

CA - Old Bridge

6/14/84

Exhibit F - Master Plan 1982
of Old Bridge Twp Planning Bd

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Township of Old Bridge
MASTER PLAN
1982

**Old Bridge Township
Planning Board**

**Land Use Plan Element
Circulation Plan Element
Recreation Plan Element
Conservation Plan Element
Community Facilities Plan Element
Storm Water Management Plan Element**

October 1982

TOWNSHIP OF OLD BRIDGE

PLANNING BOARD

Barbara Cannon, Chairman

Robert V. Weiler, Vice Chariman

George Bush, Mayor

R. Lane Miller, Township Council Representative

Rocco Donatelli, Municipal Official

Thomas Hueston, Citizen Member

Ralph Mazzeo, Citizen Member

James Phillips, Citizen Member

James M. Colaprico, Citizen Member

James Garland, Alternate

Edna Gordon, Alternate

TOWNSHIP MANAGER

John Morse

SECRETARY TO THE
PLANNING BOARD

Mrs. Mary M. Brown

DIRECTOR OF PLANNING & DEVELOPMENT

E. Fletcher Davis, PP, AIP

ATTORNEY TO THE PLANNING BOARD

Thomas Norman, Esq.

TOWNSHIP ENGINEER

Harvey P. Goldie, P.E.

Be it Resolved, by the Planning Board of the Township of Old Bridge, County of Middlesex,

New Jersey, that:

WHEREAS, the Planning Board of the Township of Old Bridge is charged pursuant to N.J.S.A. 40:55D-28 for the adoption, amendment and revision of the Master Plan of the Township and the component parts thereof in order to guide the use of lands within Old Bridge Township in a manner which protects public health and safety and promotes the general welfare; and

WHEREAS, the current Master Plan of the Township of Old Bridge was adopted in its entirety in February of 1978 and has been revised thereafter; and

WHEREAS, for the past eight months, the Township Planner in conjunction with the members of the Planning Board and staff of the various departments of Old Bridge Township has conducted studies and meetings in order to analyze and update the various elements of the Master Plan; and

WHEREAS, after careful consideration and reevaluation the Planning Board of the Township of Old Bridge finds that revisions are warranted with regard to the Land Use Plan Element, Circulation Plan Element, Recreation Plan Element, Conservation Plan Element, Community Facilities Plan Element, and the adoption of a Storm Water Management Plan; and

WHEREAS, said changes have been embodied in a document identified as the Master Plan of the Township of Old Bridge; 1982 prepared by the Planning Board of the Township of Old Bridge dated October 1982; and

WHEREAS, public meetings to consider said revisions were held on September 14, 1982 and September 21, 1982 and public hearings to consider said revisions were held on October 12, 1982 and October 19, 1982 in conformance with the requirements of N.J.S.A. 40:55D-11 and 13.

NOW, THEREFORE, BE IT RESOLVED by the Planning Board of the Township of Old Bridge, County of Middlesex and State of New Jersey that the Master Plan as adopted February 1978, is hereby amended by adoption of the report entitled Master Plan, Township of Old Bridge, 1982, a copy of which is attached hereto and made a part hereof including maps, entitled Map #1 - Land Use Element; and Map #3 - Circulation Plan Element; General Recharge Characteristics Map and a document entitled Groundwater Recharge Management Handbook Lower Raritan/Middlesex County dated March 31st, 1981 be and the same are hereby amended as constituent elements of the Master Plan of Old Bridge Township.

AND BE IT FURTHER RESOLVED that a copy of said Master Plan Report 1982 and accompanying Maps be immediately forwarded to the Middlesex County Planning Board for filing in accordance with the requirements of the Municipal Land Use Law.

(SEAL)

I certify the following to be a true and correct abstract of a resolution regularly passed at a meeting of the Planning Board of the Township of Old Bridge

October 28, 1982

and in that respect a true and correct copy of its minutes.

M. J. ...

Be it Resolved, by the Planning Board of the Township of Old Bridge, County of Middlesex,

New Jersey, that:

- 2 -

(Master Plan Continued)

Moved by Chairman Cannon, seconded by Mr. Colaprico and so moved on the following roll call vote:

AYES: Mr. Colaprico, Mr. Donatelli, Mr. Hueston

NAYS: None

ABSTAIN: None

ABSENT: Mayor Bush, Mr. Miller (Mr. Mazzeo absent during vote)

(Mr. Phillips and Mrs. Gordon did not vote)

(SEAL)

I certify the following to be a true and correct abstract of a resolution regularly passed at a meeting of the Planning Board of the Township of Old Bridge

October 28, 1982

and in that respect a true and correct copy of its minutes.

May G. Brown
Secretary of Planning Board

ABOUT THE MASTER PLAN

LEGISLATIVE BASIS

The New Jersey Municipal Land Use Law which became effective in 1976 provides for the formal adoption of a Master Plan:

"Article 3

Master Plan

C. 40:55 D-28 Preparation; contents; modification.

19. Preparation; contents; modification. a. The planning board may prepare and, after public hearing adopt or amend a master plan, or component parts thereof, to guide the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare."

Before a Master Plan is adopted, revised or amended, a public hearing shall be held:

"Article 1

General Provisions

C. 40:55D-10 Hearings.

6. Hearings. a. The municipal agency shall hold a hearing on each application for development, or adoption, revision or amendment of the Master plan."

In order to make substantive land use revisions and amendments to a zoning ordinance, the land use element of the Master Plan must first be adopted:

"Article 8

Zoning

C. 40:55D-62 Power to zone.

49. Power to zone. a. The governing body may adopt or amend a zoning ordinance relating to the nature and extent of the uses of land and of buildings and structures thereon. Such ordinance shall be adopted after the planning board has adopted the land use plan element of a master plan and all of the provisions of such zoning ordinance or any amendment or revision thereto shall either be substantially consistent with the land use plan element of the master plan or designed to effectuate such plan element."

PURPOSE AND SCOPE

One of the responsibilities of local communities is a conscious determination of its long range objectives. If the community defaults in self-determination, its future is determined for it fortuitously.

The proposed Master Plan for Old Bridge Township is long-range, comprehensive, and general.

Long range planning is necessary because physical improvements usually require considerable time to program and accomplish. Such improvements must take into account not only existing conditions, but future needs as well. The desired results are accomplished by the cumulative effect of day to day decisions related to long-range goals.

Comprehensive planning is necessary because all the parts of the Plan are interdependent. The functional relationships between land use, types of structures, population density and public facilities and services must be studied, understood and respected.

General planning is necessary since the Plan is fundamentally a policy statement intended for use as a guide in making decisions on specific details. In order to be consistent, decisions on details must be viewed from the perspective of general policy. With the Plan looking forward to two decades, however, development policy must be kept current in order to adjust to changing conditions and unforeseen events.

GOALS AND OBJECTIVES

In the process of preparing the Plan, the Planning Board has formulated a number of development policies expressing the underlying goals of the Plan. These recommended development policies are presented here to place the contents of this report in a meaningful perspective.

SENSE OF COMMUNITY:

To promote and achieve a stronger sense of community in a heretofore sprawling suburb with an agglomeration of small neighborhoods; to provide for expansion of shopping facilities, cultural activities and recreational facilities.

GROWTH MANAGEMENT:

The imposition of sensitive growth management policies in order to achieve adequate capacities in the various systems that serve the people and economy as well as efficiency of the design and operation of these systems.

VARIETY:

The provision of opportunities for variety or differences both in social living styles and the physical settings for them. Suburbia is becoming increasingly heterogeneous with the elderly, young unmarried or childless married couples requiring different housing and recreation needs.

AMENITY:

The improvement of amenities in living and working environments; to create attractive living and working areas through creative building and site design, and through conservation and preservation of the Township's natural resources.

EMPLOYMENT OPPORTUNITIES:

The provision of more and better job opportunities in the Township as a way to reduce the heavy commuter orientation of the people to other areas as well as ease the tax burden upon residential property owners.

THE LAND USE ELEMENT

CONCEPT

Land use policies as embodied in the Land Use Plan Element are based on the goal of providing for logical and efficient development in Old Bridge Township. The following growth management policies are designed to accomplish this goal with a minimal impact on public facilities and municipal costs.

1. Three growth centers are designated for the greatest residential densities and a nexus of compatible uses. These are:
 - (a) Route 18/Ferry Road Intersection. This area surrounding the Old Bridge Regional Hospital will include higher density housing, commercial and office uses.
 - (b) Town Center District. The Route 9/Route 516 interchange will be the center of a growth district incorporating the Old Bridge Municipal Complex, Madison Central High School, housing and office and commercial uses.
 - (c) Nike Base Area. Land surrounding the former Nike base near the intersection of Jake Brown Road and Route 9 shall include office/industrial development, commercial and residential uses.
2. The planned development, providing a variety of housing types, commercial and office/industrial development, and open space, represents an excellent way to develop logically, consistently and in a manner that increases non-residential tax revenues and employment opportunities.
3. Wherever possible, existing rural, semi-rural and suburban character in the Township should be recognized and preserved.
4. Development should proceed in such a manner that adequate public facilities and services are provided concurrently.
5. New non-residential development is specifically encouraged in order to diversify the Township's revenue base, provide additional jobs, and increase opportunities for shopping for Old Bridge residents.
6. Environmentally sensitive land shall be recognized and protected.

7. To achieve the desired ends in the previously cited growth management policies, it may well be necessary to limit development of the issuance of a fixed number of permits per annum, unless it is other wise determined that the Township can accommodate the resultant growth without negative fiscal impact.

OVERVIEW

The population of Old Bridge Township, which doubled from 1940 to 1950, tripled by 1960 and more than doubled again by 1970, had now stabilized at a more steady growth rate. The growth population is shown below:

Old Bridge Township	1940	1950	1968	1970	1980
	3803	7366	22,772	48,715	51,515

Various projections have estimated population in 1985 as anywhere from around 60,000 to 75,000, and in 2000, from 85,000 to 100,000. For planning purposes a population estimate for 1985 in the low 60,000 range is not unrealistic and in the 90,000 range by the year 2000. The projected holding capacity of the Township, under the Master Plan, is approximately 100,000 persons. There is, of course, the possibility that external factors will again cause major expansion, but this will occur on a rational rather than haphazard basis under the control of the Planning and Zoning Boards.

The total area of the Township embraces approximately 25,152 acres. Of that total 5,391 acres are already developed for residential, commercial or industrial uses. An additional 8,500 acres, includes the Cheesequake State Park, Runyan Watershed, Duhernal Watershed, school grounds, public utility lands and lands which are deemed to be in flood plains. This leaves approximately 11,239 acres for development although there remains numerous areas within this overall vacant and developable category, which should not be developed for various environmental reasons such as high water table, poor soils, mature woodlands, etc.

The document entitled Natural Resources Inventory of the Township of Old Bridge, developed by the Old Bridge Environmental Commission in 1975, is herewith adopted as a constituent element of the Master Plan of the Township of Old Bridge.

LEAST COST HOUSING

This Master Plan document complies with the mandate of the New Jersey Supreme Court in the 1977 Oakwood-at-Madison decision. In that landmark decision the court ordered;

allocation of substantial areas for single family dwellings on very small lots;

substantial enlargement of zones for single family dwelling on moderate size lots;

increase in multi-family zones;

reduction in conservation and large lot zones commensurately;

removal of restrictions on construction of apartments with more than two bedrooms;

elimination of undue cost-generating requirements in planned development zones and in other zones so as to facilitate provision of least cost housing.

The residential densities provided for in this Master Plan substantially increase the opportunities for single family dwellings on very small and moderate sized lots. The zoning map that will proceed from this document will provide for increased R-7, R-15 and R-20 zoning districts.

Multi-family development is also consistent with the increased densities in this plan. It is envisioned that many multi-family dwelling units will be developed as part of planned developments.

Large lot single family development is limited to areas of the Township in which utilities are not readily available. The large lot zones have been substantially reduced from those existing in 1977.

Development and construction restrictions beyond those reasonably required for public health, safety, and welfare are specifically repudiated. Old Bridge encourages provision of least cost and affordable housing through this Master Plan, the succeeding Land Development Ordinance, and building codes.

In summary, Old Bridge Township embraces the concept of providing least cost and affordable housing as mandated in the Oakwood-at-Madison decision. The Township has made good faith efforts to comply with the decision through the provision of extensive planned development areas, increased small and moderate sized lot zones, and elimination of excessive cost-generative provisions in township ordinances.

TABLE I:
CLASSIFICATION OF LAND USE PLAN

<u>LAND USE ELEMENT</u>	<u>GROSS</u>	<u>DEVELOPED</u>	<u>VACANT & DEVELOPABLE</u>
RESIDENTIAL			
Rural Density	4860	1150	3710
Low Density	4760	860	3900
Medium Density	2130	1830	300
Med-High Density	70	6	64
High Density	505	490	15
Sub Total:	<u>12325</u>	<u>4336</u>	<u>7989</u>
COMMERCIAL			
Neighborhood Business	110	90	20
Community Commercial	505	250	255
Regional Shopping Ctr.	400	0	400
Office	370	35	335
Marine Commercial	200	5	195
Sub Total:	<u>1585</u>	<u>380</u>	<u>1205</u>
INDUSTRIAL			
Special Development	2720	675	2045
OPEN SPACE			
Recreation			
Conservation	8520	N/A	N/A
Institutional	<u> </u>	<u> </u>	<u> </u>
Grand Total:	25150	5391	11239

RESIDENTIAL LAND USE

The Land Use Plan includes five residential density categories as outlined below:

<u>CATEGORY</u>	<u>GROSS DENSITY</u>
Rural Density	Less than 2 DU/Acre
Low Density	2 -- 4 DU/Acre
Medium Density	4 -- 6 DU/Acre
Medium High Density	6 -- 10 DU/Acre
High Density	Greater than 10 DU/Acre

The rural density category includes approximately, 4,860 acres, the largest land use category in the Township. It is envisioned that mini-clusters and single family development will comprise most of the new development in these areas.

The low density category, including approximately 4,760 acres, is the second largest land use category. Planned developments at gross densities ranging from 2.2 DU/Ac to 4 DU/Ac are anticipated as the predominant development pattern in low density areas.

The medium density category comprises approximately 2,130 acres, and includes most of the township's existing single family neighborhoods and townhouse developments.

The medium high density category, comprising 70 acres, embraces several existing or planned residential projects. No new land is being exclusively reserved for this category.

The high density category, comprising 505 acres, similarly includes existing garden apartment projects. No new land is being reserved for this category.

It should be noted that the densities envisioned for these categories are gross densities. Higher net densities for specific housing types are anticipated within the categories.

COMMERCIAL LAND USE

Significant commercial sites are designated in the land use plan. Of the total 1,585 acres in this use, approximately 1,205 acres are vacant and developable. These include existing commercial development along Routes 9, 516, and 34 as well as sites for future development. Two large sites -- on Route 18 between Ferry Road and Marlboro Road, and along Route 9 between Jake Brown Road and Cheesequake Road -- are reserved for future regional commercial use. Augmented marine commercial sites are centered around Stump Creek and Margaret's Creek.

Commercial development in the Town Center District will strive to create a new "downtown" center for Old Bridge.

Smaller community and neighborhood commercial sites are expected to become part of planned developments, but these are not specifically designated in the Land Use Plan Element.

It is envisioned that the subsequent zoning district map will include five commercial districts:

1. Regional Commercial
2. Community Commercial
3. Neighborhood Commercial
4. Marine Commercial
5. Office Commercial

OFFICE/INDUSTRIAL LAND USE

Existing heavy industrial uses along the northern boundary of the township are incorporated into a light industry/office category and are recognized as non-conforming uses. No new heavy industrial uses shall be permitted.

Other major office/industrial sites are located at the Route 9/Route 18 interchange, along Route 9 at Cheesequake Road, and at the Raceway Park site in Southwestern Old Bridge. Office/industrial campuses will be encouraged to facilitate orderly and consistent development.

Approximately 2,720 acres, 2,045 of them are vacant, are included in the office/industrial category.

OPEN SPACE

Over 8,500 acres are designated in the Land Use Plan for recreation, conservation and institutional purposes. Embraced within this unique open space system is the 1,000 acre Cheesequake State Park, the 1,200 acre Runyan Watershed, the 800 Duhernal Watershed, and all of the streams and stream valleys in the Township. The interconnected system offers the Township the opportunity of developing a greenway system including hiking trails and bikeways, providing off-road access from neighborhood to another, as well as from one major park to another. Various sites for community facilities are discussed in greater detail in the Recreation and Open Space Community Facilities Plan.

THE RECREATIONAL PLAN ELEMENT
THE CONSERVATIONAL PLAN ELEMENT
THE COMMUNITY FACILITIES PLAN ELEMENT

Open space can perform four broadly defined functions in an urbanizing community such as Old Bridge. Space for recreation, protection of water supply and drainage, protection of the local ecology, and a means of shaping water growth. It is important, therefore, to recognize and accept open space as a use category for land and not as a residual catch-all of resources awaiting development.

RECREATIONAL OPEN SPACE GOALS

In the direction of achieving functional open space, the proposed Recreational and Open Space Plan embodies five overall planning goals:

Equality of Opportunity - Stresses equitable distribution of open space and recreational facilities to all segments of the diverse population now living or expected to live in Old Bridge.

Adequate Capacities - Requires the provision of at least the minimal standards of acreage and facilities appropriate to the Township's responsibility.

Economy and Efficiency - Implies that the open space network should simultaneously conserve natural resources and provide recreation; and it should be acquired early, before land values soar beyond reasonable levels.

Amenity - Requires that every effort be made to set aside, for conservation, all scenic areas such as stream valleys, marshlands, wooded areas and waterfront areas, before development irrevocably alters these areas.

Opportunities for Variety - Suggests that a conscious effort be made to provide a variety of open spaces that lend themselves to many different modes of recreational expression.

DEMAND FOR OPEN SPACE IN OLD BRIDGE

An open space recreation supply and demand analysis was carried out by both the Township of Old Bridge and the Middlesex County Planning Departments, in order to assess the basic needs for open space within the Township.

RECREATION - OPEN SPACE STANDARDS AND NEEDS
1975 and 2000

	STANDARD	1975 Additional Needs	2000 Additional Needs
County	12 Acres/1000 pop.	605	627
State	<u>24</u> Acres/1000 Pop.	<u>317</u>	<u>2147</u>
	36 Acres/1000 Population	922 Acres	2747 Acres
Middlesex County Estimates:			
		1975 Population	50,500
		2000 Population	102,200

These figures indicate that sizable deficits in both the County as well as the State Open Space Category exist at the present time. Although the State has not indicated any major expansion or development of Cheesequake State Park, the County has proposed a county park for development in the Township. This is discussed in a succeeding paragraph. The Township's Study of Open Space Needs has similarly disclosed significant deficits.

RECREATION - OPEN SPACE STANDARDS AND NEEDS
1977 and 2000

	STANDARDS	1977 UNMET NEEDS	2000 ADDITIONAL NEEDS
Ngh. Park Playgrounds	1:5-2:0 Acres/1000 Pop.	80	70
Playfields	2:0-3:0 Acres/1000 Pop.	100	105
Community Parks	<u>5:0</u> Acres/1000 Pop.	<u>25</u>	<u>175</u>
	10:0 Acres/1000 Pop.	205	350
Township Population Estimates:			
		1980 Population	51,215
		2000 Population	90,000

In determining the amount of additional parklands needed in 1977 and the year 2000 for neighborhood park-playgrounds, the various acreage in public school playgrounds was not included for various reasons. The neighborhood areas they serve however were taken into account in the formulation of the overall plan.

On the average, the open space, park and recreation proposals advanced herein will satisfy the Township needs for the next several decades.

COUNTY AND STATE PARKS

CHEESEQUAKE STATE PARK:

There are no plans for significant expansion of the land area of the park, although there are additional development activities programmed. These include continuing improvements to Hooks Creek Lake for expanded bathing, the boathouse, construction of a nature center, additional hiking trails and a group picnic area. The Master Plan includes these improvements.

RUNYAN WATERSHED PARK:

The Runyon Watershed is a 1,200 acre property owned since the late 1800's by the City of Perth Amboy and within which is operated the facilities by which Perth Amboy is supplied potable water. Earlier this year, negotiations were initiated by the Perth Amboy and Old Bridge authorities to lease the Runyon property to Middlesex County for inclusion within the County Park System.

The purpose of such an action was to provide parkland facilities to an area of the County which is completely without such facilities and as a means of providing an additional measure of protection to this invaluable water supply source. Negotiations are underway towards development of a suitable lease arrangement between the parties involved that will insure the long term protection of Perth Amboy's water supply facilities, the groundwater and other environmental resources of the watershed and the County's and Township's investments in such park facilities. The Master Plan endorses the development of such a lease arrangement toward providing a county park facility to this area and groundwater resources/water supply protection.

DUHERNAL WATERSHED PARK:

The Duhernal Watershed, consisting of approximately 1000 acres is owned by the Duhernal Water System, the primary water supply source for such

companies as DuPont, N.L. Industries, and Hercules, Inc. This watershed is considered to be a prime recharge area for the Old Bridge Sand Aquifer. Due to the threat of salt water intrusion in the Farrington Sands, Duhernal, during the 1930's, shifted most of their production to the Old Bridge Sands. The company has since constructed a series of recharge ponds throughout the watershed, the largest of which is Duhernal Lake. The Middlesex County Planning Board, in its Comprehensive Master Plan, has called for the development of an arrangement similar to that of the Runyan Watershed wherein it would be leased to the County as a public park while providing water source protection.

The Master Plan endorses the development of such a park.

TOWNSHIP COMMUNITY PARKS

The Master Plan proposes the development of four major community parks: Raritan Bayfront, Veteran's Memorial Park, Deep Run-Burnt Fly Bog, Higgins Road and Old Road Park.

RARITAN-BAYFRONT:

Eventually this park will embrace over 100 acres of beach front and extending from Cheesequake Creek on the North to Whale Creek on the South. Restoration efforts were begun in 1976 and are continuing through the current year with Housing and Community Development Funds.

The Park at Laurence Harbor currently serves as the focal point of the water front park system, while ancillary facilities are being completed at Cliffwood Beach Park. Future Beach front park developments include Morgan Beach and Seidler's Beach.

DEEP RUN-BURNT FLY BOG:

When land acquisition is complete, Deep Run will embrace between four and five hundred acres, extending from Burnt Fly Bog on the south and running northerly up to the Mill Pond, at the southern boundary of the proposed Runyan Watershed Park. This greenbelt constitutes all of the most significant natural resources in the Township. Burnt Fly Bog functions as a recharge area to the Englishtown Sands, which is used as a source of potable water for municipalities across three counties. The plan is to basically treat the Burnt Fly Bog area as a conservation and nature study area with a bikeway, hiking trail link crossing over Route 9, and traversing the Deep Run Stream Valley connecting the proposed Gaub Farm Neighborhood Park, Fox Street Playfield and future neighborhood park development at the mill Pond, which is immediately adjacent to the Scott Carpenter Elementary School, and ultimately into the proposed Runyan Water Shed. Detailed park studies should commence as soon as possible on this facility.

VETERANS' PARK.

The development of this park began in 1976 with the construction of a community center. The facilities now include two tennis courts, a basketball court, handball court, two softball fields, a soccer field, tot lot, and shuffleboard court. Future development will include physical fitness course.

HIGGINS ROAD

This 44 acre tract was dedicated to the Township as parkland by a private developer who also constructed two soccer fields on part of the site. Located on one of the highest points of land in the township, the plan is to develop the former orchard on the east side of Higgins Road as a community park.

OLD ROAD PARK.

The Township proposes to acquire approximately 90 acres of land adjacent to the Central Park neighborhood as a major community park. The long range plans include facilities for the Raritan Bay Cougars (Pop Warner) football team and the Madison Park Little League baseball team. Also included are soccer fields, tennis and basketball courts, an indoor recreation center and picnicking facilities.

TOWNSHIP PLAYFIELDS

Playfields range in size from eight to twenty acres, embracing the more intensive recreational activities; softball, baseball, soccer, handball, tennis courts, etc. Basically, these are designed to serve an age group from the teens into the adults. As a major element in a comprehensive park and recreation system, they represent one of the major deficiencies in the Township.

PENSION ROAD

The site was developed with Green Acres Funds several years ago, located on Pension Road in the southwestern portion of the Township.

TICETOWN ROAD

This site was acquired several years ago with Green Acre Funds; it is currently under development for soccer fields for the Township Soccer League.

VETERAN'S PARK

Currently planned to develop a portion of the Veteran's Park site as a playfield and is currently being funded with Housing and Community Development funds as well as Green Acre Funds.

FOX STREET FIELD

This site located between Cindy Street and Deep Run and directly abutting the John Glenn and Virgil Grissom elementary schools is planned for expansion on the opposite side of Deep Run although the

land has not yet been acquired.

OLD ROAD PARK

Approximately 30 - 40 acres of the proposed 90 acre park site will be developed for playfield type facilities including ballfields, soccer fields, hard-surface court games and other supporting facilities.

CLIFFWOOD BEACH PARK

Several acres at Cliffwood Beach park are being developed for playfield type activities such as a softball field, soccer field and basketball court.

MEMORIAL SCHOOL - LAURENCE HARBOR

It is proposed to acquire lands in the general vicinity of the Memorial School for the purposes of developing a playfield to serve the greater Lawrence Harbor neighborhood. Very few sites are available within the general area for development of a new facility of this kind.

Other locations are shown in the recreation and open space plan for long range implementation including in the general vicinity of Partridge and Lambertson Roads, the Brunetti tract adjacent to the Nike Base, the Kaplan tract, which would primarily be required to serve the residents of that proposed development, as well as several or more general locations in the more rural part of the Township, for the long range future.

NEIGHBORHOOD PARK PLAYGROUNDS

Neighborhood park playgrounds are neighborhood play areas for children six through seventeen, although it is often desirable to locate a tot lot in conjunction for younger children for such a facility. They should have a minimum of five to six acres - a small passive area for adults - a multi purpose paved area and play equipment. Many of the neighborhood park playground needs are being satisfied through the development of such facilities within planned developments.

A few specific locations for such type of development includes the existing facility in Central Park, Lawrence Harbor Park, Cliffwood Beach, Lake Lucerne, land owned by Jersey Central Power and Light Co., adjacent to Madison Park, Gaub Farm, and Mill Pond within the larger community park of Deep Run.

BIKEWAYS:

A bikeway, nature walking path, is advanced as part of the recreation and open space plan. It would ultimately interconnect a number of major community facilities, including elementary schools, playfields, one of the high schools and middle schools, the town center, a hospital and the like.

The first major link that is being proposed includes a ten mile loop running from the town center and the Municipal Complex out to the high school, (Cedar Ridge High School) on Burnt Fly Bog, up Deep Run, interconnecting with the Runyan Watershed Park, around through the Nike Base, and thence along either flood plain land or power line right-of-ways and back to the town center. Eventually by utilizing power line rights-of-way and green ways, an extensive bikeway system could be developed throughout the Township. It is recommended that such a bikeway network be studied in greater detail and made part of the Capital Improvements Program for early implementation.

COMMUNITY CENTERS:

The concept was developed about a year ago by the Parks and Recreation Department, whereby satellite community centers would be developed throughout the Township in addition to the major Civic Center at the Municipal Complex, in order to bring various recreation programs, including arts and crafts and health clinics, etc., closer to the people in the neighborhoods where they live. The first community center was developed at Veteran's Memorial Park. A second community center has been developed at the Laurence Harbor Park site; a third center at Cliffwood Beach, and a fourth center is planned at Old Road Park. The community center at Laurence Harbor Park was funded under the Housing and Community Development Program and Green Acres funds.

GREENWAYS/GREENBELTS

Vast amounts of lands are indicated as conservation on the Recreation and Open Space Plan. Although selected locations under this greenbelt framework can be developed for recreational purposes, the major consideration is the protection of the environmental sensitive areas. Much of these lands include bonafide flood plains and wetlands and are protected under the umbrella of wetlands and watershed protection district zoning.

In several locations, interconnections are indicated in order to establish a more viable greenway system for the development of bikeways or hiking trails as well as to actually shaping future urban development.

It should be emphasized that there are additional environmentally sensitive lands not shown on the plan where, because of high water table, aquifer recharge, vegetation, etc., such lands should not be developed. These areas will eventually be protected through the planning process as the land is developed on a project by project basis.

For more detailed information on the environmental characteristics of the Township, reference is made to the Natural Resources published by the Township Environmental Commission in 1975.

MARINAS-LAUNCHING RAMPS:

Four locations are noted on the plan as possible marina and/or launching ramp locations. No recommendation regarding the need for publicly owned marina facilities versus privately owned facilities is being made at this time. The four locations include Stump Creek, which includes Township owned land; Margaret's Creek, which is privately owned; Whale Creek, and Morgan Creek which includes publicly owned lands. Any and all of these locations are suitable for boating facilities. Steam Boat landing, otherwise known as Dock Road, at its terminus on one of the Cheesequake Creek tributaries is suggested as a future possible location for a publicly operated canoe rental or small boat facility.

ELEMENTARY SCHOOL SITES:

No new elementary school construction is forecast within the next five years as a result of the land use proposals contained in the Master Plan. However, three locations have been designated on the plan as prospective sites for future elementary schools when they are required. One site is at the end of Crest Mill Road, adjacent to Lakeridge West in the Kaplan tract. The second site is noted adjacent to Cedar Ridge High School and is part of a planned development currently under discussion by the Planning Board. A third site is indicated in the general vicinity of the Nike Base. A fourth site would logically be located with the Olympia York holdings. The locations should not be construed as implying that three elementary schools are going to be needed within any particular time frame. Rather, they are presented as desirable locations for schools when they are needed. Planning Board and School Board continually monitor development applications for the long range implications for the public school system.

FIRE STATIONS

The Township of Old Bridge is served by four volunteer fire companies. Lawrence Harbor Fire Company has two stations serving the Lawrence Harbor Cliffwood Beach neighborhoods; Madison Park has one fire station serving the neighborhood; Cheesequake Fire Company has three stations serving the central portion of Old Bridge; and the South Old Bridge Fire Company has three stations serving the western half of the Township.

New locations are indicated at the Nike Base and at the new Perth Amboy-Old Bridge Affiliate Hospital. The Nike Base site involves a parcel of land which has been previously earmarked for dedication to the Cheesequake Fire Co., by a private developer.

The hospital site at the intersection of Route 18 and Ferry Road will become an increasingly important location for a future fire house to serve the expected growth in that general area.

In the longer range future, the idea of a central fire station at the Municipal Center, to also serve as the co-ordination facility for the entire fire protection system should be seriously considered.

FIRST AID SQUADS

Five First Aid Squads, each with separate home stations, serve the Township of Old Bridge. They include the Red and White and the Green and White Squads, serving the Old Bridge and Sayre Woods South neighborhoods, Madison Park, Cheesequake and Laurence Harbor Squad.

Future growth patterns will warrant an additional station in the general vicinity of the hospital at Ferry Road and Route 18, and within the Olympia-York holdings.

PUBLIC SAFETY TRAINING CENTER

Under a recent public works grant, the Public Safety Training Center to train fire fighters, is being constructed on a two acre site off Marlboro Road. The site will accommodate a practice fire training tower, smoke training room and a separate building for classroom facilities. There will be a parking lot, and truck training facilities for fire drills.

HOSPITAL

An 80 bed Old Bridge Affiliate Hospital is located on a 30 acre site, at the intersection of Ferry Road and Route 18. It has been designed to accommodate an eventual capacity of 250 beds.

THE CIRCULATION PLAN ELEMENT

INTRODUCTION

A sound traffic circulation system is one of the most important functions within the modern community. The automobile has given the individual an unprecedented measure of mobility, and, as a result, it has completely changed the orientation of the land use pattern. Greater emphasis now must be placed upon such factors as the movement between land use functions, separation of different traffic purpose functions, and off-street parking--all designed to get the individual to his destination with a minimum of effort in the shortest period of time.

The circulation pattern serves as the framework which permits other land use activities to interact. This framework can achieve either a high or low incident of interaction, depending on how the framework is planned. Regional traffic, for instance, should not be permitted to interfere with local traffic movements, endanger pedestrians, or limit property access; commercial and industrial areas must have immediate access to high capacity traffic carriers; and residential neighborhoods must be oriented to a system of local property access streets as well as residential collector streets.

LOCAL CIRCULATION PATTERN

Old Bridge Township's local street system should be one of the major concerns of local officials and residents due to (1) the high construction, maintenance, and operation costs and (2) the fact that once built, streets are seldom relocated and when improved seldom altered. The local street system provides for the movement of people and goods within the Township from one activity area to another and connects with the regional network. Streets, also have several other important functions including providing (1) access to property abutting the public rights-of-way, (2) temporary parking space for automobiles, (3) open space between buildings for purpose of light and air, and (4) easements for public and quasi-public utilities. The local circulation system is also important in terms of overall community appearance and land use development.

The volume and type of traffic which utilizes a street is directly related to the existing land use pattern. Each type and intensity of land use tends to generate different kinds and volumes of traffic. Table II presents a brief synopsis of 1976 average Annual Daily Traffic Volumes on major roads in the Township of Old Bridge.

In order to meet the requirements of these various types of traffic, a community must design and construct a system of roadway which will guide traffic in a functional and systematic manner.

TABLE II: TRAFFICE VOLUMES, OLD BRIDGE TOWNSHIP

<u>ROAD</u>	<u>AVERAGE ANNUAL DAILY TRAFFIC</u>	
	<u>1976</u>	<u>1982</u>
<u>Englishtown Road</u>		
N. of W. Greystone	7100	5400
S. of W. Greystone	5700	4750
<u>N.J. Rte. 18</u>		
Near Bordentown Overpass	13,250(1 direction)	45,000(both directions)
<u>N.J. Rte. 9</u>		
N. of Rte. 516	36,000	40,000
N. of Rte. 34	48,000	48,000
S. of Rte. 34	—	40,000
<u>Rte. 516</u>		
E. of Rte. 9	17,400	N/A
W. of Rte. 9	13,800	N/A
<u>Rte. 34</u>		
Near Cottrell Road	13,900	18,700
Near Cheesequake Road	15,800	18,200
<u>Rte. 35</u>		
Near Cheesequake Road	39,000	18,700
Near So. Amboy Border	40,500	45,500
<u>Ernston Road</u>		
E. of Rte. 9	17,000	N/A
W. of Rte. 9	13,800	N/A
<u>Bordentown Road</u>	10,400	9,840
<u>Cheesequake-Morristown Road</u>		
Near Rte. 34	4,900	7,900

Source: Middlesex County Planning Board
N.J Department of Transportation

An Analysis of the circulation system in Old Bridge Township indicates that there are presently five categories of streets in the Township including: expressways, major arterials, minor arterials, collectors & minor or local streets. Table III presents a Summary of the Major Design Standards For Each Type of Roadways.

EXPRESSWAYS

The expressway or freeway provides for high speed, high volume, long distance movement of motor vehicles. Design characteristics usually include limited access, grade separated interchanges, median strips and jughandles for grade intersection turning movements.

GARDEN STATE PARKWAY:

With the introduction of express bus/car pool lanes and the widening completion of the program in selected locations, the Garden State Parkway has increased its efficiency as a commuter route. In addition, an expanded park and ride facility at interchange 120 in Old Bridge has been completed.

ROUTE 9

The New Jersey Department of Transportation has recently completed the widening of Route 9 from north to Route 34 and beyond the Ernston Road intersection into Sayreville. The road is now a fully divided six (6) lane highway all the way from the Monmouth County line to the Sayreville Borough line. On the matter of the overtaxed Route 9 and Ernston Road intersection, a feasibility study has been completed by outside consultants and submitted to the New Jersey Department of Transportation for review. It recommends a full clover leaf interchange which is estimated to cost as high as \$15,000,000.00. The Planning Board considers this improvement as one of the highest priorities in the traffic system surveying the Township.

ROUTE 74(Proposed):

The County recommended some years ago, a new State Highway to be built between the Laurence Harbor Parkway-Garden State Parkway interchange easterly through Cheesequake State Park across Route 9 into East Brunswick, South River, and eventually to North Brunswick. The Master Plan does not favor the construction of this new route which would be of questionable benefit to Old Bridge and would have a serious environmental impact upon the State Park.

TABLE III
FUNCTIONAL CLASSIFICATION OF STREETS
RECOMMENDED DEVELOPMENT STANDARDS

<u>ROAD CLASSIFICATION</u>	<u>RIGHT OF WAY</u>	<u>NUMBER AND WIDTH OF TRAFFIC LANES</u>	<u>WIDTH SHOULDER OR PARKING LANE</u>	<u>WIDTH OF DIVIDER</u>
Expressways	80' to 120'	4 to 6 @ 12'	2 @ 13'	6' to 30'
Major Arterials	80'	2 to 4 @ 12'	2 @ 10' to 12'	
Minor Arterials	66'	2 @ 12'	2 @ 8'	
Collectors	60'	2 @ 11'	2 @ 7'	
Local Streets	50'	2 @ 11'	1 @ 8' *	

*Parking one side of street only.

ROUTE 18:

Route 18 is considerably a dualized four-lane highway throughout Old Bridge. Proposals to extend this highway from New Brunswick to 287 and Southerly to the Garden State Parkway means that this route will be carrying significantly greater volumes in the not too distant future.

As new development, both industrial and residential, comes into the area adjacent to the highway, it is strongly urged that driveway access be limited so that traffic flow will remain unimpeded.

MAJOR ARTERIALS

The major arterial provides for inter-regional and inter-Township traffic movements and serves as a connection between the minor arterials and the expressways. Design characteristics include freer access than the expressways but it should not be unrestricted; grade intersections with reasonable distances in between; no parking permitted on shoulders.

ROUTE 35:

Route 35 is a four-lane highway which passes through Laurence Harbor-Cliffwood Beach section of Old Bridge and serves, especially during the summer months, shore-bound traffic destined for Route 36 and Sandy Hook. Although the road should be widened, existing development in the area renders the feasibility of such a program unlikely.

ROUTE 34:

Presently a two lane highway, existing traffic volumes as well as future volumes dictate the urgency of widening this road to four lanes. Major intersection improvements are required at the Cheesequake Road-Amboy Road intersection and the Cottrell Road intersection. Strip Commercial development along this artery will greatly diminish its traffic-carrying capacity. Both intersections are currently included in the Middlesex County Topics Improvement Program.

MORRISTOWN-CHEESEQUAKE ROAD-LAURENCE HARBOR PARKWAY:

Morristown-Cheesequake Road, from Route 34 to the intersection of the Laurence Harbor Parkway is a County Road. Although it has recently been resurfaced, the two lane road requires widening, at least the shoulders, and realignment in several locations. It serves as a major connector road to the Garden State Parkway.

ROUTE 516:

Route 516 is the major east west thoroughfare in Old Bridge and stands to attain capacity problems with the growing population and travel demand that has been projected for this Township. The roadway now serves as a transit corridor and has been included in the Five-Year Middlesex County T.I.P. A four lane thoroughfare with shoulders, sidewalks and jug-handle intersection has been proposed. The Township Master Plan considers this improvement to be one of the highest priorities in the traffic system serving the community.

OLD BRIDGE-ENGLISHTOWN ROAD:

During weekends, this route is probably the most congested road in the Township because of the Englishtown Auction and Raceway Park. Impossible to widen in the Old Bridge neighborhood section, there is no simple solution to the problem. No parking restrictions must be enforced; commercial development should remain confined to the already developed area; and by-pass routes to Route 18 will have to be developed in the future.

TRANS-OLD BRIDGE SOUTH:

The Master Plan proposes a revised alignment of an east-west arterial which was first proposed in 1970. It will connect Route 34 with Route 516, Route 9, Route 18 and eventually Old Bridge-Englishtown Road. The Roadway utilizes both existing roads as well as new sections to be built on a Township-private land developer partnership basis.

TRANS-OLD BRIDGE NORTH:

The Master Plan proposes a connection between Cheesequake Road in the vicinity of Madison Park with Route 516. Much of the roadway would be newly constructed and would provide a partial by-pass of Route 9 for the Old Bridge employees who commute into Sayreville industrial areas along the Bordentown-South Amboy Turnpike.

MINOR ARTERIALS

Minor arterials are the backbone of the Townships circulation system providing short length connections between the neighborhood collector streets and the major arterials. Direct connections with the expressways are necessary in many instances. Design characteristics include two lanes with wide shoulders; relatively unrestricted access; moderate speeds; and no parking permitted.

The existing and proposed minor arterials are too numerous to discuss on an individual basis. A listing of the roads is presented herewith. They are grouped by short-term priorities which means that the road requires upgrading immediately or within several years, and by long-term priority meaning more than several years but less than ten years. Roads not requiring widening, realignment or other major upgrading are also noted.

SHORT-TERM PRIORITY:

Disbow Road
Jake Brown Road
Farrington Road
Higgins Road
Ticetown Road

Cottrell Road
Perrine Road
Waterworks Road
Spring Valley Road

LONG-TERM PRIORITY:

Amboy Road
Lambertson Road
Schulmeister Road
Maple Street

Marlboro Road (Bet. Pleasant Valley R.
Greystone Road & Texas Rd.)
Texas Road
John Wall Road
Matchaponix Road
Pension Road

NO MAJOR IMPROVEMENTS NEEDED:

Throckmorton Lane
Gaub Road
Bushnell Road
Owens Road

COLLECTORS

Collector streets provide the primary means of access into major residential developments. They serve as a connection between the minor or local streets and the major and minor arterials. Of equal importance is the provision of access to abutting lots. Both functions result in collector streets becoming an important design element in the county.

The Master Plan indicates only suggested possible collector street alignments. Detailed alignments must be developed as part of the overall land development process.

INTERSECTION IMPROVEMENTS

The following major intersection improvements are briefly described with short-termed priorities assigned to improvements required immediately or within several years and long-term meaning more than several years but less than ten years.

SHORT-TERM PRIORITY:

Route 34-Cottrell Road

Channelization required; State and County Topics Program

Route 34-Amboy Road-Morristown Road

Channelization required; State and County Topics Program

Bordentown-Amboy Turnpike & Cheesequake Road

Channelization and lights required, State & County Topics Program

Bordentown-Amboy Turnpike & Waterworks Road

"S" Curve Required to be straightened; County

Cheesequake Road-Waterworks Road-Perrine Road-Poor Farm Road.

Entire intersection requires re-alignment; Township and State.

Trans Old Bridge South & Amboy Road (Long Term)

Realignment of Morganville Road required to meet proposed alignment of Trans-Old Bridge

Route 516-Cottrell Road

Additional channelization and jug handle required; County.

Norman Lane-Ticetown Road-Cottrell Road

Realignment of Cottrell Road required to meet new alignment of Norman Lane; Township.

Ferry Road-Route 9-Trans-Madison South

Land acquisition and total intersection improvement to accommodate Trans-Madison and improve access to the Hospital; State, Township.

LONG-TERM PRIORITY:

Disbow Road-Morristown Road

Widening and channelization; County & Township.

Disbow Road-Lambertson Road

Realignment of Disbow Road with Lambertson Road;
Township.

Old Mill Road- Schulmeister Road

Realignment of Old Mill Road to meet proposed new
alignment of Schulmeister Road.

Marlboro Road-Texas Road

Vertical alignment of Texas Road needs flattening
for better sight distance; Township

Bushnell Road-Route 516

Channelization and widening of Route 516 to permit
freer turning movements; County.

THE STORM WATER MANAGEMENT PLAN ELEMENT

GROUNDWATER PROTECTION

The protection of groundwater supplies ranks as one of the key issues of the 1980's.

Recent water supply shortages in the Northeastern States have underscored the need for more effective management of both water storage in surface reservoirs and groundwater resources in aquifers.

Groundwater aquifer resources represent important back-up supply sources. The conjunction use of surface and groundwater requires greater attention to the documentation of the capacity and quality of groundwater resources and implementation of practices to protect groundwater from pollution and depletion.

The purpose of the storm water management plan is as follows:

- a. To reduce flood damage, including damage to life and property;
- b. To minimize storm water runoff from any new land development where such runoff will increase flood damage;
- c. To reduce soil erosion from any development or construction project.
- d. To assure the adequacy of existing and proposed culverts and bridges.
- e. To induce water recharge into the ground where practical.
- f. To prevent, to the greatest extent feasible, an increase in nonpoint pollution.
- g. To maintain the integrity of stream channels for their biological functions, as well as for drainage.

In furtherance of these purposes, the Planning Board is herewith adopting as a local guide the Groundwater Recharge Management Handbook, prepared by the Lower Raritan/Middlesex County Water Resources Management Program in March, 1981. Supporting this handbook and to be utilized as a direct guide in determining the matter of site specific aquifer recharge feasibility, the Board is also adopting the map entitled General Recharge Characteristics prepared by the same agency.

DOWNSTREAM DRAINAGE

The Township of Old Bridge will soon experience considerable development. The anticipated impacts on the existing infrastructure can weight heavily on the Township financial resources to handle all the off-tract facility improvements necessary to their continued operation and safety. A system is therefore needed to relieve the anticipated burden on the Township resources.

Pursuant to N.J.S.A. 40-55D-42 a developer is required to pay, as a condition of approval of a subdivision or site development plan, a pro-rata share of the cost of providing reasonable and necessary street improvements and drainage facilities located outside the property limits of the subdivision or development.

In April of 1981, the Planning Board officially adopted, as an amendment to the Master Plan, a document entitled, Methodology for Off-Site Pro-Rata Analysis of the Township of Old Bridge prepared by Louis Berger & Associates, August, 1980. A copy of this document is available for inspection in the office of the Township Engineer.

THE PROGRAM OF ACTION PLAN

The implementation of the Master Plan consists of both public and private actions. These actions include cooperative efforts by other governmental agencies, initiation of capital improvement programming, enforcement of regulation controls particularly the Land Development Ordinance and continued participation in the Housing and Community Development Program and the New Jersey Green Acres Program.

REGIONAL CONTEXT OF THE MASTER PLAN

STATE DEVELOPMENT GUIDE PLAN:

The Preliminary Draft of this document, published in 1977, places Old Bridge in two growth corridors. It is strategically located at the beginning of the Parkway - Route 9 corridor as well as the central corridor which is a growth area between New Brunswick and Trenton. In the context of the State Plan, growth is encouraged within these corridors as opposed to the other cited categories of open space, agricultural lands or limited growth areas.

MIDDLESEX COUNTY INTERIM MASTER PLAN:

The Middlesex County Interim Master Plan was officially adopted by the Middlesex County Planning Board in 1970. The Plan embodied a so-called Trend Land Use Plan for the year 2000. Because the resulting picture was such a bleak one, the County in 1974 published a document entitled Plan Alternative Comparison with the Trends. This Plan is essentially the current guide for local communities to attempt to follow.

The Township of Old Bridge Master Plan is essentially compatible with the County's Plan Alternative except for several aspects:

Land Use - Greater emphasis is being placed upon growth around the Route 9-Route 18 interchange and around the Nike Base and the Runyan Watershed.

Transportation - The Township Master Plan does not endorse the long-range proposals for the construction of the Route 9 Bypass nor the Route 74 arterial.

Open Space - Public ownership of the area surrounding Burnt Fly Bog is not as extensive as the County Plan envisioned, primarily because of the Oakwood-at-Madison court decision permitting land development in the general vicinity.

MASTER PLANS OF SURROUNDING MUNICIPALITIES:

Eight municipalities abut the Township of Old Bridge. All but Sayreville, Matawan and Aberdeen have Master Plans in effect. These three municipalities have Land Use Plans.

East Brunswick - The Master Plan designates most of the land abutting the South River, which in turn abuts the Township of Old Bridge, as public open space. The rest has been declared the Old Bridge Historic District and, hence, has certain restrictions on development in that area.

Monroe Township - Although Monroe Township has a current Master Plan, no copies were available; however, there would be no inherent conflict between the two plans inasmuch as Old Bridge Master Plan calls for a continuous green belt along the entire length of the Matchaponix River which, in fact, forms the common boundary with the Township of Monroe.

Borough of Spotswood - The Master Plan of the Township of Old Bridge recognizes the fact that all of the lands which abut the Borough of Spotswood are maintained as a watershed by E. I. DuPont DeNemours .

Borough of Sayreville - The Borough of Sayreville adopted a Land Use Plan and Zoning Ordinance in accordance with the new Municipal Land Use Law of 1976. The land use is virtually duplicated on both sides of the border. Sayreville has recently purchased 180 additional acres of the Old Bridge Wellfields. The Borough's Land Use Plan is currently under review.

Aberdeen Township - The Township of Aberdeen is in the process of preparing a Master Plan; again, from the standpoint of proposed land use in the Old Bridge Township Master Plan and the existing land use in the Township of Aberdeen, there would appear to be no conflict.

Borough of Matawan - The Borough of Matawan has no Master Plan but did revise its Zoning Ordinance in accordance with the 1976 Municipal Land Use Law. The lands abutting Old Bridge are mostly zoned residential, with some on Route 34 zoned for highway improvement.

Manalapan Township - The Township of Manalapan is currently reviewing its Master Plan. The Route 9 corridor is under review. All lands abutting Old Bridge are zoned residential, except near the Englishtown Auction, where the zoning is industrial. Reconciling the proposed land use in the Master Plan with existing land use in Manalapan, there is only one significant conflict and that is the matter of Raceway Park. There have been numerous discussions over the past several

years with respect to the noise generated by the drag strip. Hours of operation, lighting, and the use of the loudspeaker systems are under strict monitoring by the Construction Official of the Township of Old Bridge. The Master Plan recognizes the probable long term use of the property in this use. The airport has not resulted in the serious noise pollution that was originally anticipated.

Marlboro Township - Marlboro Township is starting the process of preparing a new Master Plan. Based upon an analysis of existing land use, there would appear to be no major problems in land use along the common boundary. It might be noted, however, that while Old Bridge has succeeded in acquiring substantial lands in the vicinity of Burnt Fly Bog for the purpose of preserving this natural resource, there is as yet no indication that the Township of Marlboro has pursued the matter of land acquisition with similar vigor. However, studies of the area are being made by the Monmouth County Board of Health to determine whether restrictions should be made on land development in the area.

CAPITAL IMPROVEMENT PROGRAMMING

The Township Council by resolution has recently charged the Planning Board, in accordance with the provisions of Section 40:55D-29 of the New Jersey Municipal Land Use Law, with preparing a proposed Six Year Capital Improvements Program. This study will commence this year and will be formally recommended to the Township Council for possible adoption in the year 1983.

The capital budgeting process involves an annual reassessment of the future; the principal factors being the tax base, the debt situation and the relative priority of projects. The Planning Board will review all aspects of the program and recommend to the Manager and Council a schedule for the following six years. The system should eliminate most "emergencies" and their resulting tax increases due to a bunching of necessary projects. The schedule also provides an opportunity to achieve a better climate of understanding about which projects are most important and the Township's ability to pay.

ADOPTION OF THE MASTER PLAN

Upon adoption of the Master Plan by the Planning Board, the New Jersey Municipal Land Use Law provides for the following:

"Whenever the planning board after public hearing shall have adopted any portion of the master plan, the governing body or other public agency having jurisdiction over the subject matter, before taking action necessitating the expenditure of any public funds, incidental to that location, character or extent of one or more projects thereof, shall refer action involving such specific

project or projects to the planning board for review and recommendation, and shall not act thereon without such recommendation or until forty-five days after such reference have elapsed without such recommendation. This requirement shall apply to action by a housing, parking, highway or other authority, redevelopment agency, school board or other similar public agency federal, state, county or municipal."

CONFORMANCE OF STREETS TO MASTER PLAN:

"Streets in the subdivision or land development of sufficient width and suitable grade and suitably located to accommodate prospective traffic and to provide access for firefighting and emergency equipment to buildings and coordinated so as to compose a convenient system consistent with the official map, if any, and the circulation element of the master plan, if any; provided that no street of a width greater than 50 feet within the right-of-way lines shall be required unless said street constitutes an extension of an existing street of the greater width or already has been shown on the master plan at the greater width on the official map."

RESERVATION OF PUBLIC AREAS:

"If the master plan or the official map provides for the reservation of designated streets, public drainageways, flood control basins, or public areas within the proposed development, before approving a subdivision or site plan, the planning board may further require that such streets, ways, basins or areas be shown on the plat in locations and sizes suitable to their intended uses. The planning board may reserve the location and extent of such streets, ways, basins or areas shown on the plat for a period of 1 year after the approval of the final plat or within such further time as may be agreed to by the developer. Unless during such period or extension thereof the municipality shall have entered into a contract to purchase or institute condemnation proceedings according to law for the fee or a lesser interest in the land comprising such streets, ways, basins or areas, the developer shall not be bound by such reservations shown on the plat and may proceed to use such land for private use in accordance with applicable development regulations. The provisions of this section shall not apply to streets and roads, flood control basins or public drainageways necessitated by the subdivision or land development and required for final approval."

COMMUNITY APPEARANCE

Growth and change can often bring ugliness. Communities become more monotonous, impersonal and standardized. A beautiful Old Bridge can be maintained only through a deliberate search for beauty on the part of the community leadership - the architects and planners, the building industry and public officials - backed by a lively appreciation of the visual world by the people.

A search for beauty, however, goes beyond the usual considerations of street layout and maintenance, design or poles and wires, street lights and street markers, signs and billboards and architectural facades. The most crucial influences on community appearance are such matters as: (1) The three-dimensional relations of structures to their vicinities - to the roads, the nearby structures and the open spaces created between them; (2) The presence of open spaces of adequate size and interesting sequence as one moves about; (3) The varied landscape treatment of both the open spaces and the paths of circulation; (4) The locations of buildings on their own lots; and (5) The arrangement of trees, shrubs, lawns, driveways and paths.

A significant contribution to the appearance of Old Bridge can be made by the Township government in the construction of public buildings and development of public areas, such as exemplified in the Municipal Center at Cottrell Road and Route 516. The appearance of public property should serve as an example in character and attractiveness for private developers.

Additional direction and guidance in this area came in the 1977 Land Development Ordinance which legislated the creation of an Architectural Advisory Committee to assist both the Zoning Board of Adjustment and the Planning Board in its duties, with respect to the review and approval of all development with a view toward promoting a desirable visual environment through creative development techniques and good civic design and arrangements. The Planning Board or Zoning Board of Adjustment, as the case may be, may refer development applications to the Architectural Advisory Committee for their comment and review within the time limits otherwise permitted for the review of development applications.

The Architectural Advisory Committee may recommend to the board disapproval of any application for a site plan referred to it, provided that such recommendations shall be by the unanimous vote of the members of the committee present at any meeting where the vote is taken, and provided that the committee finds that the building for which the permit was applied would be, if erected, detrimental to the desirability, property values or development of the surrounding area by reason of various aesthetic considerations.

COMMUNITY DEVELOPMENT BLOCK GRANT PROGRAM

Many of the recommendations contained in the Master Plan are eligible for funding through the federally sponsored Community Development Block Grant (CDBG) Program and its predecessor, the Housing and Community Development (HCD) Program. As a part of the Middlesex County Consortium under this (HCD) Program from 1975-1980, the Township received \$974,200. Since becoming an entitlement community in September 1980, the Township has been awarded \$1,451,000 for housing rehabilitation as well as for other community development projects such as parks, curbing and the construction of a senior citizens/social services center.

NEW JERSEY GREEN ACRES PROGRAM

The Township of Old Bridge has participated extensively over the years in the funding program which provides for fifty per cent growth to both acquire and develop lands for conservation and recreation. Over 300 acres has been acquired at a cost of over \$700,000 under a previous acquisition program. The Ice Arena was built with a 50% grant from the State.

An application is now pending before the State to acquire almost ninety (90) acres of land on which Old Road Park is to be developed.