



THE TOWNSHIP OF  
**BRICK, NJ**

# NEIGHBORHOOD PLAN



*Shore Acres, Brick Township, New Jersey*



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## TABLE OF CONTENTS

Introduction.....	4
Neighborhood Description .....	5
Plan Integration, Coordination, and Building Block Approach .....	10
Planning Coordination and Process .....	10
Neighborhood Plan Goals and Objectives .....	11
Public Opinion.....	12
Notes from the Shore Acres Public Meeting .....	15
Existing Conditions Analysis.....	16
Neighborhood Profile .....	16
Sub-Neighborhoods .....	16
Demographics.....	19
Housing.....	23
Neighborhood History .....	24
Impact of Superstorm Sandy .....	34
Neighborhood Physical Characteristics .....	41
Sidewalks .....	42
Bicycles .....	46
Signage.....	50
Summary of Destinations in Shore Acres .....	54
Public Utilities and Services .....	54
Neighborhood Parks, Recreation, and Public Space .....	55
Open Space & Preservation/Conservation Areas .....	46
Other Neighborhood Destinations .....	61



Zoning Analysis .....	63
B-1 (Neighborhood Business Zone) .....	64
R-M (Multifamily Residential Zone).....	66
R-R-1 (Rural Residential Zone).....	67
R-10 (Single-Family Residential Zone) .....	69
R-5 & R-7.5 (Single-Family Residential Zones).....	70
Recommendations.....	76
Connectivity and Streetscape Recommendations.....	76
Identification & Wayfinding Signage .....	84
Zoning Recommendations.....	87
Bulk recommendations.....	87
Zoning Map Changes .....	89
Future Neighborhood Growth .....	91
Design Guidelines .....	91
Elevation of Buildings .....	91
Landscaping .....	93
Public Spaces & Streetscape Design .....	94
Abandoned Buildings and Empty Lots .....	97
Public Parks, Open Space, and Conservation Lands .....	98
Existing Parks and Open Space .....	99
Recommended Parks and Open Space .....	102
Street-Ends, Bulkheads, and Right-of-Ways .....	104
Future Storm and Disaster Preparedness.....	106
Sustainable Recovery: Leadership In Energy & Environmental Design .....	108
LEED For Homes.....	108



THE TOWNSHIP OF  
**BRICK, NJ**

LEED For Neighborhood Development..... 111

Sea Level Rise And The Future Of Infrastructure..... 114

Action Plan..... 115

Appendix I..... 117

Notes from the Shore Acres Public Meeting ..... 117

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# Neighborhood Plan

**Shore Acres, 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 Shore Acres 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 Shore Acres Plan area extends from Barnegat Bay to the east along the north side of Kettle Creek north of Toms River Township, west to the Cherry Quay neighborhood of Brick Township, and north to Drum Point Road and Reedy Creek. The 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. in conjunction 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 Shore Acres 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.



## NEIGHBORHOOD DESCRIPTION

The Shore Acres neighborhood is generally located along the southernmost and easternmost portion of the mainland of Brick Township, Ocean County, New Jersey, directly north of Toms River Township. It is located off of Drum Point Road and east of the Cherry Quay neighborhood on the north side of the mouth of Kettle Creek where it meets Barnegat Bay.



Map 1: Location of the Shore Acres neighborhood within Brick Township



The neighborhood is protected from the direct impact of the Atlantic Ocean by the barrier island to the east. Barnegat Bay separates the mainland from the barrier island and is part of the eastern Intercoastal Waterway, which extends from Bay Head, New Jersey in the north to Island Beach State Park, New Jersey in the south. To the north and west, the area is surrounded by wetlands, marshes, and forest, including Reedy Creek and Havens Cove. Kettle Creek forms the southern boundary, separating Shore Acres from Toms River Township, where it intersects with Barnegat Bay. These estuarine waterbodies are form the landmass and the identity of the Shore Acres neighborhood.

There are five sub-neighborhoods within Shore Acres. Although Shore Acres specifically refers to one of the five sub-neighborhoods, it is also used to describe the whole area. The five sub-neighborhoods include: Shore Acres, Waterside Gardens, Baywood, Mandalay Park, and Seawood Harbor. The sub-neighborhoods represent various homeowner, condominium, and neighborhood associations, as well as distinct physical and social geographies.

By land, this neighborhood is only accessible via Drum Point Road, which runs east from Hooper Avenue and Brick Boulevard in the west. Drum Point Road extends directly into Shore Acres, although there are several off-shoot roads connecting to other sub-neighborhoods. Baywood Boulevard and Mandalay Road/St. Lawrence Boulevard connect Drum Point Road to Baywood; Mandalay Road connects to Mandalay Park and Seawood Harbor; and Waterside Gardens is also accessible off of Baywood Boulevard. Other than Waterside Gardens, there are very few private roads in Shore Acres, despite having a sense of privacy.

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 3.



Map 2: Aerial Map of Shore Acres 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. All of the sub-neighborhoods, with the exception of Waterside Gardens, have an extensive network of miles of man-made lagoons which meander deep 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.

Although several of the sub-neighborhoods were planned communities, many areas began developing in an ad hoc nature in the early twentieth century when properties were sold as paper lots. The sub-neighborhoods are fairly dispersed from one another due to the now-protected wetlands, but some of the unbuilt paper streets are still visible.

With five sub-neighborhoods covering a total of more than 9,911 acres, or 15.49 square miles of land, 5,232 residents in 2010, and over one-quarter of the land devoted to conservation area, the developed area is very densely populated. Shore Acres also experiences a population swell during the summer with part-time residents with second homes and renters, although not as significant as the Barrier Island.



Land use in Shore Acres is primarily residential, with a few commercial businesses located on the main connector roads that are mostly auto or marine-related, including several marinas.

In addition to developed areas, there are a number of existing and proposed natural conservation areas in and surrounding Shore Acres, which include: Edwin B. Forsythe National Wildlife Refuge, Long Point Island, Havens Point, and surrounding marshland. Additionally, there is a forested drainage area in the center of the block surrounded by Mandalay Road, Arctic Ocean Drive, Delta Place, and Catalina Drive. Public recreational facilities and amenities include the Drum Point Road Sports Complex and Vanard Beach in Shore Acres.

One major access/exit point on Drum Point Road for the entire community, coupled with the isolated nature of some neighborhoods and long, floodable roads without any outlet, pose a hazard to residents. Mandalay Park and Seawood Harbor sub-neighborhoods, which are the most isolated of the sub-neighborhoods, are particularly problematic because the homes and roads regularly experience flooding, which cuts off access to Mandalay Road and the rest of the Township.

There is a new pedestrian and bicycle path connects Seawood Harbor and Mandalay Park to St. Lawrence Boulevard, which then extends to Mandalay Road. However, there are not currently any other sidewalks in the neighborhood and there are very few crosswalks. Additionally, there is no signage indicating the various sub-neighborhoods, their location, or linking them together in any way.

Shore Acres endured significant devastation 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 Shore Acres was flooded by the storm surge, except for the most interior section of Baywood and Shore Acres where Drum Point Road intersects with Baywood Boulevard. South and east of that point, the land sits just above sea level. Therefore, the neighborhood is quite vulnerable to the effects of major storm events. Although most experienced moderate to severe damage, several areas were entirely destroyed.



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

Shore Acres, like other neighborhoods, is still continuing to rebuild, as well as beginning to implement new adaptive and mitigation measures for future storms and sea level rise. Since the storm, many homes have either been demolished and rebuilt or renovated, and a large number of buildings have been raised to meet BFE requirements in order to qualify for flood insurance or FEMA grant money. The rebuilding has caused some additional issues with meeting the bulk standards as homes are being raised exceptionally high or taking up more lot coverage in order to justify the loss of developable ground floor or to receive more funding.

Nearly all substantially damaged properties from Superstorm Sandy in 2012 are located in areas directly on the canals and near the marshes and included the majority of Shore Acres, Baywood, and Seawood Harbor. According to the Township Flood Prevention Ordinance, “Substantial Damage” is defined 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.” In this neighborhood, 1,302 properties suffered substantial damage and the average year that structures on such properties were built is 1972, whereas the average year that homes were built in this neighborhood is also 1972. Newer properties were more likely to already comply with height and lot requirements and generally experienced less damage.

The location of the densely developed and largely impervious neighborhood on wetlands at the intersection of the bay and river makes it particularly vulnerable to water damage from storm events and increased flood levels, as well as erosion from wave action and wind. The ability of these sub-neighborhoods to act together to protect and improve natural and public spaces, infrastructure, connectivity, neighborhood development standards, and storm preparedness, in addition to the actions that are taken by the communities on the barrier island and the Township as a whole, will have a direct impact on the community’s resiliency in the future.



## PLAN INTEGRATION, COORDINATION, AND BUILDING BLOCK APPROACH

### PLANNING COORDINATION AND PROCESS

This Neighborhood Plan is part of the 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 Shore Acres property owners through public meetings and surveys.

- To empower the Shore Acres neighborhood, in partnership with the Township, to implement thoughtful, innovative, and resilient projects that will advance the visual and functional “branding” of Shore Acres as a cohesive bayfront community.
- To provide practical and affordable recommendations to make Shore Acres 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.

**PUBLIC OPINION**

A combined open public meeting for the Shore Acres neighborhood and Cherry Quay-Bay Harbor neighborhood was held on June 16, 2015 at Drum Point Elementary School on Drum Point Road. Although the meeting was intended for residents of both neighborhoods, the majority of attendees seemed to be from various Shore Acres sub-neighborhoods.

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.

		<b>(1) Building Design Approaches</b>			
	Image	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)	Skirting of pilings 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		
Street View		Larger Lots (50 ft to 100 feet wide)	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 excess of four feet above grade		
			Orientation of entry stairs parallel to the street rather than perpendicular		
			Limit size of garage space and encourage decks and porches		
			Encourage creative grading and landscaping to mask views under homes		
			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	Enforce Codes (green) Acquire/Provide Assistance (red) No Opinion (yellow)	
		Cherry Quay – Bay Harbor	Shore Acres
	Vacant Buildings Abandoned properties that or where property owners have not taken action		
	Vacant Lots 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		
	Flood Prone Properties 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	Agree (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 wetlands 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 roof 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

### Changes in Visual Character:

1. Raised foundations
2. Rebuilds of larger homes
3. More drastic contrasts in height

4. Newer homes are larger and closer together.
5. & 6. Some rebuilds dwarf existing homes.

### Design approaches :

7. Skirted pilings
8. Parking underneath w. terraced steps.
9. Split directional stairway



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

## Visual Preferences – Parks & Open Space

### Neighborhood Parks

- 10 – Waterfront Access
- 11 – Landscaped Spaces
- 12 – Active Recreation

### Water's Edge Spaces

- 13 – Street Ends
- 14 – Coves & Lagoons
- 15 – Vegetated Strips

### Open Areas

- 16 – Vacant Lots
- 17 – Naturalized Areas
- 18 – Common Areas

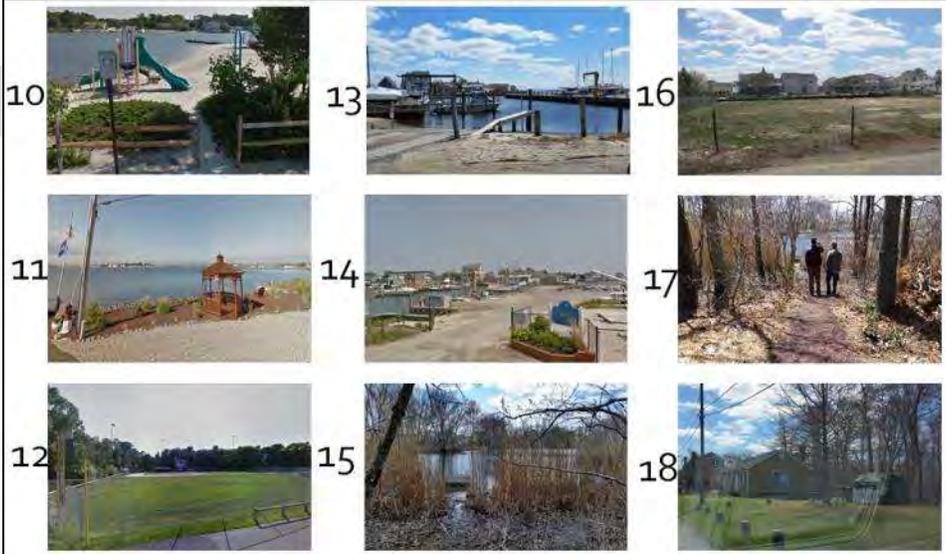


Figure 6: Visual Preferences – Parks & Open Space poster board presented at June 16, 2015 meeting



## NOTES FROM THE SHORE ACRES 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 Shore Acres neighborhood.

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## 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 Shore Acres neighborhood encompasses a total of 9,911 acres, or nearly 15.5 square miles located on the mainland due west of the barrier island chain, which extends along the eastern coast of the United States, creating the protected channel known as the Intracoastal Waterway.

The Brick Township neighborhood is on a estuarine sub-peninsula surrounded by water with Kettle Creek to the southwest and Barnegat Bay to the south and to the east, on a larger peninsula which is bordered by the Metedeconk River to the north, Kettle Creek, and Barnegat Bay. Due to the strategic location with direct bay access and proximity to the Brick beaches via the Mantoloking Bridge, nature preserves, and to major retail centers, the neighborhood has attracted both year-round and seasonal residents over the past half-century. This location provides residents with plentiful opportunities for recreation, as well as jobs.

Although development is dense within much of the neighborhood, there are a number of remaining ecologically diverse areas interspersed throughout. Most homes sit on properties less than 7,500 square feet, but including all undeveloped/conservation areas, there is 1 unit per 3.25 acres and 1 person per 1.92 acres. However, the surrounding protected wetlands and Barnegat Bay leave little space for expansion of the densely populated neighborhood, with the exception of rebuilding existing lots. Additionally, the wetlands and flood-prone land make development impractical.

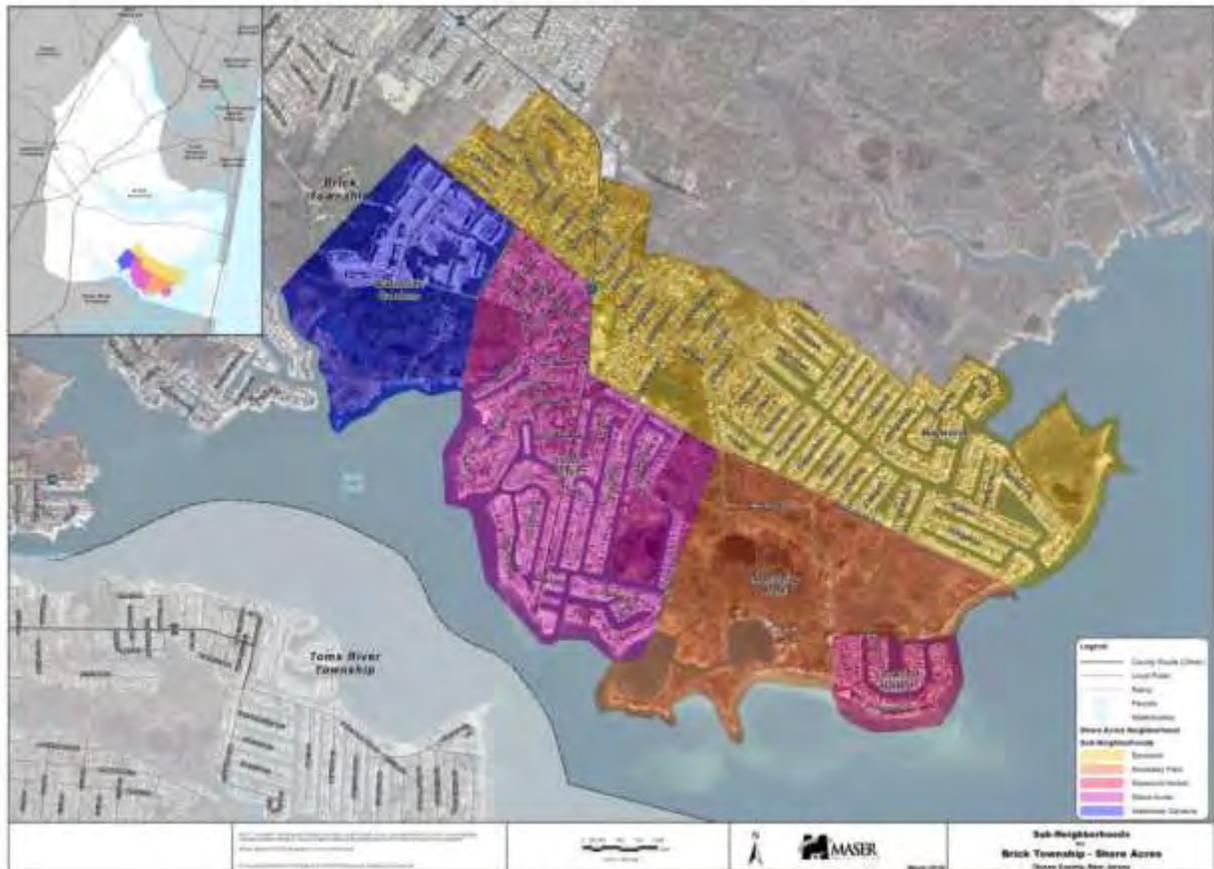
The bay neighborhood is only accessible by vehicle via Drum Point Road, which extends west to Hooper Avenue and Brick Boulevard. Baywood Boulevard and Mandalay Road are secondary connector roads that connect some of the sub-neighborhoods. Adamston Road is a connecting road to Mantoloking Road to the north and the Mantoloking Bridge to the east. Much of Shore Acres is accessible by boat.

### SUB-NEIGHBORHOODS

The Shore Acres Neighborhood Plan Area is separated from Cherry Quay and other Brick neighborhoods by natural, undeveloped wetlands, which act as a buffer from the Bay. The neighborhood itself is divided into distinct areas, in part due to the undevelopable wetlands in between them, as well as various neighborhood associations and development typologies. There are five resultant “sub-neighborhoods”, which include: Baywood, Mandalay Park, Seawood Harbor, Shore Acres, and Waterside Gardens.

While not all of these sub-neighborhoods are officially designated, some of them self-identify as homeowners, condominium, or neighborhood associations. However, there are some areas of the neighborhood that do not belong to a specified association. Additionally, the overall neighborhood boundary is an estimate based on the delineation of development and guidance from Township officials. The sub-neighborhoods are listed in the sidebar above as they are shown on [Map 3](#) below.

Shore Acres Sub-Neighborhoods
Baywood
Mandalay Park
Seawood
Shore Acres
Waterside Gardens



Map 3: Shore Acres Sub-Neighborhoods

## BAYWOOD

Baywood is the largest sub-neighborhood by area and consists of the largest network of lagoons in Shore Acres. The sub-neighborhood is very long and narrow, extending from Barnegat Bay in the east to the Joe Pal Airport Tract property off of Drum Point Road in the west and nestled between Shore Acres and Mandalay Park to the south and the Metedeconk Neck/Forsythe National Wildlife Refuge protected wetlands to the north.



In addition to the low-lying lagoons in the east, which were built over former wetlands, Baywood also occupies the most inland portion of the neighborhood with the highest elevation, offering a diverse range of properties and the greatest opportunity for growth. While the eastern portion of the sub-neighborhood was largely inundated by floodwater during Superstorm Sandy, the western half received the least flooding in the neighborhood.

The land use in Baywood is primarily residential; however, it also contains a majority of the few commercial properties in Shore Acres, which lie to the northwest along Drum Point Road, as well as a marina, a park, and conservation lands.

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### MANDALAY PARK

Mandalay Park occupies the southeastern corner of the neighborhood, less Seawood Harbor, at the confluence of Kettle Creek and Barnegat Bay. The sub-neighborhood is the least developed and least populated of the Shore Acres sub-neighborhoods and relative to much of the Township, despite being large in area. There are no man-made lagoons in Mandalay Park as there are in most of the other sub-neighborhoods.

Despite having hundreds of paper lots and an extensive network of paper roads, only a dozen or so residential properties are located in Mandalay Park, whereas the rest of the sub-neighborhood consists of protected wetlands within the Forsythe National Wildlife Refuge. The paper lots were sold in the early- to mid-1900s, but were never developed due to restrictions, lack of access, and poor topography.

The only road access into the sub-neighborhood is via Mandalay Road, which is the only access for Seawood Harbor, as well. The Township recently added a new bicycle path along the Mandalay Park border with Baywood on St. Lawrence Boulevard and extending south into Mandalay Park via Holly Avenue and Knoll Crest Avenue.

Mandalay Park also has a block watch, according to local officials on a tour on April 15, 2015.

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### SEAWOOD HARBOR

Seawood Harbor is located on Barnegat Bay in the southeastern-most area of Shore Acres. It is the smallest sub-neighborhood of Shore Acres by land area, although similar in developed area and population to Waterside Gardens.

Like Mandalay Park, Seawood Harbor is only accessible via Mandalay Road. However, in contrast, Seawood Harbor is densely developed with residential properties within a small area. The two primary roads in the neighborhood include Rochester Drive and Toronto Drive, although the majority of properties are also accessible by boat via two man-made lagoons. Nearly all land in Seawood Harbor is privately owned, with the exception of two small Brick Township-owned bayside lots on Rochester Drive.



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## SHORE ACRES

Shore Acres is the second largest sub-neighborhood, although it is also the oldest and most densely developed. The sub-neighborhood is located at the mouth of Kettle Creek where it meets Barnegat Bay, with Mandalay Park to the east, Waterside Gardens to the west, Baywood to the north, and Toms River Township to the south.

Shore Acres is a private neighborhood association. With the exception of a marina, two commercial properties, and a private yacht club, beach, and clubhouse, the neighborhood is almost entirely residential.

The sub-neighborhood is accessible primarily via Drum Point Road, which ends in Shore Acres at Drum Point Marina and Shore Acres Yacht Club on Kettle Creek. Most properties within Shore Acres also have boat access to the man-made lagoons.

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## WATERSIDE GARDENS

Waterside Gardens is located in the southwestern-most part of Shore Acres along Kettle Creek; west of the Shore Acres sub-neighborhood, south of Baywood, east of Cherry Quay, and north of Toms River Township. It is the only large-scale multi-family housing development east of Brick Boulevard. Waterside Gardens is a private apartment/condominium complex and is one of the most densely populated neighborhoods due to the number of units. There are nineteen (19) individual apartment buildings within the complex.

Despite the density of the sub-neighborhood, it is surrounded by parkland and preserved wetlands that are part of the Joe Pal Airport Tract to the west and south, which also buffer the neighborhood from flooding from Kettle Creek.

The sub-neighborhood is most directly accessible via Holly Court East off of Baywood Boulevard. It is also accessible via paths and bike paths in the adjacent Joe Pal Airport Tract.

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## DEMOGRAPHICS

Although precise data cannot be determined for the population within the identified Shore Acres boundaries, the population of the two Census Tracts (7142, 7143) used for the demographic data, which cover a slightly larger geographic area, decreased between 2000, 2010, and 2013.

According to the 2000 U.S. Census, the Shore Acres neighborhood of Brick Township had a population of 5,250, based on the aggregated census blocks<sup>1</sup>. A population of 5,232 in 2010 represented a very slight

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<sup>1</sup> U.S. Census Bureau, 2000. (Block data used from Tracts 7142 and 7143 within Shore Acres boundaries)



decline of 18 persons, or 0.3 percent, from the 2000 Census<sup>2</sup>. Within three years of the 2010 Census, in 2013, the population had dropped by 356 persons, or 6.8 percent, to 4,876 people<sup>3</sup>. Overall it was not a very large decrease, but it was a dramatic change within the given time period relative to previous years. This sudden decline can almost entirely be attributed to the damage caused by Superstorm Sandy in 2012, which forced many people out of their homes for up to a few years or forced abandonment of homes.

While the decline is not significant and the population data represents a slightly larger area than Shore Acres, the declining population over those thirteen years may signal a general trend of the area.

Additionally, approximately 82.5 percent of residents were homeowners and 17.5 percent rented in 2000, whereas 80 percent were homeowners and 20 percent were renters in 2010. The addition of Waterside Gardens in the 1980s likely added a large number of renters to the area, as well. This may also signal a slight shift in the dynamic of the neighborhood, as well as the ability and desire to sell/buy versus rent property. However, more data is needed for a complete analysis.

Meanwhile, 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 7](#)). 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 Plan<sup>4</sup>.

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<sup>2</sup> U.S. Census Bureau, 2010. (Block data used from Tracts 7142 and 7143 within Shore Acres boundaries)

<sup>3</sup> U.S. Census Bureau. American Community Survey, 2013 (<http://www.census.gov/geo/maps-data/data/tiger-data.html>)

<sup>4</sup> Township of Brick, Division of Land Use and Planning. "Township of Brick Master Plan". June 6, 2007.

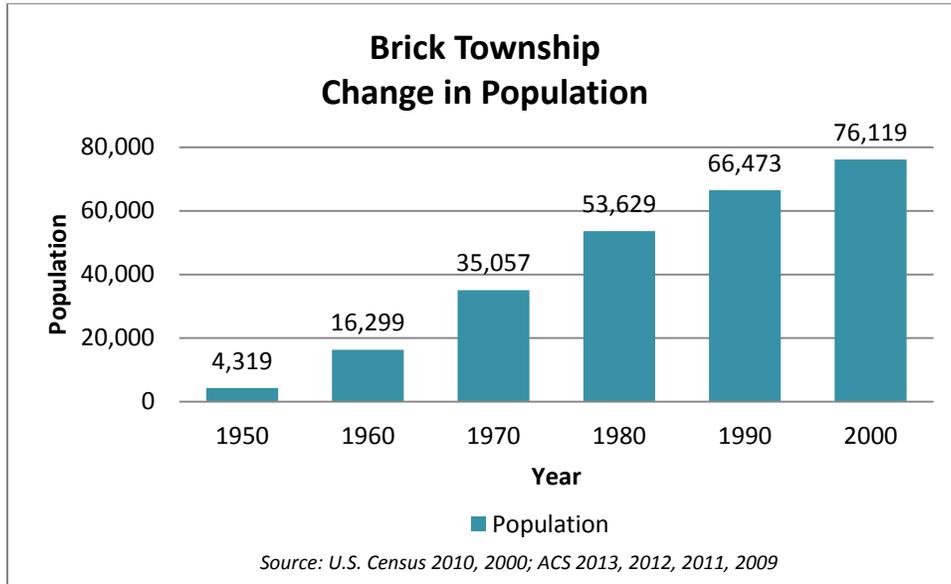


Figure 7: Brick Township, Change in Population 2000-2013

Of the population that lives in the Shore Acres neighborhood, the median age for both sexes was 45.5 years in 2010 – over 17 years younger than that of the Barrier Island neighborhood<sup>5</sup>. The population is relatively well represented within each age bracket grouped by decade, but with the majority of the population in the middle age brackets. The 50 to 59 year old age bracket represents the most represented population at 17.7 percent of the Shore Acres population, while the 40 to 49 age bracket and 30 to 39 each represent 16 percent. The entire population 39 years and younger and the population 40 and older are each approximately 50 percent of the population. This is in direct contrast to neighborhoods such as the Barrier Island, where more than 75 percent of the population is older than 50 years (see Figure 8). According to the 2010 U.S. Census, 13.8 percent of the Shore Acres population is over 65 years old, whereas 17.9 percent of the total Brick population is over 65 years old. This data demonstrates that Shore Acres is a relatively young, but diverse neighborhood within the Township.

<sup>5</sup> U.S. Census 2010, U.S. Census Bureau

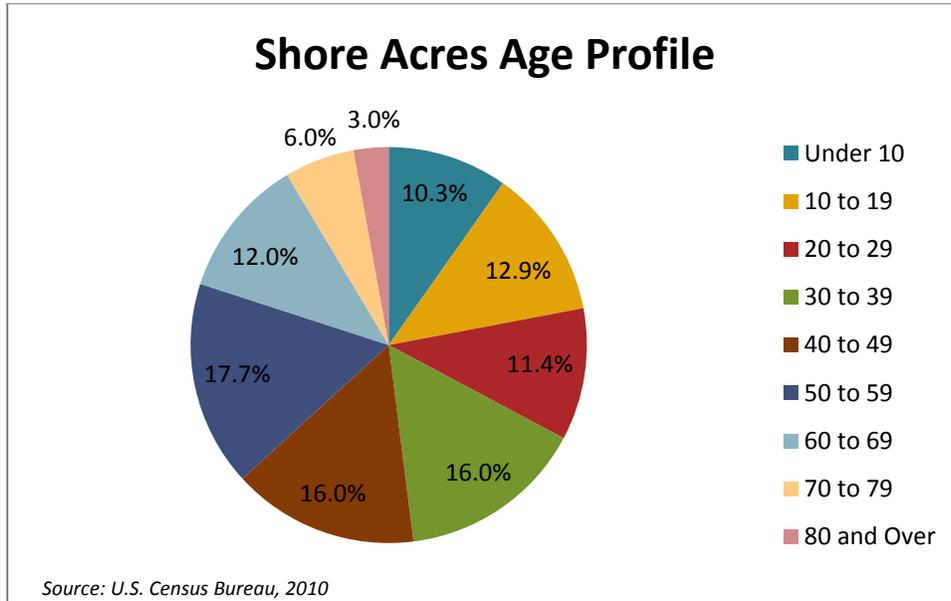


Figure 8: Percentage of Total Neighborhood Population by Age (2010)

Out of the total Shore Acres population in 2010, 2,591 were male and 2,641 were female. Additionally, 4,861 people (93%) are of one race and 56 (1%) are of two or more races. 91 percent, or 4,749 people, identified as White alone, whereas 6 percent, or 315 people, identified as Hispanic or Latino/a, and 1 percent, or 73 people, identified as Black or African-American. Asians, American Indians, and other races were only marginally represented. This data indicates a largely homogenous neighborhood population, but is slightly more diverse than some of the other Brick neighborhoods.

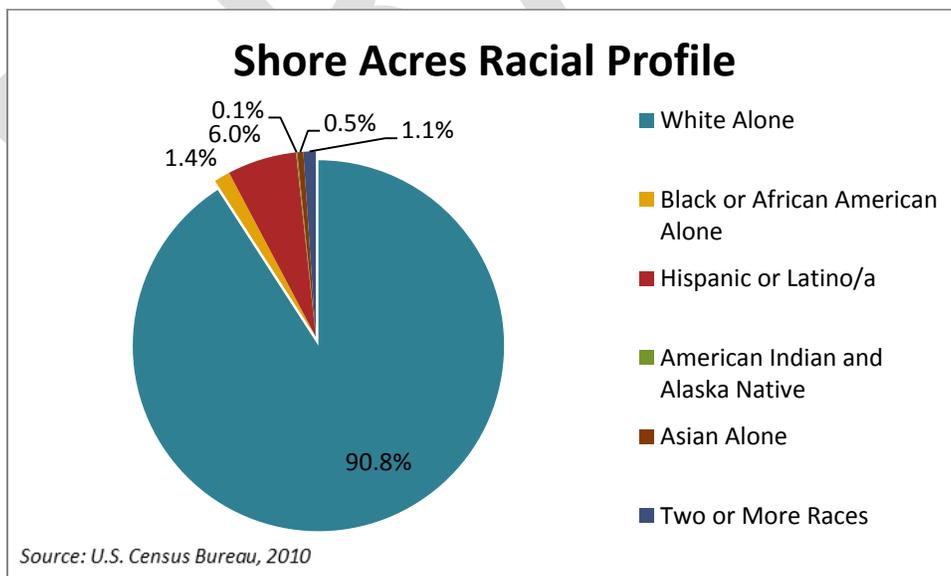


Figure 9: Percentage of Total Neighborhood Population by Race (2010)



## HOUSING

In 2010, there were 3,155 total housing units in the Shore Acres neighborhood (using census blocks from Census Tracts 7142 and 7143 configured to the identified Shore Acres neighborhood boundary)<sup>6</sup>. Of those units, 2,440 were occupied housing units, while 715 were vacant. The majority of these vacancies represent units for seasonal or recreational use or rental. 4,180 units are owned, 81 percent of which have a mortgage or loan, and 1,052 units are rentals. Of 1,850 owner-occupied units, nearly 50 percent were valued at \$500,000 or more and the median value was \$598,250 between the two census tracts, although one tract had a median value approximately \$270,000 greater than the other.

By 2012, there were a total of 3,219 housing units with 1,552 (48%) occupied and 1,667 (52%) vacant units<sup>7</sup>. The median value of the 1,473 owner-occupied units had fallen to \$555,750, and only 576 units, or 39 percent, were valued at \$500,000 or more. This was a decrease of \$42,500 in median value and 10 percent fewer units valued over \$500,000. Despite there being more total units in 2012, there were 888 fewer occupied units and 952 more vacant properties than in 2010.

Although precise data is not available exclusively for Shore Acres, combined Census Tracts 7142 and 7143 were at 78 percent occupancy and 22 percent vacancy in 2013 versus 48 percent occupancy and 52 percent vacancy in 2012. Like the change in population between 2010 and 2013, this shift might be due to the damage caused by Superstorm Sandy in 2012, which prevented many people from living in their homes for several years, as well as destroying many homes entirely.

By 2013, many of the destroyed homes were either in the process restored or removed and replaced. In the greater neighborhood area, 530 owner-occupied units were valued at \$500,000 or more (17% of all owner-occupied units) likely consisted of newer construction or restored homes, but was a slight decrease since 2012. The median value dropped significantly to \$335,000, representing a decline of \$220,750 since the prior year and \$263,250 since 2010. Despite these dramatic decreases in values in such a short period of time, the redevelopment of the Shore Acres neighborhood appears to have occurred at a much faster rate than other neighborhoods.

The average built year of all homes in the Shore Acres neighborhood is 1972, although one of the earliest existing structures was built in 1920 in the Shore Acres sub-neighborhood and there are several that have been built between 2013 and 2015. The oldest neighborhood is Shore Acres, where the average year that homes were built is 1966. The newest housing is in Waterside Gardens, condominiums that were built in 1981. Many of the homes that were built prior to the 1980s suffered substantial damage during Superstorm Sandy, including the majority of Shore Acres, Baywood, and Seawood Harbor.

<sup>6</sup> U.S. Census 2010, U.S. Census Bureau, Tracts 7142, 7143

<sup>7</sup> U.S. Census Bureau 2012, 5-Year American Community Survey, Tracts 7142, 7143



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

<b>Sub-Neighborhood</b>	<b>Avg. Year Built</b>
Mandalay Park	1975
Seawood Harbor	1976
Baywood	1980
Shore Acres	1966
Waterside Gardens	1981
<b>Shore Acres (Total)</b>	<b>1972</b>

## NEIGHBORHOOD HISTORY

A series of historic aerial photographs of Shore Acres obtained online at [www.historicaerials.com](http://www.historicaerials.com) were analyzed to determine changes in the development that took place within the neighborhood study area over the course of the past century. The earliest available photography is dated from 1931. Very little occurred prior to that time and it is not critical for this Plan.

According to the aerials, the subject neighborhood has changed drastically since at least the year 1931. Similar to the Brick Barrier Island and other regional neighborhoods, Shore Acres remained mostly in a state of undisturbed natural wetlands until the mid-twentieth century, although Shore Acres developed much more rapidly and intensely seemingly all at once. Pre-development, Shore Acres 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.

Shore Acres was the first sub-neighborhood of the Shore Acres neighborhood to appear by the early 1940s, but it wasn't until the late-1950s to early 1960s when extensive and dense development became apparent. The wetlands that remain today have existed relatively untouched since that time as a result of the neighborhoods being built around them.

By the 1980s, nearly the entire neighborhood had been developed to its maximum extent, displacing hundreds of acres of wetlands and forest. The neighborhood has generally remained the same since that time, with the exception of major damage caused by Superstorm Sandy in 2012 and the subsequent rebuilding. 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, Shore Acres, the Barrier Island, and Cherry Quay-Bay Harbor experienced similar development patterns, which generally began and ended around the same time period. However, Shore Acres, being more of a year-round residential neighborhood, began to develop large subdivisions of homes much more rapidly, but also continued to fill in lots much later than the Barrier Island 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.



THE TOWNSHIP OF  
**BRICK, NJ**



Map 4: 1931 Historic Aerial ([www.historicaerials.com](http://www.historicaerials.com))

In 1931 ([Map 4](#)), the Brick Township neighborhood appeared very different 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 roads (likely unpaved) and possibly a few homes. Large expanses of undisturbed marshland followed the entire perimeter of the neighborhood along Barnegat Bay and extending inland for a half-mile. The marshland in Mandalay Park, known as Long Point Island off of Bay Shore Drive, which abuts the Bay, was much wider and almost entirely cut off the two ponds from the Bay.

Part of Baywood Boulevard and the full length of Drum Point Road are visible going into Shore Acres and Mandalay Road goes into what is now Mandalay Park; however, very few houses, if any, were in the area at that point. Only some farmland existed in the very northwestern corner of the neighborhood (currently Baywood) and one farm where Waterside Gardens Condominiums are today. None of the sub-neighborhoods existed in 1931.



Map 5: 1940 Historic Aerial ([www.historicaerials.com](http://www.historicaerials.com))

Nearly a decade later, in 1940 (Map 5), most of the Shore Acres sub-neighborhood and its lagoons were being developed west of Drum Point Road, although only some roads and homes had been completed. A few homes were also found in the Mandalay Park neighborhood. Although there were only a handful of properties in Baywood, Baywood Boulevard was a wide, tree-lined, split boulevard. The rest of Shore Acres mostly remained as wetlands.



Map 6: 1953 Historic Aerial ([www.historicaerials.com](http://www.historicaerials.com))

By 1953 (Map 6), the majority of the wetlands still remained, but it is evident that development was encroaching further from the north and west. Most of the Shore Acres sub-neighborhood was developed, including the roads and lagoons east of Drum Point Road. Baywood Boulevard had been

extended eastward halfway through what would be the Baywood sub-neighborhood, as well as some of the north-south roads off of Baywood Boulevard.



Map 7: 1956 Historic Aerial ([www.historicaerials.com](http://www.historicaerials.com))

The neighborhood on the bay had transformed very rapidly between 1953 and 1956 (Map 7), with nearly the full extent of the street grid in Shore Acres, as well as the western half of Baywood and Rochester Drive in Seawood Harbor. Along with the development in Baywood, a large drainage basin was placed in the area behind Mandalay Road and Arctic Ocean Drive. Several more lagoons had been dredged in the Shore Acres and Seawood Harbor sub-neighborhoods, as well, and most of the spoils from the dredging were likely used to fill in some of the wetlands for development.

In that same period of time, the area known as Long Point Island appears to have eroded to a much narrower strip of land than in 1931 or 1940, with wider channels into the lakes.



Map 8: 1963 Historic Aerial ([www.historicaerials.com](http://www.historicaerials.com))

Analogous to other Brick neighborhoods, Shore Acres was almost entirely unrecognizable by 1963 (Map 8) from its original state. Except for retaining the same general form, the majority of the two major natural systems that sustained the delicate balance of the neighborhood – the wetlands on the bay side and the inland forest – were compromised beyond recovery. Instead, they had been replaced by new streets and subdivisions, although many of the homes had not yet been built. 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.



Figure 10: Comparison of 1931 aerial (left) and 1963 aerial (right)

The eastern portion of Baywood with all of its lagoons was developed to its fullest extent virtually all at once, while Shore Acres and Seawood Harbor were near completion, as well. However, the western

portion of Baywood was still sparsely filled with homes. At this point in time, the sub-neighborhoods had their recognizable forms.

By 1972 ([Map 9](#)) new development had slowed throughout most of the neighborhood. However, a new street grid and lots are visible within Waterside Gardens, which had been a single farm up until this point.



Map 9: 1972 Historic Aerial ([www.historicaerials.com](http://www.historicaerials.com))

The eastern lake along Lake Point Drive and Bay Shore Drive, which had been further breached by the Bay in the 1960s, had a new handlebar-shaped sandbar forming along the southern shore and the passage was beginning to fill with silt and sand.

Additionally, the bridge that had once connected Longpoint Drive to Southview Drive in the southern part of Shore Acres had been removed by 1970 and, instead the isolated peninsula was connected via a new road, Cedar Island Drive, to Mandalay Road with some additional residential development lining Cedar Island Drive (see [Figure](#) ). This change may have eased congestion in the neighborhood, although it further isolated the community and lengthened the means of egress, which extends through more wetlands.



Figure 11: Comparison of 1963 and 1970 historic aerial photos showing new road and demolition of bridge



Map 10: 1986 Historic Aerial ([www.historicaerials.com](http://www.historicaerials.com))

In 1986 (Map 10), western Baywood had been filled in with more homes and Waterside Gardens Condominiums had been completed and would come to define its own sub-neighborhood. No trace of a home that had previously been on Bay Shore Drive in Mandalay Park adjacent to the lake and bay was visible any longer, while the spit of land further closed off the lake with only a narrow stream separating the landmasses. The beach was also becoming covered in vegetation. From this point, all of the wetlands would remain untouched by development, following the 1977 Clean Water Act, Section 404:

Protection of Wetlands Executive Order No. 11990 by the United States Environmental Protection Agency.

The Shore Acres neighborhood as a whole was built-out to its current extent and essentially at its maximum capacity by 1995 as Baywood, Seawood Harbor, and Cedar Island Drive in Shore Acres were filled in with the final houses (Map 11). Mandalay Park never became a fully developed neighborhood, but a few more homes were added along Knoll Crest Avenue and Neptune Circle. Additionally, Long Point Island became part of a long peninsula extending from Mandalay Park as sand and eventually vegetation filled in the bay breach to the lake as a narrow isthmus.



Map 11: 1995 Historic Aerial ([www.historicaerials.com](http://www.historicaerials.com))



Map 12: 2002 Historic Aerial ([www.historicaerials.com](http://www.historicaerials.com))



THE TOWNSHIP OF  
**BRICK, NJ**

By 2002 ([Map 12](#)), the physical layout of the neighborhood remained largely the same as the sub-neighborhoods were well-established, with the exception of some individual homes that may have been knocked down and replaced. The 2007 aerial ([Map 13](#)) and 2013 aerial ([Map 14](#)) illustrate the continuity.



Map 13: 2007 Historic Aerial ([www.historicaerials.com](http://www.historicaerials.com))



Map 14: 2013 Historic Aerial ([www.historicaerials.com](http://www.historicaerials.com))



Figure 12: Baywood sub-neighborhood (left to right, top to bottom) 1931, 1956, 1963, and 2013

The images above (Figure ) illustrate the progression of development and destruction of wetlands after 1963, focusing specifically on the eastern area in Baywood.

Similarly to its neighbors, the bay neighborhood has changed dramatically between the 1930s and 2013. The Brick neighborhood began to be developed around between 1931 and 1940, but accelerated by 1963 to generally occupy the footprint of land that exists today, and continued to be filled 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 Bay, development densified in the inland Baywood section 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 the same since 1995, with the exception of damage from Superstorm Sandy.

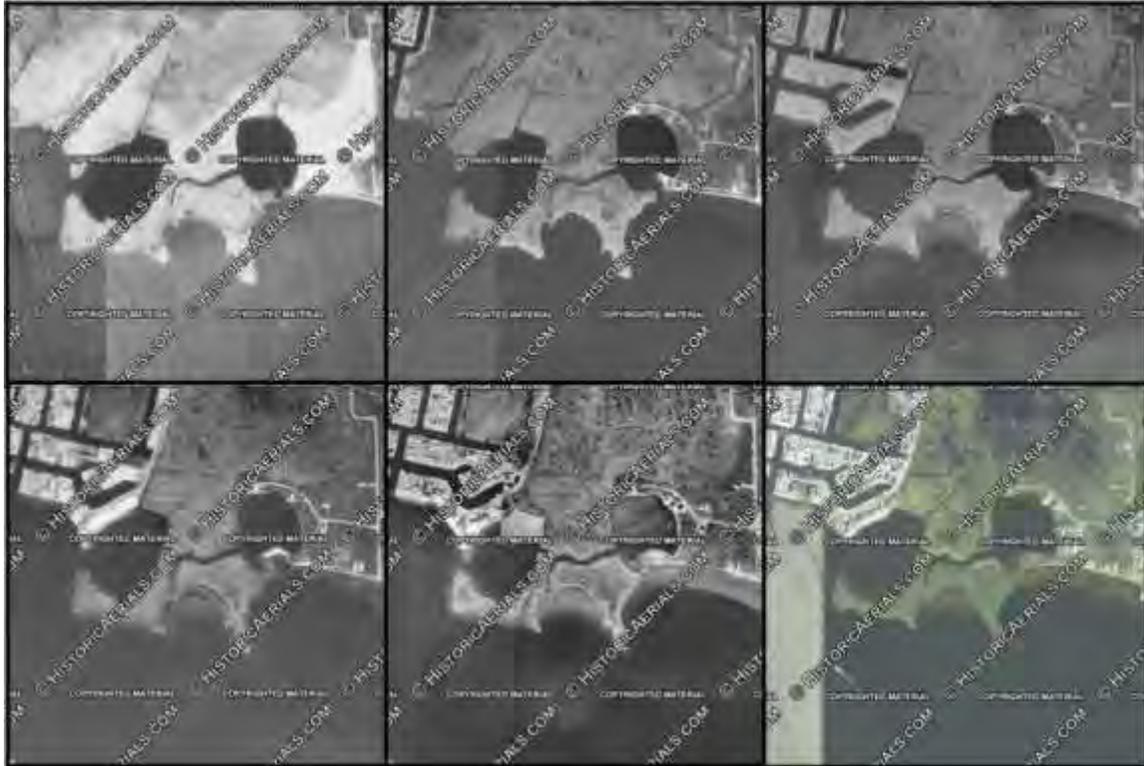


Figure 10: Changes to wetlands (from left to right, top to bottom) in 1931, 1953, 1963, 1972, 1986, and 2013

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 only one year after the storm. Despite being taken one year later, much of the recovery process also took place in 2013 and beyond due to the timing and magnitude of the storm. The amount of damage to the neighborhood is still evident. It is clear in the images that many homes were either destroyed, removed, are missing roofs or docks, or have been rebuilt. This is particularly true for properties along Barnegat Bay, Kettle Creek, and other waterfront, where the storm surge and winds caused flooding and inflicted the most damage upon the community.

Unlike the Barrier Island sub-neighborhoods, the Shore Acres sub-neighborhoods are very distinguishable on an aerial map because they vary in density, size, lack connectivity, and are separated by natural areas. On the ground-level, this Plan attempts to address both the similarities and differences in issues of each sub-neighborhood, while making the identity and connectivity of the entire Brick neighborhood seamless.

#### 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. In fact, the entire neighborhood south of Mandalay Road and east of Hollycrest Drive has an elevation below 10 feet above sea level.

The storm surge from the catastrophic weather event was slightly over 10 feet and, therefore, covered a majority of the neighborhood. The neighborhood's northwest area, north of Woodland Drive in Shore Acres and west of Atlantic Drive in Baywood (see Map ), which is naturally elevated where the land was originally non-wetlands forest, experienced the least damage. Waterside Gardens, which is set further inland from Kettle Creek, was even flooded by the storm surge, although there was no substantial damage by the Township's definition.

The majority of the neighborhood, however, is located along the bayside of the peninsula, 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 Bay 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 11: Diagram of Wind Surge on Barnegat Bay ([www.professorsak.com](http://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 Shore Acres, Cherry Quay and Bay Harbor.<sup>8</sup>



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

Figure below shows a detailed image comparison of the Shore Acres sub-neighborhood near the Yacht Club and Drum Point Marina (right of the image) between 2010 (pre-Sandy), 2012 (post-Sandy), and 2014. Outside of the Barrier Island, this was one of the hardest hit areas of Brick Township during Superstorm Sandy. Some homes in the neighborhood were almost washed away entirely, while many were leveled, and the majority was gutted. The debris from the storm can be seen 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 2014 (right), some homes have been rebuilt, while several large empty lots remain.

<sup>8</sup> 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>.



Figure 16: Focus Area Comparison of Pre-Sandy 2010 (left) and Post-Sandy 2012 (center), 2014 (right) (Google Earth)



Figure 12: Damaged/Gutted home (date: 4-24-15)



Figure 13: Damaged/Gutted home (Google Streetview)

At least 1,301 properties were substantially damaged in the Shore Acres neighborhood alone through 2015, which accounts for more than 40 percent of the 2012 Shore Acres housing stock. 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.”<sup>9</sup> There was more than twice the amount of substantial damage in Shore Acres than on the Barrier Island, although such properties accounted for nearly 44 percent of all Barrier Island properties. This number includes, but is not limited to those properties damaged by Superstorm Sandy.

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.

<sup>9</sup> Township of Brick, New Jersey. *Chapter 196. Flood Damage Prevention Ordinance*. Thursday, May 28, 2015.



Map 15: 1998 Shore Acres FEMA BFE Map

The average year that all properties within Shore Acres were built was 1972. The Shore Acres sub-neighborhood has the oldest average housing stock, built in 1966, while Waterside Gardens has the newest housing stock by average, built in 1981. Similarly, the average built year of all structures that have suffered significant damage is 1977, and most likely due to Superstorm Sandy. Accordingly, the most significant damage overall occurred in the oldest waterfront neighborhood – Shore Acres – while slightly newer low-lying lagoon communities built prior to the most recent BFE regulations were also critically damaged, such as Seawood Harbor and Baywood.

By number of substantially damaged properties, Baywood had the most with 720, followed by Shore Acres with 467, then Seawood Harbor with 102, and Mandalay Park with 12, while Waterside Gardens did not incur any substantial damage. Baywood and Shore Acres also have the greatest total number of properties, whereas Seawood Harbor and Mandalay Park have significantly fewer properties. However, nearly all of the properties in Seawood Harbor and Mandalay Park were substantially damaged because the sub-neighborhoods are entirely below 10 feet above sea level and within the FEMA Advisory Zone V (see [Map 16](#)). The more inland, elevated properties of Shore Acres, Baywood, and Waterside Gardens did not experience as much damage.

The average build year of substantially damaged structures for each sub-neighborhood is between one and six years later than the average build year of all structures in the respective sub-neighborhood. In



general, it is unusual that newer properties incur more damage than older properties; however, Brick Township experienced the most waterfront and lagoon development during the late 1960s through the early 1980s. Additionally, the Township’s first BFE requirements were only put into place by the same year as the average build year of all Shore Acres 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.

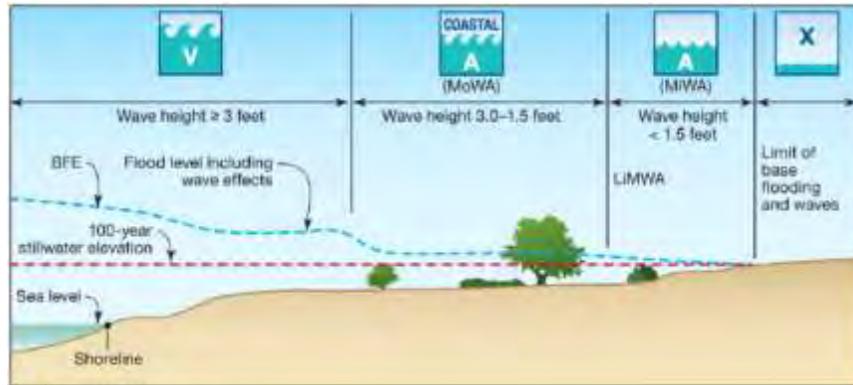
Table 2: Substantially Damaged Properties by Sub-Neighborhood

Sub-Neighborhood	# of Properties Substantially Damaged	Avg. Build Year of Substantially Damaged Properties	Average Build Year of All Properties
Mandalay Park	12	1981	1975
Seawood Harbor	102	1982	1976
Baywood	720	1976	1980
Shore Acres	467	1967	1966
Waterside Gardens	0	N/A	1981
<b>Shore Acres (Total)</b>	<b>1301</b>	<b>1977</b>	<b>1972</b>

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

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.

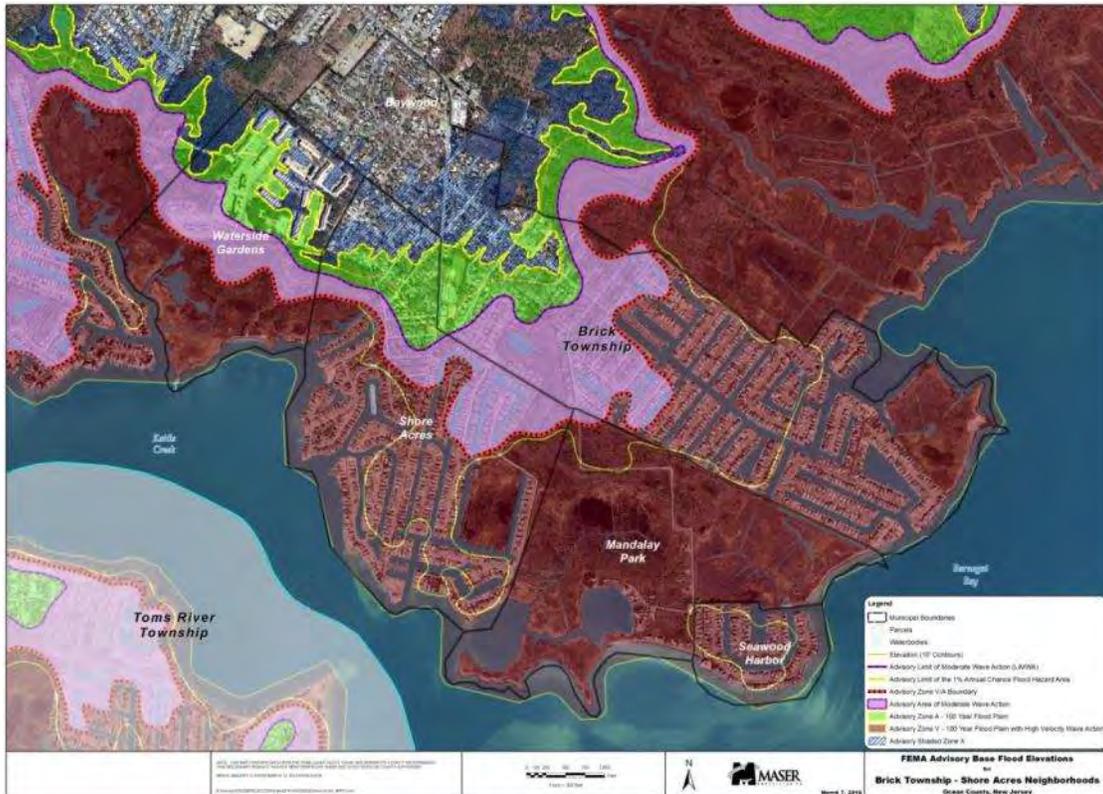
Coastal flooding is a result of the storm surge where local sea levels rise often resulting in weakened or destroyed coastal structures. Hurricanes and tropical storms, severe storms, and Nor’easters cause most of the coastal flooding in New Jersey. Much of the damage in Shore Acres was attributed to storm surge and wind-driven wave action due the large size of Barnegat Bay. 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 Shore Acres in Mantoloking. With the breach of the ocean and wind-driven Bay water being pushed to the north, Shore Acres 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.



Source: FEMA 2011  
BFE Base Flood Elevation  
LiMWA limit of moderate wave action  
MiWA Minimal Wave Action area  
MoWA Moderate Wave Action area

Figure 19: Transect Schematic of Zone V, Coastal A-Zone, and Zone A

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 Shore Acres area. The interior-most part of the neighborhood (western Baywood) is located outside of a flood zone, but the zones increase moving southeast toward where Kettle Creek and Barnegat Bay meet. About one-third of the neighborhood is located in either the Advisory Zone X, Advisory Zone A, or the Advisory Area of Moderate Wave Action, which each occupies a narrow strip of land. Most of the neighborhood is located in the most vulnerable zone, which is the Advisory Zone V – 100 Year Flood Plain with High Velocity Wave Action, which is the same zone assigned to the ocean side of the Barrier Island. These are the most recent zones, although they have changed over the years.



Map 16: Preliminary FEMA flood levels post-Superstorm Sandy

## NEIGHBORHOOD PHYSICAL CHARACTERISTICS

Shore Acres is defined by its location between Barnegat Bay and Kettle Creek, forming a bulbous peninsula, and characterized by its extensive network of penetrating, winding man-made lagoons, stretching deep inland.

Originally built on wetlands, Shore Acres is almost entirely within a ten feet of sea level. To the neighborhood's benefit, the remaining wetlands are protected and continue surrounded and permeate the neighborhood. 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.

The neighborhood was built in a way which intends it to be accessed primarily by individual automobiles, although the lagoons also permit boat access to many of the private residences. Boat access, however, is not a primary means of transportation in order to reach a destination, despite the fact that many homeowners also have boats. 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; with





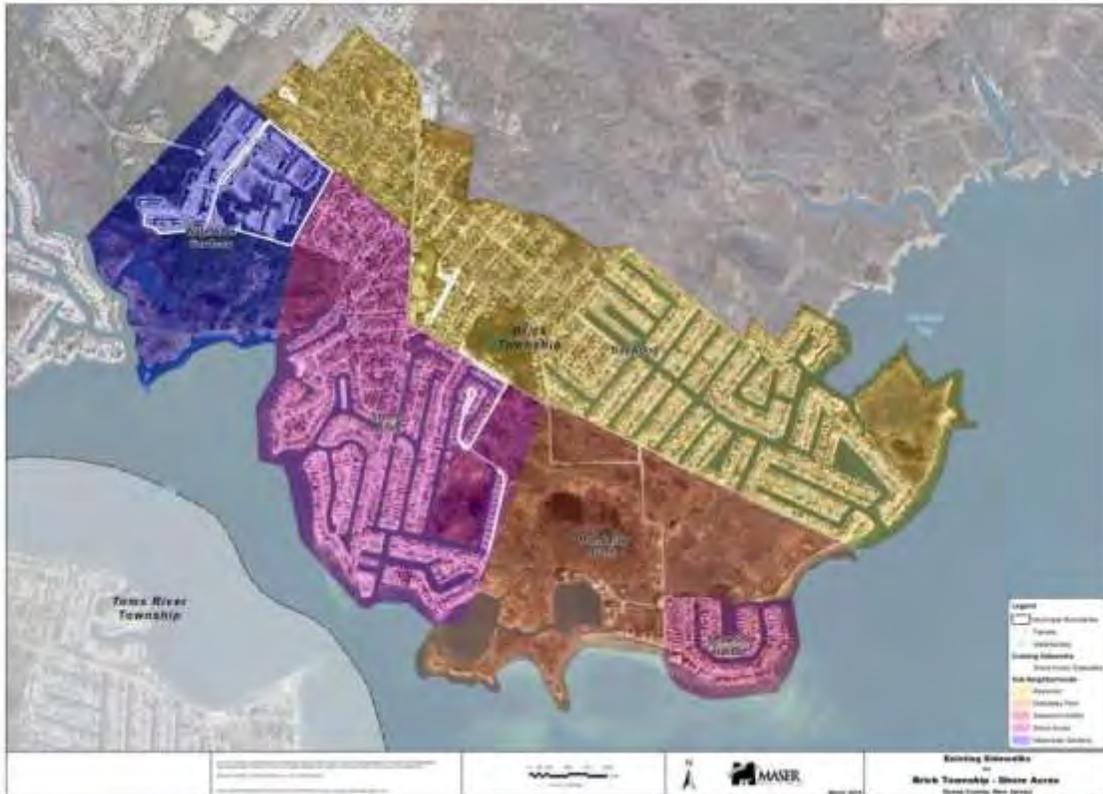
Figure 21: Inconsistent and non-ADA sidewalks, Mandalay Rd. & Arctic Ocean Dr. (Google Streetview, Sept. 2013)



Figure 22: Substandard and non-ADA sidewalks, Aschby Dr. & Holly Ct. East, Waterside Gardens (Google Streetview, July 2013)

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; et cetera. People are often seen walking and running in the streets and some sidewalks are too narrow or inaccessible for handicapped people. 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.

Existing sidewalks are found primarily within the newest condominium sub-neighborhood, Waterside Gardens, as well as some on the outer edges of Baywood and Shore Acres, as shown in [Map 17](#). These are grouped closely enough that a connected network could easily be created.



Map 17: Overview of existing sidewalks in Shore Acres neighborhood

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

1. (Boardwalk) West side of Holly Ave., extended, between Pilot Dr. and St. Lawrence Blvd.
2. West side of Cedar Island Dr. between 54 Cedar Island Dr. and 98 Cedar Island Dr.;
3. Meadowpoint Dr. west of Cedar Island Dr., inclusive of all residential parcels (19 through 48 Meadowpoint Dr.);
4. West side of Cedar Island Dr. between Meadowpoint Dr. and Mandalay Rd., inclusive of corner property's side yard on Meadowpoint Dr.;
5. South side of Mandalay Rd. between Cedar Island Dr. and 39 Mandalay Rd.;
6. North side of Mandalay Rd. between Cedar Island Dr. and Arctic Ocean Dr.;
7. East side of Arctic Ocean Dr. in front of 1 Arctic Ocean Dr.;
8. East side of Hollycrest Dr. between 20 and 24 Hollycrest Dr.;
9. West side of Cumberland Dr. between 30 Cumberland Dr. and Atlantic Dr.;
10. East side of Cumberland Dr. between 29 Cumberland Dr. and end of cul-de-sac, excluding dome of cul-de-sac;
11. West side of Cumberland Dr. between Atlantic Dr. and end of cul-de-sac, excluding dome of cul-de-sac;
12. East side of Dunn Point Rd. at northern end of Angela M. Hibbard Park;



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**BRICK, NJ**

13. Chestnut Ct., limited to 64, 65, 68, 69, 72, and 73 Chestnut Ct.;
14. North side of Aschby Dr. between Bay Laurel Dr. and Holly Ct. East;
15. North side of Aschby Dr. from Holly Ct. East west to mid-block;
16. South side of Aschby Dr. between Birch Dr. and Schindler Dr.;
17. West side of Birch Dr. between Aschby Dr. and Finchley Dr.;
18. North side of Finchley Dr. between Birch Dr. and mid-way to Schindler Dr.;
19. North side of Finchley Dr. at dead-end loop between Finchley Dr. west to parking lot;
20. West side of Schindler Dr. just north of Finchley Dr. north to Aschby Dr.;
21. East side of Schindler Dr. from north of southernmost parking lot driveway north to Aschby Dr.



Figure 23: Jogger in the street, Baywood Blvd. (Google Streetview, Aug. 2014)



Figure 24: Pedestrian with stroller walking in street, Rochester Dr. (Google Streetview, July 2013)



Figure 25: Runner and car in the street, Baywood Dr. (Google Streetview, Aug. 2014)

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 Shore Acres.

Along Drum Point Road, which is the main access and busiest road in the neighborhood, there are seventeen (17) streets that meet Drum Point Road and four (4) primary crossings. The intersections with Mandalay Road/Shore Acres Plaza, Baywood Boulevard, and Bay View Drive/Burlington Drive are the

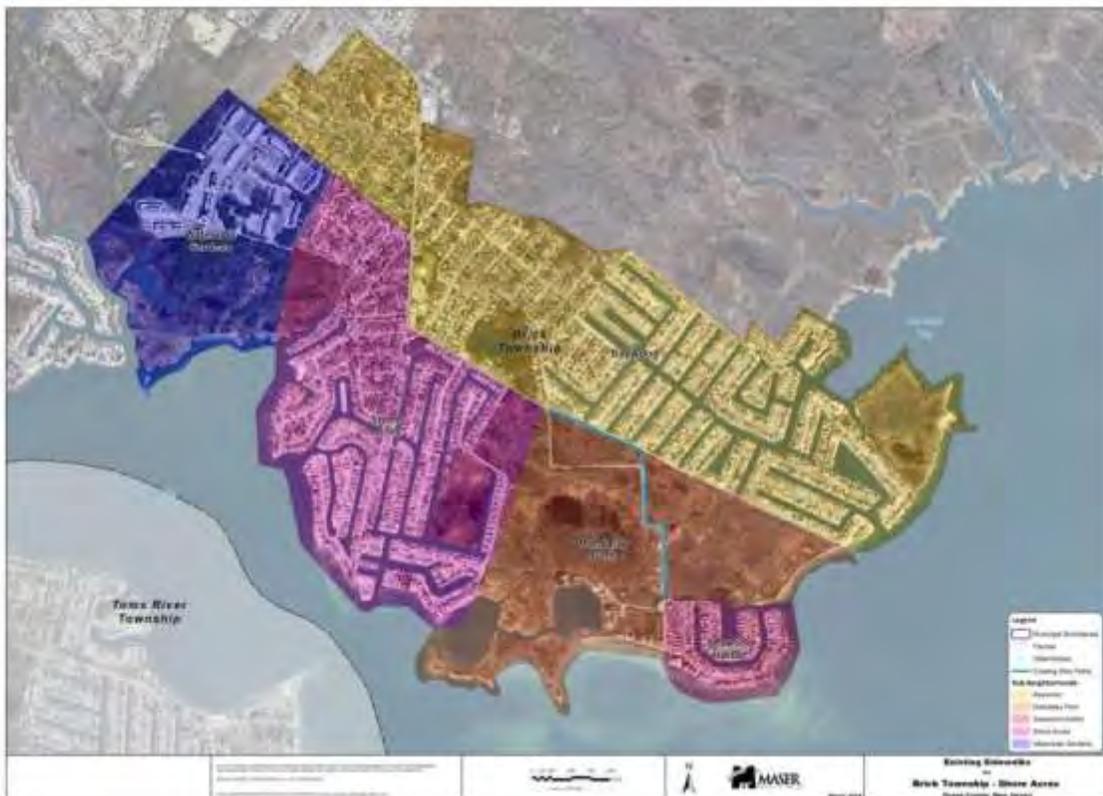


have the most vehicular traffic and are the most difficult to cross. Additionally, the traffic circle at Mandalay Road, Catalina Drive, and St. Lawrence Boulevard is a hazard for pedestrians and cyclists alike.

Although the speed limit throughout Shore Acres is 35 miles per hour or less, the major thoroughfares have consistent and fast traffic, particularly during the summer months. Although there are no crosswalks or streetlights, few sidewalks, and there is regular traffic, there haven't been any recorded fatal accidents between vehicles or vehicles and pedestrians in Shore Acres between 2012 and 2014, according to data from the National Highway Traffic Safety Administration (NHTSA)<sup>10</sup>. Most sub-neighborhoods have slower, local traffic with posted speeds around 15 to 25 miles per hour.

## BICYCLES

With the exception of a new half-mile long bicycle path between Baywood and Mandalay Park/Seawood Harbor along St. Lawrence Boulevard, Holly Avenue, and Knoll Crest Avenue, there are no other existing connections to bicycle paths or lanes in Shore Acres.



Map 18: Existing Bicycle Facilities (blue lines) in Shore Acres

<sup>10</sup> "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](http://www-nrd.nhtsa.dot.gov/departments/nrd-30/ncsa/STSI/34_NJ/2014/New%20Jersey_Map_1_GIS_DATA_2014.HTM)



Figure 26: Separate bicycle path along St. Lawrence Blvd., Baywood (Google Streetview, August 2014)



Figure 27: New separated bicycle path along Knoll Crest Ave., Mandalay Park (Google Streetview, September 2013)

In addition, there is a designated recreational bicycle route/trail through the adjacent 273-acre Airport Tract, with associated directory signage on Drum Point Road, to the northwest of Waterside Gardens and Baywood. 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.<sup>11</sup>

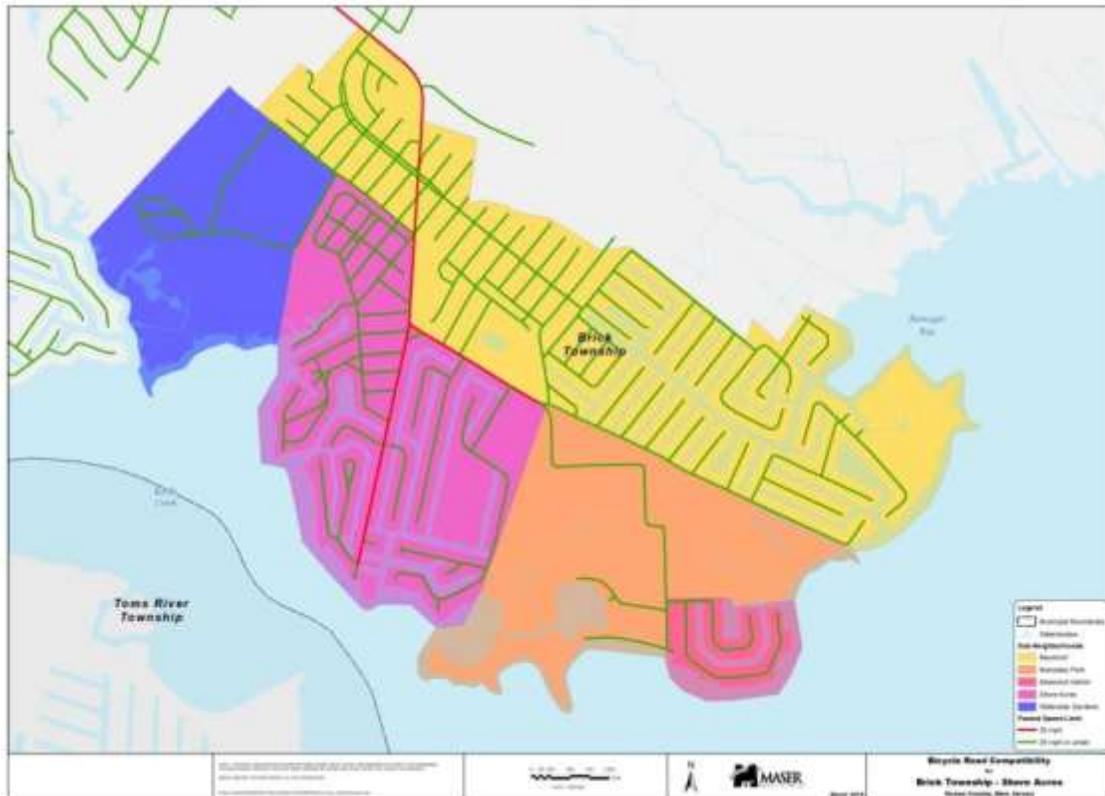
Despite not having any additional defined bicycle paths, the streets have speed limits that are slow enough to be considered “Bicycle-Friendly” routes by the State of New Jersey Department of Transportation (NJDOT) for shared roads without bicycle facilities. All streets within the neighborhood have a speed limit of 35 miles per hour or less. The only two marked streets at 35 miles per hour are Drum Point Road and Mandalay Road, which are the two major collecting roads in the neighborhood – all other streets are 25 miles per hour or less. However, streets that are greater than 25 miles per hour are not considered bicycle-friendly by U.S. Green Building Council LEED-ND standards.

<sup>11</sup> 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/>



**Table 3: Speed Limits on Shore Acres Roads**

Shore Acres Sub-Neighborhood	Road	MPH
<b>Waterside Gardens</b>		
	Unnamed road from woods to Schindler Dr.	N/A
	Schindler Dr. (btwn unnamed and Aschby Dr.)	25
	Aschby Dr. (btwn Schindler Dr. and Holly Ct. E.)	25
<b>Baywood</b>		
	Drum Point (btwn Baywood Blvd & Mandalay Rd.)	25
	Holly Ct. E.	25
	Baywood Blvd.	25
	Baywood Dr.	25
	Atlantic Dr.	25
	Mandalay Rd.	35
	Pilot Dr.	25
	Catalina Dr. (btwn Pilot Dr. and Mandalay Rd.)	25
	Alameda Dr.	25
	St. Lawrence Blvd.	25
<b>Shore Acres</b>		
	Drum Point Rd.	35
	Cedar Island Dr. (btwn Mandalay Rd. and Southview)	25
<b>Mandalay Park</b>		
	Mandalay Rd.	25
	Lake Point Dr.	25
	Neptune Cir.	25
	Knoll Crest Ave. (btwn Neptune Cir. and Bay Shore Dr.)	25
<b>Seawood Harbor</b>		
	Hamilton Dr.	25
	Rochester Dr.	N/A
	Toronto Dr.	N/A



Map 19: Neighborhood roads with posted speed limits of 35 MPH and 25 MPH & Under

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 Figure , 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 Shore Acres 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 28: Children bicycling on Baywood Blvd., Baywood (Google Streetview, August 2014)



Figure 29: Narrow shoulders and hazardous objects for cyclists, Drum Point Rd. (Google Streetview, July 2013)



Figure 30: Very narrow shoulders on curved roads, Baywood (Google Streetview, August 2014)

## SIGNAGE

Signage is much more prevalent and consistent in Shore Acres than in some other neighborhoods, such as the Barrier Island. However, the signage tends to consist mostly of monument signs at the entrances to some of the neighborhoods or general road signage, such as posted speed limits. Neighborhood signage regularly utilizes a blue and white color scheme with various fonts and images specific to each sub-neighborhood. Signage is found at the following locations:

1. 419 Drum Point Road at Entrance to Joe Pal Airport Tract;
  - a. Southerly side of Drum Point Road at western border of Baywood;
  - b. Owner: Township of Brick;
  - c. Three (3) signs, which read:
    - i. "Bicycle Route"; green sign
    - ii. "Parking" with arrow; white sign
    - iii. "Airport Tract - Bicycle Trail - Entrance - Parking lot - Brick Township - New Jersey"; brown wooden picket sign



Figure 31 Associated park signage at entrance (Google Streetview)



Figure 32: Sign location on Drum Point Road (Google Maps)

2. Monument sign for Waterside Gardens located at the northwest intersection of Drum Point Road and Baywood Boulevard across from Peter Place. The blue and white sign with the neighborhood emblem, states the name of the sub-neighborhood, a phone number, and directions. As shown in Figure 32, a flower bed has been planted around the base of the sign. The sign is located approximately 20 feet back from the street and is placed beyond the point where it is necessary to turn in a vehicle. Directional/way-finding signage should be placed closer to the street and prior to making a turn. Monument-type signage should only be permitted at the entrance to the neighborhood, whereas it is currently placed at the entrance to the Baywood sub-neighborhood.



Figure 33: Waterside Gardens sign as seen from Drum Point Road (Google Streetview)



Figure 34: Waterside Gardens sign location at Drum Point Road & Baywood Boulevard (Google Maps)

3. A second, smaller monument sign for Waterside Gardens is located at the entrance to the private community at the intersection of Holly Court East, Aschby Drive, and Fire Lane (private road). The sign is oriented toward traffic from Holly Court East and has an arrow directing traffic toward Schindler Drive (private road). There is some landscaping around the sign and the design of the sign is similar to that of the one on Drum Point Road, but without the emblem or secondary sign

with a phone number and directions. Ideally, a monument sign at the entrance of a neighborhood would be larger and more ornamental than the directional signage.



Figure 35: Waterside Gardens sign as seen from Holly Court East at Aschby Drive (Google Streetview)



Figure 36: Waterside Gardens sign location at Holly Court East & Aschby Drive (Google Maps)

4. A monument sign for the Shore Acres sub-neighborhood is located at the southerly side of the intersection of Drum Point Road and Bay View Drive across from Burlington Drive. This sign defines the border between Baywood and Shore Acres, which begins immediately south of this point. The sign states “Shore Acres – A Proud Community” and the year established and contains a sailboat emblem specific to the sub-neighborhood. The blue and white sign with yellow and white font is placed within a box planter.



Figure 37: Shore Acres sign as seen from Drum Point Road (Google Streetview)



Figure 38: Shore Acres sign location at Drum Point Road and Bay View Drive (Google Maps)

5. The Baywood sub-neighborhood monument sign is located on the easterly side of the eastern intersection of Baywood Boulevard at Drum Point Road. A sign should be located further west along Drum Point Road where the “border” with Shore Acres and Waterside Gardens is ambiguous. The small wooden sign is currently located behind a large tree and is oriented west to Baywood Boulevard, rendering it invisible to vehicles on Drum Point Road. The sign simply



states the name of the sub-neighborhood in yellow font and has a large emblem and has simple landscaping around the base.



Figure 39: Baywood sign as seen from Baywood Boulevard at Drum Point Road (Google Streetview)



Figure 40: Baywood sign location at Drum Point Road and Baywood Boulevard (Google Maps)

6. A small wooden monument sign is located at the entrance of Angela M. Hibbard Park on Drum Point Road, which simply states the name of the park. The sign is placed beyond the park entrance to the south where it may not be easily visible by moving vehicles on southbound Drum Point Road. It should, therefore, be relocated to the north side of the entrance.



Figure 41: Hibbard Park sign as seen from Drum Point Road (Google Streetview)



Figure 42: Hibbard Park sign location at the park entrance on Drum Point Road (Google Maps)

7. Seawood Harbor has a monument sign in shades of blue; yellow, white, and black font; and an anchor emblem. In addition to the name of the sub-neighborhood, the sign makes reference to the year established and to the protected wetlands and the national wildlife preserve area. The sign is located on the southerly side of Mandalay Road at the roundabout intersection of with St. Lawrence Boulevard and Catalina Drive. The sign is oriented to the west for eastbound Mandalay Road traffic; however, the font is small and the sign is placed far back from the road. The curve in the road places vehicular traffic at an angle to the sign, which also makes it illegible. The sign



should be oriented more west-northwest. Although it is the access road, the placement of the sign is slightly misleading as one must first pass through Mandalay Park before reaching Seawood Harbor. Therefore, a combined sign for both sub-neighborhoods could be placed in this location.



Figure 43: Seawood Harbor sign as seen from Mandalay Road (Google Streetview)

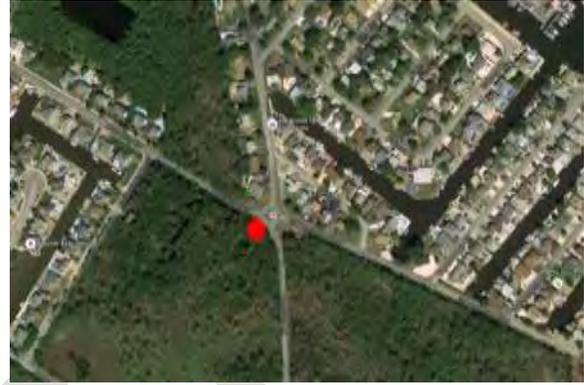


Figure 44: Seawood Harbor sign location at Mandalay Road (Google Maps)

## SUMMARY OF DESTINATIONS IN SHORE ACRES

### PUBLIC UTILITIES AND SERVICES

Unlike most of the larger neighborhoods in Brick Township, there are no public safety services or essential facilities in Shore Acres. The nearest fire station is the Pioneer Hose Fire Company 1 on Drum Point Road and Firehouse Road to the west. The nearest school is the Osbornville Elementary School at 218 Drum Point Road to the west near Cherry Quay Road.

### MUNICIPAL UTILITY AUTHORITY

The Brick Township Municipal Utility Authority owns Block 286, Lot 27.01 and Block 210, Lot 6.01 on Drum Point Road, adjacent to Angela M. Hibbard Park, which contains a restricted utility building. The land is 0.06 acres in size.



Figure 45 Municipal Utility building on Block 286, Lot 27.01, Drum Point Road (Google Streetview)



Figure 46: Block 286, Lot 27.01 highlighted (Google Maps)

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### OCEAN COUNTY SEWERAGE AUTHORITY

The Ocean County Sewerage Authority owns a similar lot on Block 299, Lot 175 on Woodland Drive at the northern intersection with Bay View Drive in the northern section of the Shore Acres sub-neighborhood. This property contains a pumping station on a 100' x 220' lot, as shown below.



Figure 47: Ocean County Sewerage Authority building on Block 299, Lot 175, Woodland Drive (Google Streetview)



Figure 48: Block 299, Lot 175 highlighted in red (Google Maps)

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### NEIGHBORHOOD PARKS, RECREATION, AND PUBLIC SPACE

The number of public and private recreational and park amenities within Shore Acres is very limited. Public amenities include two parks – one of which contains mostly trails and natural land cover and the other which contains active planned recreation. Other amenities, such as a few beaches and marinas, are privately owned and maintained. Most of the recreational space, both public and private tends to be clustered around the western half of the neighborhood in Shore Acres, Baywood, and Waterside Gardens, as shown on the maps below. The Open Space Recreation map from the Township Master Plan



also shows several existing and proposed conservation/recreations lots for future planning, which are further expanded upon in the following section.



Map 20: Open Space and Recreation Map of Shore Acres (Brick Township Master Plan, 2007)

There are two major public parks within the borders of Shore Acres as they have been defined in this Plan. However, the majority of the Joe Pal Airport Tract, including the entrance, is located outside of, but directly adjacent to Shore Acres. A significant portion of the property does extend into Waterside Gardens and provides an important asset to the neighborhood. Both properties, which are listed on the State of New Jersey Department of Environmental Protection Green Acres Program ROSI Database, are described below:

## JOE PAL/BRICK AIRPORT TRACT

The Joe Pal Airport Tract contains 273 acres of undeveloped open space, owned by the Township of Brick. The expansive property contains trails for walking, hiking, running, and biking and connects the neighborhoods of Cherry Quay and Shore Acres (sub-neighborhoods of Waterside Gardens and Baywood). The official trailheads are located at 419 Drum Point Road (Block 321, Lots 4 and 4.02) at the western border of Baywood and along Cherry Quay Road to the west.



Figure 49: Entrance to Joe Pal property on Drum Point Road (Google Streetview)

Associated directory signage is located at each entrance, as well as on-site parking in a gravel lot with handicap parking, trash cans, and picnic tables.



Map 21: Joe Pal Airport Tract property within Shore Acres



## ANGELA M. HIBBARD PARK

Angela M. Hibbard Park is a Brick Township park located on Drum Point Road on the border between the Shore Acres and Baywood sub-neighborhoods, occupying Block 210, Lots 6 and 7 and Block 286, Lot 7. Block 210, Lot 6 is currently vacant and borders Mandalay Road to the south. The park also borders Atlantic Drive – a small neighborhood road – to the east. The Brick Township Municipal Utility Authority owns the adjacent Block 286, Lot 27.01 and Block 210, Lot 6.01.



Figure 50: Entrance to Hibbard Park (Google Streetview)



Map 22: Hibbard Park on Township Tax Map (in red)

Whereas the park currently includes a softball field, playground, tennis court, basketball court, swing set, benches, and 32 parking spaces, the remodeling will include two playgrounds, a basketball court, a pickleball court, two dog parks, and a perimeter walking trail.



Map 23: Angela M. Hibbard Park



Table 4: Brick Township Recreational Facilities (Shore Acres facilities highlighted)

 <b>BRICK TOWNSHIP RECREATIONAL FACILITIES</b> <b>FACILITY NAME - STREET LOCATION</b>	Concession	Soccer Fields	Swimming	Basketball	Baseball/Softball	Drinking Water	Tennis Courts	Playground	Fishing	Crabbing	Picnic Tables	Rest Rooms	Volleyball	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																	

**OPEN SPACE & PRESERVATION/CONSERVATION AREAS**

Shore Acres also contains an abundance of conservation lands and wetlands, which are protected, as shown in Map 20 above and Map 24: Open space and parks map Map 24 below. Preserved/Conservation lands include:



Map 24: Open space and parks map

### EDWIN B. FORSYTHE NATIONAL WILDLIFE REFUGE

The Forsyth Wildlife Refuge comprises a majority of the wetlands along the eastern side of the larger Brick Township peninsula bordering Barnegat Bay, from Kettle Creek in Mandalay Park north to West Mantoloking at the mouth of the Metedeconk River. The majority of the refuge is located north of the Baywood sub-neighborhood of Shore Acres, although a large portion also comprises most of the Mandalay Park sub-neighborhood. These are valuable natural lands of national significance.



Figure 51: Part of Forsythe Wildlife Refuge wetlands as seen from Holly Ave., Mandalay Park (Google Streetview)