



THE TOWNSHIP OF
BRICK, NJ

NEIGHBORHOOD PLAN



Cherry Quay-Bay Harbor Brick Township, New Jersey



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THE TOWNSHIP OF
BRICK, NJ

POST SANDY RECOVERY PHASE II PLANNING

Neighborhood Plan

Cherry Quay-Bay Harbor, Brick Township, New Jersey

INTRODUCTION

In a Resolution #15-00739 on February 18, 2014, the Township Council of the Township of Brick, County of Ocean and State of New Jersey approved the preparation and submission of Post-“Sandy” Planning Studies and Reports, which allowed for the four Brick Neighborhood Plans. The Cherry-Quay Neighborhood Plan is included in these Planning Studies and is intended to look at a number of factors which will affect the future viability of this area, from the present state of the infrastructure and the ongoing re-building efforts, to methods of providing a sense of unity and community. The Cherry-Quay Plan area is composed of four peninsulas within the tributaries of Kettle Creek in the southwest of Brick Township. The neighborhood borders Toms River Township to the south, the Shore Acres neighborhood and Kettle Creek to the east, and Hooper Avenue and Brick Boulevard to the west. This Neighborhood Plan has been prepared in conjunction with three other Brick Neighborhood Plans and is also intended to complement the Hazard Mitigation Plan (HMP) and Floodplain Management Plan (FMP) prepared by Tetra Tech, Inc. collectively with other Post-Sandy Phase II planning projects by the Township.

This Neighborhood Plan provides an overview of the neighborhood and an analysis of the existing development pattern within the Cherry Quay-Bay Harbor Neighborhood and its associated bulk standards to determine specific recommendations for changes that would make the neighborhood more resilient to future storm events comparable to Superstorm Sandy. As noted in the project scope, the Plan uses the sustainable development principles of the Leadership in Energy and Environmental Design (LEED) rating systems; specifically LEED for Homes (LEED-Home) and LEED for Neighborhood Development (LEED-ND). The LEED-Home standards are applicable for homeowners who are renovating as well as those considering a complete demolition and rebuild. The LEED-ND standards apply to the neighborhood as a whole and relate to maintaining and enhancing connectivity (and thereby “walkability”) within the neighborhood for pedestrians and bicyclists, sustainable stormwater management, and enhancing neighborhood goods and services, parks and open space and schools within walking distance of the homes (1/4 mile or less). The subsequent section of the Neighborhood Plan provides design standards to assist homeowners with renovating and rebuilding.



THE TOWNSHIP OF **BRICK, NJ**

NEIGHBORHOOD DESCRIPTION

The Cherry Quay-Bay Harbor neighborhood is generally located within the southwesterly most portion of the mainland of Brick Township, Ocean County, New Jersey, directly north of Toms River Township. It is located east of Hooper Avenue, south of Drum Point Road, and west of the Shore Acres neighborhood at the point where South Branch Kettle Creek, North Branch Kettle Creek, Tunes Brook, and Long Causeway Branch meet at the head of Kettle Creek.



Map 1: Location of the Cherry Quay-Bay Harbor neighborhood within Brick Township



Cherry Quay-Bay Harbor is protected from the direct impact of the Atlantic Ocean by the Barrier Island to the east. The mainland neighborhoods are separated from the Barrier Island by Barnegat Bay, which extends from Bay Head, New Jersey to the north to Island Beach State Park, New Jersey and is a small part of the eastern U.S. Intercoastal Waterway. The surrounding area is densely developed with suburban communities, separated by a series of creeks, rivers, wetlands, marshes, and forest. Kettle Creek and the wetlands of the Joe Pal Airport Property form the eastern boundary that separates the two Brick neighborhoods of Cherry Quay and Shore Acres. These numerous estuarine waterbodies shape the landmass and the identity of the Cherry Quay-Bay Harbor neighborhood.

The neighborhood is unique compared to most others because it consists of sub-neighborhoods that are primarily defined by natural peninsulas rather than man-made lagoons. Cherry Quay and Bay Harbor Estates both have some lagoons extending into the neighborhood, but they do not dominate the character of the neighborhood, nor are they nearly as extensive as some of the other neighborhoods.

This neighborhood is generally accessible via Hooper Avenue to the west, which runs from Drum Point Road to the north to Brick Boulevard to the south. However, none of the sub-neighborhoods are interconnected, but rather, are separated by wetlands and different creeks or tributaries. Sailors Quay condominiums are accessible via Sailors Quay Drive and is the only private road in the neighborhood; Mallard Point via Tunes Brook Drive and Havens Drive; Seaview Village has a number of access roads, particularly A Street and F Street; and Bay Harbor Estates via Bay Harbor Boulevard, Queen Ann Road, and Alda Way. Cherry Quay is the only sub-neighborhood not directly accessible from Hooper Avenue, but rather via Cherry Quay Road off of Drum Point Road.

Most of the sub-neighborhoods are connected by a network of sidewalks on the interior main connector roads and some secondary roads, and extending along much of Hooper Avenue, with the exception of Cherry Quay and Mallard Point. There are no existing bike lanes, trails, or shared streets and very few crosswalks connecting the neighborhoods to the main roads. Additionally, other than a few signs for Seaview Village and Sailors Quay, there is very little signage indicating the various sub-neighborhoods, their locations, or linking them together in any way. Although several of the sub-neighborhoods were planned communities, the overall area has developed in an ad hoc nature, as evidenced by the lack of connectivity, and has resulted in several sub-neighborhoods within the sub-neighborhoods, such as in Seaview Village and Sailors Quay.

Five sub-neighborhoods make up the area within Cherry Quay-Bay Harbor. Although Cherry Quay and Bay Harbor both specifically refer to individual sub-neighborhoods, the names are also used to describe the whole geographic area in between the two. From north to south, the five sub-neighborhoods include: Cherry Quay, Sailors Quay, Mallard Point, Seaview Village, and Bay Harbor Estates. These sub-neighborhoods represent a variety of homeowner, condominium, and neighborhood associations, as well as distinct physical and social geographies. On average, homes in Cherry Quay-Bay Harbor were built in 1977, which is the most recent in comparison to other Neighborhood Plan Areas in Brick Township.



In total, the neighborhood covers approximately 8,449 acres, or 1.23 square miles, of densely populated land in the designated area. Cherry Quay-Bay Harbor is entirely residential, although several large commercial business centers surround the neighborhood on Hooper Avenue and Drum Point Road. As of the 2010 U.S. Census, there were 1,875 housing units and a population of 4,133, resulting in 1,524.4 units per square mile and 3,360 persons per square mile¹, making it the second smallest and the **second densest of the Brick Neighborhood Plan Areas. The neighborhood experiences some population increase during the summer with part-time residents with second homes and renters.**

Within the densely built neighborhood, there are several public recreational facilities and amenities, which include Cherry Quay Park, Mallard Point Park and beach, and the newly renovated Bay Harbor Park. Neighborhood associations also provide private recreational facilities, such as pools, marinas, and clubhouses, for members only. Existing and proposed natural conservation areas in and surrounding Cherry Quay-Bay Harbor offer additional open space for the public, including the Joe Pal Airport Property and adjacent wetlands. While open space provides pleasure and recreation for residents, it also allows natural ecosystems to flourish and helps to mitigate flooding.

Much of the neighborhood was built on former wetlands and, therefore, is very low to sea level and subject to habitual flooding. Although some of the coastline still has a buffer of wetlands, several areas within the neighborhood have become problematic where overbuilding and hard, impervious surfaces do not allow the underlying wetlands and natural estuarine cycles to function properly. Cherry Quay, in particular, suffers from a chronic flooding problem because development filled up the wetlands to the edge of the water, but left remnants of wetlands that do not have the ability to drain.

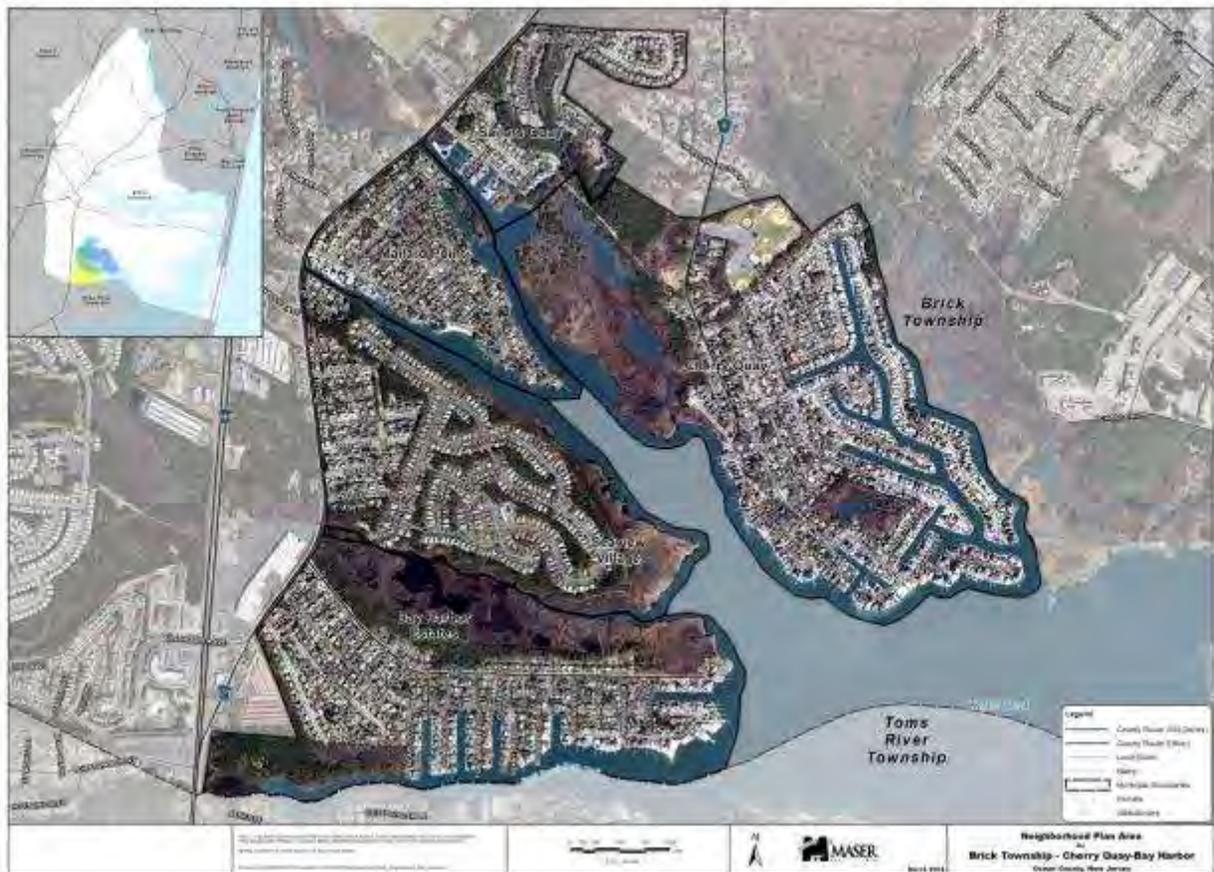
The neighborhood's location slightly more inland from Barnegat Bay and the barrier island is slightly sheltered from major storm events and flooding that outer neighborhoods experience. However, as was the case with Superstorm Sandy, rising flood levels and heavy rain can easily overflow the streams and marshes in the low-lying area. With the breach of the barrier island near the Mantoloking Bridge to the east, the water level in Barnegat Bay quickly rose as it filtered upstream from the ocean. Cherry Quay, which is the easternmost sub-neighborhood, has the most direct frontage on Kettle Creek and the largest lagoon network of the sub-neighborhoods, also had the greatest number of properties that experienced substantial damage, followed by Bay Harbor Estates.

Cherry Quay-Bay Harbor, like other neighborhoods, is still continuing to rebuild, as well as implement new adaptive and mitigation measures for future storms and sea level rise. Since the storm, some homes have either been demolished and rebuilt or renovated, and many homes have been raised to meet BFE requirements in order to qualify for flood insurance or FEMA grant money. Newer properties are more likely to already comply with these measures and generally experience less damage.

¹ U.S. Census Bureau, 2010.

Drainage issues, impact on wetlands, low-lying/flood-prone properties, and a lack of connectivity could prove to be the biggest issues that this community is facing. The ability of these sub-neighborhoods to act together to improve infrastructure, connectivity, and storm preparedness, in addition to the actions that are taken by the surrounding communities, will have a direct impact on the community's future resiliency.

Map 2 below shows a close-up aerial image of the neighborhood, while all of the sub-neighborhoods are listed below in the Existing Conditions section and shown on Map 14.



Map 2: Aerial Map of Cherry Quay-Bay Harbor Neighborhood Plan Area in detail

Much of the neighborhood was built on former wetlands or marshes, which were dredged to create lagoons to allow private boat traffic and mooring for neighborhood residents, while the dredged silt was likely used to build up the land on which the homes and roads were placed. Cherry Quay and Bay Harbor sub-neighborhoods both have an extensive network of miles of man-made lagoons which meander into the interior of the neighborhood. Therefore, interior parts of the neighborhood are accessible by boat, but are also subject to habitual flooding due to its location on the water and being built on naturally absorbent wetlands.



Figure 1: Damage from Sandy (Claudio Foquina Photography, "Drowned by Hurricane Sandy" Nov. 2012, Google Maps)

Cherry Quay-Bay Harbor endured significant damage from flooding and wind during Superstorm Sandy in 2012, similar to other communities in this region. After the barrier island was breached near the Mantoloking Bridge directly to the east, the water level in Barnegat Bay quickly rose as it filtered inland from the ocean. Many streets in this neighborhood are already prone to flooding, but were inundated when the marshes and storm drains could no longer absorb any more water. Nearly all of Cherry Quay-Bay Harbor was flooded by the storm surge. Therefore, the neighborhood is quite vulnerable to the effects of major storm events. Although most experienced moderate to severe damage, many homes were entirely destroyed.

PLAN INTEGRATION, COORDINATION, AND BUILDING BLOCK APPROACH

PLANNING COORDINATION AND PROCESS

This Neighborhood Plan is part of a larger initiative taken on by the Township of Brick to better integrate planning processes with community development, local decision-making, and hazard mitigation efforts. This effort included the concurrent development of a series of township-specific working documents that create a framework for reducing vulnerabilities to hazards, increasing safety, and limiting damages to both public and private property. Each plan leverages the findings and analysis of the other planning efforts and fulfills a unique component of a comprehensive approach to hazard mitigation and community resilience. The following documents were developed concurrently with cross-utilization of experts and stakeholders:



- Township of Brick Neighborhood Plans
- Township of Brick Master Plan: Hazard Mitigation Plan Element
- Township of Brick Floodplain Management Plan
- Township of Brick Repetitive Loss Area Analysis
- Township of Brick Capital Improvement Plan
- Township of Brick Master Plan: Green Buildings and Sustainability Element

The development of the Neighborhood Plan was led by the Township’s Master Plan Sub-committee consisting of four members of the Planning Commission and supported by a public engagement process that included an open public meeting and presentation. As a result, this plan incorporates a wealth of local knowledge and ensures that recommendations align with the goals and preferences of the community.

The methodology and associated tasks incorporated into the development of the Neighborhood Plan Element are outlined below.

- Review of existing plans and studies, including but not limited to:
 - 2007 Township of Brick Master Plan, inclusive of all Master Plan elements
 - 2014 Township of Brick Strategic Recovery Planning Report
 - 2014 Township of Brick “Getting to Resilience” Recommendations Report
 - Ocean County Long Term Community Recovery Plan
- Existing conditions analysis to document trends and the current status of the community, including:
 - Population/Demographics
 - Land Use and Development
 - Regulations and Ordinances
- Public outreach and engagement efforts to incorporate local knowledge and values into the planning process. Public engagement included:
 - Open Houses
 - Meetings
 - Surveys
- Site visits and meetings with local officials.

NEIGHBORHOOD PLAN GOALS AND OBJECTIVES

The planning principles employed in this Neighborhood Plan are based on evaluations by the Township professional staff and interaction with Cherry Quay-Bay Harbor property owners through public meetings and surveys.



- To empower the Cherry Quay-Bay Harbor neighborhood, in partnership with the Township, to implement thoughtful, innovative, and resilient projects that will advance the visual and functional “branding” of Cherry Quay-Bay Harbor as a cohesive bayfront community.
- To provide practical and affordable recommendations to make Cherry Quay-Bay Harbor more resilient to future threats while improving quality of life, access to parks and open space and safety for pedestrians and bicyclists.
- To fully engage stakeholders about the impacts of climate change and to develop pathways to resilience based on sound science.
- To leverage investments to help the community implement the recommendations of this Neighborhood Plan.

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PUBLIC OPINION

A combined open public meeting for the Cherry Quay-Bay Harbor neighborhood and Shore Acres neighborhood was held on June 16, 2015 at Drum Point Elementary School on Drum Point Road.

Township officials and consultants from Maser Consulting, P.A. and Tetra Tech, Inc. were present to share observations of the neighborhood conditions and impact from storm damage. Residents were invited to take part in discussion about the present state, existing conditions, storm damage, and ideas for the future of the neighborhood and wrote comments on poster boards. Below are the visuals created and distributed at this meeting:

Figure 2, Figure 3, and Figure 4 were poster boards that were presented with the intention of getting comments from residents as to their opinions on various design approaches, neighborhood threats, and parks and green spaces concepts. Figure 5 and Figure 6 were presented as visuals to give context and ideas for the comment sheets and boards that were also provided.

		Context	Approach to Building/Elevation	Like (green)/ Dislike (red)/ No Opinion (yellow)	
				Cherry Quay - Bay Harbor	Shore Acres
Plan View		Narrow Lots (25 to 50 ft. wide)	splitting of patios and conversion of space for parking		
			Recessed front entry to absorb part of the straight-run stairway into side yard		
	Street tree plantings with vase or columnar habit				
	Control over-building with regulation that limits Sq. Ft based on lot size				
	Control over-building by maintaining required setbacks between buildings				
	Use of stone or brick facing on elevated basements in areas of four feet above grade				
Street View		Larger Lots (50 ft to 100 feet wide)	Orientation of entry stairs parallel to the street rather than perpendicular		
			Limit size of garage spaces and encourage decks and porches		
			Encourage creative grading and landscaping to mask views under trees		
			Street tree plantings of trees with spreading habits		
			Control over-building with regulation that limits Sq. Ft based on Lot Size		
			Control overbuilding by maintaining required setbacks between buildings		

Figure 2: Building Design Approaches comment board presented at June 16, 2015 meeting



(2) Identification of Neighborhood Threats

Context	Description	Response Codes (green) Acquire/Provide Assistance (red) No Opinion (yellow)	
		Cherry Quay – Bay Harbor	Shore Acres
	Abandoned properties that or where property owners have not taken action		
	Vacant lots within neighborhoods where the home was destroyed and demolished but where no further action has occurred and the lot has become an eyesore		
	Properties that have deteriorated or have become an eyesore in the neighborhood because they are prone to repetitive losses from periodic flooding		

Figure 3: Identification of Neighborhood Threats comment board presented at June 16, 2015 meeting

(3) Parks & Green Space - Flood Storage

Context	Description and Purpose	Response Codes (green) Disagree (red) No Opinion (yellow)	
		Cherry Quay – Bay Harbor	Shore Acres
	Use Salt Marsh for Stormwater Management Where possible, use existing freshwater wetlands and tidal marshland to absorb stormwater to reduce reliance on pipes and outfalls		
	Allow parks to act as floodplain for riverine flood events (Kettle Creek) Investigate potential for increased flood water retention in existing parks and open spaces		
	Use Green Infrastructure (rain gardens, bioswales, rain barrels, etc.) to absorb stormwater Incorporate Green infrastructure into capital improvements - Streetscapes - Stormwater management practices; Homeowner landscaping to encourage rain gardens, bioswales and the capture runoff for stormwater absorption and improved water quality in Kettle Creek & Barnegat Bay		

Figure 4: Parks & Green Space – Flood Storage comment board presented at June 16, 2015 meeting



Neighborhood Visual Character – Elevated Homes

<p>Changes in Visual Character:</p> <ol style="list-style-type: none"> 1. Raised foundations 2. Rebuilds of larger homes 3. More drastic contrasts in height 	<ol style="list-style-type: none"> 4. Newer homes are larger and closer together. 5 & 6. Some rebuilds dwarf existing homes. 	<p>Design approaches :</p> <ol style="list-style-type: none"> 7. Skirted pilings 8. Parking underneath w. terraced steps. 9. Split directional stairway
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1



4



7



2



5



8



3



6



9



Figure 5: Neighborhood Visual Character – Elevated Homes poster board presented at June 16, 2015

Visual Preferences – Parks & Open Space

<p>Neighborhood Parks</p> <ol style="list-style-type: none"> 10 – Waterfront Access 11 – Landscaped Spaces 12 – Active Recreation 	<p>Water's Edge Spaces</p> <ol style="list-style-type: none"> 13 – Street Ends 14 – Coves & Lagoons 15 – Vegetated Strips 	<p>Open Areas</p> <ol style="list-style-type: none"> 16 – Vacant Lots 17 – Naturalized Areas 18 – Common Areas
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10



13



16



11



14



17



12



15



18



Figure 6: Visual Preferences – Parks & Open Space poster board presented at June 16, 2015 meeting



NOTES FROM THE CHERRY QUAY-BAY HARBOR PUBLIC MEETING

Comments during the meeting at Drum Point Elementary School on June 16, 2015 were synthesized and can be found in Appendix I. These comments have helped to inform the Neighborhood Plan below.

In general, residents expressed an affinity for their neighborhood communities and location. Everyone also expressed dismay about consistent flooding problems and that they would like to see something done to protect their properties. However, some people had conceded that this would continue to be the case and have adapted their strategies and expectations.

A few attendees said that most of the houses are rarely flooded, but the roads are known to flood and cut off access to certain low-lying parts of the neighborhood near Barnegat Bay. Additionally, there was a general consensus by residents that the storm drains and catch basins were a primary cause of the flooding issues, although the breaching of the Barrier Island was blamed for the major, unprecedented flooding that occurred during Superstorm Sandy. It was generally agreed upon by these residents that something needed to be done to fix the Barrier Island area in order to help protect the Cherry Quay-Bay Harbor neighborhood.

- Pond in Cherry Quay consistently floods – no drainage out of the pond except to streets.
- Storm drains used to have bevels (?) so water would go out drains and not back in through them – not there anymore.
- Houses sitting empty for years – damaged badly and moldy – health and safety hazard to the whole neighborhood. Need to do something about it at some point soon, whether it's the owner or the Township



NEIGHBORHOOD HISTORY

The development of Cherry Quay-Bay Harbor is somewhat indicative of changes in regional and national growth, as well as a mix of other factors. Although these external historical factors cannot be fully comprehended, the history of the neighborhood can be visualized and explained at the neighborhood level using a series of historic aerial photographs that were obtained from online sources, such as www.historicaerials.com and Google Maps. The aerial photographs have been analyzed to determine changes that took place within the Neighborhood Plan Area over the course of the past century. The first available photography dates from 1931 in intervals of roughly 5 to 10 years through 2013.

Based on the first aerial image from the year 1931, very little would have occurred prior to that year that would be critical for the development of this Plan. Prior to development, Cherry Quay-Bay Harbor likely resembled a cross between the forested area of the Township Open Space Plan Area, the wetlands area of Swan Point State Natural Area/Forsythe National Wildlife Refuge that exists today in Metedeconk Neck along the Metedeconk River, and Cattus Island in Toms River Township. These are protected natural areas and parks that would have had similar features, although Cherry Quay is unique in its geographic form and is slightly more protected from the element.



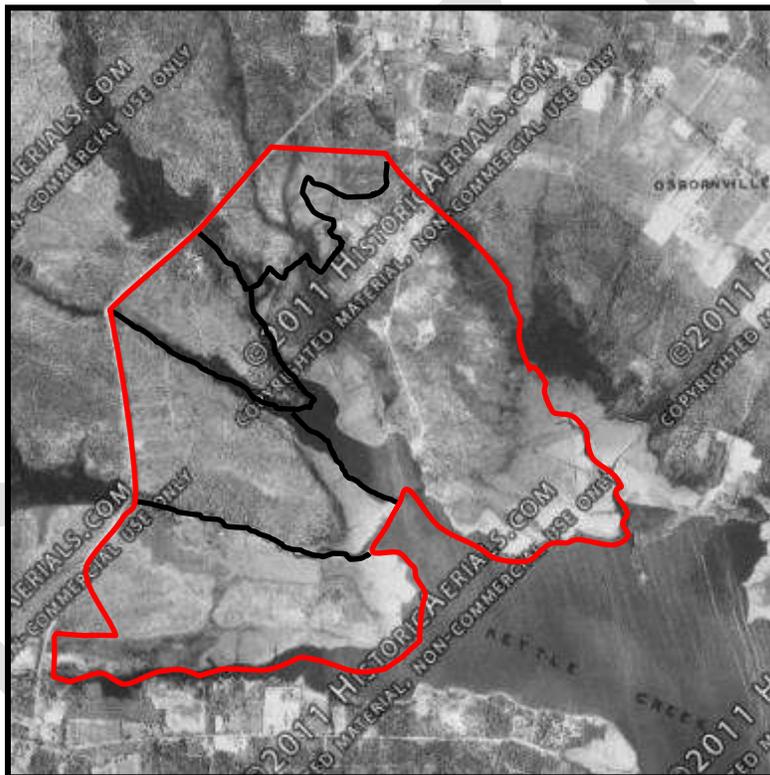
Figure 7: Example of how Cherry Quay-Bay Harbor may have looked before development – Cattus Island (William Hall, Sept. 26, 2013)

According to the aerials, the subject neighborhood has altered drastically since at least the year 1931. Similar to the other regional neighborhoods, Cherry Quay-Bay Harbor remained mostly in a state of undisturbed natural wetlands until the mid-twentieth century, and then developed rapidly, seemingly all at once. Pre-development, Cherry Quay-Bay Harbor likely resembled the way that the surrounding wetlands in Metedeconk Neck or Swan Point State Natural Area exist today to the north. This is a protected natural area and would have had similar features.

Each of the sub-neighborhoods began to be developed around the same period, beginning between 1940 and 1953. However, the first major neighborhood road appeared in Cherry Quay by 1940 and Cherry Quay, Mallard Point, and Bay Harbor Estates were built the most rapidly. These three sub-neighborhoods had nearly filled out by 1972, while Sailor's Quay and Seaview Village remained fairly stagnant for a long period of time. A second growth spurt occurred between the late 1980s and 2000, when the remaining parts of the neighborhood were developed to approximately its current state. The neighborhood has generally remained the same since the addition of Sailor's Quay in 2002, with the exception of major damage caused by Superstorm Sandy in 2012 and the subsequent rebuilding.

Overall, the entire neighborhood displaced hundreds of acres of wetlands and forest. Although the surrounding wetlands were drastically altered since their natural condition in 1931, the remaining wetlands have existed relatively untouched since mid-century. As a result of the proximity to the beach and the type of sprawling development that characterized much of the mid- to late-twentieth century, Cherry Quay-Bay Harbor and Shore Acres experienced similar development patterns, which generally began and ended around the same time period. As primarily year-round residential neighborhoods, Cherry Quay-Bay Harbor and Shore Acres began to develop large subdivisions of homes much more rapidly than neighborhoods on the Barrier Island, but also continued to fill in lots much later due to a greater extent of open space.

The development of the neighborhood can be traced through the series of images below, which show the neighborhood outlined in red, with the sub-neighborhoods outlined in black.



Map 3: 1931 Historic Aerial (www.historicaerials.com)

In 1931 ([Map 3](#)), the Cherry Quay-Bay Harbor neighborhood of Brick Township appeared very differently from the way that it appears today. Most of the study area was still in a very natural condition, with the exception of a few unpaved roads and possibly a few homes or farms in the northeast section north of Cherry Quay, called Osborneville. In fact, what would become Cherry Quay Road/Bark Road/Port Road was a dirt road that extended all the way to the end of Cherry Quay to a small beach where Cherry Quay Beach exists today.

Large expanses of undisturbed marshland followed the entire perimeter of the neighborhood extending inland for over a half-mile. The southern part of Cherry Quay alone, as highlighted in green in Figure , included over 40 acres of wetlands in 1931, which have been removed almost entirely. With development already surrounding the area in other neighborhoods, this imagery indicates that the land may have been too unstable and flood-prone to build farms or communities at the time.



Figure 8: 40+ acres of wetlands in southern Cherry Quay in 1931 (left) and 2013 (right) (www.historicaerials.com)

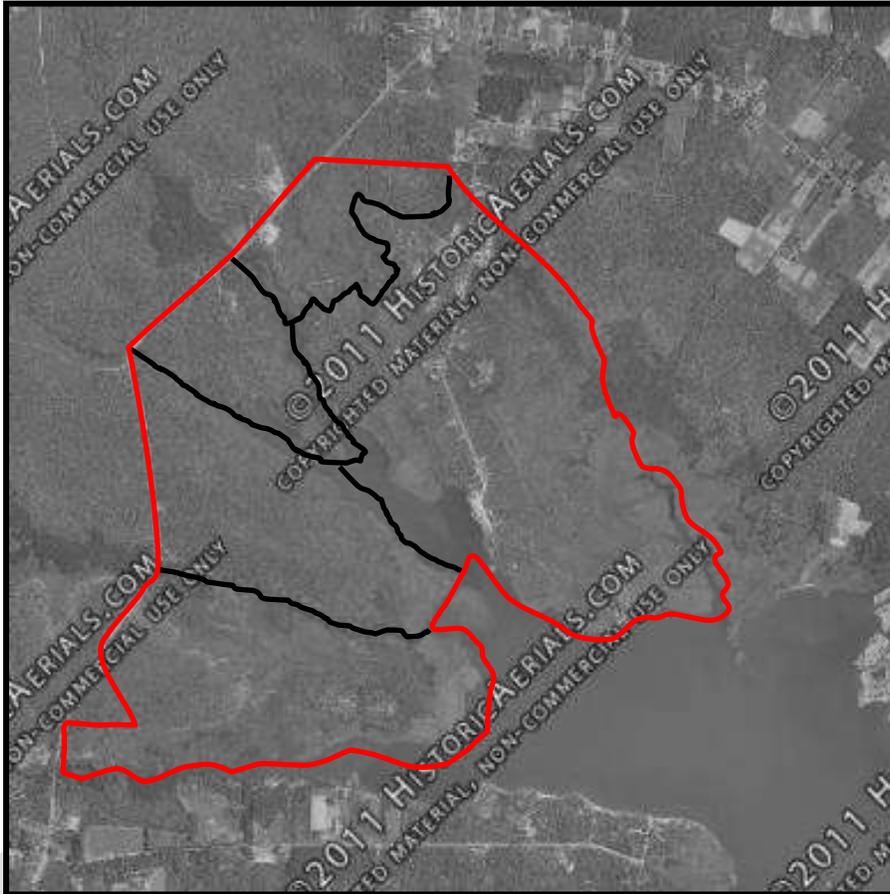
Additionally, while most of the neighborhood was still completely untouched in 1931, a faintly outlined street grid appears in Seaview Village. Although they were only paper streets at the time, they would eventually be built in the same layout, but it would not be until at least 1986 that any development occurred.



Figure 9: Seaview Village in 1931 (left), 1953 (center), 1986 (right) (www.historicaerials.com)

Nearly a decade later, in 1940 (Map 4), most of the Cherry Quay-Bay Harbor neighborhood was still undeveloped. By contrast, Shore Acres, Princeton-Midstreams, and parts of the Brick Barrier Island had

already experienced some growth and had distinct communities. The only noticeable change was the paving of Cherry Quay Road and a few additional homes. The nearby Osborneville neighborhood to the north and Toms River (then Dover Township) to the south was largely rural and agricultural.



Map 4: 1940 Historic Aerial (www.historicaerials.com)



Map 5: 1953 Historic Aerial (www.historicaerials.com)

By 1953 (Map 5), the majority of the wetlands still remained, but, like Shore Acres, it is evident that development was encroaching closer from all around. At this point, at least some initial development could be seen in each of the sub-neighborhoods. The original Seaview Village street grid and street grids in Mallard Point and Bay Harbor Estates were the most prominent features, although very few homes were built yet. The first man-made lagoon in the neighborhood was built at this time at the eastern end of Bay Harbor. Additional disturbance is visible in Cherry Quay and Sailor's Quay, as well. These seemingly sudden changes within the neighborhood occurred at the same that Brick Boulevard was built (seen to the west), which was a major highway for the time.



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Figure 10: Comparison of Cherry Quay-Bay Harbor in 1931 & 1953 (www.historicaerials.com)



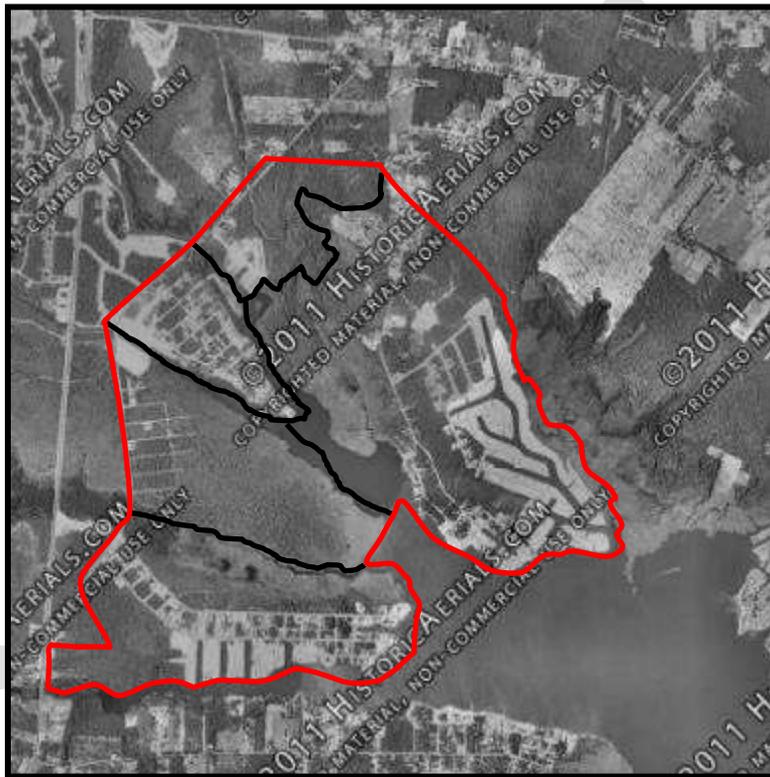
Map 6: 1956 Historic Aerial (www.historicaerials.com)

The tributary neighborhood continued its transformation between 1953 and 1956 (Map 6), although much more sluggishly than other neighborhoods in the region, which can be seen around the outer boundaries. However, of note within those three years are the addition of four lagoons in southern Bay Harbor, one in southwest Cherry Quay, and one in Sailor's Quay. The dredged materials from the lagoons were then used to build up and stabilize the land and roads around them, which were wetlands prior to



that. Club House Road in Cherry Quay was also a major road development that ran parallel to Cherry Quay Road.

In that same year, the Federal Aid Highway Act was passed, also known as the National Interstate and Defense Highways Act (Public Law 84-27), which authorized the interstate highways to be built around the country. While this did not have a direct impact on any of the Neighborhood Plan Areas, it did help to spur on suburban growth around the nation in places such as Brick Township. Therefore, development was evidently expedited in the years to follow.



Map 7: 1963 Historic Aerial (www.historicaerials.com)

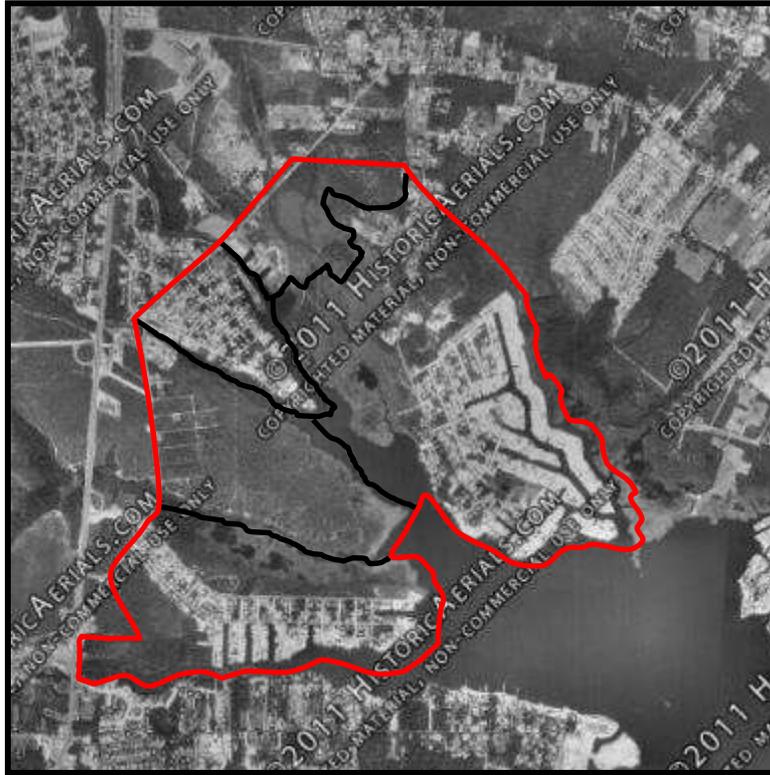
Analogous to other Brick neighborhoods, Cherry Quay-Bay Harbor was becoming almost unrecognizable by 1963 ([Map 7](#)) from its original state and continued its rapid expansion. Except for retaining the same general form, the wetlands on which the neighborhood was built – the major natural system that sustained the delicate balance of the area – were compromised almost beyond recovery. Instead, they were quickly being replaced by new streets, subdivisions of single-family homes and lawns, and man-made lagoons built up with retaining walls. The lagoons, while they resembled the narrow streams that once wound through the marshes, have completely transformed the coastline and allowed for unrestricted boat access through the critical habitat.

The lagoons in the eastern part of Cherry Quay and the southern part of Bay Harbor were nearly completed to its fullest extent virtually all at once, within the eight year period. The street grid in Mallard Point was nearly complete, as well, but still had undeveloped blocks. It was also evident that a lagoon and a new road were intended for the northern part of Mallard Point; however, that effort was clearly abandoned, at least by the mid-1970s.



Figure 11: Formation and stagnation of lagoon development in Mallard Point (Left: 1956; center: 1963; right: 1986)
(www.historicaerials.com)

By 1972 ([Map 8](#)), new development was actually speeding up, whereas it had slowed throughout most of the other lagoon and Bay neighborhoods. Homes in Cherry Quay and Mallard Point occupied the street grids in a high density close to their full extent. On the other hand, the Seaview Village peninsula remained nearly empty, with the exception of a few homes on the original street grid. Sailor's Quay had only one street with a few homes.



Map 8: 1972 Historic Aerial (www.historicaerials.com)

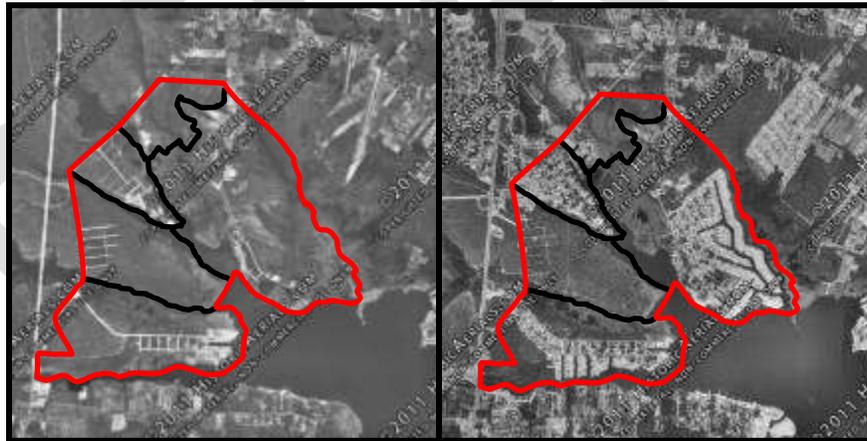


Figure 12: Comparison of 1931 aerial (left) and 1972 aerial (right) (www.historicaerials.com)

Along with the development in Cherry Quay, a large remnant drainage basin was created in the center of the neighborhood as streets and homes filled in the area around it, but were unable to build over the standing water. However, it is evident that some attempt to fill the natural wetlands basin was made between 1970 and 1972 to a partial extent, as demonstrated in Figure 13.



Figure 13: Attempted filling of drainage basin (Left: 1953; center: 1972; right: 1986) (www.historicaerials.com)

Additionally, the surrounding wetlands along the waterways of the neighborhood continued to deteriorate as development accelerated, leaving the shoreline more accessible, but also exposed and exacerbating the vulnerability to flooding. As shown below, a small island near Sailor's Quay disappeared completely within thirty years.



Figure 14: Deterioration of wetlands and island near Sailor's Quay (Left: 1940; Center: 1963; Right: 1972) (www.historicaerials.com)



Map 9: 1986 Historic Aerial (www.historicaerials.com)

By 1977, the waterfront development would become more restricted and wetlands would stop deteriorating as rapidly. In fact, all of the wetlands would remain untouched by development by law, following the 1977 Clean Water Act, Section 404: Protection of Wetlands Executive Order No. 11990 by the United States Environmental Protection Agency. In 1986 (Map 9), the neighborhood had filled in much more, particularly in the interior sections. The winding tree-lined streets of Seaview Village Association were also built and filled with homes, resembling other bucolic suburban neighborhoods sprouting up in the area. The development of the Seaview Village Association neighborhood occurred within less than a decade and eclipsed the development on the original street grid, which still had remained mostly untouched since 1953.

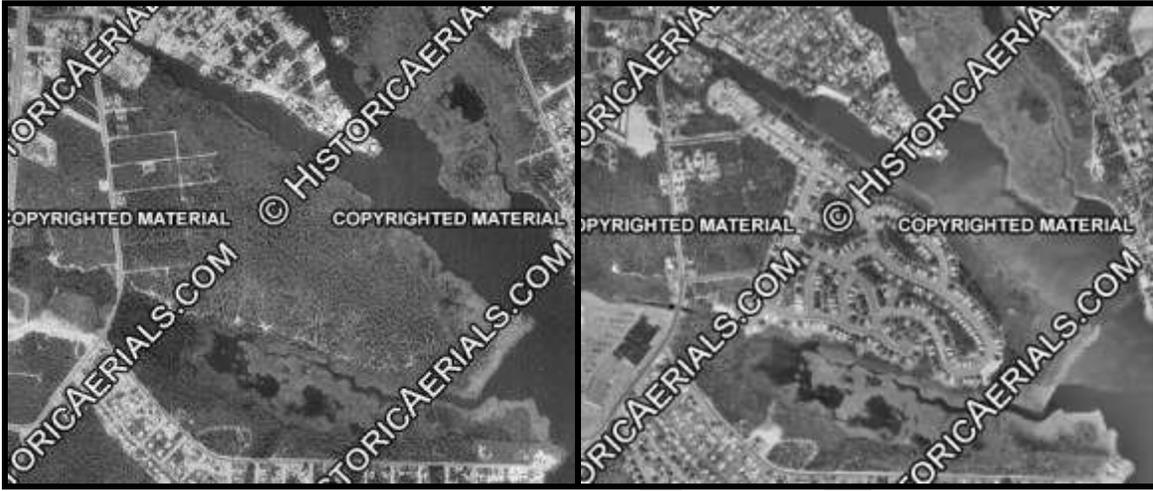


Figure 15: Comparison of Seaview Village in 1972 (left) and 1986 (right)

The Cherry Quay-Bay Harbor neighborhood as a whole was built-out to its current extent and essentially at maximum capacity by 1995 due wetlands and conservation area constraints to curb over-development (Map 10). Sailor's Quay was the final neighborhood to develop in the early 1990s and Seaview Village finally filled in, as well. However, because the private development occurred first, the streets did not connect to the street grid.



Map 10: 1995 Historic Aerial (www.historicaerials.com)



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Map 11: 2002 Historic Aerial (www.historicaerials.com)

By 2002 ([Map 11](#)) the sub-neighborhoods were complete and the physical layout of the neighborhood remained largely the same from then on. The sub-neighborhoods were well-established and continued to mature, with the exception of some individual homes that may have been knocked down and replaced. The 2007 aerial ([Map 13](#)) and 2013 aerial ([Map 13](#)) illustrate the continuity.



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Map 12: 2007 Historic Aerial (www.historicaerials.com)



Map 13: 2013 Historic Aerial (www.historicaerials.com)

Similarly to its neighbors, the tributary neighborhood has changed dramatically between the early 1930s and the present. The Brick neighborhood began to be developed around between 1940 and 1953, but accelerated around 1963 to generally occupy the footprint of land that exists today, and continued to fill in until approximately 1995. The period between 1953 and 1986 saw the most profound structural and ecological transformation in the neighborhood and was the period in which most of the subdivisions, street network, and lagoons were created. While not all of the natural space had yet been developed, development trends in other areas signified a major shift that it could ultimately become that way. However, many of the wetlands in the neighborhood were either unbuildable or already protected by the time that development was accelerating. Due to constraints on available land along the waterfront, development began to densify in the inland sections until the early 2000s. Although homes have historically been small structures on small, single-family lots, they have continued to increase in size while simultaneously occupying smaller lots to accommodate more growth. Overall, the neighborhood appears generally the same as it did in 2002, with the exception of damage from Superstorm Sandy.



Figure 16: Changes to wetlands in Bay Harbor and Seaview Village in 1940, 1953, 1956, 1972, 1986, and 2013 (from left to right, top to bottom) (www.historicaerials.com)

In addition to the changes to wetlands and development coverage, the historic aerials also indicate the substantial damage from Superstorm Sandy. The 2007 aerial image was taken only five years prior to the storm and 2013 was less than one year after the storm. Despite being taken one year later, much of the



recovery process also took place in 2013 and later due to the timing and magnitude of the storm. The amount of damage to the neighborhood is still evident. The aerial images display the ferocity that the storm brought and that many homes were either destroyed, removed, are missing roofs or docks, or have been rebuilt. This is particularly true for properties along Kettle Creek and the lagoons where the storm surge and winds caused flooding and inflicted the most damage upon the community.

Unlike the Barrier Island sub-neighborhoods, the Cherry Quay-Bay Harbor sub-neighborhoods are very distinguishable on an aerial map due to their distinctive geographies and the surrounding waterways, as well as variety of development typologies. This Plan attempts to address both the similarities and differences in issues of each sub-neighborhood on the ground level, while making the identity and connectivity of the entire Brick neighborhood seamless.

DRAFT



EXISTING CONDITIONS ANALYSIS

The initial assessment for the Neighborhood Plan involved several site visits of the area with local representatives and an analysis of the information gathered by Township Planners, investigations, historic documents, and U.S. Census and American Community Survey data. From this baseline information, the following facts and observations were identified:

NEIGHBORHOOD PROFILE

The Cherry Quay-Bay Harbor neighborhood encompasses a total of 785 acres, or nearly 1.23 square miles of land on four different estuarine sub-peninsulas located on the mainland of Brick Township. The peninsulas are surrounded by water and wetlands that drain into Kettle Creek to the east and eventually into Barnegat Bay and the Atlantic Ocean. The neighborhood is due west of Shore Acres and the barrier island. The drop in elevation between the mainland and the barrier island creates Barnegat Bay and the Intracoastal Waterway, which extends along the eastern coast of the United States and protects the mainland from the ocean.

With access to the rivers and bay from nearly every point within the neighborhood, and proximity to the Brick beaches via the Mantoloking Bridge, nature preserves, and to major retail centers, the neighborhood sits at a strategic location that has attracted both year-round and seasonal residents over the past half-century. This location provides residents with plentiful housing, recreational, educational, and economic opportunities.

Although the neighborhood is densely developed, there are a few remaining ecologically diverse areas interspersed throughout. Most homes sit on properties between 5,000 and 7,500 square feet, but including all undeveloped/conservation areas, there are approximately 2.4 housing units per acre (1,524 per square mile) and 5.3 persons per acre (3,360 per square mile). However, the protected wetlands and waterways leave little practical or permitted space for expansion of the highly populated neighborhood, with the exception of rebuilding existing lots.

The tributaries throughout the neighborhood have isolated the communities on the sub-peninsulas. Hooper Avenue, which runs north to south on the western border, is the only major road that provides vehicular access for four of the sub-neighborhoods, while Drum Point Road runs east to west in the north and meets Hooper Avenue and Brick Boulevard. Cherry Quay Road, Bay Harbor Boulevard, Queen Ann Road, A Street, F Street, Tunes Brook Road, Havens Drive, Pleasant Drive, and Sailors Quay Drive are some of the secondary roads that connect the sub-neighborhoods on the peninsulas to the major roads.

SUB-NEIGHBORHOODS

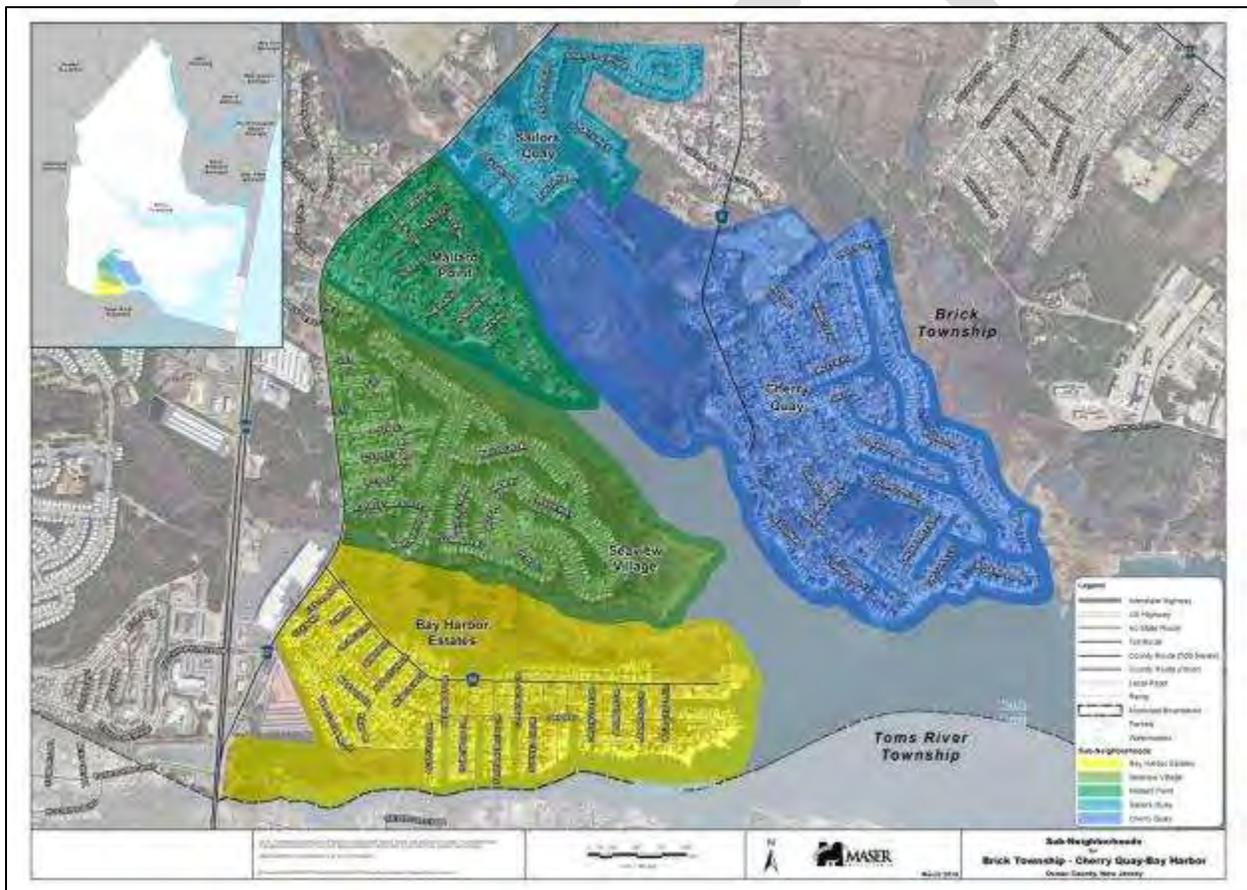
The Cherry Quay-Bay Harbor Neighborhood Plan Area is separated from Shore Acres and other Brick neighborhoods by rivers, and areas of natural, undeveloped wetlands. The neighborhood itself is divided



into five distinct areas, in part due to the waterways and undevelopable wetlands in between them, as well as various neighborhood associations and development typologies. There are five resultant “sub-neighborhoods”, which include: Cherry Quay, Sailor’s Quay, Mallard Point, Seaview Village, and Bay Harbor Estates.

Some of these sub-neighborhoods self-identify as homeowners, condominium, or neighborhood associations. However, there are some areas of the neighborhood that are not officially designated or do not belong to a specified association. Furthermore, there are various typologies within pockets of each sub-neighborhood. The boundary lines of the sub-neighborhoods and the overall neighborhood are estimated based on the delineation of development and guidance from Township officials. The sub-neighborhoods are listed in the sidebar as they are shown on Map 14 below.

Cherry Quay-Bay Harbor Sub-Neighborhoods
Cherry Quay
Sailor’s Quay
Mallard Point
Seaview Village
Bay Harbor Estates



Map 14: Cherry Quay-Bay Harbor Sub-Neighborhoods



CHERRY QUAY

Cherry Quay is one of the oldest and most recognized developments in the neighborhood. It is also the largest sub-neighborhood by area and population and consists of the most extensive network of lagoons in Cherry Quay-Bay Harbor. The sub-neighborhood is located in the northeastern portion of the neighborhood and sits on the north side of Kettle Creek where several tributaries converge. Although the sub-neighborhood occupies a sub-peninsula that was formerly wetlands, it now resembles many other developed lagoon neighborhoods in the region with little trace of its natural history.



Figure 8: Lagoon neighborhood, south Cherry Quay (Google Maps)

The sub-neighborhood extends approximately from Cherry Quay Park on Cherry Quay Road to the north, to Kettle Creek to the south and west, and shares a border with the Joe Pal Airport Tract property and Shore Acres to the east. Another wetlands conservation area, part of the Edwin B. Forsythe National Wildlife Refuge, and a lack of connecting roads, separates it from Sailor's Quay and Mallard Point. Cherry Quay is only accessible by vehicle from Cherry Quay Road to the north, by pedestrian/bike paths through the adjacent conservation areas, or by boat. Despite being the most expansive sub-neighborhood, Cherry Quay is also currently the most isolated from the other sub-neighborhoods.



Figure 7: Inland neighborhood, north Cherry Quay (Google Maps)

Cherry Quay is the most densely developed and populated sub-neighborhood. The land use is almost entirely residential, with the exception of a park and conservation lands.

Due to its low-lying coastal location on former wetlands, and its infiltrating lagoon network, the sub-neighborhood is highly prone to flooding and experienced the most damage from Superstorm Sandy.

SAILOR'S QUAY

Sailor's Quay is the smallest of the sub-neighborhoods and consists of two separate communities. The sub-neighborhood is named for the private condominium and single-family housing development on Sailors Quay Drive off of Hooper Avenue at the northern extent of the Cherry Quay-Bay Harbor

neighborhood. Sailor’s Quay was built in the early- to mid-1990s – one of the last developments to occur in the neighborhood.



Figure 19: North End of Sailor’s Quay Sub-Neighborhood



Figure 20: Waterfront portion of Sailor’s Quay Sub-Neighborhood

Immediately to the south, but disconnected from Sailor’s Quay is a small community on Pleasant Drive off of Hooper Avenue, which occupies public roads. This small community of single-family homes began developing in the mid-1950s, although very slowly. There are two small lagoons and a marina on the North Branch of Kettle Creek, as well as forest, wetlands, and another small creek separating the sub-neighborhood.

MALLARD POINT

Mallard Point was developed before Seaview Village and Sailor’s Quay, but built out sometime concurrently with Cherry Quay and Bay Harbor. It has some of the oldest homes in the Neighborhood. It is situated between Seaview Village to the west and Sailor’s Quay to the east, at the northern end of Kettle Creek.

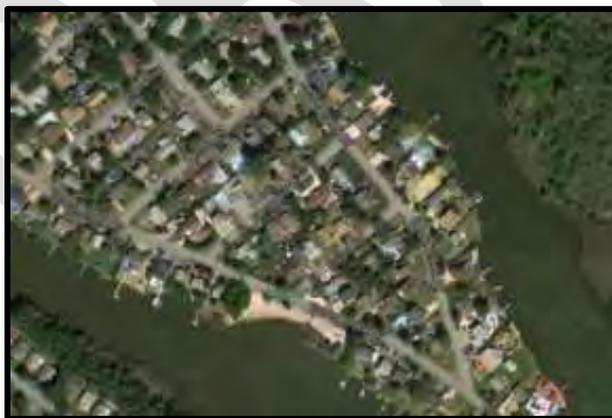


Figure 21: Aerial view of Mallard Point Sub-Neighborhood



SEAVIEW VILLAGE

Seaview Village was one of the most recently constructed sub-neighborhoods, emerging after Cherry Quay, Bay Harbor and Mallard Point, but before Sailor's Quay.



Figure 22: Aerial of Eastern Seaview Village

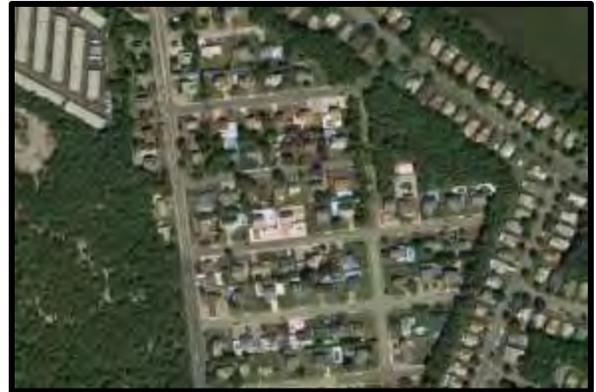


Figure 23: Aerial of Western Seaview Village

BAY HARBOR ESTATES

Bay Harbor, along with Cherry Quay is one of the oldest of the sub-neighborhoods in the Cherry Quay-Bay Harbor Neighborhood.

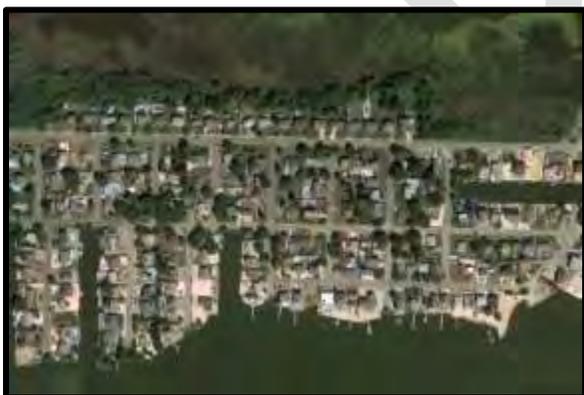


Figure 24: Aerial of eastern portion of Bay Harbor

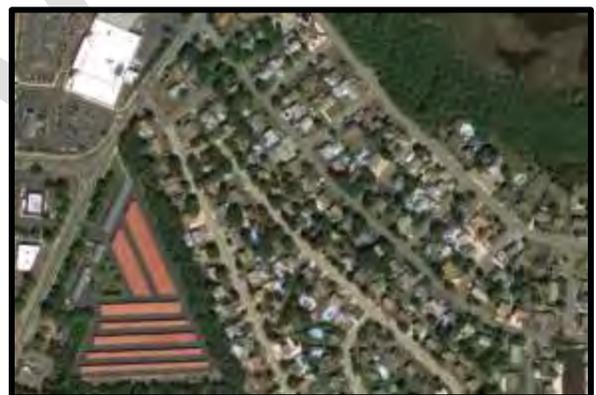


Figure 25: Aerial of western portion of Bay Harbor

Despite the density of the sub-neighborhood, it is bounded wetlands along the northern edge.



DEMOGRAPHICS

[ADDITIONAL DEMOGRAPHIC SUMMARY SPECIFIC TO CHERRY QUAY-BAY HARBOR TO BE ADDED]

Brick Township as a whole has also been losing some population. Each decade since 1950 through 2000 saw between 10,000 and 20,000 people added to the total population. After rapidly increasing in population for half a century, it began to plateau in 2000 at 76,119. Only another couple thousand people were added to the population by 2000, and by the following year the population lost over 3,000 people. The cause of the sudden decrease in population has not been determined. Since then, the population has hovered around 75,000 (see Figure 9). The population density of Brick Township in 2000-2005 was estimated to be 2,979 persons per square mile, according to the Township of Brick 2007 Master Plan².

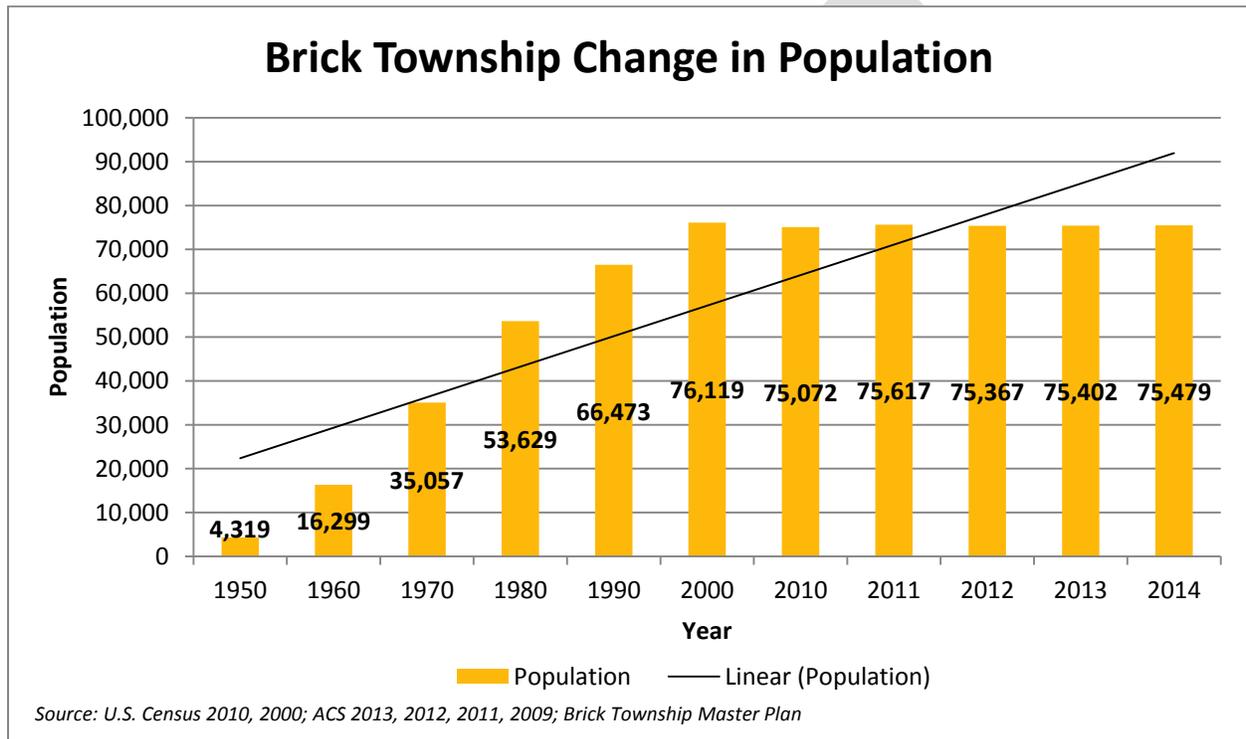


Figure 9: Brick Township, Change in Population 1950-2000

Of the population that lives in the Cherry Quay-Bay Harbor neighborhood, the median age for both sexes was 41 years in 2010 – over 4 years younger than in Shore Acres, 7 years younger than Princeton-Midstreams, and 21 years younger than that of the Barrier Island neighborhood³.

² Township of Brick, Division of Land Use and Planning. "Township of Brick Master Plan". June 6, 2007.

³ U.S. Census 2010, U.S. Census Bureau



[ADDITIONAL DEMOGRAPHIC SUMMARY AND GRAPHIC TO BE ADDED]

Figure 10: Percentage of Total Neighborhood Population by Age (2010)

Out of the total Cherry Quay-Bay Harbor population in 2010, 2,495 were male (48.0%) and 2,685 were female (52.0%), which is in line with most neighborhoods where females are slightly more prevalent. Additionally, 9,893 people (99.3%) are of one race and 67 (0.7%) are of two or more races. Of those that are one race, 94.9 percent, or 9,449 people, identified as White alone (not Hispanic or Latino/a); whereas 12 people (0.1%) identified as American Indian and Alaskan; 207 people (2.1%) identified as Asian; and 252 (2.5%) identified as Hispanic or Latino/a (of any origin). Black or African American, Native Hawaiian, and other races were not represented. This data indicates an almost entirely racially homogenous neighborhood population.

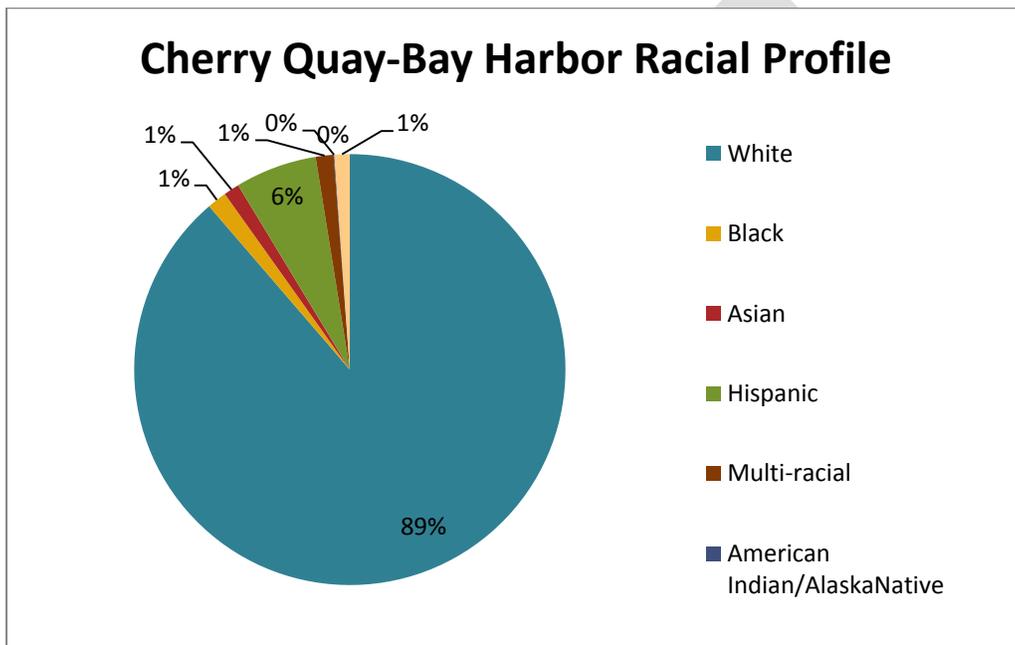


Figure 11: Percentage of Total Neighborhood Population by Race (U.S. Census, 2010)

HOUSING

The average year for homes built in this neighborhood is 1977, or about 38 years of age. From oldest to newest, Mallard Point averages 1970, Bay Harbor Estates averages 1973, Cherry Quay averages 1976, Seaview Village averages 1984, and Sailors Quay 1991.



Table 1: Average Year Built of Structures by Sub-Neighborhood

Sub-Neighborhood	Avg. Year Built
Bay Harbor Estates	1973
Cherry Quay	1976
Mallard Point	1970
Sailor's Quay	1991
Seaview Village	1984
Cherry Quay-Bay Harbor (Total)	1977

[ADDITIONAL DEMOGRAPHIC SUMMARY TO BE ADDED]

IMPACT OF SUPERSTORM SANDY

On October 29, 2012, Superstorm Sandy hit the State of New Jersey and caused severe damage along the coastline and waterways due to heavy wind, flooding, and wave action. Damage occurred primarily at the points directly along a waterway and where the storm surge inundated the lowest elevations, causing severe coastal flooding. As a neighborhood built on former wetlands, most of the neighborhood is at a very low elevation.

The storm surge from the catastrophic weather event was slightly over 10 feet and, therefore, covered a large portion of the neighborhood.

The majority of the neighborhood is located along the Kettle Creek, including streets along coastal lagoons and wetlands, and is extremely vulnerable to major flooding events. Many of the developments are built immediately up to the Creek and lagoons with only the rear yard setbacks from the bulkheads required by the Township zoning ordinance. The removal and impermeable development of the wetlands in the past has drastically reduced natural protective elements and flood control. Fortunately, there remain significant swaths of protected wetlands within and surrounding the neighborhood, which prevent further damage. These, too, continue to be compromised by the generally rising sea level and by ocean breaches to the Barrier Island to the east.

During Superstorm Sandy, Barnegat Bay was breached and opened up to the Atlantic Ocean in several places, allowing water to flow inland, in addition to being high tide and a full moon, which created especially high tide cycles. The excessive amount of water overwhelmed the wetlands, and eventually the bulkheads, roads, storm drains, and properties.



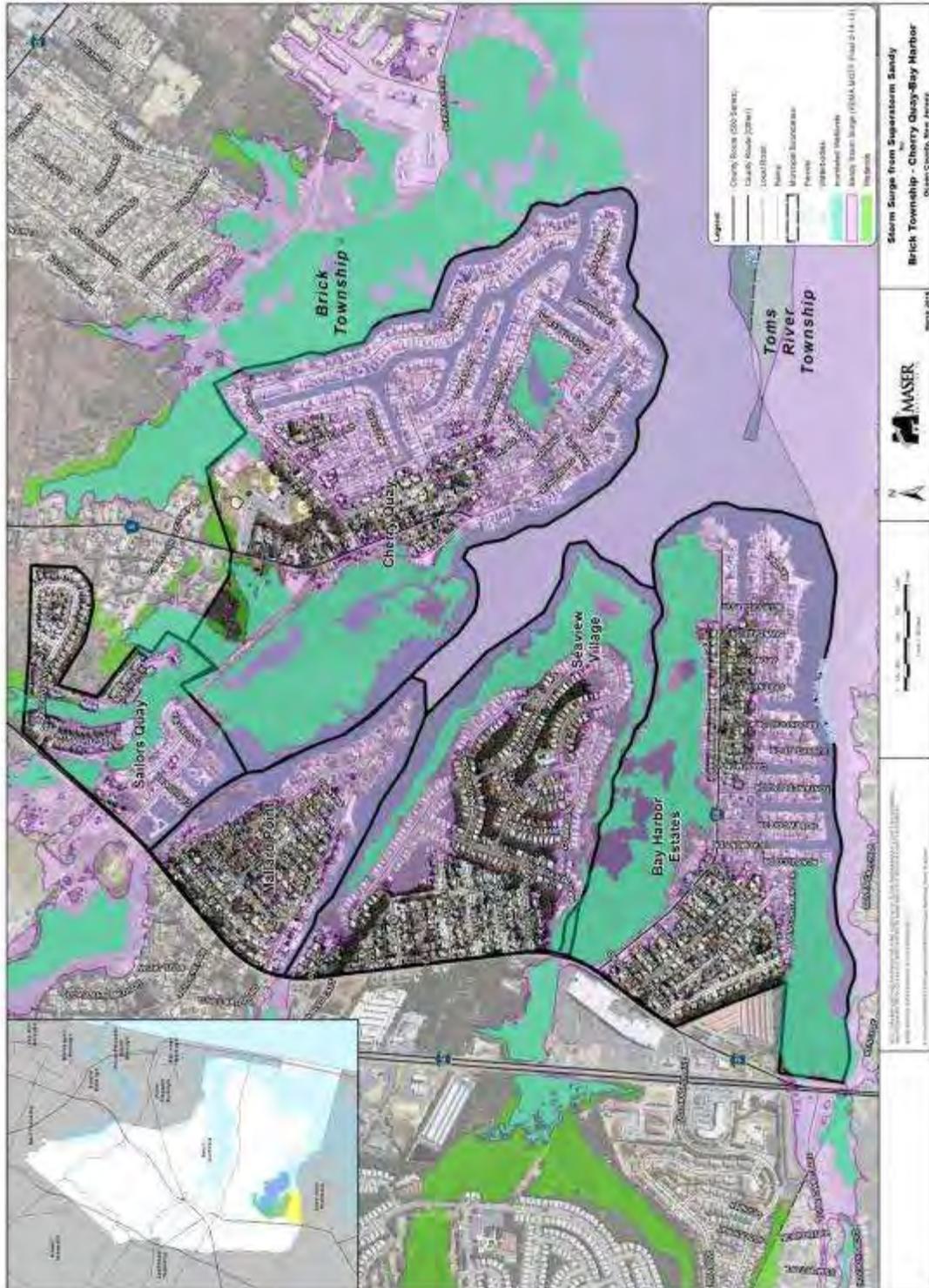
Figure 12: Diagram of Wind Surge on Barnegat Bay (www.professorsak.com)

Research found on a blog by “Professor Sak”, a researcher with Rutgers University in partnership with the National Estuarine Research Reserve System (a sub-group of NOAA), provides some insight to the perceived phenomenon of the “reverse surge” from Barnegat Bay. On a June 6, 2013 blog post, data from a weather station in Brick Township that survived and provided data through Sandy was analyzed and described a shift in wind direction that had water rising in the Barnegat Bay through the inlet and driven north by SSE winds from wider areas of the bay to narrower areas during the same period that the ocean surge hit the barrier islands (Figures 15 and 16). While the ocean surge did the damage as it swept across to the bay, the funneled wind driven water in the bay swelled up and exacerbated the flooding of bayfront properties on both the barrier island and the mainland, including Cherry Quay-Bay Harbor.⁴

⁴ Blog entitled “Barrier Islands in Cross Section and How it Plays Out During Storm Surge Events”, posted on June 6, 2013 at <http://professorsak.com>.



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Map 15: Neighborhood Map with Impact of Storm Surge from Superstorm Sandy & Wetlands



Figure 13 below shows a detailed image comparison of the Cherry Quay sub-neighborhood near the Cherry Quay Beach (right of the image) between 2010 (pre-Sandy), November 2012 (post-Sandy), and September 2013. As the easternmost part of the neighborhood closest to Barnegat Bay, this was one of the hardest hit areas of Brick Township during Superstorm Sandy. Some homes in the neighborhood were washed away entirely or leveled, and many were gutted as the storm surge ripped through. Massive piles of debris from the storm can be seen on nearly every lot in the center image, taken just a few days afterward. Since the storm, a lot of recovery efforts have occurred, although certain parts of the neighborhood, such as this one, have been slow to recover. In the image from 2013 (right), more homes were demolished than rebuilt and several large empty lots remain. As of 2015, more have been rebuilt, but the process has been daunting.



Figure 13: Cherry Quay Focus Area Comparison – Pre-Sandy 2010 (left) and Post-Sandy 2012 (center), 2013 (right) (Google Earth)

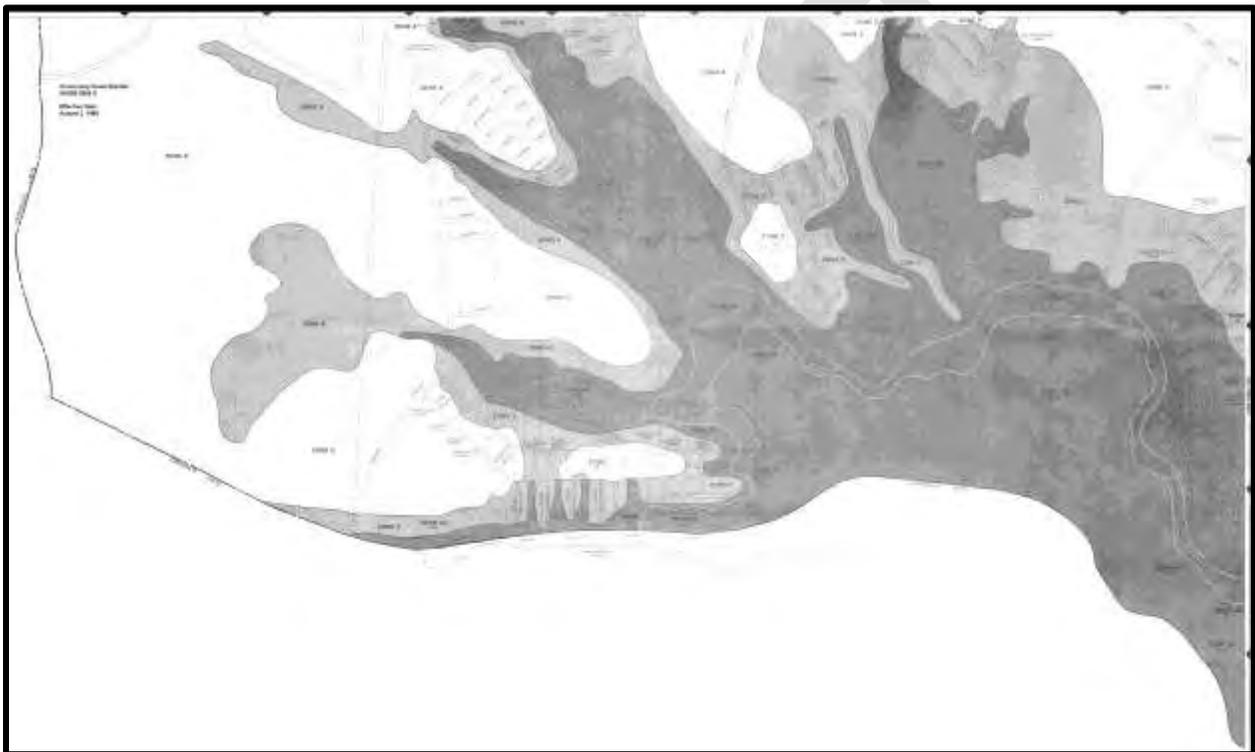


Figure 14: Damaged/Gutted homes (Google Streetview; Site visit – April 24, 2015)

At least 555 properties were substantially damaged in the Cherry Quay-Bay Harbor neighborhood alone through 2015, which accounts for more than 13 percent of the 2010 Cherry Quay-Bay Harbor housing stock. While most, if not all of these properties were damaged by Sandy, this number includes properties damaged through 2015. Substantial damage is defined in the Township Ordinance as “Damage of any origin sustained by a structure whereby the cost of restoring the structure to its condition before damage

would equal or exceed 50% of the market value of the structure before the damage occurred.”⁵ There was fewer than half the amount of substantially damaged properties in Cherry Quay-Bay Harbor than in Shore Acres, but close to the same as the Barrier Island, although such properties accounted for nearly 44 percent of all Barrier Island properties.

The age of structures, or the year in which they were built, also has a strong correlation to the amount of damage that properties were likely to receive. The base flood elevation (BFE) level requirement, which was first implemented in the Township in 1972, allows homes which are elevated to regulation to qualify for flood insurance. Homes that sit on higher ground or that have been elevated, whether by regulation or by personal decision, are naturally less likely to receive as much flood damage as older homes built before the requirement. Additionally, the BFE has been updated several times and generally increased the requirements in 1984, 1992, 1998, 2006, and 2015 respectively.



Map 15: 1998 Cherry Quay-Bay Harbor FEMA BFE Map

In this neighborhood, the average year that all substantially damaged properties were built is 1978, only five years after the first round of BFE requirements. Coincidentally, the average year that all properties within Cherry Quay-Bay Harbor were built was 1977. Mallard Point is the oldest overall, with the average housing stock built in 1970, two years prior to the requirements, while Sailor’s Quay has the newest housing stock by average, built in 1991. Accordingly, the most significant damage overall occurred in the

⁵ Township of Brick, New Jersey. *Chapter 196. Flood Damage Prevention Ordinance*. Thursday, May 28, 2015.



oldest waterfront neighborhoods and low-lying lagoon communities, while newer homes and communities built after each pass of the BFE had less damage overall.

[ADDITIONAL SUMMARY OF STORM DAMAGE TO BE ADDED]

The Township’s first BFE requirements were only put into place a few years prior to the average year built of all Cherry Quay-Bay Harbor properties and were much less stringent than they are today. Flooding and major storms that affect the low-lying Bay neighborhoods have also become more frequent over the years.

Table 2: Substantially Damaged Properties by Sub-Neighborhood

Sub-Neighborhood	# of Properties Substantially Damaged	Avg. Year Built of Substantially Damaged Properties	Average Year Built of All Properties
Bay Harbor Estates			1973
Cherry Quay	INSERT DATA		1976
Mallard Point			1970
Sailor’s Quay			1991
Seaview Village			1984
Cherry Quay-Bay Harbor (Total)	555	1978	1977

Many residents were unable to access their neighborhood for several weeks after Superstorm Sandy and unable to move back into their homes for months, if not years, due to the widespread damage. Some residents are continuing to rebuild their homes in 2016. Although access was not as restricted as it was to the Barrier Island neighborhoods, the destruction was vast along the riverfront and has taken years to cleanup and rebuild back to a somewhat normal condition. Not every coastal property was damaged; however, properties that were slightly more inland and elevated were much more likely to be spared from flooding and wave action.

Coastal flooding is a result of the storm surge where local sea levels rise often resulting in weakened or destroyed coastal structures. Hurricanes and tropical storms, severe storms, and Nor’easters cause most of the coastal flooding in New Jersey. Much of the damage in Cherry Quay-Bay Harbor was attributed to storm surge and wind-driven wave action due the large size of Barnegat Bay and Kettle Creek. Superstorm Sandy was also a unique situation in that the Barrier Island was breached between the ocean and the Bay in several locations, including one directly to the northeast of Cherry Quay-Bay Harbor in Mantoloking. With the breach of the ocean and wind-driven Bay water being pushed to the north, Cherry Quay-Bay Harbor was at a juncture that put it at a critical disadvantage. Figure illustrates the effects of water energy dissipation and regeneration of a wave as it moves inland through the V-zone, Coastal A-zone, and A-zone.

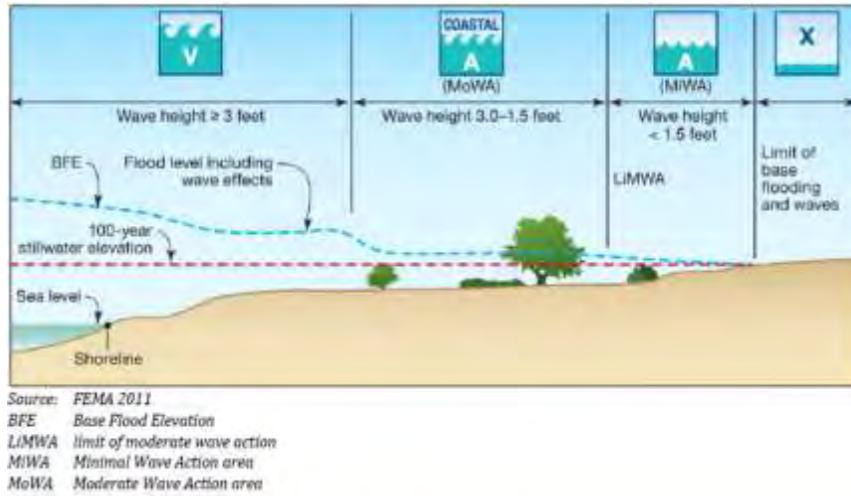


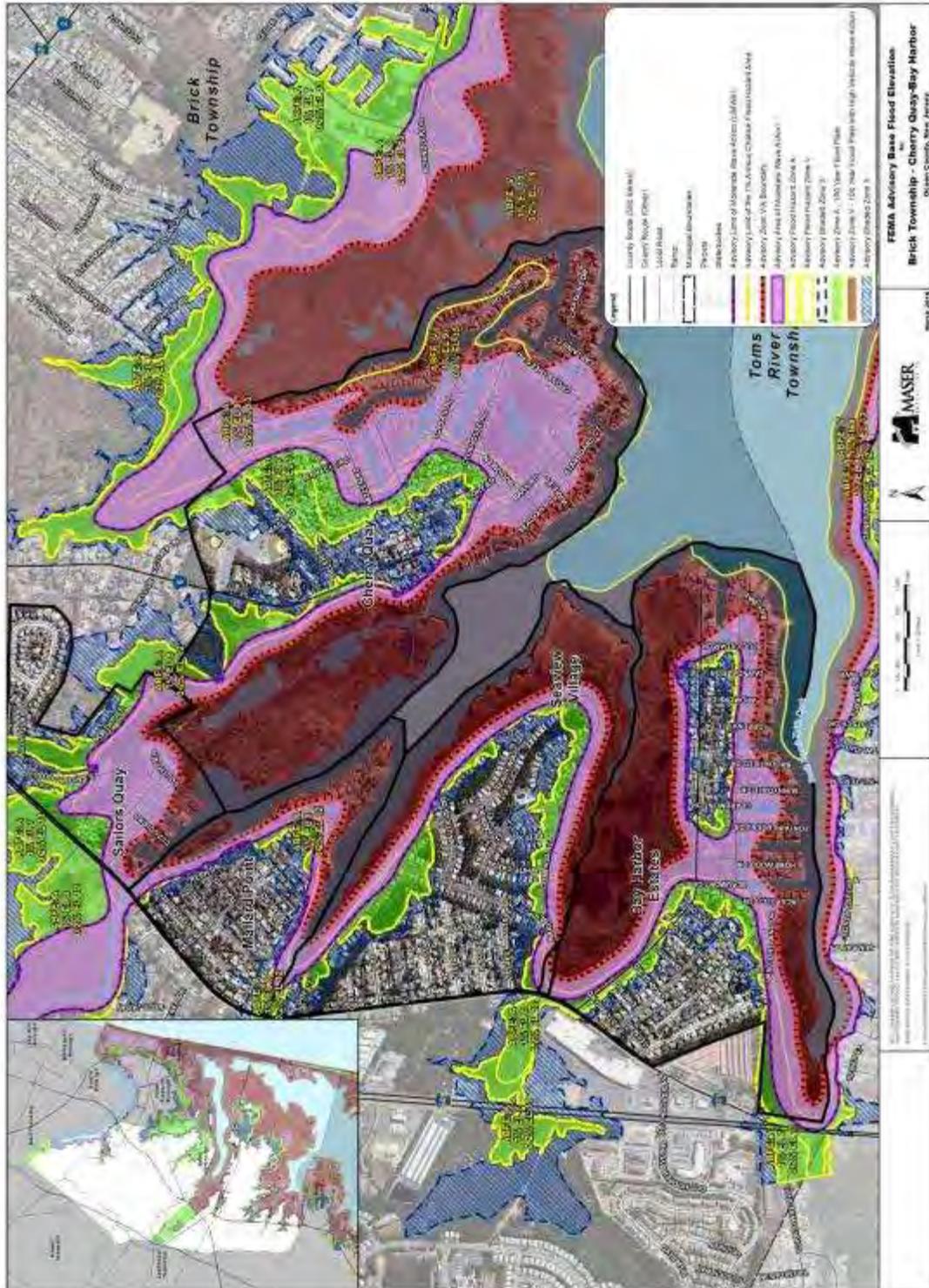
Figure 33: Transect Schematic of Zone V, Coastal A-Zone, and Zone A

Following the storm, the Federal Emergency Management Agency (FEMA) revised the base flood elevation levels and advisory flood levels to reflect the approximate levels during Superstorm Sandy. The levels that Sandy reached were closer to what had been considered the 500 Year Flood Plain, but is now used as the 100 Year Flood Plain as major storms are predicted to become more frequent. During the storm, water levels rose just over ten feet above sea level. The new Advisory Limit of Moderate Wave Action (LiMWA) line now extends slightly over the 10' elevation mark.

Map 16 below depicts the elevation, 1% Annual Chance Flood Hazard Area, Advisory Zones A, V, and X, and the Limit of Moderate Wave Action (LiMWA) in the Cherry Quay-Bay Harbor area. With the exception of Cherry Quay and Sailor's Quay, the majority of the developed areas of the sub-neighborhoods are located outside of a flood zone, but the zones increase moving southeast toward Kettle Creek. Nearly all of the surrounding wetlands and the southern parts of Cherry Quay, Bay Harbor, and Mallard Point are located within the Advisory Area of Moderate Wave Action and Advisory Zone V – 100 Year Flood Plain with High Velocity Wave Action, most vulnerable zone. This is the same zone assigned to the ocean side of the Barrier Island. Advisory Zone A – 100 Year Flood Plain and Advisory Shaded Zone X are the least likely flood zones, which are the most inland zones. Although they have changed over the years, these are the most recent zones from FEMA in 2015.



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Map 16: Preliminary FEMA flood levels post-Superstorm Sandy



NEIGHBORHOOD PHYSICAL CHARACTERISTICS

Cherry Quay-Bay Harbor is characterized by its location at the head of Kettle Creek where various tributaries combine to form four unique peninsulas. Each peninsula defines a unique sub-neighborhood, with a variety of wetlands, forest, man-made lagoons, parks, marinas, and street grids.

Originally built on wetlands, Cherry Quay-Bay Harbor is low-lying and mostly within ten feet of sea level. The remaining wetlands that surround and permeate the neighborhood are protected and create a natural buffer between the communities and the water. These wetlands not only divide the sub-neighborhoods into more exclusive and well-defined pockets with individual characteristics, but they also provide valuable open space, natural breeding grounds for local fauna, and help to absorb floodwater.

As a result of the geography and the pattern of exclusive private suburban developments, the neighborhood was built in a very individualistic way. For these reasons and a lack of joint or comprehensive planning efforts, Cherry Quay-Bay Harbor is primarily designed for access by individual automobiles, although the many rivers and lagoons also permit boat access to some of the private residences. Boats, however, are not a primary means of transportation for residents to reach a destination, despite the fact that many homeowners also have boats.

In Chery Quay, the arrangement of the lagoon neighborhoods has resulted in most streets to be oriented specifically toward those who live on the street – often entirely residential; long and winding, ending in cul-de-sacs or without outlet; without sidewalks or public transportation; and with a very low speed limit. Sailor's Quay is a private enclave with slow private roads without outlet that end in cul-de-sacs, but do have sidewalks. Seaview Village is built on publicly accessible roads, but with limited access roads and without outlet, but also has sidewalks. However, there are no public or commercial amenities to which people can walk. Bay Harbor Estates and Mallard Point, on the other hand, have a more pedestrian-friendly street grid and public parks.

Residents tend to enjoy the private nature of the neighborhood, while the restriction on thru traffic and speed in creates a safer environment in some areas. However, long dead-end streets, especially those separated by flood-prone wetlands and that are far-removed from emergency evacuation routes, are a particular safety hazard to residents. The lack of connected sidewalks also discourages walking and impacts the safety of pedestrians.



Figure 34: Township Coastal Evacuation Routes identified (Brick Township Master Plan Update & Green Element, 2014)

In addition to limited pedestrian amenities, there are no designated bicycle facilities and public transportation options are often far distances and inconvenient for most people. Unlike the other three Neighborhood Plan Areas, however, Cherry Quay-Bay Harbor is more accessible to public transportation options in the vicinity.

Such limited transportation options further restricts access to the neighborhood and any public lands therein, particularly for those residents who may be disabled, elderly, youth, or who do not own a vehicle. While sidewalks and bike paths or shared lanes are not necessarily conducive for getting everyone to every destination, they do provide a considerably safer alternative for pedestrians and cyclists to move around locally, rather than on the shoulder of a road. Similarly, public transportation offers a way for people to move around regionally to major destinations, regardless of ability.

Connectivity and accessibility are therefore major issues of concern. Some additional public amenities and design options may improve safety and the overall experience for residents on their own street and throughout the neighborhood.

PEDESTRIAN INFRASTRUCTURE

The existing pedestrian infrastructure, including sidewalks and crosswalks, was inventoried throughout the neighborhood. The infrastructure that was identified was then mapped and detailed, as shown below.



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Map 17: Overview of existing sidewalks in Cherry Quay-Bay Harbor neighborhood



The existing sidewalks are located in the following areas, as shown on [Map 17](#) above:

1. South side of Cherry Quay Rd. between 210 and 214 Cherry Quay Rd.;
2. West side of Drake Rd. between 234 and 236 Drake Rd.;
3. East side of Drake Rd. at 239 Drake Rd.;
4. South side of Mandarin Rd. between Drake Rd. and just north of Kettle Creek Dr.;
5. North side of Mandarin Rd. between Drake Rd. and just north of Kettle Creek Dr.;
6. Southeast side of Hooper Ave. from Pleasant Dr. south to the north side of the boat basin;
7. Southeast side of Hooper Ave. from Pleasant Dr. to Sailors Quay Dr.;
8. Southeast side of Hooper Ave. from Sailors Quay Dr. north one lot;
9. South side of Pleasant Dr. between Hooper Ave. and Claudia Rd.;
10. North side of Pleasant Dr. between Hooper Ave. and S. Pier;
11. Both sides of S Pier, entire street;
12. Both sides of W Pier, entire street;
13. Sailors Quay Dr. (entry road); entire street;
14. S. Sailors Quay Dr., entire street excluding cul-de-sac bulb;
15. North side of N. Sailors Quay Dr. from Sailors Quay Dr. up to and including loop of road;
16. South side of N. Sailors Quay Dr. from one parcel east of N Pier to up to and including loop of road;
17. West side of N Pier from N. Sailors Quay Dr. south to eastward bend in road;
18. South side of N Pier from bulb of cul-de-sac west to northward bend in road;
19. North side of N Pier from northwest of cul-de-sac along residential frontages;
20. North side of Bay Harbor Blvd. from Bimini Rd. east to mid-block between Lawndale Dr. and Blue Cedar Dr.;
21. South side of Queen Ann Rd. between Sunnysdale Dr. (E) and Sunnysdale Dr. (W);
22. East side of Sunnysdale Dr. between Queen Ann Rd. south to 11 Sunnysdale Dr.;
23. Both sides of Shay Ln., entire street;
24. Northeast side of Aida Way between Aida Way and Marilyn Dr.;
25. South side of Marilyn Dr., entire street;
26. North side of Marilyn Dr. between 173 Marilyn Dr. and Aida Way;
27. Southwest side of Aida Way between Marilyn Dr. and Aida Way;
28. Southwest side of Van Cortlandt Dr. between Hooper Ave. and Marilyn Dr.;
29. South side of Hooper Ave. from Van Cortlandt Dr. south one lot;
30. East side of Hooper Ave. south from A St. to the Long Causeway Branch;
31. East side of Hooper Ave. south from C St. for one lot;
32. East side of Hooper Ave. north from C St. for approximately 20 feet;
33. South side of A St. between Hooper Ave. and Mariner Ave.;
34. North side of A St. between Hooper Ave. and Mariner Ave., excluding the paper street extension of Bass Rd.;

35. South side of B St. from 115 B St. eastward to the dead end, excluding the paper street extension of Bass Rd.;
36. North side of B St. from 102 B St. eastward to the dead end;
37. Both sides of C St. from Hooper Ave. eastward to the dead end;
38. South side of D St. from Hooper Ave. eastward to the dead end;
39. North side of D St. from Hooper Ave. eastward to the dead end, excluding the paper street extension of Bass Rd.;
40. Both sides of C St. between Hooper Ave. and Seaview Ave.;
41. Both sides of Seaview Ave., entire street;
42. Both sides of Nautilus Dr., entire street;
43. Both sides of Jetty Ct., entire street;
44. Both sides of Palm Ave., entire street;
45. Both sides of Reef Pl., entire street;
46. Both sides of Compass Ave., entire street;
47. Both sides of Whitecap Way, entire street;
48. Both sides of Mariner Ave., from Seaview Ave. south to the cul-de-sac but excluding the bulb and last residential parcel.

A few good examples of pedestrian infrastructure do exist throughout the neighborhood. However, despite some improvements to the existing infrastructure, there are no consistent design standards for streetscape treatments and pedestrian sidewalks throughout the Cherry Quay-Bay Harbor neighborhood. Although there are more sidewalks in Cherry Quay-Bay Harbor than many other neighborhoods, only a few disparate segments of sidewalk exist within the neighborhood, and many that do are somewhat scattered, substandard, and inconsistent. The extent of sidewalks varies greatly between the sub-neighborhoods. Some examples are shown below:

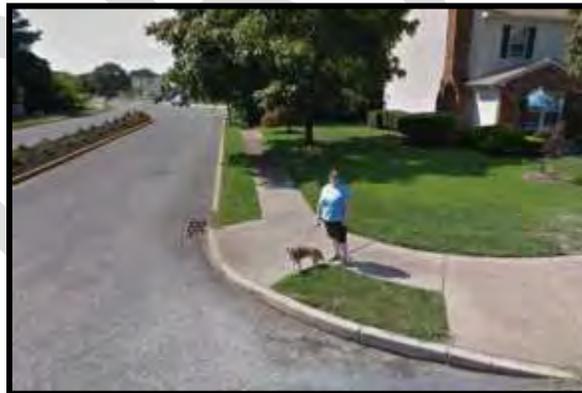


Figure 35: One example of an appropriate sidewalk; however, in a private development, Seaview Village (Google Streetview)



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Figure 15: Improved pedestrian crosswalks and lights at intersection of A Street & Hooper Avenue, Seaview Village; however, detail (right) shows non-ADA compliant ramps and sidewalks (Google Streetview)



Figure 37: Left: A crosswalk on Hooper Ave. between Bay Harbor and back of shopping plaza with no sidewalk on one side and no ramp on the other; Right: Crosswalk without sidewalks at major intersection, Hooper Ave. & Beaverson Blvd. (Google Streetview)



Figure 38: Sidewalks provided are often too narrow, overgrown, and end at poor locations without crosswalks (left: Hooper Avenue/Seaview Village); or have utilities in the right-of-way (right: Hooper Avenue, Bay Harbor) (Google Streetview)



Figure 39: Examples of busy streets/intersections near amenities or commercial areas without sidewalks (left: Bay Way, Bay Harbor; right: Hooper Avenue, Bay Harbor) (Google Streetview)

As displayed above, substandard and inconsistent sidewalks include those which are attached to the curb (5-7' wide); sidewalks with a curb strip; no sidewalk at all; no curbing at all; stone without edging; lack of handicap accessible ramps; have utilities or fire hydrants in the right-of-way; or are overgrown and in general state of disrepair; et cetera. There is a need for a standardization of sidewalk and curb treatments that can be modified to fit various applications. For example, the neighborhood could feature one sidewalk pattern with variations for the smaller and broader crossing streets.

People are often seen walking and running in the streets and some sidewalks are too narrow or inaccessible for handicapped people. Children also use the streets to play, which may be hazardous without proper traffic calming. While slower neighborhood streets would ideally be shared with cyclists and pedestrians, sidewalks provide respite for pedestrians when there is oncoming traffic.



Figure 40: Children walking in the road, Cherry Quay (Google Streetview)

Existing sidewalks cover nearly the entirety of the sub-neighborhoods of Seaview Village and Sailor's Quay, which are the newest privately developed sub-neighborhoods, as well as few streets in Bay Harbor, as shown in [Map 17](#). Due to the geography of the peninsular sub-neighborhoods, the existing sidewalk networks do not easily connect to other sub-neighborhoods without first extending along Hooper Avenue – the primary means of road access. However, the sub-neighborhoods are within a reasonable distance of one another and very close to commercial and recreational amenities that pedestrian infrastructure is not only ideal and convenient, but should be warranted as a priority concern for access and safety.



In addition to a lack of adequate sidewalks in the neighborhood, there are no crosswalks connecting roads for safe pedestrian crossing or traffic signals anywhere within Cherry Quay-Bay Harbor, with the exception of a few on Hooper Avenue. However, many of these are not connected to sidewalks.

Along Hooper Avenue, which is the main access and busiest and fastest road in the neighborhood, there are twenty (20) streets that meet Hooper Avenue and two (2) crossroads. Along Cherry Quay Road/Bark Road, which is a major neighborhood road in Cherry Quay, there are thirteen (13) streets that meet Cherry Quay Road and five (5) crossroads. The intersections with Hooper Avenue and Brick Boulevard, Old Hooper Avenue, and Beaverson Boulevard have the most vehicular traffic and are the most hazardous to cross, although any road intersection without a crosswalk can be dangerous.

Although the speed limit throughout Cherry Quay-Bay Harbor is 40 miles per hour or less, the major thoroughfares have consistent and fast traffic due to the proximity of major retail centers and destinations, particularly during the summer months. Additionally, Hooper Avenue does not have much traffic calming and is a long, winding road, which reduces visibility for pedestrians and drivers. Most sub-neighborhoods have slower, local traffic with posted speeds around 25 miles per hour (see

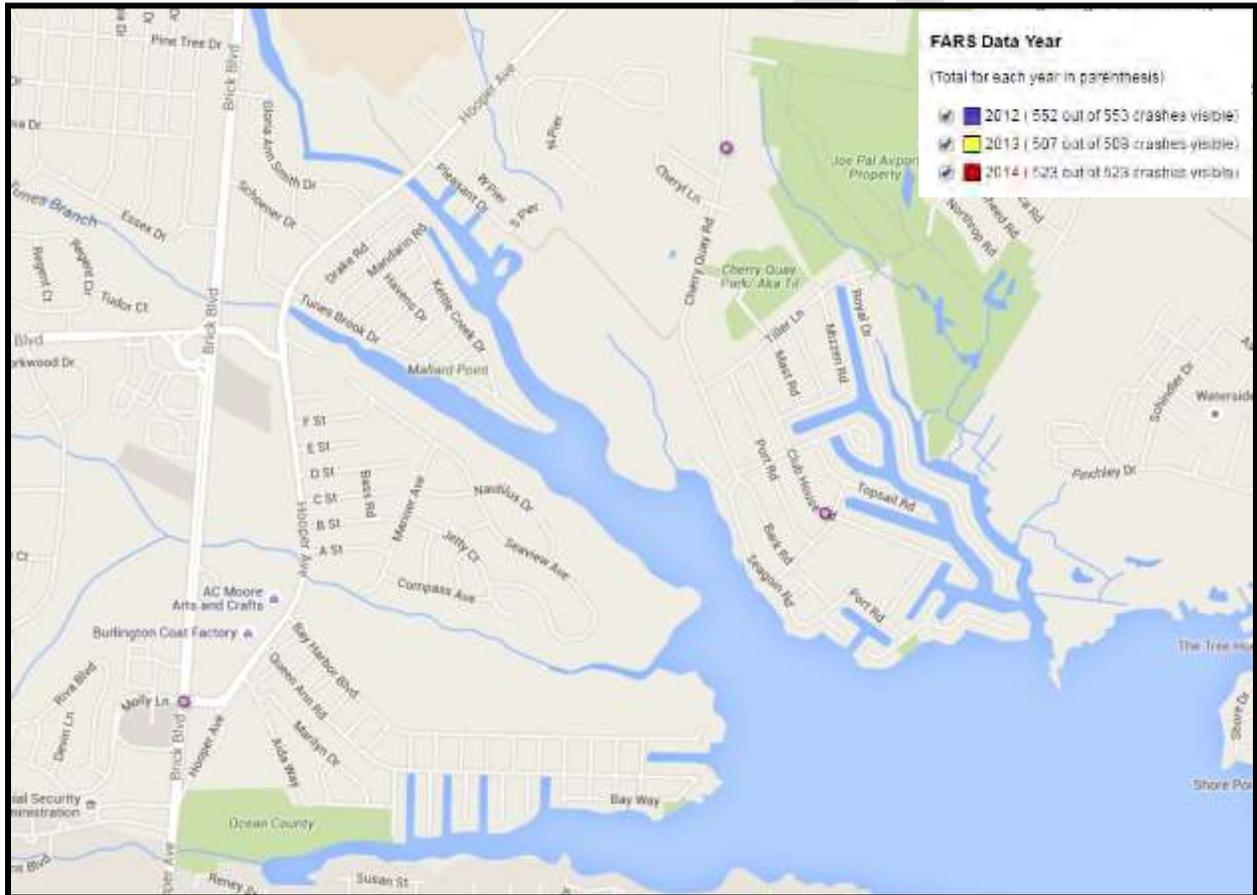
Cherry Quay-Bay Harbor Sub-Neighborhood	Road	MPH
Bay Harbor		
	Hooper Avenue	40
	Bay Harbor Boulevard (between Hooper and Blue Cedar Dr.)	25
	Blue Cedar Drive	25
Cherry Quay		
	Cherry Quay Road	25
	Bark Road	25
	Seagoin Road (between Bark and Port Roads)	25
	Port Road	25
	Cross Trees Road	25
	Club House Road (between Cross Trees Road and Tiller Lane)	25
	Tiller Lane	25
Mallard Point		
	Hooper Avenue	40
	Tunes Brook Road	25
	Havens Road	N/A
	Kettle Creek Drive	N/A
Sailor's Quay		
	Hooper Avenue	40
	Pleasant Drive	25
	Sailors Quay Drive	N/A
Seaview Village		



Hooper Avenue	40
A Street	25
F Street	25
Mariner Avenue	25

Table 3).

With few crosswalks and sidewalks, only one streetlight, and regular traffic throughout the neighborhood, accidents will continue to be a threat. There have been four recorded fatalities due to accidents between vehicles or vehicles and pedestrians in Cherry Quay-Bay Harbor between 2012 and 2014, according to data from the National Highway Traffic Safety Administration (NHTSA)⁶. This includes one on Club House Road in Cherry Quay, one on Cherry Quay Road in Cherry Quay, and one on Molly Lane/Old Hooper Avenue, Bay Harbor.



Map 18: Fatalities in Cherry Quay-Bay Harbor, 2012-2014 (National Highway Traffic Safety Administration, March 2016)

⁶ "Location of Fatal Crashes – New Jersey" Map. National Highway Traffic Safety Administration. 2014. http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/34_NJ/2014/New%20Jersey_Map_1_GIS_DATA_2014.HTM



BICYCLES

There are no existing connections to bicycle paths or lanes in Cherry Quay-Bay Harbor. However, a recreational bicycle path is planned through the 273-acre Joe Pal Airport Property to the northeast between Cherry Quay and Shore Acres. Although there is already a walking trail, this path will greatly improve bikeability and accessibility to public open space in the region.

The Township has applied for funding through the State to allow for the expansion of the bike path on the property an additional 1.08 miles and connect the path near Hooper Avenue to Cherry Quay Road. The path would also allow cyclists to connect through Angela Hibbard Park on Drum Point Road in Shore Acres to the main trail. An expanded trail would be funded through the New Jersey Bikeways grant, which the Township Council used to fund the Baywood – Seawood Harbor path in 2013. The long-term goal for the Township is to eventually expand the trail to the Mantoloking Bridge for improved bicycle access to the Barrier Island beaches.⁷

Despite not having any defined bicycle paths, lanes or designated shared lanes, the neighborhood streets, with the exception of Hooper Avenue, have speed limits that are slow enough to be considered “Bicycle-Friendly” routes by the State of New Jersey Department of Transportation (NJDOT) for shared roads without bicycle facilities, which is less than 35 miles per hour. However, streets that are greater than 25 miles per hour are not considered bicycle-friendly by U.S. Green Building Council LEED-ND standards. Hooper Avenue, at 40 miles per hour, would require a separate lane or path for bicycles, while all other streets are 25 miles per hour or less.

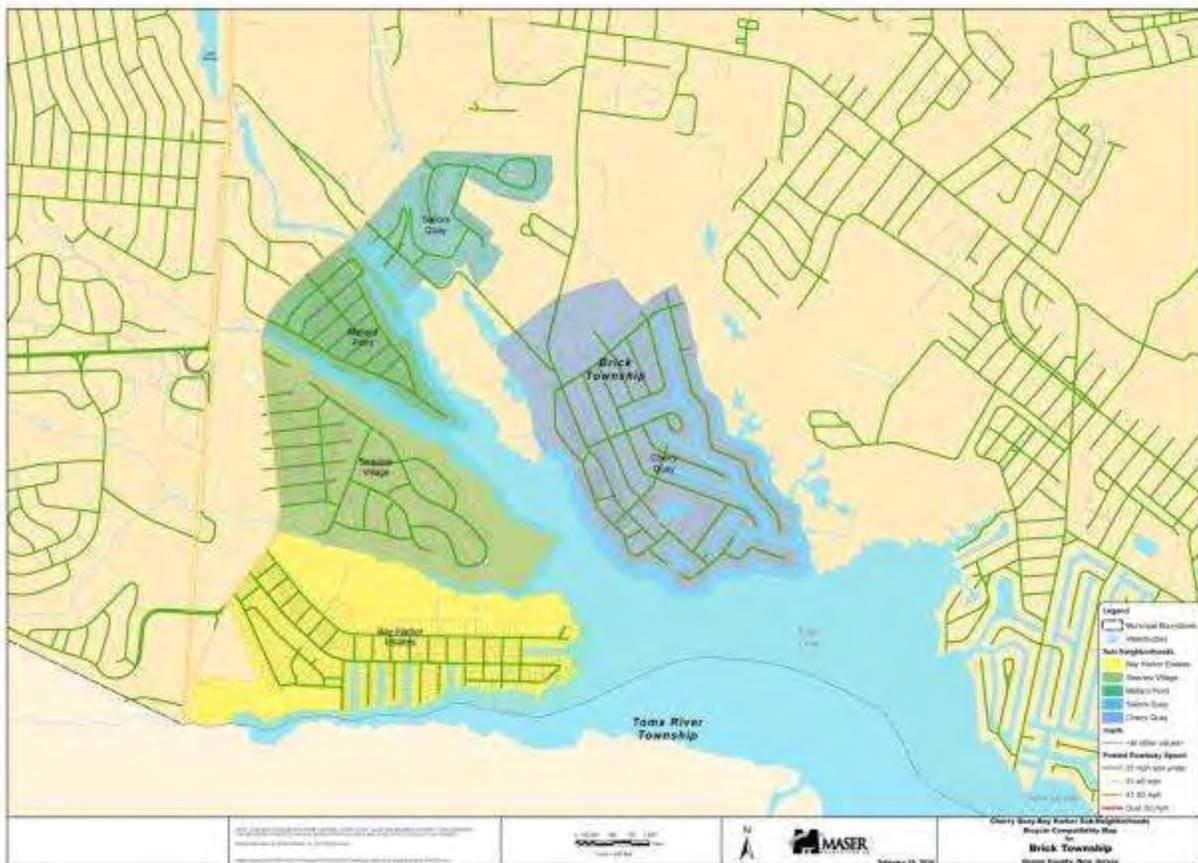
Cherry Quay-Bay Harbor Sub-Neighborhood	Road	MPH
Bay Harbor		
	Hooper Avenue	40
	Bay Harbor Boulevard (between Hooper and Blue Cedar Dr.)	25
	Blue Cedar Drive	25
Cherry Quay		
	Cherry Quay Road	25
	Bark Road	25
	Seagoin Road (between Bark and Port Roads)	25
	Port Road	25
	Cross Trees Road	25
	Club House Road (between Cross Trees Road and Tiller Lane)	25
	Tiller Lane	25
Mallard Point		

⁷ Nee, Daniel. “Brick Hopes to Expand Airport Tract Bike Path.” Brick Shorebeat. October 15, 2015. <http://brick.shorebeat.com/2015/10/brick-hopes-to-expand-airport-tract-bike-path/>



	Hooper Avenue	40
	Tunes Brook Road	25
	Havens Road	N/A
	Kettle Creek Drive	N/A
Sailor's Quay		
	Hooper Avenue	40
	Pleasant Drive	25
	Sailors Quay Drive	N/A
Seaview Village		
	Hooper Avenue	40
	A Street	25
	F Street	25
	Mariner Avenue	25

Table 3: Speed Limits on Cherry Quay-Bay Harbor Roads



Map 19: Neighborhood roads with posted speed limits

Cyclists are often seen biking against oncoming vehicular traffic on both sides of the roads, including children riding throughout the neighborhood in large groups extending into the roadway, or on the

sidewalks where they exist. Narrow shoulders and objects and gravel extending into the street also create hazardous conditions for cyclists. If there are cyclists on both sides of the road or if they are riding in the wrong direction, as shown in the image in **Error! Reference source not found.**, this can create confusion amongst drivers and create a dangerous situation for cyclists and pedestrians, regardless of the speed limit. In addition to separate lanes or designated shared lanes, appropriate bicycle signage and education can reduce confusion and the potential for injurious accidents.

Although the shoulders of the roads in Cherry Quay-Bay Harbor that have a speed limit 35 miles per hour are likely too narrow in most places to support separate bicycle lanes, designated shared lanes should be explored, as well as sidewalks in the right-of-way. At minimum, the use of signage to direct cyclists to safer routes could be implemented on Township and County Roads and both signage and shoulder markings added to the shoulders to some of the thru streets.



Figure 41: Narrow shoulders on curved roads and obstacles, Cherry Quay Road (Google Streetview)

SIGNAGE

Signage in Cherry-Quay is not prevalent or consistent. The only signage includes monument signs for some neighborhood subdivisions, as well as public parks and some conservation areas, and general road signage, such as posted speed limits. There is no consistent theme in the existing neighborhood signage logos or fonts, although there is often a blend blue, white, and yellow coloring. Signs also tend to be wooden structures roughly 3-6 feet in height with some landscaping around the base. Signs must be compliant with Article XXXVI of Chapter 245 in the Township Ordinance.

Signage includes, but may not be limited to that which is found at the following locations:

1. A sign for Edmund H. Hibbard Park, which is now known as Cherry Quay Park, is located at the southerly side of the entrance to the park along the east side of Cherry Quay Road in north

Cherry Quay. The brown wooden sign states the name of the park in white font, as the name of the Township Mayor and Municipal Council on attached, but individual white plaques. The sign is held up by two wooden posts approximately six feet high and three feet back from the road and is oriented northwest toward southbound traffic on Cherry Quay Road. Next to the park sign is a white sign about three and a half feet in height that says “Welcome to Brick Little League” in yellow and white bubble letters.



Figure 41: Monument Sign for Edmund H. Hibbard Park/Cherry Quay Park, Cherry Quay Road (Google Streetview)



Figure 42: Sign location on Cherry Quay Road, Cherry Quay (Google Maps)

COMMERCIAL SIGNAGE

In addition to regular neighborhood signs identifying subdivisions, associations, and parks, all commercial properties are permitted to have signs, such that they comply with Article XXXVI of Chapter 245. Although there are no commercial properties immediately within Cherry Quay-Bay Harbor, there are a few on Hooper Avenue that border the neighborhood. However, some of this is also inconsistent, haphazard, poorly sited, and inappropriately sized. Below are a few examples of different types of signs throughout the neighborhood.

Sandwich board signs are permitted by the Township; however, they appear cluttered and overused in some places. These types of signs should only be for temporary advertisement, but in several cases they appear to be used as additional space for information not included on the primary signs, such as “outdoor dining” for a restaurant. Some are inappropriately placed in the center of a sidewalk and held up with concrete blocks, such as that shown in the center image of Figure .



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Figure 43: Sandwich board signs along streets

DESTINATIONS IN CHERRY QUAY-BAY HARBOR



Map 20: Community Facilities in the vicinity of Cherry Quay-Bay Harbor

PUBLIC SERVICES



There are no public services within the defined boundaries of Cherry Quay-Bay Harbor. However, as Map 20 shows above, several Brick Township schools, fire stations, ambulances, police stations, libraries, government offices, and other services are located nearby to the north and west of the neighborhood. Many public services are located to the southwest along Brick Boulevard and Drum Point Road within a one mile radius.

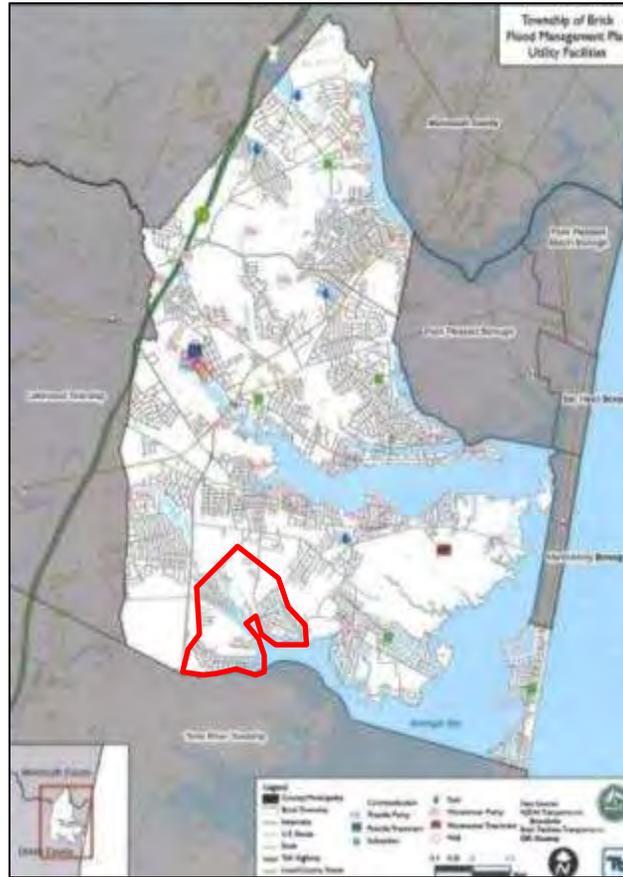
Relative to the neighborhood location within Brick Township, most public services are within close proximity. However, due to the very long single-lane main roads and the large internal neighborhood street grids, the time it takes between some parts of the neighborhood and public or emergency services can be quite long.

PUBLIC UTILITIES

Although not publicly owned, Jersey Central Power & Light Company has a facility at 1961 Hooper Avenue on Block 378.45, Lot 2.



Figure 44: Location of Jersey Cen. Power & Light Co. property



Map 21: Utility Facilities Map (provided by Tetra Tech, Brick Flood Management Plan)

NEIGHBORHOOD PARKS, RECREATION, AND PUBLIC SPACE

As a small neighborhood, both public and private recreational and park amenities, as well as conservation/open space, are fairly abundant within and around Cherry Quay-Bay Harbor. Although private and association-owned recreational amenities, such as beaches, pools, and marinas, are additional resources for many people, this Plan focuses on the public realm.

There are a number of publicly-owned parks with planned active and/or passive recreational facilities and public amenities, as well as several parks and open spaces that contain mostly trails and natural land cover. Public parks and open spaces in the neighborhood include beaches, playgrounds, sports fields and courts, trails, and waterfront access. Table 4 below provides a list of amenities at various recreational facilities throughout the Township, with Cherry-Quay parks highlighted in yellow.



Table 4: Brick Township Recreational Facilities (Cherry Quay facilities highlighted)

PARKS AND RECREATION FACILITY GUIDE

Brick Township is proud to have some of, if not the finest, municipal recreational facilities at the Jersey Shore. These facilities offer residents and visitors alike a wide variety of opportunities to be active or to enjoy some of the most beautiful natural settings in Ocean County.

 BRICK TOWNSHIP RECREATIONAL FACILITIES FACILITY NAME - STREET LOCATION	Concession	Soccer Fields	Swimming	Basketball	Baseball/Softball	Drinking Water	Tennis Courts	Playground	Fishing	Crabbing	Picnic Tables	Rest Rooms	Valleyball	Bocce	Horseshoe Pit	Walking Trail
Airport Trail - Drum Point Road / Cherry Quay Road																
Bay Harbor Beach - Bay Harbor Blvd.																
Bernard J. Cooke Memorial Park - 44 Burnt Tavern Road																
Joe Boland Field - 2000 Lanes Mill Road																
Brick Beach I - 310 Route 35 North																
Brick Beach II - 354 Route 35 North																
Brick Beach III - 440 Route 35 North																
Brick Township Municipal Building - 401 Chambers Bridge Rd																
Cedar Bridge Manor Park - 73 & 77 Cedar Bridge Manor Drive																
Colorado Avenue Park - 501 Colorado Avenue																
Drum Point Sports Complex - 41 & 43 Drum Point Road																
Angela Hibbard Park - 600 Drum Point Road																
Edmund Hibbard Park - 56 Tiller Lane																
Frede Drive Park - 119 Frede Drive																
Lake Riviera Park - 371 North Lakeshore Drive																
Mallard Point Park - 41 Tunesbrook Drive																
Arrowhead Park - 161 Village Way																
Pinewood Acres Complex - 1351 Route 88 West																
Sawmill Trail - Burnt Tavern Road																
Veterans Memorial Complex - Hendrickson Avenue																
Hank Waltonowski Park - Ashwood Road																
VFW Park - 154 Duchess Lane																
Windward Beach Park - 265 Princeton Avenue																
Midstreams Elementary School Playground - Midstreams Rd.																
Emma Havens Young School Playground - Drum Point Rd.																
Traders Cove Marina and Park - 40 Mantoloking Road																
Bayside Park - 427 Route 35 South																

The parks are mostly equally distributed between Princeton and Midstreams, although they tend to be clustered toward the western side of neighborhood which has the most space and developed last. The largest open space and greatest opportunity for additional public access is along the Beaver Dam Creek South Branch wetlands between the two sub-neighborhoods.