These facilities are discussed in greater detail in Community Facilities Element of this Plan (See Table 8, Community Facilities Inventory, on page 24). There are also a variety of civic and religious uses, including private clubs and non-profit associations scattered throughout the Borough.

Parks and Open Space

There are two (2) Borough-owned parks in Lavallette which are discussed in greater detail in the Recreation and Conservation Element. Bayfront Park is the largest park in the Borough and provides public access and recreation to the Barnegat Bayfront. The other park is Chandler Baseball Field located in Residential District A, adjacent to the public library. In addition to the two parks, Borough residents have access to the beaches along the ocean. The two parks and oceanfront beaches collectively comprise over 83 acres of parkland and open space. These areas offer both active and passive recreational opportunities within Lavallette.

Vacant Property

Lavallette currently has 24 vacant and/or undevelopable parcels, which comprises approximately 0.4 percent of the total number of parcels in the Borough. The vacant lots are spread throughout the Borough. Many of the Borough's remaining vacant parcels are either too small for development, environmentally constrained, exist within a beachfront area, or are otherwise undevelopable due to the presence of easements or other restrictions.



Existing Zoning

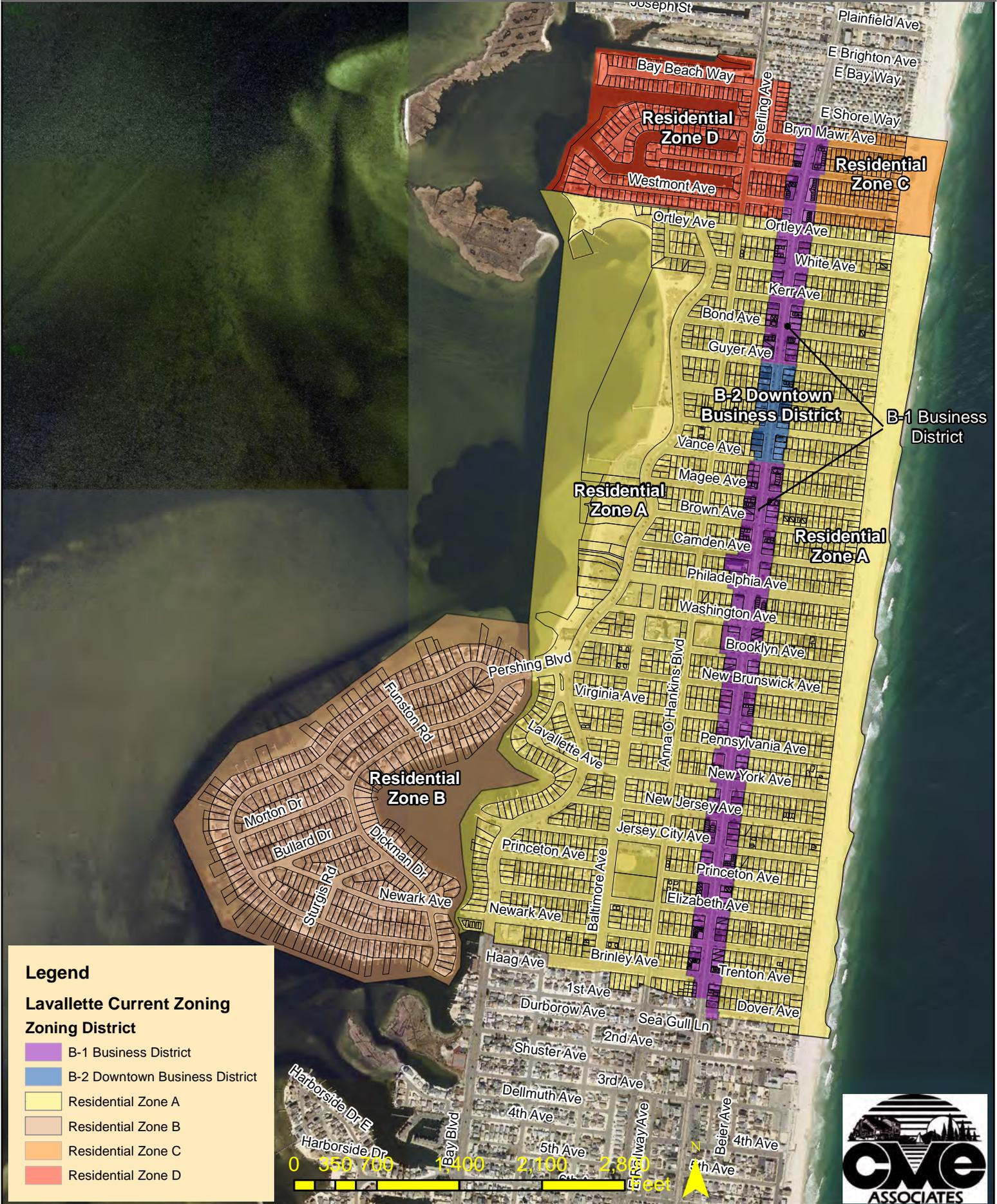
Zoning is a legal tool used to regulate development through the use of controls that regulate the permitted uses, intensity, layout, and bulk regulations for all land within each specific zone. Such controls are put in place through the passage of a zoning ordinance, which includes text regulations and a zoning map that delineates all the zoning districts within a municipality. The New Jersey Municipal Land Use Law (MLUL) permits municipal governing bodies to adopt a zoning ordinance in order to implement the goals, objectives, and policies of its respective Master Plan.

Municipal zoning ordinances typically regulate principal uses, or a property's primary use, accessory uses, or uses which are considered ancillary to the permitted principal use and are permitted only in conjunction with a principal use, and conditional uses, which are permitted only if certain conditions are met. The Borough of Lavallette Zoning Ordinance includes four residential districts and two business districts. These zoning districts are shown on the Zoning Map and Existing Land Use Map below.

The Borough's four residential zoning districts (Residential Districts A, B, C, and D) permit only single-family residential dwellings and customary accessory uses. The bulk, yard, and density standards vary by zone, thus permitting single-family residences in varying degrees of density. As shown in the zoning map, Residential Districts A and B cover the majority of land within the Borough, while Residential Districts C and D cover only a small part of the Borough's north end. With respect to allowable densities, Residential Districts A and B are the least dense districts in the Borough, while Residential Districts C and D permit higher densities given the smaller lot size requirements of the Borough zoning ordinance. Overall, Lavallette is very dense compared to the majority of other Ocean County communities. It is important to note that although the zoning ordinance regulates the density of each district through lot size requirements, there are numerous lots that do not conform to the lot size requirements and therefore contribute to higher actual density of the district in which the lots are located. **Table 5** lists the permitted principal, accessory, and conditional uses for each residential district.



CURRENT ZONING MAP



Legend

Lavallette Current Zoning Zoning District

- B-1 Business District
- B-2 Downtown Business District
- Residential Zone A
- Residential Zone B
- Residential Zone C
- Residential Zone D



TABLE 5 – PERMITTED USES, RESIDENTIAL DISTRICTS			
District	Principal Uses	Accessory Uses	Conditional Uses
Residential “A”	Single Family Dwelling	Private Garage Detached or Attached Storage Shed In-ground Swimming Pool In-ground Hot Tub Decks Patios	None
Residential “B”	Single Family Dwelling	Private Garage Detached or Attached Storage Shed In-ground Swimming Pool In-ground Hot Tub Decks Patios	None
Residential “C”	Single Family Dwelling	Private Garage Detached or Attached Storage Shed In-ground Swimming Pool In-ground Hot Tub Decks Patios	None
Residential “D”	Single Family Dwelling	Private Garage Detached or Attached Storage Shed In-ground Swimming Pool In-ground Hot Tub Decks Patios	None
Source: Lavallette Borough Zoning Ordinance			

The Borough maintains two commercial zones to regulate commercial, business, and other non-residential land uses. The B-1 Business District and the B-2 Downtown Business District permit retail, commercial, and service uses intended to serve the needs of Lavallette’s residential neighborhoods and other barrier island communities. **Table 6** outlines the permitted principal, accessory, and conditional uses allowed in each district.

TABLE 6 – PERMITTED USES, B-1 AND B-2 ZONE DISTRICTS			
District	Principal Uses	Accessory Uses	Conditional Uses
B-1 Business District	Retail Office Single-Family Dwelling Two-Family Dwelling Restaurants Mixed Use	Residential Detached Storage Shed Outdoor Seating	Apartments Hotels and Motels Boardinghouses Bed-and-Breakfasts Gasoline Service Station
B-2 Downtown Business District	Retail Office Restaurant Mixed Use	Outdoor Seating	2 nd Floor Apartment Hotels and Motels Boardinghouses Bed-and-Breakfasts
Source: Lavallette Borough Zoning Ordinance			



As noted above, the B-2 Downtown Business District is strictly for commercial uses and does not permit residential uses as a principal use while the B-1 Business District does allow single- and two-family residential dwellings as principal uses and residential apartments as a conditional use. Both zone districts allow second floor apartments above commercial uses as conditional uses which include certain parking and density standards. Permitting residential uses in the B-1 district has resulted in a significant reduction in the number of commercial uses and businesses in this district. In fact, the number of condominiums and other residential uses in the B-1 Business District has increased in recent years. The gradual proliferation of residential uses in the B-1 District has resulted in a change in land use patterns within this district and has also reduced the amount of available off-street parking along the Borough's main commercial corridor.

Oceanfront and Bayfront Residential Area

Properties along the Oceanfront and Bayfront are most vulnerable to storm damage as demonstrated by Hurricane Sandy. After Hurricane Sandy, the Borough zoning ordinance was amended to incorporate the most recent post-Sandy Special Flood Hazard Area data prepared by the Federal Emergency Management Agency (FEMA). The zoning ordinance was also amended to require homes that sustained damages amounting to more than 50 percent of the assessed value of the structure to be reconstructed at least one foot above the minimum base flood elevation as established by FEMA. Oceanfront and Bayfront residences located in all Residential Zoning Districts are in FEMA's "V", "A", or "X" Flood Hazard Zones. Compliance with the most current FEMA Special Flood Hazard Area and coastal construction regulations shall be of the utmost importance to increase Lavallette's resiliency and reduce the cost of flood insurance for the residents of Lavallette. Additionally, the construction and design code requirements for the Coastal A zone have changed significantly. The zoning ordinance is recommended to incorporate these requirements.

Non-Conforming Uses

Over the years, changes to Lavallette's Land Use Ordinance have created a significant number of non-conforming uses and lots, many of which are older bungalows located on lots that are nonconforming with respect to minimum lot size or one or more bulk and yard standards of the zoning ordinance. Over time, this has reduced the amount of available rental properties within the Borough and has resulted in a change to the character of the Borough's neighborhoods.

Proposed Zoning Ordinance Revisions

After reviewing the Borough's Land Use and Zoning Ordinances, the following revisions are recommended to increase the flow of development and improve out of date sections of the ordinance:

1. Chapter 44: Oceanfront Construction
 - a. This chapter should be revised to remove any reference to creosoted construction, as the use of such materials are prohibited by NJDEP Coastal Zone Management Rules.
 - b. This chapter should be revised to incorporate references to FEMA Special Flood Hazard Areas and coastal construction regulations. Such references should



include URLs to the latest Flood Insurance Rate Map (FIRM) data and Coastal Construction Manual.

2. Chapter 48A: Property Maintenance

- a. Ordinance Section 48A-18, Roofs and Drainage, should be revised to add the following statement to the end of the ordinance. "All roofs and drainage shall be constructed and oriented in such a manner that does not cause a public or private nuisance."
- b. A statement should be added to the drainage section stating that pumping ground water for pool installation into a public right-of-way is prohibited and any violation will be met with a fine.
- c. Due to the increase in housing construction Post-Sandy, it is recommended to amend this chapter to include a requirement that all contractors cleanup and remove any building materials, signs, and litter at the conclusion of a contractor's work for any property in the Borough.

3. Chapter 35: Housing Standards

- a. This chapter is recommended to be amended to include a provision that any residential home left vacant for more than a year be inspected for mold. If mold is found than mold remediation shall be required to have all dwellings free of dangerous mold.

4. Chapter 26: Fences

- a. This chapter should be revised to remove all references to chain link fences.
- b. This chapter should be revised to address types of fencing such as picket fencing, vinyl fencing, and PVC fencing.
- c. This chapter should be revised to include provisions related to the planting of shrubs or other landscaping while preserving view sheds for adjacent properties. Specifically, a provision prohibiting the disruption of the view sheds of adjacent properties a neighbor's view is recommended.

5. Chapter 89: Vehicles & Traffic

- a. Currently this chapter only addresses vehicles or objects in the municipal right-of-way. It is recommended the chapter be revised to include the provisions regulating where the parking of vehicles, storage units, dumpsters, or trailers on private property is permitted and prohibited.

6. Chapter 90: Zoning

- a. It is recommended to revise Chapter 90-22 to properly regulate outdoor kitchen facilities and to add a definition for outdoor kitchen facilities.



- b. It is recommended to clarify Chapter 90 of the zoning code with respect to rooftop decks. The ordinance is recommended to clarify that rooftop decks, porches, and any other residential uses above the second floor living space are prohibited.
- c. Chapter 90-8G is recommended to be revised to allow above-ground hot tubs. Most hot tubs in the Borough are above ground and have permanent water and electrical connections which qualifies hot tubs as accessory structures. Above-ground hot tubs should be permitted and not require relief.
- d. The definition for “Living Space” in Chapter 90-5 is recommended to be revised to include “decks and/or porches”.
- e. It is recommended to revise this Chapter to permit public & private schools, child & adult day care centers, churches, quasi-public recreational facilities, gasoline and/or auto repair stations, multi-family dwellings of 3 or more units, and private clubs as conditional uses for both Business Districts.

Recommendations

1. Review potential to further expand the B-2 business districts.
2. Review the restrictions limiting the use of additional liquor licenses for the Borough.
3. Incorporate the “Down Jersey Theme” as proposed by the Borough’s Beautification Committee for the B-2 Business District through the creation of architectural and signage standards.
4. Increase the enforcement of the Property Maintenance Code to prevent deterioration of neighborhoods and have uniformity among all homes. Additionally, the Property Maintenance Code is recommended to add specific regulations for the conversion of seasonal dwellings to year-round housing.



Circulation Element

According to the Municipal Land Use Law (MLUL), the Circulation Element of the Master Plan should, “show the location and types of facilities for all modes of transportation required for the efficient movement of people and goods into, about, and through the municipality, taking into account the functional highway classification system of the Federal Highway Administration and the types, locations, conditions, and availability of existing and proposed transportation facilities, including air, water, road, and rail.” In addition to addressing the requirements of the MLUL, this Circulation Element will identify alternative transportation facilities including pedestrian, bicycle, and mass transit options.

Providing safe and convenient transportation facilities that equally balance the needs and safety of pedestrians, bicyclists, and motorists and provide for the efficient movement of people and goods is of the utmost importance to the Borough of Lavallette. With this in mind, the Borough has established the Goals and Objectives below to guide the development of transportation facilities and services within the Borough.

Circulation Element Goals & Objectives

1. Improve pedestrian safety throughout the Borough in an attempt to reduce accidents involving pedestrians.
2. Continue to improve bicycle access in the Borough and increase bicycle parking at strategic locations throughout the Borough.
3. Increase public transportation options for all residents to reduce parking demand during the summer months.

Lavallette’s street pattern and circulation infrastructure has been firmly established since Barnegat Land Improvement Company filed the initial plot plan for the Borough in 1878. The Borough’s grid system of blocks and public streets has remained largely unchanged and has functioned effectively since its inception. The Borough’s location on the barrier island lends itself to a grid system that provides for ease of access from the Bay to the Ocean, to adjacent municipalities on the barrier island, and the mainland.

Although the Borough’s circulation system is largely a grid system, it should be noted that the West Point Island section of the Borough is traversed by two roads that circulate traffic around the circumference and provide access to all local streets on the island. Given the Borough’s fully developed nature, it is not anticipated that any new rights-of-way will be dedicated or constructed. The network of existing streets and infrastructure are fully capable of accommodating new development.

Functional Classification of Streets and Highways

All roads within the Borough fall into one several categories established by the Federal Highway Administration (FHWA) and referenced by the State of New Jersey and Ocean County. These categories are:



CIRCULATION MAP



- **Principal Arterials:** Roadways that serve major centers and provide a high degree of mobility while providing direct access to abutting land uses.
- **Major Collector Street:** Streets that function to carry traffic from local streets and funnel it to the arterial network.
- **Minor Collector Street:** Streets that serve in a similar capacity to Major Collectors, but that offer more access and typically have lower traffic volumes than Major Collectors.
- **Local Street:** Streets that provide the highest degree of access to adjacent land uses and do not function as any other roadway type of the Functional Classification System.¹

Table 7 outlines the road system of Lavallette Borough by functional classification.

TABLE 7 – LAVALLETTE ROAD NETWORK FUNCTIONAL CLASSIFICATION			
<i>Principal Arterials</i>	<i>Major Collector Streets</i>	<i>Minor Collector Streets</i>	<i>Local Streets</i>
Route 35 North	Bay Boulevard	Pershing Boulevard (West Point Island)	All remaining streets and ROWs
Route 35 South		Dickman Drive (West Point Island)	
		Ortley Avenue	
		Washington Avenue	
		Baltimore Avenue	

In addition to providing local transportation access, local streets also serve as easements for various public utilities and provide light and air to adjacent buildings. The Borough has established that local streets shall have a minimum right-of-way of 50 feet.

Public Transportation

Public transportation choices within the Borough of Lavallette are extremely limited. Ocean County’s “Ocean Ride” program provides pick-up and drop-off services to senior residents and residents with disabilities through its Reserve-A-Ride program. The Reserve-a-Ride program is available through advanced reservations, stand-by trips, or standing order programs. Ocean Ride also provides fixed bus routes throughout the County. Ocean Ride Route #10 provides service from the Upper Shores Library and shuttles riders along the Toms River Connection/Route 37 Bus Service with access to several stops including:

- Downtown Seaside Heights (near Webster Avenue)
- Ocean County Mall;
- Ocean County Government Complex;

¹ Federal Highway Administration. *Highway Functional Classification Concepts, Criteria and Procedures*. Washington, DC: US Department of Transportation, 2013.



- Toms River Park & Ride;
- Toms River Shopping Center;
- Route 37 and Fischer Avenue;
- Route 37 and Hooper Avenue;
- Main Street (Route 166) Bus Shelter
- Community Medical Center;
- Walmart;
- BJ's Wholesale Club; and
- Toms River Business Park.

Ocean County Mall, Toms River Park & Ride, and the Community Medical Center have transfers to other Ocean Ride routes and NJ Transit Routes 67, 137 (including seasonal routes to Island Beach State Park), and 319. Ocean Ride provides Lavallette residents and visitors with a means of accessing other transportation options and several commercial amenities and employment centers. However, the lack of public transportation options greatly limits the ability of visitors to access Lavallette Borough other than by personal automobile. It is recommended Lavallette explore the feasibility of a jitney or similar service to transport visitors and residents between the New Jersey Transit Bay Head Train Station and Lavallette's downtown business district. Providing public transit service to the Bay Head station would not only provide residents with an additional transportation option, but would also allow visitors to access Lavallette's businesses, beach, and other amenities without a car, which may alleviate parking needs within the Borough. Given that Lavallette does not have the developable land or the year round population to make a parking structure economically feasible, the better alternative may be to increase transportation choices to provide access to Lavallette's downtown, beaches, Bayfront, and other amenities.

Roadway Improvements

After Hurricane Sandy, major roadway repairs were completed on Route 35 along the entire barrier island, including Lavallette. According to Lavallette's Strategic Recovery Planning Report (SRPR), "State Highway Route 35 was severely undermined by flood waters, and severe impacts occurred to such infrastructure as gas mains and distribution lines, water and sewer lines [and]...stormwater systems. Electrical distribution lines were also impacted by the storm." The total reconstruction of Route 35 has replaced all damaged utility infrastructure with new and upgraded infrastructure including a new stormwater evacuation system under Route 35.

Many other local streets were severely damaged during Hurricane Sandy. All of the necessary repairs to both roadways and infrastructure underneath have been completed.

Complete Streets

The Borough of Lavallette has implemented a complete street system before Complete Streets Policies became commonplace in planning. The Borough's grid street pattern, which provides sidewalks and on-street parking, provides for safe facilities for both pedestrians and motorists. Crosswalks and wide shoulders along Route 35 allow for safe pedestrian crossings and safe bicycle travel for bicyclists along the corridor. However, lack of funding and a significant year round population has limited the feasibility of mass transit routes and facilities. Post-Sandy construction of Route 35 in Lavallette plans to build on existing infrastructure to enhance Complete Streets in the Borough. The New Jersey Department of Transportation plans no



changes to the existing front-end-first angled parking areas on Route 35 North. Five-foot wide bike lanes will be provided along the northbound and southbound travel lanes, while any remaining shoulder space will serve as a buffer between bicycle lanes and parked cars. Signage will be installed to remind bicyclists to ride with the flow of motor vehicle traffic and to remind motorists to share the road.

The addition of bike lanes on Route 35 will further implement the Complete Streets Policy in Lavallette and allow for multiple transportation options to safely co-exist. Additional traffic calming measures such as LED pedestrian lights, raised crosswalks, and bump outs should be evaluated to increase pedestrian safety at key intersections along Route 35. The Borough should also evaluate the feasibility of increasing public transportation options to further enhance the quality of Lavallette's Complete Streets.

Parking

The supply of parking is a major problem and concern within the Borough of Lavallette. Since the preparation of Lavallette's 2006 Master Plan Reexamination Report, a significant amount of parking spaces have been added on President Avenue, Philadelphia Avenue, New York Avenue, and Trenton Avenue. This has partially reduced the strain on parking areas especially during the summer months. However, parking is still an issue, particularly in the downtown business district along Route 35 North. It is recommended that Lavallette look into reducing parking needs by increasing alternative transportation options to the downtown business district. Bay Boulevard is frequently used by patrons of Bayfront Park and other Lavallette Bayfront areas for free parking. It is recommended parking meters be installed to generate revenues that can be used to maintain and improve Lavallette's Bayfront open space and amenities.

Recommendations

Overall, Lavallette's transportation infrastructure is well-maintained. However, room for improvements remains. The following recommendations are proposed to improve Lavallette's circulation and transportation infrastructure.

1. Provide additional facilities for bicycle parking in the downtown business district.
2. Evaluate alternative transportation options to reduce peak season parking demand within the Borough.
3. Analyze the feasibility of implementing a jitney service between Lavallette's downtown business district and the New Jersey Transit Bay Head Train Station.
4. Support County efforts to re-establish a primary rail route into Ocean County to open wider employment opportunities.



Community Facilities Element

The purpose of the Community Facilities Element is to inventory current facilities that provide governmental, social, religious, and other public or quasi-public services to Borough residents and to determine whether there is a need to plan to provide for new facilities, increased services, or improvements to existing facilities. A fundamental component of a municipality's effectiveness is its ability to provide basic community facilities for its residents. Ensuring that adequate community facilities are in place allows the Borough to protect public health, safety, and welfare while enhancing the quality of life for residents and visitors alike. The map below displays the location of community facilities.

Lavallette has dozens of waterfront public access areas including beach areas, bay areas, and marinas that provide its residents important recreational and open space access. All oceanfront areas, including beach dunes, should be preserved to continue to provide access to this extremely important community facility and natural feature for Lavallette residents and visitors. Bayfront recreational areas should be improved to include more amenities such as a boardwalks, exercise stations, and bicycle paths, especially in underutilized areas along the Bayfront. The goals and objectives of the community facilities element are provided below.

Goals and Objectives

1. Preserve and enhance existing community facilities.
2. Repair and maintain community vehicles as needed.
3. Replace and upgrade community facilities as needed and plan for such upgrades during the Capital Improvement Programming process.

Current Community Facilities Inventory

Table 8 lists existing community facilities, public utilities, and quasi-public uses in the Borough.

TABLE 8 – COMMUNITY FACILITIES INVENTORY			
Public Facilities		Utilities	Quasi-Public Facilities
Municipal Building	Chandler Baseball Field	JCP&L Substation	The Union Church of Lavallette
Police Department	Charles M. Hankins Park	Verizon	St. Pio of Pietrelcina R. C. Church
Fire Department	Jacobsen Park	Ocean County Utility Authority Pump Station	West Point Island Civic Association
Oceanfront Boardwalk	Upper Shores Ocean County Library	Toms River Municipal Utility Authority Pump Station	Lavallette Yacht Club
Public Works Department	Lavallette Memorial Park	New Jersey Natural Gas	Faith Lutheran Church
Lavallette Elementary School	Gazebo and Centennial Gardens		First Aid Squad
Other recreational areas	U.S. Post Office		



Recreational Facilities

The Gazebo and Centennial Gardens on the Bayfront side of Lavallette are the cultural focal points of the community. Many community events including graduations, weddings, and concerts are held at the park. The Gazebo and Gardens are important community resources and should be continued to be used as such. Other recreational areas include Chandler Baseball Field, Charles Hankins Park, Jacobsen Park, and the Oceanfront Boardwalk. All are important to community residents and are frequently visited.

The recreational focal point of the community is the beach area. It is the single largest community asset and the principal reason why tourists flock to the Borough during the summer and why many residents purchased homes in Lavallette. The Borough's beachfront is not only an important recreational amenity, but is also important to the Borough's resiliency efforts. It is imperative that Lavallette's beaches, dunes, and berm be adequately maintained to continue to provide recreational access and an adequate level of protection from major storm events.

Schools

The Lavallette School District operates only one K-8 elementary school. Most high school aged students attend Point Pleasant Beach High School. Since 1979, the enrollment level at the elementary school has declined, expanded, and declined again. Enrollment at the elementary school totaled 175 children in 1979, 135 children in 1985, 181 children in 1990, and 162 children in 2000. As of the 2015-2016 school year, 143 students were enrolled in the Borough's elementary school. A sending/receiving agreement with a neighboring community, Seaside Park, has been negotiated to begin with the 2016/2017 school year. This arrangement will bring up to 40 additional students in grades K-6 to the Lavallette School.

Lavallette's Elementary School is able to accommodate a maximum of 259 students, which is more than adequate to accommodate the Borough's current school-aged population. No expansion of the elementary school is necessary given Lavallette's historic enrollment rates. However, improvements or modifications to the school may be necessary in the next ten years.

Municipal Buildings

The Lavallette Municipal Building and Police Department Building were seriously damaged in Hurricane Sandy. The Borough of Lavallette is seeking to secure grant funding to assist in the construction of a new municipal building. The new municipal building has been completed and includes the Borough's administrative offices, Construction office, Zoning and Planning Board offices, Borough Council and Court Chambers, the Police Department, the Office of the Mayor, the U.S. Post Office, Beach Badge office, and several other municipal offices.

The lifeguard headquarters on Philadelphia Avenue was also damaged during Sandy. Funds have been committed to rebuild and reconstruction is due to be completed in 2016.

Library

In December 1995, the Ocean County Library system opened its Upper Shores branch at the intersection of Jersey City Avenue and Route 35 South. The Upper Shores Library has been a popular community facility not only with Borough residents, but with residents of the Barrier Island due to that fact that it is the only library on the southern end of the barrier island. The



Upper Shores Library serves Mantoloking, beach areas of Toms River, beach areas of Berkeley Township, Brick, Seaside Heights, and Seaside Park.

Fire Department

The Lavallette Fire Company was established in 1923 and was originally located on Reese Avenue. In 1928, it was moved to the previous municipal building, and eventually relocated to its current location in 1958. As of 2015, the Fire Company had forty active members. It is equipped with three fire engine pumpers, one 100-foot tower pumper, one 4x4 water rescue unit, one 4x4 utility unit, one wave-runner, one boat, one command vehicle, and one additional utility pickup. The Department also has a boat rescue squad and a scuba diving rescue team. The Department's one story building has six equipment bays, a kitchen, and a large meeting room. The building itself is in relatively good condition. The kitchen equipment has been completely replaced, and there are some minor issues still remaining after super storm Sandy. The facility is used to serve Meals for Seniors, as a Senior Citizen Group meeting place, and a polling district for election district #1. No additional equipment or expanded facilities are anticipated for the next 5 years. The fire company is housed on Washington Avenue at the Lavallette Volunteer Fire Company building.

First Aid Facilities

The Lavallette First Aid Squad is a non-profit corporation that provides ambulance and emergency services to Borough residents and nearby Barrier Island communities. The First Aid Squad is housed in a one-story building on Bay Boulevard next to the Fire Department. The building was originally constructed in 1960 with additions in 1969 and 1980. It currently houses three bays for rescue equipment, a kitchen, and a large and a small meeting room. The meeting room is frequented by government groups, the Heritage Committee for public meetings, and is used as a polling area for Election District #2. Present First-Aid equipment includes two fully equipped modern ambulances, a four-wheel drive vehicle for emergencies on the beach, and a rescue truck. The building is in good condition, and it is not anticipated that expansion will be needed over the next ten years. The Squad has 20 active members who handle approximately 300 calls per year.

Police Department

The Department consists of a Chief, four sergeants, seven patrol officers, four dispatchers, a records clerk, and three special patrol officers. During the summer months, additional officers are hired to assist with the influx of summer residents and vacationers. A maximum of 19 officers are employed at any given time. Additionally, there are currently two crossing guards for schoolchildren, but two are needed to cross Route 35 North and South at the beginning and end of each school day.

The Department currently uses 12 vehicles ranging in age from one to 11 years old. The Office of Emergency Management vehicle is no longer usable and needs a replacement. If possible, it is recommended the Borough obtain a high profile vehicle that can be used during major flood events.

Public Works Facilities

The entire public works complex is located at the intersection of Washington and Baltimore Avenues near the municipal complex. The Public Works Complex is comprised of seven



buildings with a total of 15,920 square feet of garages and workspace. In total, there are 16 garages that house trucks and heavy equipment. Facilities include water and electric, carpenter and mechanic shop space, a water filtration plant, and the Public Works Offices. The DPW office, Electric & Water Department buildings are in need of new roofs, fascia, and soffits.

Since the early 1970's, the Lavallette Public Works Department has maintained a staff of twenty-one (21) full-time employees. During these past two years the Department staffing, due to attrition, decreased and is currently staffed with sixteen (16) full-time employees. Currently, the Department is comprised of a Superintendent, a Public Works Supervisor, a Water/Sewer Department Supervisor, and Electric Department Supervisor, two (2) Line Workers, three (3) Senior Repairers, one (1) Equipment Operator, five (5) Laborers, one (1) Mechanic, and one (1) Office Manager. To keep pace with the ever increasing responsibilities placed on this Department; and to provide services the residents of Lavallette are accustomed, it is imperative to restore Public Works staff.

The Public Works Department is also responsible for solid waste collection, recycling collection, minor road repair, street cleaning, clearing and maintaining catch basins and drainage, beach and boardwalk maintenance, and maintenance to all municipal buildings and grounds.

Lavallette also operates a water utility and includes:

- Three (3) water wells requiring daily recording of well data, daily inspection, and maintenance seven days per week.
- Two (2) water treatment facilities requiring daily inspection and maintenance seven days per week.

The Public Works Department owns and operates its own equipment which consists of 20 vehicles, six of which are used for garbage and recycling collection. The electric department has five vehicles, the water department has one vehicle, and the Sewer Department purchased a sewer jet machine for the purpose of clearing blockage/cleaning sewer mains. There is a need to replace one compaction rear loading sanitation/recycling truck and one four-wheel drive front end loader. Some of the vehicles will have to be replaced in the next ten years.

Recommendations

1. Investigate the possibility of acquiring a high profile vehicle for major flood events.



Recreation and Conservation Element

Tourism remains the number one source of employment and revenue generation in the state of New Jersey, owing much of its success to the well-kept and easily accessible beaches along the state's Atlantic Coast. Lavallette, like many of the New Jersey barrier island communities, owes much of its economic well-being to the beach and bay areas. However, the Borough's seaside location also makes Lavallette susceptible to the destructive forces of hurricanes, flooding, and other strong storms as evidenced by the damage caused by Hurricane Sandy in 2012. It is critical now more than ever that Lavallette continue to take the appropriate measures to ensure that the community protects and maintains the beach and dune system, which acts as the Borough's first line of defense against coastal storms and flooding. Furthermore, these areas are also home to many unique and/or endangered species and have an intrinsic ecological value.

Goals and Objectives

1. Upgrade and replace park amenities as needed.
2. Encourage the preservation of existing trees and foliage and promote new plantings.
3. Maintain pedestrian access to the Bayfront Park.
4. Clean up and maintain Bayfront area.

Open Space Inventory

Bayfront

The 16.3-acre recreation area that is comprised of the Charles M. Hankins Park and Jacobsen Park is located along the Barnegat Bay between New Brunswick Avenue and Kerr Avenue. This area includes the Gazebo, Centennial Gardens, Memorial Gardens, three off-street parking areas, multiple playgrounds, four tennis courts, bocce courts, horseshoe and shuffleboard courts, one boat-launching ramp, two fishing and crabbing piers, two bathing beaches, two basketball courts (lit at night), and some undeveloped land. The area just north of the gazebo is designated as a landing zone for emergency helicopter service.

Chandler Field

The Borough ball field, known as Chandler Field, is a 3.7 acre tract bordered by Elizabeth Avenue, Jersey City Avenue Baltimore Avenue, 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 area is designated as a landing zone for emergency helicopter service.

West Point Island Civic Association

On West Point Island, there are three areas that are set aside for private recreational use along the bayfront/covefront. The largest of these locations is a covefront beach with a fishing pier, basketball court, playground, and swimming area located along Dickman Drive at the intersection of Liggett Road, Morton Drive, and Dickman Drive. The other areas are located at



the intersection of Pershing Boulevard and Morton Drive, and at the intersection of Liggett Road and Pershing Boulevard. The Morton Drive location is a private municipal boat launch area for the island while the other is a small piece of property with a bench to view the bay.

The Ocean Berm

The Ocean berm is the gently sloping area between the dunes and the ocean commonly referred to as the beach. The berm is important because during most storm events, waves will harmlessly run up and dissipate before reaching the dunes, thereby helping to reduce dune erosion. As long as this area is sufficiently maintained and wide enough, Lavallette should be protected from most severe weather events. Typically, the berm is wider in the northern section of the Borough, although widths are in constant flux due to the frequency and intensity of seasonal storms.

The previous Borough Master Plan recommended that the Borough pursue funding to implement a beach replenishment project. As a part of continued Post-Sandy recovery efforts, the Borough will see its beaches rebuilt as part of the Manasquan Inlet to Barnegat Inlet Beach Replenishment Project being undertaken by the Army Corp of Engineers (ACOE) Beach Replenishment Program. The ACOE, in partnership with NJDEP, will rebuild the beaches in Lavallette and implement a three-year maintenance cycle in order to continue to meet the specifications set forth by the Beach Replenishment Program. Construction is planned and will progress in an orderly manner, but a start date has yet to be determined.

The Ocean Dune

The Borough dune system is the last line of defense against storm surges and ocean flooding during major storm events. In Lavallette, the dune system consists of three main parts: the east dune, which is the area between the ocean berm (beach) and the boardwalk, the west dune which slopes gently to the bay, and the boardwalk itself.

The east dune is a semi-natural mound of sand that runs north-south between the ocean berm and the boardwalk for the Borough's entire length. It was originally built up years ago to protect the Borough and continues to grow naturally from windblown sand. Snow fencing and Atlantic Dune grass also help trap sand to build up the dune system. The east dunes were heavily eroded during Hurricane Sandy but have since been partially rebuilt. A plan to restore the dune system to its original form will be implemented by the Army Corps of Engineers as part of the Manasquan Inlet to Barnegat Inlet Beach Replenishment Project. However, in the event that the Army Corps of Engineers does not proceed with the Replenishment Project, the Borough will then have to re-evaluate the entire project. The Borough should evaluate the feasibility of constructing crossovers to provide access to the beach, thus eliminating the need for cut-through beach access points and allowing a continuous and uninterrupted dune system to provide better protection from storm surges. Resilient construction techniques are strongly encouraged for the Borough's dune system through the ACOE project. Such techniques include eliminating cut-through beach access points to avoid compromising the integrity and effectiveness of the dune system.

The Borough Public Works Department maintains the Borough's beach dune system and is responsible for completing emergency dune restoration during post-disaster recovery efforts. The southern section of the beach is narrow, and this portion of the dune system is of particular importance. In fact, the previous Borough Master Plan recommended that the Borough establish a Dune Development District (DDD) to increase awareness of the importance of the



dunes to the protection and resiliency of the Borough. This plan recommends that the Mayor and Council, the beach committee, Administrator, Superintendent of Public Works and municipal engineer survey the dune system and establish a detailed work plan for dune maintenance and restoration at least once annually and after any event that degrades the dune system. Maintaining and rebuilding snow fencing will act as a deterrent to prevent foot traffic on the dunes. The Borough is installing informational signage to educate the public on the damage caused by traversing the dunes.

Bayfront

Much of the Borough's frontage on the Barnegat Bayfront is built on fill and as such is particularly susceptible to erosion. Hard protection measures such as bulkheads or concrete revetments appear to be the only lasting protection against the rebounding waves and erosion, though such measures can prove costly to construct. Geo Bags, rip-rap or gabions are less costly solutions. Regardless of the measures chosen for shore protection along the bayfront, extensive cooperation and coordination with NJDEP will be required. The Borough should continue to work with the NJDEP to establish test sites along the bay and monitor the effectiveness of various methods of erosion prevention. Implementing such a program will help the Borough make an informed decision and set bay front protection policies moving forward.

West Point Island Bridge Channel

Shoaling in the channel under the West Point Island Bridge has remained an issue within the Borough for some time. Such shoaling necessitates periodic dredging of the area by Ocean County or the State of New Jersey. Minimizing shoaling in this channel may also present a solution to reducing bay front erosion in other areas of the Borough. As noted above, the Borough should partner with NJDEP to study the problem in order to find a more permanent solution.

The Boat Ramp

Like the West Point Island Bridge Channel, the Borough boat ramp also faces issues as a result of shoaling. However, the Borough lacks a suitable alternative location for the boat ramp that mitigates this problem. Additionally, relocating the boat ramp would necessitate the construction of associated off-street parking facilities, further complicating the search for a suitable alternative location.

Floodplain Management Section

The purpose of this section is geared towards resource protection as coastal hazards have become more prevalent to coastal communities. Coastal hazard planning is crucial in preserving a community's resources such as housing, infrastructure, and natural resources. This Floodplain Management Section will discuss objectives and offer recommendations to preserve the Borough's natural resources and character.

Lavallette's biggest challenge with respect to coastal hazards is flooding from natural disasters or major storm events. This challenge manifests itself in the fact that many areas of the Borough of Lavallette's 100-year floodplain are highly developed. Residential, commercial, and public property uses exist within this floodplain. Normally, a floodplain is available for use except during floods as Superstorm Sandy reinforced. This Master Plan has already



highlighted the physical, emotional, and economic damage caused by Superstorm Sandy to the Borough. To protect public safety and property, limiting future building in floodplains and implementing stringent construction standards will help reduce injuries and property damage within the floodplain.

The Borough's objectives for floodplain protection are:

1. Limit development in floodplains.
2. Reduce impervious coverage of existing and future floodplain development.
3. Preserve and protect the biological values and environmental quality of tidal and non-tidal floodplains.

Limiting development and reducing impervious coverage in the floodplain will help the Borough increase its capacity to absorb stormwater. Currently roads, roofs, and other impervious surfaces reduce the Borough's capacity to absorb stormwater. Several areas of the Borough flood during heavy precipitation events. This is expected to increase with the threat of sea level rise. It is recommended that sea level rise be taken into consideration for future coastal hazard planning and floodplain management. Advance planning in conjunction with the County hazard mitigation plan can position the Borough to reduce its exposure to future disasters and increase the Borough's ability to effectively operate in the event of a disaster. The following recommendations are for both recreation and floodplain management.

Recommendations

1. Encourage the preservation of existing trees and foliage and promote new plantings.
2. Review the potential of improving the Bayfront with a boardwalk along the bay with benches, natural planting, and a walking path with aerobic stations.
3. Work with federal and state agencies to regularly update the Borough floodplain maps, with first priority being areas that are mapped as 100-year floodplain without base flood elevation established.
4. Limit new development and subdivisions in the floodplain.
5. Promote recreational open space and natural areas to reduce impervious surfaces.
6. Reevaluate the effectiveness of the current floodplain protection regulations.
7. Work with the county to complete a hazard mitigation plan for natural disasters and coastal hazards.
8. Develop and implement a post-disaster recovery and reconstruction plan to reduce exposure to future disasters.
9. Create a shoreline management plan that will ensure the shoreline can be utilized well into the future with minimal maintenance costs. The shoreline management plan is recommended to document the effects of erosion and how to mitigate it.



10. It is recommended the Borough identify long-term inundation caused by sea level rise as a hazard and disclosing this risk to the public. This may result in additional CRS credits.



Housing Element

Introduction

The New Jersey Municipal Land Use Law, N.J.S.A. 40:55D-1 et seq. (“MLUL”) and the New Jersey Fair Housing Act, N.J.S.A. 52:27D-301 et seq. (“FHA”) require every municipal planning board to adopt a Housing Plan Element to its Master Plan and further requires the governing body of each municipality to adopt a Fair Share Plan. The FHA and MLUL require municipalities to adopt a Housing Element that addresses the municipal present and prospective housing needs, “with particular attention to low and moderate income housing.” In accordance with the Fair Housing Act at N.J.S.A. 52:27D-310, a Housing Element shall contain at least the following:

1. An inventory of the municipality's housing stock by age, condition, purchase or rental value, occupancy characteristics, and type, including the number of units affordable to low and moderate income households and substandard housing capable of being rehabilitated, and in conducting this inventory the municipality shall have access, on a confidential basis for the sole purpose of conducting the inventory, to all necessary property tax assessment records and information in the assessor's office, including but not limited to the property record cards;
2. A projection of the municipality's housing stock, including the probable future construction of low and moderate income housing, for the next ten years, taking into account, but not necessarily limited to, construction permits issued, approvals of applications for development and probable residential development of lands;
3. An analysis of the municipality's demographic characteristics, including but not necessarily limited to, household size, income level and age;
4. An analysis of the existing and probable future employment characteristics of the municipality;
5. A determination of the municipality's present and prospective fair share for low and moderate income housing and its capacity to accommodate its present and prospective housing needs, including its fair share for low and moderate income housing; and
6. A consideration of the lands that are most appropriate for construction of low and moderate income housing and of the existing structures most appropriate for conversion to, or rehabilitation for, low and moderate income housing, including a consideration of lands of developers who have expressed a commitment to provide low and moderate income housing.

All Census and American Community Survey data below are estimates and aren't 100% accurate.

Inventory of Housing Stock

1. Age of Housing Stock

The age of a community's housing stock is considered a metric of the quality of housing available in that community. The Borough's housing stock is comprised of a variety of housing types; however, the predominant housing type within the Borough is the single-family detached residential dwelling. Lavallette has a wide range of housing types ranging from single-family homes of varying sizes to rental apartments, rental homes, and multi-family units. This housing stock provides many opportunities for seasonal rental or year-round occupancy. As of the 2010



Census, 3,207 housing units existed in the Borough of Lavallette. Five-year estimates compiled by the American Community Survey (ACS) estimate 3,202 housing units in the Borough as of 2013. The ACS estimates that approximately one third of the housing units within the Borough are occupied year-round, of which 2,700 (84.2%) are owner occupied and 507 (15.8%) are rental units. **Table 9** provides a breakdown of the types of housing in Lavallette according to ACS five-year estimates.

TABLE 9 – HOUSING UNITS BY TYPE, AMERICAN COMMUNITY SURVEY FIVE-YEAR ESTIMATES, 2013		
Units in Structure	Total Number of Units	Percent of Total Units
1-Unit Detached	2,258	70.5%
1-Unit Attached	81	2.5%
2 Units	592	18.4%
3 or 4 Units	91	2.9%
5 to 9 Units	157	4.9%
10 to 19 Units	23	0.8%
20 Units or more	0	0.0%
Mobile Home	0	0.0%
Other	0	0.0%
Total	3,202	100.0%

Source: US Census Bureau American Community Survey Five-Year Estimates, 2013

Cost of Housing Stock

At the time of the 2013 ACS five-year estimates, the median value of housing at the time of sale in Lavallette was \$766,700. Only 12.4% of the owner-occupied housing stock was valued at \$199,999 or less. By way of comparison, the median value of housing at the time of sale in Ocean County at the same time was \$268,100, which is substantially less than Lavallette’s median home value at the time of sale.

TABLE 10 – VALUE OF HOUSING SALES, AMERICAN COMMUNITY SURVEY FIVE-YEAR ESTIMATES, 2013		
Value	Units	Percentage
Less than \$50,000	46	5.3%
\$50,000-\$99,999	14	1.6%
\$100,000-\$149,999	34	3.9%
\$150,000-\$199,999	13	1.6%
\$200,000-\$299,999	46	5.3%
\$300,000-\$499,999	66	7.6%
\$500,000-\$999,999	477	55.4%
\$1,000,000 or more	166	19.3%
Total	862	100.0%

Source: US Census Bureau ACS Five-Year Estimates, 2013



With regard to winter/year-round apartment units, the median gross rent in the Borough of Lavallette was \$1,289 as of 2013. Out of the total 162 specified renter occupied units in the Borough, 78 were considered no cash rent. Such units are generally provided free by friends or family members in exchange for services such as resident manager, caretaker, or minister. The rents for the remaining 84 units are depicted in **Table 11** below.

TABLE 11 – COST OF RENT IN LAVALLETTE, AMERICAN COMMUNITY SURVEY FIVE-YEAR ESTIMATES, 2013	
<i>Value</i>	<i>Units</i>
Less than \$499	0
\$500-\$749	14
\$750-\$999	14
\$1,000 or more	56
No cash rent	78
Total	166
<i>Source: US Census Bureau ACS Five-Year Estimates, 2013</i>	

Low and Moderate Income Households

Low-income households are defined as those households earning less than or equal to 50 percent of a regional median income. Moderate-income households earn more than 50 percent of regional median income, but less than 80 percent of the regional median income. The following table depicts COAH's 2014 income limits for Ocean County.

TABLE 12 – COAH INCOME LIMITS, OCEAN COUNTY, NEW JERSEY					
	<i>1 Person</i>	<i>2 Person</i>	<i>3 Person</i>	<i>4 Person</i>	<i>5 Person</i>
Moderate	\$51,864	\$59,273	\$66,682	\$74,091	\$80,018
Low	\$32,415	\$37,046	\$41,676	\$46,307	\$50,012
Very Low	\$19,449	\$22,227	\$25,006	\$27,784	\$30,007
<i>Source: Council on Affordable Housing</i>					

For housing to be considered affordable, a household should not be spending more than 28 percent of its gross income on principal, interest, taxes and insurance, after a minimum down payment of 5 percent. A rental unit is affordable if the household is spending no more than 30 percent of its income on rent and utilities.

Condition of Housing Stock

2013 ACS data is used to estimate the number of substandard housing units in Lavallette that are occupied by low- and moderate-income households. The following factors are used to determine if housing unit is substandard:



- **Persons per room** is an index of overcrowding. If 1.01 or more persons occupy one room, then the unit is considered substandard.
- The adequacy of **plumbing facilities** is used to determine if a unit is substandard. Inadequate plumbing facilities are indicated by either a lack of exclusive use of plumbing facilities or incomplete plumbing facilities.
- The adequacy of **kitchen facilities** is also used to determine the quality of a unit and determine if it is substandard. Inadequate kitchen facilities are marked by shared use of a kitchen or the lack of a sink with piped water, a stove, or a refrigerator.

Table 13 shows the number of substandard occupied housing units in the Borough of Lavallette.

TABLE 13 –SUBSTANDARD HOUSING		
	<i>Total</i>	<i>Percentage</i>
<i>Number of Persons Per Room</i>		
1.01 or more	0	0%
<i>Plumbing Facilities</i>		
Occupied Units with Complete Plumbing Facilities	1,024	100%
Units Lacking Complete Plumbing Facilities	0	0%
<i>Kitchen Equipment</i>		
Occupied Units with Complete Kitchen Facilities	1,024	100%
Lacking Complete Kitchen Facilities	0	0%
<i>Year Structure Built *</i>		
2010	8	14.8%
2000 to 2009	207	26.6%
1980 to 1999	541	16.2%
1960 to 1979	760	13.0%
1940 to 1959	1,165	16.7%
1939 or earlier	521	12.8%
TOTAL	3,202	100%
<i>Source: ACS Five-Year Estimates, 2013</i>		

*As a result of super storm Sandy in 2012, there are a number of houses that remain severely damaged or in need of major repairs that are ongoing.

According to the ACS data presented in the table above, Lavallette does not have any housing units lacking plumbing or kitchen facilities or any units with 1.01 or more persons per room. Therefore, the Borough has no indigenous need and has a rehabilitation share of zero.

Projected Housing Stock

According to New Jersey Department of Community Affairs, the Borough of Lavallette issued building permits for 531 single-family and two-family homes between 2000 and end of 2015.



TABLE 14 – DWELLING UNITS AUTHORIZED			
Year	Residential Building Permits Issued	Residential Demolitions	Net Gain/Loss
2000	7	9	-2
2001	27	14	13
2002	35	11	24
2003	21	15	6
2004	23	13	10
2005	27	6	21
2006	34	18	16
2007	21	23	-2
2008	19	21	-2
2009	26	15	11
2010	24	21	3
2011	18	21	-3
2012	19	14	5
2013	74	161	-87
2014	103	92	11
2015	53	38	12
TOTAL	531	492	39

Source: New Jersey Department of Community Affairs, Division of Codes and Standards

When taking into account demolition permit data for the same period, the Borough of Lavallette only realized a net gain of 39 housing units. The relatively low net gain of housing units in the Borough is likely due to the Borough’s relative lack of vacant and developable land. It should also be noted that the issuance of building and demolition permits in the Borough spiked in 2013 and 2014 due to the impacts of Hurricane Sandy. It is anticipated that some homes are still in the process of obtaining insurance claim payments for repair or reconstruction. Even when factoring in the spike in number of building permits, the rate of residential development has been and continues to be quite low compared to other Ocean County communities given. Over the examined period, the Borough has seen an average increase of 2.6 housing units per year.

Demographic Characteristics

As illustrated in **Table 15** below, the population of Lavallette grew slowly from 1930 to 1960 and then nearly doubled between 1960 and 1970. After 1970 the population continued to significantly grow through 2000. Between 2000 and 2010 the population of Lavallette decreased by approximately 800 residents. The North Jersey Transportation Authority conducted population projections for New Jersey municipalities and predicts Lavallette’s population will be 1,970 in the year 2040.



TABLE 15 – LAVALLETTE POPULATION CHARACTERISTICS, 1930-2040 (PROJECTED)			
Year	Population	Percent Change	Population Density*
1930	287	-	300.8
1940	315	9.75%	330.2
1950	567	80%	594.3
1960	832	46.7%	872.1
1970	1,509	81.3%	1,581.7
1980	2,072	37.3%	2,171.9
1990	2,299	11.0%	2,409.8
2000	2,665	15.9%	2,793.5
2010	1,875	-29.5%	1,965.4
2040**	1,970	5.0%	2,065.0

Source: US Census Bureau
*Persons per square mile
**Data obtained from North Jersey Transportation Planning Authority Board approved Municipal Forecasts.

Population density is a measure of the number of people residing within a given land area. Given that Lavallette’s land area is less than a square mile, the population density calculation results in a figure that is higher than the number of residents within Lavallette. As the table shows, Lavallette is extremely dense given the amount of land area the Borough occupies.

As illustrated in **Table 16**, the age cohort breakdown of Lavallette is different than that of Ocean County. Ocean County exhibits an aging population but is much more diverse in terms of age cohorts as compared to Lavallette. The most populous age cohort of Lavallette’s population is the cohort of individuals over the age of 65. 72.5 percent of the Borough’s total population is 45 years or older. The difference in the ages of each population is also apparent in the large difference in median age between Lavallette (58.8) and Ocean County (42.6).

TABLE 16 – POPULATION BY AGE COHORT, 2010		
Age	Lavallette Borough	Ocean County
Under 5	2.0%	6.8%
5 to 19	11.7%	18.6%
20 to 24	3.3%	5.3%
25 to 44	10.5%	22%
45 to 64	32.3%	26%
Over 65	40.2%	21.3%
Total	100.00%	100.00%
Median Age	58.8	42.6

Source: US Census Bureau

According to the 2010 U.S. Census, there were 945 households within the Borough 59 percent of which identified as family households. According to ACS 5-year estimates, the median household income in the Borough was \$65,588, while the median family income in the Borough was \$81,759 as of 2013. Per capita income was estimated to be \$42,425 during the same survey period. Residential growth is expected to continue along historic rates, with a minor



increase over the next two years due to rebuilds resulting from Sandy. **Table 17** illustrates the differences in household income between the Borough and the County as of 2013.

TABLE 17 – HOUSEHOLD INCOME, 2013		
<i>Income Classification</i>	<i>Lavallette</i>	<i>Ocean County</i>
Less than \$10,000	7.7	4.4
\$10,000-\$14,999	3.2	4.5
\$15,000-\$24,999	7.9	10.3
\$25,000-\$34,999	6.7	9.7
\$35,000-\$49,999	15.7	12.8
\$50,000-\$74,999	16.4	17.7
\$75,000-\$99,999	12.1	13.6
\$100,000-\$149,999	12.2	16.2
\$150,000 or more	18.0	11.0
Median Household Income	\$65,588	\$61,136
<i>Source: 2013 ACS Five-Year Estimates</i>		

According to 2013 ACS 5-year estimates, the average household size within the Borough was 2.22 persons, while the average family size was 2.72 persons. 1,024 individuals (54.6 percent of the total population) identified as householders. 704 individuals (68.7 percent of the Borough population) were part of family households and 320 individuals (31.2 percent) were part of non-family households. The distribution of household types is illustrated below in **Table 18**.

TABLE 18 – HOUSEHOLDS BY TYPE, 2013		
<i>Household Type</i>	<i>Number</i>	<i>Percent</i>
Total households	1,024	100
Family households (families)	704	68.7
With own children under 18 years	122	17.3
Married-couple family	608	59.4
With own children under 18 years	81	13.3
Female householder, no husband present	60	5.8
With own children under 18 years	41	68.3
Male householder, no wife present	36	3.5
Nonfamily households	320	31.2
Householder living alone	288	28.1
Householder 65 years and over	202	19.7
<i>Source: 2013 ACS Five-Year Estimates</i>		

Employment Characteristics

The 2013 ACS 5-Year Estimates report on work activity of individuals 16 years of age and older. A total of 852 residents aged 16 years or older were employed at the time of the survey. As indicated in **Table 19**, only 3.4 percent of workers are self-employed, and the majority of workers (51.5 percent) work within the private sector.



TABLE 19 – CLASSIFICATION OF WORKERS, 2013		
Class	Working Age Population	Percentage of Workers
Private Wage and Salary	439	51.5%
Government Workers	262	30.8%
Self Employed	29	3.4%
Unpaid Family Workers	122	14.3%
TOTAL	852	100%
<i>Source: 2013 ACS Five-Year Estimates</i>		

An analysis of the employed individuals aged 16 years or older by economic sector indicates that Lavallette workers were involved in a broad array of economic sectors. As depicted in **Table 20**, the highest concentration of workers was employed in educational, health, and social services professions as of 2013. Retail trade professions employed 12.3 percent of the work force at the same time.

TABLE 20 – WORKFORCE EMPLOYED BY SECTOR, LAVALLETTE BOROUGH, 2013		
Sector	Residents Employed	Percentage of Workforce
Agriculture, Forestry, Fisheries & Mining	0	0.0
Construction	27	3.2
Manufacturing	57	6.7
Wholesale Trade	5	0.6
Retail Trade	105	12.3
Transportation, Warehousing and Utilities	35	4.1
Information	11	1.3
Finance, Insurance & Real Estate	87	10.2
Professional, Scientific, Management, Administrative, and Waste Management Services	70	8.2
Educational, Health and Social Services	245	28.8
Arts, Entertainment, Recreation, Accommodation and Food Services	48	5.6
Other Services	58	6.8
Public Administration	104	12.2
<i>Source: 2013 ACS Five-Year Estimates</i>		

The workforce occupation characteristics in the Borough differ largely from those of Ocean County. As indicated in **Table 21**, the Borough had a higher percentage of workers employed in Finance, Insurance & Real Estate & Public Administration professions than that the County. The County, however, had a higher percentage of jobs in a number of other sectors.



TABLE 21 – OCCUPATION CHARACTERISTICS BY JURISDICTION, 2013		
Sector	Percentage of Borough Workforce Employed	Percentage of County Workforce Employed
Agriculture, Forestry, Fisheries & Mining	0.0	0.3
Construction	3.2	8.1
Manufacturing	6.7	5.3
Wholesale Trade	0.6	3.1
Retail Trade	12.3	13.6
Transportation, Warehousing and Utilities	4.1	5.7
Information	1.3	2.5
Finance, Insurance & Real Estate	10.2	6.3
Professional, Scientific, Management, Administrative, and Waste Management Services	8.2	9.7
Educational, Health and Social Services	28.8	26.0
Arts, Entertainment, Recreation, Accommodation and Food Services	5.6	8.3
Other Services	6.8	5.0
Public Administration	12.2	6.0

Source: 2013 ACS Five-Year Estimates

In addition to past employment data, the New Jersey Department of Labor (NJDOLE) publishes workforce projections that provide anticipated employment data over a specified timeframe. This data has been summarized and is illustrated within **Table 22**. NJDOLE employment projections suggest that by 2022, employment within Ocean County will increase in all but one sector and that the County will add 14,700 jobs during the same period. Education and Health Services and Services Providing are anticipated to realize the largest increase in jobs during this period.

TABLE 22 – PROJECTED EMPLOYMENT THROUGH 2022, OCEAN COUNTY				
Industry	2012 Estimated Employment	2022 Projected Employment	Numeric Change	Outlook
Self-employed	11,100	11,400	300	Stable
Unpaid Family Workers	100	100	0	Stable
Goods Producing	11,600	13,400	1,800	Growing
Construction	7,050	9,100	2,050	Growing
Services Providing	143,750	156,300	12,550	Growing
Trade, Transportation, and Utilities	33,250	35,250	2,000	Growing
Information	1,150	1,100	-50	Stable
Financial Activities	6,600	6,900	300	Stable
Professional and Business Services	12,050	13,500	1,450	Growing
Education and Health Services	50,100	57,750	7,650	Growing
Leisure and Hospitality	19,400	20,650	1,250	Growing
Other Services (except Government)	7,650	8,000	350	Stable



TABLE 22 – PROJECTED EMPLOYMENT THROUGH 2022, OCEAN COUNTY				
Industry	2012 Estimated Employment	2022 Projected Employment	Numeric Change	Outlook
Government	13,500	13,150	-350	Declining
Unclassified	11,100	11,400	300	Stable
Utilities	1,150	1,050	-100	Stable
Wholesale Trade	3,200	3,550	350	Stable
Natural Resources & Mining	100	100	0	Stable
Total (All Industries)	166,450	181,100	14,700	Growing

Source: New Jersey Department of Labor and Workforce Development, 2012

Fair Share Status

In 1985, the Fair Housing Act, which requires all municipalities to develop and implement a housing plan and fair share plan to provide for their “fair share” of low and moderate-income housing, was enacted by the New Jersey Legislature. The Act established the independent Council of Affordable Housing (COAH), which was responsible for designating state housing regions, providing estimates of present and prospective housing needs, and certifying adopted municipal housing plans. However, the recent Supreme Court decision in March 2015 has transferred COAH’s powers and responsibilities to the New Jersey Courts.

The Borough of Lavallette Planning Board adopted a Housing Plan Element and Fair Share Plan on August 24, 1992. According to COAH, the Borough of Lavallette had a total pre-credited affordable housing need of 113 low and moderate-income housing as outlined in a report entitled “Municipal Present, Prospective, and Pre-Credited Need” dated May 21, 1986. As of 1987 the indigenous need, or rehabilitation share, for Lavallette was calculated to be eight units. COAH accepted the analysis and findings of a vacant land adjustment prepared by the Borough which concluded that the Borough had no vacant developable land of two acres or more. Under COAH’s rules and regulations, the lack of vacant developable parcels in the Borough resulted in a downward adjustment and a zero obligation. As such, the Borough’s affordable housing obligation was reduced to its eight-unit indigenous need.

The Borough of Lavallette addressed its affordable housing obligation by participating in the Ocean County Housing Rehabilitation Program, which was funded by a grant from the United States Department of Housing and Urban Development (HUD). All eight units were rehabilitated and all but one of the Deferred Payment Loans permitting the property rehabilitation were forgiven.

The number of vacant developable properties in the Borough today is less than what existed in 1992. Thus, the feasibility of providing opportunity for the development of affordable housing in the Borough is much less feasible. Nevertheless, the recent Supreme Court decision requires all municipalities to calculate their affordable housing obligation pursuant to the methodology contained in N.J.A.C. 5:93 (the “Second Round Rules”). As was the case in 1992, the Borough will prepare a vacant land adjustment that demonstrates that the Borough lacks suitable land on which to construct new affordable units. Therefore, it is anticipated that Lavallette’s new construction obligation will be zero units. However, the Borough will be required to address its



determined rehabilitation share. To do so, the Borough plans to continue to participate in the Ocean County Housing Rehabilitation Program.

Because the Borough is substantially developed and the few remaining vacant lots are interspersed throughout the Borough, no major housing project can be anticipated. The Borough will continue to explore redevelopment opportunities where contiguous vacant lots or dilapidated properties exist to provide a portion of its affordable housing obligation.



Utility Element

Utility services play a critical role in a municipality's ability to accommodate growth. The Utility Service Plan Element is intended to ensure that adequate infrastructure exists to accommodate the present and future population of the Borough without adversely affecting the environment or the community's quality of life.

Goals and Objectives

The Borough of Lavallette has established the following goals and objectives for the Utility Service Plan Element:

1. Continue to provide adequate sanitary sewer service for the entire Borough by identifying and constructing necessary upgrades and completing continued maintenance of the sanitary sewer system.
2. Maintain the Borough's potable water infrastructure through upgrades and maintenance as needed.
3. Protect the Borough against the adverse impacts of flooding and poor drainage through the continued maintenance and improvement of storm water facilities.
4. Work with cable, internet, and fiber optic utility providers to ensure that these utilities are adequately maintained and upgraded as new technology becomes available.

Water Supply and Distribution System

The Borough provides public water supply to the entire Borough with the exception of Residential Zone C (Westmont Shores Area) and Residential Zone D, which is serviced by the New Jersey American Water Company. The Borough currently has three operating wells and one 500,000 gallon storage tank. Average daily usage in the Borough of Lavallette was just over 241,000 gallons per day over the past 4 years. Therefore, the existing water supply system is more than adequate to supply the necessary amount of water to all Borough residents during the 9 month season and during peak demand time experienced in the summer months. Because a major increase in population is not expected and there are no major residential development projects planned within the Borough, the current water supply and distribution system is sufficient for the near future.

Sanitary Sewer System

The Borough maintains the sanitary sewerage system only for residences in Residential Zone A. Residential Zone D (Bay Beach Way), Residential Zone C (Westmont Shores area) and Residential Zone B (West Point Island area) are served by the Toms River Municipal Utilities Authority. The portions of the sewerage system in Residential Zone A and in the Business District were lined with an almost continuous plastic liner between 1999 and 2000. These improvements to the are expected to have a life span of at least forty years. Therefore, no additional major construction to the sanitary sewerage system is anticipated until approximately 2040.



Electrical Distribution System

The Borough provides electric service to only Residential Zone A. The rest of the Borough including Residential Zone D, Residential Zone C (Westmont Shores) and Residential Zone B (West Point Island) are served by Jersey Central Power & Light (JCP&L). As electric utilities continue the trend of deregulation, residents in Zones B and C may choose to elect the Borough's electric utility as their choice electrical supplier. The electric utility should determine whether legal restrictions to providing electricity to these residents exists and should explore whether other opportunities are available to satisfy the needs of its residents. The electric utility should also study the potential impacts associated with supplying electricity to the remaining portions of the Borough.

Storm Sewerage System

Generally, local streets within the Borough are not improved with storm sewerage infrastructure. However, NJDOT has provided and maintains storm sewers along the northbound lanes of Route 35 and maintains approximately 25 additional catch basins have at some street intersections along Route 35 north. Similarly, Ocean County has provided and maintains storm sewers along Bay Blvd, Pershing Blvd, Dickman Drive, and Washington and Ortlely Avenues from Bay Boulevard to State Highway 35. The entire storm sewer system within the Borough consists of approximately 268 catch basins. . Both the DOT and County storm sewer systems drain into Barnegat Bay through a series of 29 outfalls.

The Borough's geographic location between Barnegat Bay and the Atlantic Ocean, coupled with its relatively flat topography makes the discharging of stormwater problematic. The Borough experiences periodic flooding at certain locations, especially along the bay front parks and along Lavallette Avenue. Drainage problems are exacerbated during strong tidal storms, especially those that are accompanied by heavy rains.

NJDOT is in currently completing a complete reconstruction of the State Highway 35 corridor from Bay Head to the entrance to Island Beach State Park in Berkeley Township, inclusive of Lavallette. DOT is undertaking corridor-wide drainage improvements that include the installation of water quality chambers at all drainage outfalls and the installation of check valves at all outfall pipes to prevent tidal or storm surge backflow into the drainage system. While there has been some improvement in stormwater management resulting from this project, several areas of the Borough are still in need of improved drainage facilities.

Solid Waste Disposal

The Borough Public Works Department provides curbside collection of refuse once a week most of the year for residential units. Commercial refuse and recyclables are also collected on same scheduled collection days (by zone) as residential. During peak season, household refuse is collected twice weekly. Prior to Hurricane Sandy, the Borough provided collection services for an annual Borough-wide general cleanup scheduled after the annual Borough-wide garage sale. However, the Borough-wide garage sale and general cleanup have not taken place since Hurricane Sandy. Bulk pickup, including large furniture, appliances, and other bulky trash can be scheduled at any time during the year by appointment for a fee. Ocean County provides hazardous waste pickup once a year. Temporary employees supplement the regular



work force during the summer months to meet the increased trash collection demands of the peak season.

It should be noted that during the summer months the DPW collects township trash and recycling receptacles daily on Grand Central Avenue and at the parks and playgrounds. Some businesses knowledgeable that it is not their collection day take advantage and place garbage/recycling curbside along grand Central, knowing that DPW would not leave along route.

After collection, the Borough's solid waste is hauled to the Ocean County Landfill in Manchester Township in accordance with the provisions of the Ocean County District Solid Waste Management Plan. Recyclables are taken to the Northern Ocean County Recycling Center.

Flood Prevention and Mitigation

The Borough is an active participant in the National Flood Insurance Program's (NFIP) Community Rating System (CRS). Municipalities that complete certain flood prevention activities are eligible to receive discounted NFIP premiums for residents. The NFIP requires all new buildings or substantially modified buildings to be constructed so that the finished first floor elevation is a minimum of one foot above the base flood elevation (BFE) established by the appropriate Flood Insurance Rate Map (FIRM). Other necessary flood protection measures may be required for construction taking place in certain Special Flood Hazard Areas (SFHAs). As the Borough continues to recover from Hurricane Sandy and enhance resiliency to future natural disasters, the Borough must continue to work toward maintaining and improving its CRS rating. In 2014, Lavallette received a community rating of six out of ten, where a score of one represents the highest rating. This rating results in a 20 percent reduction in NFIP premiums for Borough residents. If the Borough is able to improve its CRS rating, property owners will be entitled to further NFIP premium discounts.

Recommendations

1. Continue to monitor the effectiveness of the sanitary sewer system and service provided to Borough residents.
2. Continue to monitor the Borough's water supply and distribution system to ensure that existing capacity can handle additional growth and seasonal population fluctuations.
3. Work with the County and the State to complete the necessary maintenance to stormwater catch basins and upgrade the system to improve conditions in low-lying areas which are prone to frequent flooding.
4. Coordinate with non-Borough utility service providers to ensure that these providers complete service and infrastructure improvements in a timely manner to ensure that Borough residents receive adequate service.



Recycling Plan Element

The municipal recycling program in Lavallette has been in existence for nearly 30 years. The Public Works Department collects recyclables from residences and businesses on a weekly basis and collects recyclable materials from the Borough's beach area on a daily basis during peak season. The Department of Public Works also operates a recycling area at its property and permits residents and businesses to drop-off recyclables. As with any recycling program, public education is integral to ensuring the success of the Borough's recycling program. Program information that outlines the benefits of participating in the Borough recycling program and provides a list of accepted materials, a collection calendar, and drop-off information is made widely available through print and online media.

As the Borough experiences a substantial population increase during the peak tourist season, additional demands are placed on its public facilities, utilities, and other services. As more people spend time in the Borough and utilize the Borough's resources, recreation areas, and open space, it is important to provide additional facilities where possible to accommodate the population swell. Increasing the number of recycling bins and providing signage alerting beachgoers to the presence of trash and recycling collection areas along the beachfront and in other heavily utilized areas will encourage recycling practices throughout the community.

Given the Borough's fully developed nature, no new recycling regulations are necessary to accommodate the Borough's residential uses. However, all new commercial development utilizing 1,000 square feet or more of land are be required to submit a recycling plan as part of the Planning Board application package to illustrate how the development's recycling plan meets the goals of the State Recycling Plan.



Economic/Business Development Plan Element

Lavallette's economy has long relied upon the resort and tourism industry as its chief source of economic revenue. The Borough's seaside location and relative ease of access from the Garden State Parkway, New Jersey Turnpike, and other regional highways that intersect with New Jersey State Routes 35 and 37 allow visitors from Pennsylvania, New York, and New Jersey to summer in Lavallette.

The resort and tourism industry and the related peak summer season is a major reason why many commercial and retail businesses only operate on a seasonal basis. As such, the economy is dependent on the influx of visitors during the summer months. During the off-season, residential construction and municipal employment are the main sources of economic activity within the Borough.

The Economic Development Plan Element seeks to establish goals and implement policies that will diversify the Borough's economic base while retaining and strengthening existing businesses within the Borough. Lavallette's dependence on the summer season presents formidable challenges in retaining year round businesses and attracting new businesses to the Borough. Furthermore, available sites within the Borough's commercial zones are limited. The Borough has established the goals and objectives below with regard to the future of economic development within the Borough.

Goals & Objectives

1. Encourage the creation of more job opportunities.
2. Lengthen average visitor stays and peak season from the beginning of May until the middle of October.
3. Plan festivals and special events during the off-season to increase off-season visitors and use various media outlets, including social media, to promote said events.
4. Encourage further development of tourism.
5. Encourage the expansion of the B-2 District.

The above goals and objectives are intended to foster an increase in year round residents, reduce the Borough's dependence on the summer season as its primary source of revenue and economic activity, increase municipal revenues to ensure that funding is available for capital improvement projects within the business district, increase the types and number of businesses, and to increase visitors to Lavallette in the off-season.

Taxes

A key goal for any municipality is to increase its tax base by attracting tax contributing businesses known as ratables. Many New Jersey municipalities have the supply of vacant, developable land and stable year round populations that are characteristic of an environment that encourages the development of commercial and office projects that result in an increase in municipal tax revenues. Unfortunately, this is a luxury that Lavallette does not have. As noted repeatedly throughout the Master Plan, Lavallette is almost completely built out, and the lack of



vacant and developable land in the Borough is not conducive to providing the opportunity to significantly enhance the Borough's tax base. In addition, the Borough's continued post-Sandy recovery efforts have strained municipal revenue streams by diminishing its tax base and increasing its expenditures. The Borough should continue to encourage and assist in the rebuilding of all vacant lots to fully recover its tax base. Any municipal revenue increases may be able to assist the funding of road, sidewalk, complete streets, or business district capital improvement projects to improve the quality of life and available amenities in Lavallette.

Once the Borough approaches its pre-Sandy municipal tax revenue figures, the Borough should consider a complete and thorough Borough-wide property revaluation. It has been more than ten years since the Borough completed a property revaluation, and many properties have changed substantially, especially after post-Sandy reconstruction. A Borough-wide property revaluation will ensure that the Borough is receiving the proper amount of tax revenue from each property and in turn ensure that adequate funds are available to fund capital improvement projects and other essential municipal expenditures. The Borough should also evaluate its assessment formulas to ensure adequate assessments of different property classes. Lavallette currently assesses 70 percent of land value and 30 percent of structure value. While this system has worked well in the past, land uses continue to change, which has rendered the current assessment formula less effective than it was in the past. It is recommended that the Borough increase the percentage assessed for improvement value to account for larger single-family homes and to revise how multi-family developments are assessed to ensure all property owners share an equal tax burden.

Business Districts

Lavallette's business district has been in existence since the Borough's beginnings and continues to exist along Route 35 North. Lavallette's business district is regulated by two zones: the B-1 Business District and the B-2 Downtown Business District. The two business districts are the only zones within the entire Borough where commercial and office uses are permitted. The relatively limited size of the Borough's business district creates a demand issue during the summer season. The Borough's high density residential development pattern and a lack of commercial districts in adjacent municipalities each contributes to this demand. With this in mind, the Borough should pursue and implement policies that will increase the number of businesses in Lavallette to serve year round and seasonal populations.

Economic Development

The Borough of Lavallette may wish to pursue other avenues to improve the local economy. Ultimately, the most significant issue facing the Borough is its ability to attract and maintain a year round population capable of supporting the Borough's businesses year round. The Borough may also explore avenues to extend the population increases typically seen during the peak summer months. Hosting special events such as food and wine festivals, food truck events, or holiday celebrations may help the Borough maintain a more consistent stream of revenues for its local businesses. The Borough should engage and work closely with local businesses to determine if additional events are feasible and whether such events would have a positive impact on local businesses.



Recommendations

This plan recommends the following to contribute to the economic well-being of the Borough and its businesses:

1. Expand the current tax base by continuing to encourage the reconstruction of new housing or businesses on vacant lots throughout the Borough.
2. Complete a revaluation of property in the Borough.
3. Continue to review and evaluate Master Plan goals, objectives, and policies to increase the number of businesses open year round in Lavallette.
4. Reduce the economy's dependency on the summer season by exploring opportunities to expand the length of the season through special events that increase visitors and year round residents.
5. Encourage tourism type businesses to expand the types of businesses in Lavallette.



Master Plan Consistency

As required under the State of New Jersey's Municipal Land Use Law (MLUL) a "master plan" shall include a specific policy statement indicating the relationship of the proposed development of the municipality as developed in the master plan to:

- (1) The master plans of contiguous municipalities;
- (2) The master plan of the county in which the municipality is located;
- (3) The State Development and Redevelopment Plan adopted pursuant to the "State Planning Act,"; and
- (4) The district solid waste management plan required pursuant to the provisions of the "Solid Waste Management Act," P.L.1970, c.39 (C.13:1E-1) et seq.) of the county in which the municipality is located.

Master Plan of Contiguous Municipalities

The Borough of Lavallette shares land boundaries with two Toms River beaches, Ocean Beach I to the north and Ortley Beach to the south. Both beach communities are part of Toms River Township. The zoning and land uses that have been adopted by Toms River Township for its barrier island communities appear to be consistent with the planning principles of Lavallette's master plan, zone plan, and land use ordinances. Toms River Township has included FEMA's requirements in its land use ordinance and has completed a Strategic Recovery Planning Report with similar goals to that of Lavallette's Strategic Recovery Planning Report.

State Development and Redevelopment Plan

The State Development and Redevelopment Plan provides a general framework for the future development of New Jersey. Municipal Master Plans should comply with the goals and policies outlined in the Plan to ensure the quality of life for all residents. The current State Plan Policy Map places the Borough of Lavallette within the PA-5B Environmentally Sensitive Barrier Island Planning Area. The intent of the Environmentally Sensitive/Barrier Islands Planning Area is to accommodate growth in Centers, protect and enhance the existing character of barrier island communities, minimize risks from natural hazards, provide access to coastal resources for public use and enjoyment, maintain and improve coastal resource quality, and revitalize cities and towns. This Master Plan is consistent with all of the intentions of the PA-5B Environmentally Sensitive Barrier Island Planning Area.

Ocean County Comprehensive Master Plan

The Ocean County Comprehensive Master Plan is the plan for future development in Ocean County. The County's Master Plan was adopted in 2011 and set forth a vision for the future of the entire County and provided an existing conditions assessment of various aspects of the County. Lavallette's Master Plan is consistent with the Ocean County Master Plan.

Ocean County District Solid Waste Management Plan

The Lavallette Master Plan will be consistent with any updates to the goals of the Solid Waste Management Plan for Ocean County. The Borough of Lavallette has incorporated waste management requirements that are consistent with those of Ocean County.

