



TOWN OF DOVER

**MORRIS COUNTY
NEW JERSEY**

MUNICIPAL SELF-ASSESSMENT REPORT



March 2008
Revised September 2022
March 2023

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ACKNOWLEDGEMENTS

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Estacio**
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~~Adrian Ballesteros~~**Michael
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Alderman - Third Ward

~~Edward Correa~~**Karol Ruiz**
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Arturo Santana
Alderman - Fourth Ward

~~Carlos Valencia~~**Marcos
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Introduction

The Town of Dover ("Town" or "Dover") has re-started the Plan Endorsement process, with a Pre-Petition Meeting held with the Office of Planning Advocacy (OPA) and other State Agencies on February 3, 2022. This process was initially begun years earlier, when the Town actively sought Plan Endorsement from the New Jersey State Planning Commission (NJSPC). Plan Endorsement is the voluntary review process designed to ensure the coordination and consistency between state, county and municipal planning efforts to achieve the goals and policies of the State. The State Development and Redevelopment Plan (SDRP or State Plan) adopted in 2001 is the guidance document for achieving these goals and objectives and provides the template for intergovernmental coordination.

As part of this effort, a Municipal Assessment Report ("MSA") was completed in 2008. Findings and conclusions of the MSA were presented at a public meeting of the Town's Governing Body (the Board of Aldermen) and a Resolution was adopted to pursue Plan Endorsement.

Subsequent changes and priorities delayed final Plan Endorsement. In 2010, the State released a new Draft State Strategic Plan, which went through public comment and hearing. The Draft Final State Strategic Plan was approved in November 2011 but failed final adoption in 2012. As the 2012 State Strategic Plan was never adopted, the SDRP remains the current state plan. Various permit extensions and executive orders have extended the expiration dates of certain plan endorsements and center designations issued by the Commission prior to December 31, 2009 beyond their otherwise applicable expiration dates; these extensions are applicable to Dover, which first received center designation in 1994.

As part of the re-starting of the Plan Endorsement Process, the MSA completed in 2008 is being amended, with modifications and updates where circumstances and new State priorities warrant.

On December 2, 1994, the State Planning Commission officially recognized a Designated Regional Center (RC) in Dover, which includes the entire 2.7 square miles of the Town.

The State recognized Dover's commitment to focusing development as a higher-density center in order to:

- Accommodate the preservation of existing neighborhoods;
- Make a commitment to mass transit;
- Recognize the County's forested lands and critical areas that need preserving;
- Direct resources to aid Dover to accomplish the plan and support needed improvements.

Since that time, the State has designated the Highlands as a special resource area dedicated toward the protection of a major state water supply. This designation will add development pressure in already established communities such as the Town of Dover. The need to proactively plan thus becomes paramount to the Town's future.

Under the Highlands Water Protection and Planning Act, designated Centers are excluded from the Highlands Core Preservation Area.

Although not in the Core Preservation Area of the Highlands Act, but the Highlands Planning Area, Dover will not be subject to the land use controls and growth limitations instituted by the legislation and pursuant regulations. ~~However, the Highlands designation, especially in the Core Preservation Area, makes Dover's planning efforts even more important as development pressures in Morris County and the Highlands region continue to mount.~~ This puts Dover in a unique position to ~~work with the Highlands Planning Council and potentially~~ capture the State benefits associated with these development pressures, through a concerted planning effort using the Town-wide Area In Need of Rehabilitation (AINRehab) designation and potential Area In Need of Redevelopment (AINR) designations to accommodate controlled growth and economic revitalization.

This Self-Assessment report will review Dover's plans for consistency with the State Development and Redevelopment Plan (SDRP) and will act as the Town's petition to extend Dover's RC Status. As the report details, the efforts of the Town have been enormous and have dated back to its original center designation in 1994 and further crystallized through Visioning Planning in 2007, the most recent Master Plan Update in 2007, as well as a TOD plan for the downtown area and the Bassett Highway Redevelopment Plan, all of which embody the spirit and intent of the State Plan and is the very definition of "Smart Growth".

Purpose of Plan Endorsement

The purpose of the Plan Endorsement process is to reach consistency among Municipal, County, regional, and State agency plans with the State Plan, and to facilitate the implementation of these plans. Plan endorsement seeks to:

- 1. Encourage Municipal, County, regional and State agency plans to be coordinated and support each other to achieve the goals of the State Plan;*
- 2. Encourage municipalities and counties to plan on a regional basis while recognizing the fundamental role of the Municipal Master Plan and development regulations;*
- 3. Consider the entire municipality, including Centers, Cores, Nodes and Environs, within the context of regional systems;*
- 4. Provide an opportunity for all government entities and the public to discuss and resolve common planning issues;*
- 5. Provide a framework to guide and support State investment programs and permitting assistance in the implementation of municipal, county and regional plans that meet Statewide objectives; and*
- 6. Learn new planning approaches and techniques from municipal, county and regional governments for dissemination throughout the State and possible incorporation into the State Plan. (The New Jersey State Development and Redevelopment Plan, 2001, page 14).*
- 7. Ensure that petitions for Plan Endorsement are consistent with applicable State land use statutes and regulations.*

Consistency with the Goals of the State Plan

The New Jersey State Development and Redevelopment Plan (SDRP) seeks to achieve all the State Planning Goals by coordinating public and private actions to guide future growth into compact, ecologically designed forms of development and redevelopment and to protect the Environs, consistent with the Statewide Policies and the State Plan Policy Map. (The State Development and Redevelopment Plan General Plan Strategy).

According to the New Jersey State Development and Redevelopment Plan (SDRP) adopted in 2001, the Town of Dover lies entirely in Planning Area 1 or Metropolitan Planning Area. Further, Dover was designated a Regional Center in 1994 by the New Jersey State Planning Commission. Although the State Plan is meant to be used as a guide, consideration of these designations is taken into account especially in terms of development when State agency approval is necessary. According to the preliminary map (Figure-1) included here, there are no significant State Plan mapping changes from the 2001 Plan to today.

Development and economic growth are recommended in Planned Centers, which are served

by sewer, water and transportation corridors. The Town has been working with the State Planning Commission, Office of Smart Growth and other state agencies such as NJDOT and NJTRANSIT to create plans that are consistent with the goals of the State Plan and State agency missions. This document reviews the various planning efforts undertaken by the Town and finds that the Town's Master Plan and its various elements are consistent with the goals of the State Plan. Furthermore, the Town's efforts are exemplary and should be highlighted as best planning practices.

Dover's Goals in Seeking Plan Endorsement

The Town of Dover is roughly 2.7 square miles in size and is a "Regional Center" as defined by the State Development and Redevelopment Plan. Dover is a unique Town in Morris County with a rich past and vibrant and diverse present. The community consists of a centrally developed Downtown. Dover Station is a major stop on the Morris and Essex Rail "Mid-town direct" line. Surrounding the Downtown Area is lower density residential neighborhoods. The Town is bounded by the Townships of Randolph, Rockaway, and Mine Hill, as well as the Boroughs of Wharton and Victory Gardens. The Town of Dover recognizes that in order to achieve its goals, the Town must coordinate its planning efforts, locally, regionally and with State agencies. The Plan Endorsement process provides the framework within which this coordination can take place.

This report will not only aim to show how the Town's Master Planning efforts have been consistent with the state plan, but will also aim to show some areas where state agency intervention would be beneficial for the long-term health of the Town. As described throughout this report, the following have been identified as goals the Town hopes to work with the State in accomplishing moving forward; these goals can also be found below in the "Conclusion" section of the report:

1. Upgrade Geotechnical/Geographic Information Systems (GIS) and Software
2. Assistance in coordination for Contaminated Site Remediation
3. Assistance coordinating with larger state entities such as NJDOT in conjunctive planning efforts
4. Open Space/Density Development property acquisition
5. Assistance in the execution of the robust current population capacity study
6. Create plans and funding opportunities to improve walkability in the Town
7. Assistance in funding a traffic corridor safety study for the eastern portion of US Highway 46

8. *Assistance in upgrading current infrastructure in Town*

At the time of the 2007 Master Plan Update, the largest concern for the Town was the coordination and implementation of the newly-adopted Transit-Oriented Development Plan. Since then, the Town has changed and grown to have several concerns and areas of identified improvement for the future.

Throughout this report, the Town hopes to not only prove what efforts have taken place to work towards these eight (8) goals through recent planning initiatives, but also hopes to prove how State agencies and further coordination can assist with these improvements to Dover overall. As some of these above goals are multi-faceted and require a longer amount of time to realize, the Town hopes to complete these goals and further actualize change and improvement to the benefit of the Dover residents as well as those with regional proximity to Dover.

Location And Regional Context

The Town of Dover is in the heart center of Morris County, nestled in the heart of the New Jersey Highlands. Cutting through its center is the Rockaway River, which separates the north from the south of Town. Along Dover's border stand the municipalities of Rockaway to the north and east, Victory Gardens and Randolph to the south, and Mine Hill and Wharton to the west.

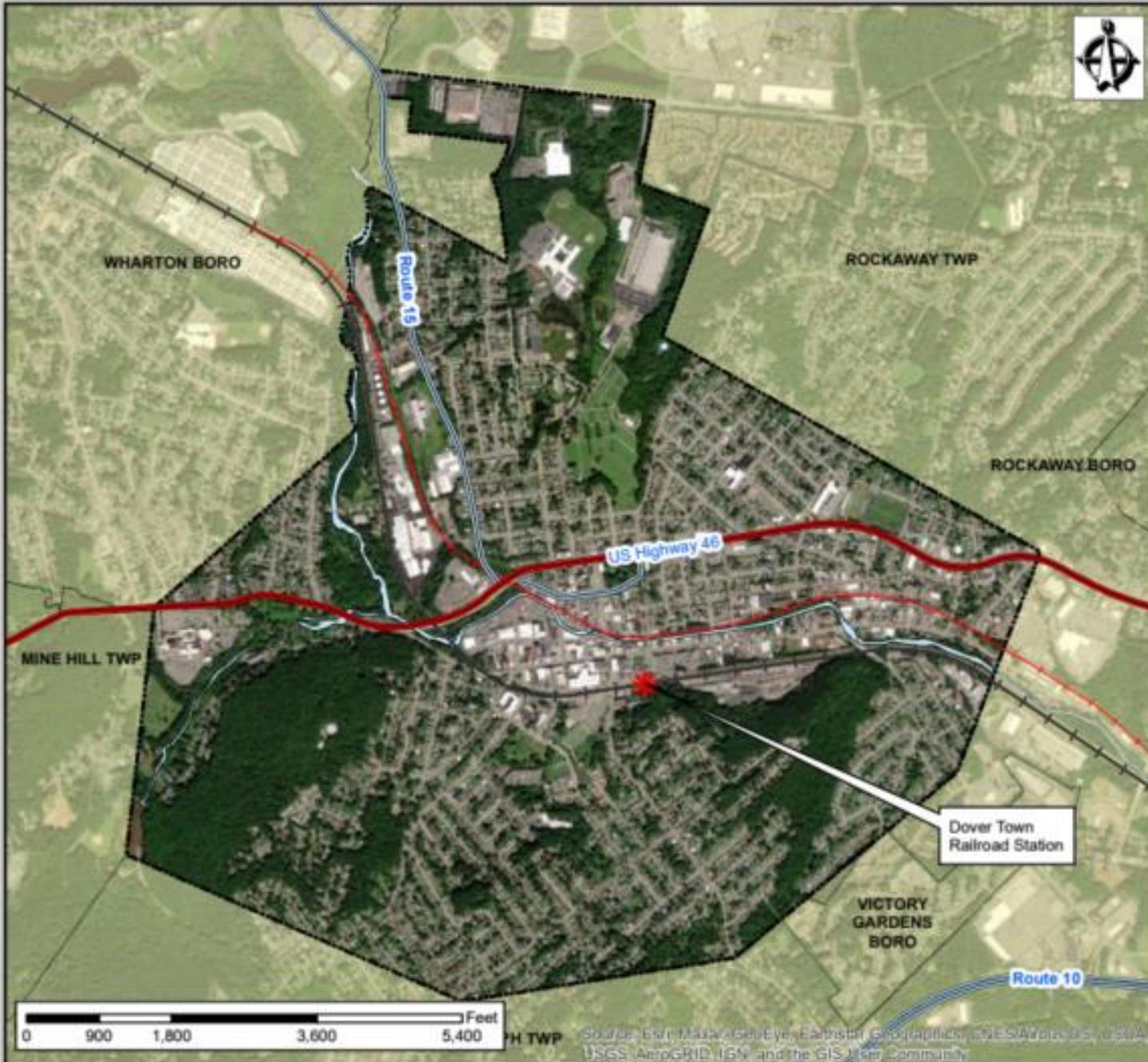
Dover lies about 38 miles west of New York City and boasts excellent access to the regional road network. The major thoroughfares providing direct access to the community are Interstate 80, which passes to the north and Route 10 in the south. Bisecting Dover are Route 15, which runs north/south, into the heart of town and Route 46 running east/west providing excellent access to the major road networks and surrounding region.

Dover also boasts direct access to mid-town New York City via mass transit on the New Jersey Transits Morristown Rail Line as well as its Boonton Line. Bus transfer is also available from the Station as well as the Lakeland Bus terminal. Dover Station is located immediately adjacent to the downtown, thus creating tremendous opportunity to expand on the development patterns of the past by reducing reliance on the automobile and correcting mistakes of the Urban Renewal Era. Having a downtown with old world character still intact makes Dover a true gem and a tremendous example of the benefits of the good community design. It remains an example to other communities in the State of New Jersey that the Smart Growth Planning movement is not so new- it's an iteration of the great communities' early settlers built from what was learned living in the traditional European communities from when they came. Dover is a great example of the economic and community viability of these early development patterns.

The Town of Dover is a true 'Center' and holds as a testament to the benefits of good planning.

Location within the Highlands Region

The Highlands Water Protection and Planning Act, signed into law in August 2004, serves to protect, preserve and enhance water resources, open space and natural resources within the Highlands Region, limit development that is incompatible with such preservation, and encourage appropriate development consistent with the State Plan. There are two distinct designations for areas within the Highlands, Planning Area or Preservation Area. As currently mapped, the entire Town is included in the Highlands Planning Area which means compliance with the forthcoming Highlands Master Plan is voluntary and municipal ordinance, zoning and existing regulations continue to apply as they currently do. ~~However, As Dover is poised to take advantage of incentives offered in the Highlands Region and is ensuring that its zoning and Master Plan comply with the Highland Master Plan totally developed and future growth will be through redevelopment, the Town intends to remain independent.~~



**FIGURE 1
AERIAL MAP
TOWN OF DOVER
MORRIS COUNTY
NEW JERSEY**

Legend

-  Dover Town Railroad Station
-  US Route
-  State Routes
-  Freight Rail Line
-  Passenger Rail Line

Source:



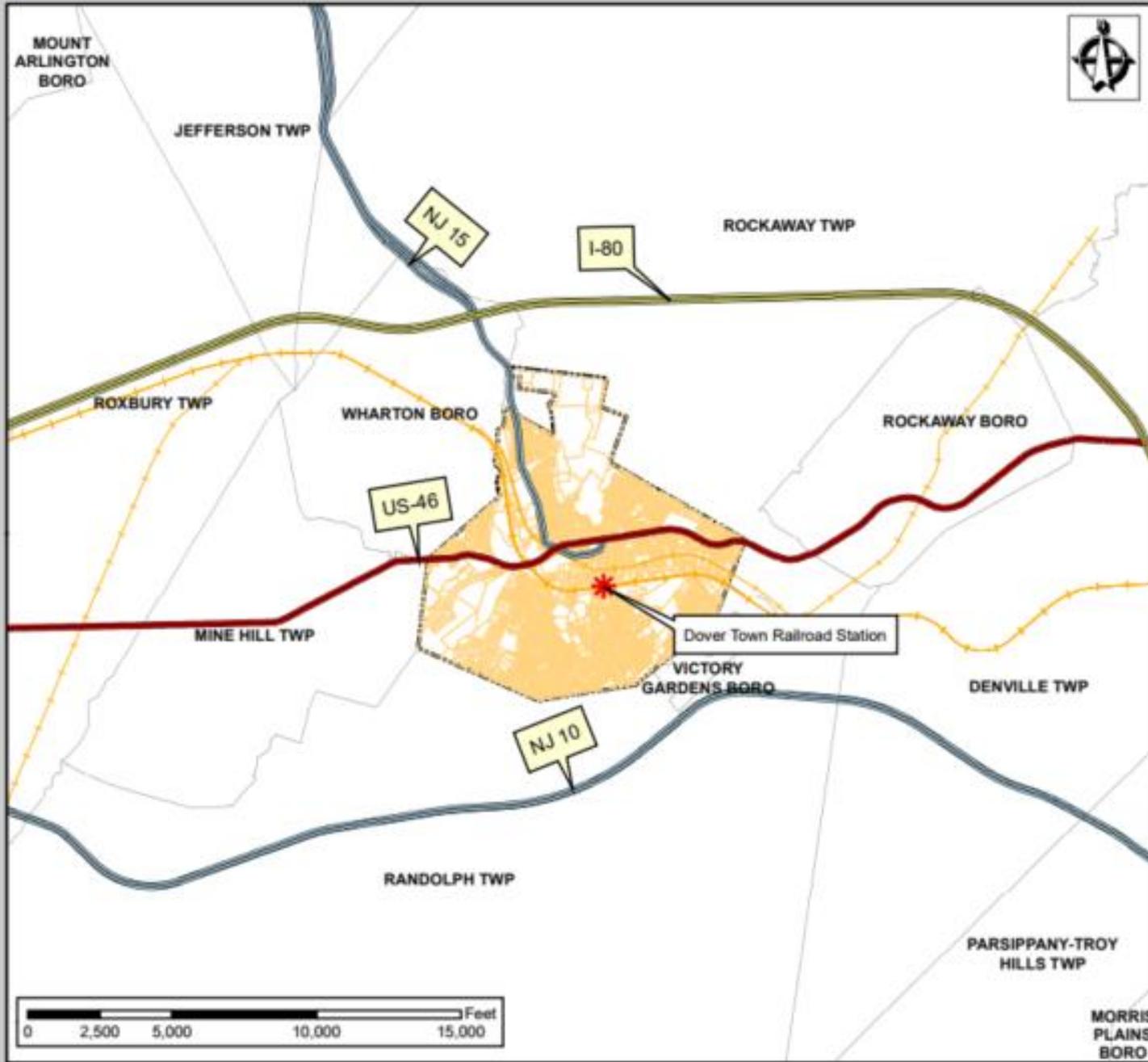
CONSULTING & MUNICIPAL ENGINEERS
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| DATE | SCALE | LAST REVISED | CREATED BY |
|----------|---------------------|--------------|------------|
| 06.24.22 | 1 inch = 1,000 feet | N/A | PVB |

Source: EarthMax, GeoEye, Earthstar, Geoportals, CME Associates, USDA, USGS, AeroGRID, IGN, and the GIS User Community

MUNICIPAL SELF-ASSESSMENT

TOWN OF DOVER, N.J.



**FIGURE 2
REGIONAL CONTEXT MAP**

**TOWN OF DOVER
MORRIS COUNTY
NEW JERSEY**

Legend

-  State Route
-  US Route
-  State Routes
-  Rail Network
-  Dover Municipal Boundary
-  Municipal Boundaries
-  Dover Town Railroad Station

Source:



200 MORRISTOWN AVENUE, PARLIN, NJ 08859
 600 ROUTE 9 NORTH BRUNNEN, N.J. 07001
 270 ROUTE 1 NORTH WYCK, WYCKONG TOWNSHIP, NJ 08092
 4700 MARKET STREET SUITE 20, CAMDEN, NJ 08102
 WWW.CMEASSOCIATES.COM

| | | | |
|------------------|------------------------------|---------------------|-------------------|
| DATE 01.16.22 | SCALE 1 inch = 1,000 feet | LAST REVISED N/A | CREATED BY PVB |
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**MORRIS
PLAINS
BORO**

Demographics

This section of the 2008 Municipal Self-Assessment Report has been replaced in its entirety utilizing more current and updated demographic data as such data has become available through the U.S. Census and the American Community Survey 5-Year Estimates. The original "Demographics" section from the 2008 Municipal Self-Assessment Report can be found in Appendix C: 2008 Municipal Self-Assessment Draft Demographics & Sustainability Statement.

Summary

The data described in the Demographics section is primarily from the 2020 US Census and, secondarily from the 2020 American Community Survey 5-Year Estimates. While the United States Census Bureau has released some of the results of the 2020 Census, this data only provides basic demographic and housing information such as age, sex, race, and occupied housing units. More detailed demographic and socioeconomic data are compiled and analyzed using the American Community Survey methodology, and releases the data as 1-year, 3-year, and 5-year Estimates. The ACS 5-year Estimates are the most accurate for small geographies like County subdivisions such as the Town of Dover. The data in the following section is drawn from the 2020 U.S. Census where appropriate and from the 2016-2020 ACS 5-year Estimates ("2020 ACS"), wherever the more detailed data is provided.

While it is mentioned throughout the following section, it should also be noted that these ACS values are statistical estimates based on sampling and do not represent actual counts of the population such as the Decennial Census. This discrepancy can be noted when comparing the Town of Dover's population according to both the 2020 ACS Estimates and the 2020 Decennial Census, where the ACS estimate for Town population was 17,866 persons and the Decennial Census Count was 18,460 persons in the year 2020. Therefore, the following analyses utilizing ACS data are meant to be comparative by nature and to illustrate trends, rather than to provide hard counts. As more information from the 2020 Decennial Census is released, these figures may change and may become more accurate. Dover is experiencing a major shift in its demographics with the community becoming more diverse and vibrant.

While Dover has not grown as quickly as the rest of Morris County in the later decades of the 20th century, it is still the second densest municipality in the County, with 6,888.06 residents per square mile, as shown in Table 1. The only municipality in the County denser than Dover is the small (0.15 square mile) Victory Gardens Borough just southeast of Dover, with a population density of 10,546.67 residents per square mile. Along with Victory Gardens, then, the Town of Dover and the almost as dense Morristown (6,887.37 residents per square mile) represent the dense residential hearts of Morris County.

Table 1.1 - Demographics

| | Town of Dover | Morris County | New Jersey |
|--|----------------------|----------------------|-------------------|
| Land Area (Sq. Miles) | 2.7 | 481 | 7,417 |
| Population | 18,460* | 509,285* | 9,288,994* |
| Population Density | 6,837.04 | 1,106.68 | 1,263.09 |
| Households | 5,879 | 184,162 | 3,272,054 |
| Average Household Size | 3.00 | 2.63 | 2.66 |
| Housing Units | 5,972* | 197,722* | 3,761,229* |
| Home Ownership Rate (%) | 43.09% | 73.84% | 64.01% |
| Vacancy Rate (%) | 5.28% | 5.28% | 9.83% |
| Median Household Income (\$) | \$64,039 | \$117,298 | \$85,245 |
| Per Capita Income (\$) | \$28,407 | \$58,981 | \$44,153 |
| Poverty Rate (%) | 10.27% | 4.79% | 9.67% |
| Unemployment Rate (%) | 4.5% | 4.9% | 5.8% |
| *Indicates Data is taken from 2020 Decennial Census Counts | | | |
| Source: US Census (2020 Decennial Census); 2020 ACS 5-Year Estimates Data Profiles | | | |

Table 1.2 - Population Density by Municipality, Morris County, and New Jersey, 2020

| Location | Size (Square Miles) | Population (2020) | Population Density |
|-----------------------|----------------------------|--------------------------|---------------------------|
| Dover Town | 2.68 | 18,460 | 6,888.06 |
| Boonton | 2.34 | 8,815 | 3,767.09 |
| Boonton Township | 8.24 | 4,380 | 531.55 |
| Butler | 2.04 | 8,047 | 3,944.61 |
| Chatham Borough | 2.37 | 9,212 | 3,886.92 |
| Chatham Township | 8.98 | 10,983 | 1,223.05 |
| Chester Borough | 1.59 | 1,681 | 1,057.23 |
| Chester Township | 29.38 | 7,713 | 262.53 |
| Denville Township | 11.87 | 17,107 | 1,441.20 |
| East Hanover Township | 7.89 | 11,105 | 1,407.48 |
| Florham Park | 7.29 | 12,585 | 1,726.34 |
| Hanover Township | 10.52 | 14,677 | 1,395.15 |
| Harding Township | 19.92 | 3,871 | 194.33 |
| Jefferson Township | 39.13 | 20,538 | 524.87 |
| Kinnelon | 17.99 | 9,966 | 553.97 |

| Location | Size (Square Miles) | Population (2020) | Population Density |
|---|----------------------------|--------------------------|---------------------------|
| Lincoln Park | 6.38 | 10,915 | 1,710.82 |
| Long Hill Township | 11.85 | 8,629 | 728.19 |
| Madison | 4.21 | 16,937 | 4,023.04 |
| Mendham Borough | 5.95 | 4,981 | 837.14 |
| Mendham Township | 17.87 | 6,016 | 336.65 |
| Mine Hill Township | 2.94 | 4,015 | 1,365.65 |
| Montville | 18.48 | 22,450 | 1,214.83 |
| Morris Plains | 2.56 | 6,153 | 2,403.52 |
| Morris Township | 15.62 | 22,974 | 1,470.81 |
| Morristown | 2.93 | 20,180 | 6,887.37 |
| Mount Arlington Borough | 2.17 | 5,909 | 2,723.04 |
| Mount Olive Township | 29.41 | 28,886 | 982.18 |
| Mountain Lakes | 2.62 | 4,472 | 1,706.87 |
| Netcong Borough | 0.84 | 3,375 | 4,017.86 |
| Parsippany-Troy Hills Township | 23.56 | 56,162 | 2,383.79 |
| Pequannock Township | 6.75 | 15,571 | 2,306.81 |
| Randolph | 20.82 | 26,504 | 1,273.01 |
| Riverdale | 2.01 | 4,107 | 2,043.28 |
| Rockaway Borough | 2.07 | 6,598 | 3,187.44 |
| Rockaway Township | 41.4 | 25,341 | 612.10 |
| Roxbury Township | 20.83 | 22,950 | 1,101.78 |
| Victory Gardens Borough | 0.15 | 1,582 | 10,546.67 |
| Washington Township | 44.39 | 18,197 | 409.93 |
| Wharton Borough | 2.15 | 7,241 | 3,367.91 |
| Morris County | 460.19 | 509,285 | 1,106.68 |
| New Jersey | 7,354.20 | 9,288,994 | 1,263.09 |
| Source: US Census (2020 Decennial Census) | | | |

The eventual slowdown in the economy during the 1970's and 1980's led to a new dynamic for the Town of Dover, and the change in the economic character took place for the once-iron-forging and manufacturing community. Notwithstanding job opportunity, the Dover retail business district transformed itself to accommodate a population shift which resulted in a growth in population again

from the 1990s until today. This growth due to the shift of economic focus in the Town can be seen below in Table 2, which depicts population change in the Town over the past century.

Current Population and Trends

As depicted in Table 2, the Town's population roughly tripled between 1900 and 1970, remained relatively stable for 20 years, and then expanded again between 1990 and 2020, although not at the same pace as in the early decades of the 20th century. The population growth in Dover from 1900 to 1920 was more robust than Morris County, while the County population growth has consistently outpaced that of Dover since that time. The one exception is the 1990s, when Dover experienced an increase in population of 3,073 residents between 1990 and 2000, an increase of 20.33% over the 1990 population compared to an 11.6% increase in Morris County. Population projections for 2045 forecast population growth of approximately 1,272 residents for the Town between 2020 and 2045, a 6.89% increase over that 25-year timespan.

However, recent Code Enforcement violations that have been reported may indicate that this projected population total may be reached soon, if not already surpassed as of 2022. The current issue of stacking and over-crowding in Town residences, which would not be reflected in decennial census data, have led many Dover residents and officials to believe that the unreported population in Town leads to the total population to pass 19,632 persons. While theoretical based on Code Enforcement violations and trends that may be indicative of the situation, the Town is looking to undertake a comprehensive study in order to have the most accurate count of people occupying the Town and to solidify the surpassing of NJTPA's projected population.

Table 2 - Town of Dover Population, 1900-2020

| Year | Population | Number Change | Percent Change |
|-------------|-------------------|----------------------|-----------------------|
| 1900 | 5,938 | - | - |
| 1910 | 7,468 | 1,530 | 25.77% |
| 1920 | 9,803 | 2,335 | 31.27% |
| 1930 | 10,031 | 228 | 2.33% |
| 1940 | 10,491 | 460 | 4.59% |
| 1950 | 11,174 | 683 | 6.51% |
| 1960 | 13,034 | 1,860 | 16.65% |
| 1970 | 15,039 | 2,005 | 15.38% |
| 1980 | 14,681 | -358 | -2.38% |
| 1990 | 15,115 | 434 | 2.96% |

| Year | Population | Number Change | Percent Change |
|--|-------------------|----------------------|-----------------------|
| 2000 | 18,188 | 3,073 | 20.33% |
| 2010 | 18,157 | -31 | -0.17% |
| 2020 | 18,460 | 303 | 1.67% |
| 2045 Forecast (NJTPA) | 19,632 | 1,172 | 6.35% |
| Source: US Census (Decennial Census), North Jersey Transportation Authority Demographic and Employment Forecast Model (2017) | | | |

Racial and ethnic demographics from the 2020 ACS (Tables 3) indicate that the Town is far more diverse than Morris County and the State overall, with the second largest racial group after White (57.0% of the population) being Some Other Race at 24.1%. The African American population is also estimated to be proportionally larger in Dover compared to Morris County (10.1% of Dover's population compared to 3.4% of the County's population). When compared to Morris County and New Jersey as a whole, Dover had less people of Asian race/origin in 2020, with only 2.3% of residents falling into this category.

Table 3 - Racial Composition of Dover Town, Morris County, and New Jersey, 2020

| Race/Origin | Town of Dover | | Morris County | | New Jersey | |
|---|----------------------|----------|----------------------|----------|-------------------|----------|
| | Num. | % | Num. | % | Num. | % |
| White | 10,186 | 57.0% | 391,893 | 79.5% | 5,820,147 | 65.5% |
| Black or African American | 1,803 | 10.1% | 16,515 | 3.4% | 1,189,681 | 13.4% |
| American Indian or Alaska Native | 28 | 0.2% | 667 | 0.1% | 22,288 | 0.3% |
| Asian (All) | 409 | 2.3% | 51,874 | 10.5% | 857,873 | 9.7% |
| Asian (by Origin): | | | | | | |
| Asian Indian | 83 | 0.5% | 26,969 | 5.5% | 386,236 | 4.3% |
| Chinese | 23 | 0.1% | 12,070 | 2.4% | 154,073 | 1.7% |
| Filipino | 252 | 1.4% | 4,258 | 0.9% | 113,071 | 1.3% |
| Japanese | 0 | 0.0% | 578 | 0.1% | 14,117 | 0.2% |
| Korean | 21 | 0.1% | 2,689 | 0.5% | 95,179 | 1.1% |
| Vietnamese | 0 | 0.0% | 1,114 | 0.2% | 19,703 | 0.2% |
| Other Asian | 30 | 0.2% | 4,196 | 0.9% | 75,494 | 0.8% |
| Native Hawaiian or Pacific Islander (All) | 0 | 0.00% | 82 | 0.0% | 3,156 | 0.0% |
| Native Hawaiian or Pacific Islander (by Origin) | | | | | | |
| Native Hawaiian | 0 | 0.00% | 32 | 0.0% | 791 | 0.0% |
| Guamanian or Chamorro | 0 | 0.00% | 9 | 0.0% | 650 | 0.0% |

| Race/Origin | Town of Dover | | Morris County | | New Jersey | |
|---|---------------|----------------|----------------|----------------|------------------|----------------|
| | Num. | % | Num. | % | Num. | % |
| Samoaan | 0 | 0.00% | 41 | 0.0% | 423 | 0.0% |
| Other Pacific Islander | 0 | 0.00% | 0 | 0.0% | 1,292 | 0.0% |
| Some other race | 4,309 | 24.1% | 12,682 | 2.6% | 564,662 | 6.4% |
| Two or More Races | 1,131 | 6.3% | 19,002 | 3.9% | 427,611 | 4.8% |
| Total | 17,866 | 100.00% | 492,715 | 100.00% | 8,885,418 | 100.00% |
| Source: US Census (2020 ACS 5-Year Estimates Data Profiles) | | | | | | |

As noted in the “Summary” subsection above, ACS data does not represent factual counts and the data represented is based on statistical analysis and small-size sampling done by the Census Bureau. As such, discrepancies between different datasets are virtually inevitable. For example, when comparing the data presented in Tables 3 and 4, Table 4 indicates that there is a much larger Hispanic population in Town (67.5% of total) than Table 3 does (potentially 30.4% of total). Thus, it is recommended that this MSA report does not draw comparison between Table’s 3 and 4, and recommends that the data presented in these tables be compared to Morris County and New Jersey within the bounds of the tables presented in order to demonstrate current demographic conditions in Dover.

As Table 4 indicates, over two-thirds (12,058 or 67.5%) of the population of Dover is estimated to be Hispanic or Latino in origin. Among those 12,058, over 70% are estimated to be from one of four origins: Mexican (2,325 persons or 19.3%), Puerto Rican (1,743 persons or 14.5%), Honduran (2,418 persons or 20.1%), or Colombian (2,031 persons or 16.8%). Additionally, it is estimated that the Hispanic/Latino population in Dover makes up nearly one-fifth (18.2%) of the Hispanic population in the entirety of Morris County.

There are several distinctions between the overall Hispanic population in Morris County when compared to the Town of Dover. The most striking is that those of Mexican origin make up a higher proportion of the Hispanic population in Dover (19.6% of Dover’s population) than in Morris County (11.6% in Morris County), while those of Puerto Rican origin make up a smaller percentage in the Town compared to the County (14.5% versus 19.9%, respectively). In summary, it has been estimated by the Census Bureau that there is more diversity within the Hispanic/Latino population in Dover than in the entirety of Morris County.

Table 4 - Hispanic or Latino by Specific Origin in Town of Dover, Morris County, and New Jersey, 2020

| Race/Origin | Town of Dover | | | Morris County | | | New Jersey | | |
|--------------------------------|---------------|--------------|-------------------|---------------|--------------|-------------------|------------|--------------|-------------------|
| | Population | | | Population | | | Population | | |
| | Num. | % Population | | Num. | % Population | | Num. | % Population | |
| | | Over all | Hispanic / Latino | | Over all | Hispanic / Latino | | Over all | Hispanic / Latino |
| Mexican | 2,325 | 13.0% | 19.3% | 7,670 | 1.6% | 11.6% | 215,699 | 2.4% | 11.9% |
| Puerto Rican | 1,743 | 9.8% | 14.5% | 13,207 | 2.7% | 19.9% | 465,653 | 5.2% | 25.7% |
| Cuban | 13 | 0.1% | 0.1% | 3,711 | 0.8% | 5.6% | 93,139 | 1.0% | 5.1% |
| Dominican (Dominican Republic) | 201 | 1.1% | 1.7% | 3,509 | 0.7% | 5.3% | 305,336 | 3.4% | 16.8% |
| Central American (All): | 3,512 | 19.7% | 29.1% | 11,131 | 2.3% | 16.8% | 220,972 | 2.5% | 12.2% |
| Central American (by Origin) | | | | | | | | | |
| Costa Rican | 515 | 2.9% | 4.3% | 2,017 | 0.4% | 3.0% | 21,380 | 0.2% | 1.2% |
| Guatemalan | 204 | 1.1% | 1.7% | 1,858 | 0.4% | 2.8% | 61,652 | 0.7% | 3.4% |
| Honduran | 2,418 | 13.5% | 20.1% | 4,882 | 1.0% | 7.4% | 46,976 | 0.5% | 2.6% |
| Nicaraguan | 218 | 1.2% | 1.8% | 448 | 0.1% | 0.7% | 9,209 | 0.1% | 0.5% |
| Panamanian | 0 | 0.0% | 0.0% | 237 | 0.0% | 0.4% | 7,784 | 0.1% | 0.4% |
| Salvadoran | 157 | 0.9% | 1.3% | 1,679 | 0.3% | 2.5% | 73,605 | 0.8% | 4.1% |
| Other Central American | 0 | 0.0% | 0.0% | 10 | 0.0% | 0.0% | 366 | 0.0% | 0.0% |
| South American (All): | 3,784 | 21.2% | 31.4% | 22,562 | 4.6% | 34.0% | 405,215 | 4.6% | 22.3% |
| South American (By Origin) | | | | | | | | | |
| Argentinean | 134 | 0.8% | 1.1% | 888 | 0.2% | 1.3% | 16,816 | 0.2% | 0.9% |
| Bolivian | 0 | 0.0% | 0.0% | 115 | 0.0% | 0.2% | 4,123 | 0.0% | 0.2% |
| Chilean | 323 | 1.8% | 2.7% | 1,115 | 0.2% | 1.7% | 9,840 | 0.1% | 0.5% |
| Colombian | 2,031 | 11.4% | 16.8% | 11,560 | 2.3% | 17.4% | 132,647 | 1.5% | 7.3% |
| Ecuadorian | 719 | 4.0% | 6.0% | 4,680 | 0.9% | 7.1% | 128,500 | 1.4% | 7.1% |
| Paraguayan | 0 | 0.0% | 0.0% | 139 | 0.0% | 0.2% | 2,862 | 0.0% | 0.2% |
| Peruvian | 401 | 2.2% | 3.3% | 2,644 | 0.5% | 4.0% | 85,876 | 1.0% | 4.7% |
| Uruguayan | 176 | 1.0% | 1.5% | 966 | 0.2% | 1.5% | 10,695 | 0.1% | 0.6% |
| Venezuelan | 0 | 0.0% | 0.0% | 434 | 0.1% | 0.7% | 12,723 | 0.1% | 0.7% |
| Other South American | 0 | 0.0% | 0.0% | 21 | 0.0% | 0.0% | 1,133 | 0.0% | 0.1% |

| Race/Origin | Town of Dover | | | Morris County | | | New Jersey | | |
|--------------------------------------|---------------|----------------|-------------------|----------------|----------------|-------------------|------------------|----------------|-------------------|
| | Population | | | Population | | | Population | | |
| | Num. | % Population | | Num. | % Population | | Num. | % Population | |
| | | Over all | Hispanic / Latino | | Over all | Hispanic / Latino | | Over all | Hispanic / Latino |
| Other Hispanic or Latino (All): | 480 | 2.7% | 4.0% | 4,521 | 0.9% | 6.8% | 109,064 | 1.2% | 6.0% |
| Other Hispanic or Latino (By Origin) | | | | | | | | | |
| Spaniard | 68 | 0.4% | 0.6% | 1,736 | 0.4% | 2.6% | 31,255 | 0.4% | 1.7% |
| Spanish | 76 | 0.4% | 0.6% | 937 | 0.2% | 1.4% | 11,232 | 0.1% | 0.6% |
| Spanish American | 53 | 0.3% | 0.4% | 53 | 0.0% | 0.1% | 149 | 0.0% | 0.0% |
| All other Hispanic or Latino | 283 | 1.6% | 2.3% | 1,795 | 0.4% | 2.7% | 66,428 | 0.7% | 3.7% |
| Hispanic or Latino (All) | 12,058 | 67.5% | 100.0% | 66,311 | 13.5% | 100.0% | 1,815,078 | 20.4% | 100.0% |
| Not Hispanic or Latino | 5,808 | 32.5% | | 426,404 | 86.5% | | 7,070,340 | 79.6% | |
| Total: | 17,866 | 100.0 % | | 492,715 | 100.0 % | | 8,885,418 | 100.0 % | |

Source: US Census (2020 ACS 5-Year Estimates Data Profiles)

Dover had a total population of 17,866, per the 2020 ACS estimates, of which 8,884 (49.7%) were female and 8,982 (50.3%) were male. Table 5 below provides data on age characteristics in the Town in 2010 and 2020. The median age in the Town according to the 2020 ACS was 38.9 years, which represents an increase from 2010 when the median age was 33.9. This is reflected in the cohort data changes between 2010 and 2020, with large increases in the 10-14 years and 55-59 years groups (changes of 91.98% and 84.02%, respectively). The largest increase in population in terms of absolute numbers was also in the 10-14 age bracket, with an increase of 826 individuals in this cohort. Significant estimated declines occurred in older teenager and young adult cohorts, ages 15 to 19 (36.55% decline) and ages 20 to 24 (47.48% decline). Additionally, there was a large decline in the number of newborn children between 2010 and 2020, where a decrease of 36.52% was estimated by the 2020 ACS for the population under 5 years of age.

While the ACS estimates for these age cohorts in Dover illustrate declines in the younger age groups, recent studies from the New Jersey Department of Education have shown that the number of students at local schools have increased sharply to the point surpassing capacity. As found below in the

subsection titled “Educational Facility Projections – Capacity”, ACS data may not be indicative of the present trend for the population of young age cohorts in the Town.

Table 5 - Population by Age 2010-2020 Town of Dover, Morris County NJ

| Age Cohort | 2010 | | 2020 | | 2010-2020 | |
|--|---------------|----------------|---------------|----------------|-------------|---------------|
| | Num. | % | Num. | % | Num. | % |
| Under 5 | 1,120 | 6.15% | 711 | 3.98% | -409 | -36.52% |
| 5 to 9 | 1,156 | 6.34% | 1,104 | 6.18% | -52 | -4.50% |
| 10 to 14 | 898 | 4.93% | 1,724 | 9.65% | 826 | 91.98% |
| 15 to 19 | 1,658 | 9.10% | 1,052 | 5.89% | -606 | -36.55% |
| 20 to 24 | 1,487 | 8.16% | 781 | 4.37% | -706 | -47.48% |
| 25 to 34 | 3,101 | 17.02% | 2,551 | 14.28% | -550 | -17.74% |
| 35 to 44 | 3,122 | 17.13% | 2,682 | 15.01% | -440 | -14.09% |
| 45 to 54 | 2,261 | 12.41% | 2,645 | 14.80% | 384 | 16.98% |
| 55 to 59 | 776 | 4.26% | 1,428 | 7.99% | 652 | 84.02% |
| 60 to 64 | 792 | 4.35% | 869 | 4.86% | 77 | 9.72% |
| 65 to 74 | 940 | 5.16% | 1,195 | 6.69% | 255 | 27.13% |
| 75 to 84 | 625 | 3.43% | 770 | 4.31% | 145 | 23.20% |
| Over 85 | 286 | 1.57% | 354 | 1.98% | 68 | 23.78% |
| Total | 18,222 | 100.00% | 17,866 | 100.00% | -356 | -1.95% |
| Median Age | 33.9 | | 38.9 | | | |
| Source: US Census (2010 Decennial Census Tables P12 & P13, ACS 5-Year Estimates Data Profiles) | | | | | | |

As stated above, the median age in the Town of Dover, per the 2020 ACS, is 38.9 years. Table 6 compares the median age and population age cohorts between Dover, Morris County, and the State of New Jersey. The median age in Dover, while higher than it was in 2010, is still lower than the median age in New Jersey (40.0) and even lower than the median age for Morris County (42.8). The age cohorts in Dover with the highest proportion of the population are generally in the seven groups from 25 to 29 years and 55 to 59 years, with these cohorts making up 52.09% of the Town's population (this is higher than the percentages for the County and State, which were 46.36% and 46.76%, respectively). Two other significant age groups in Dover were children aged 5 to 9 and 10 to 14, which together accounted for 15.83% of the Town's population in the 2020 ACS (compared to 11.95% and 12.29% for Morris County and the State, respectively).

Table 6 - Population Age by Cohort for Town of Dover, Morris County, and New Jersey, 2020

| Age Cohort | Town of Dover | | Morris County | | New Jersey | |
|---|---------------|----------------|----------------|----------------|------------------|----------------|
| | Population | % Population | Population | % Population | Population | % Population |
| Under 5 | 711 | 3.98% | 24,649 | 5.00% | 518,349 | 5.83% |
| 5 to 9 | 1,104 | 6.18% | 27,586 | 5.60% | 531,590 | 5.98% |
| 10 to 14 | 1,724 | 9.65% | 31,304 | 6.35% | 560,366 | 6.31% |
| 15 to 19 | 1,052 | 5.89% | 32,928 | 6.68% | 556,125 | 6.26% |
| 20 to 24 | 781 | 4.37% | 29,671 | 6.02% | 549,487 | 6.18% |
| 25 to 29 | 1,399 | 7.83% | 26,169 | 5.31% | 573,585 | 6.46% |
| 30 to 34 | 1,152 | 6.45% | 27,744 | 5.63% | 571,704 | 6.43% |
| 35 to 39 | 1,408 | 7.88% | 28,525 | 5.79% | 580,195 | 6.53% |
| 40 to 44 | 1,274 | 7.13% | 31,905 | 6.48% | 555,976 | 6.26% |
| 45 to 49 | 1,387 | 7.76% | 35,618 | 7.23% | 599,016 | 6.74% |
| 50 to 54 | 1,258 | 7.04% | 39,901 | 8.10% | 634,130 | 7.14% |
| 55 to 59 | 1,428 | 7.99% | 38,546 | 7.82% | 640,553 | 7.21% |
| 60 to 64 | 869 | 4.86% | 33,993 | 6.90% | 571,404 | 6.43% |
| 65 to 69 | 777 | 4.35% | 26,353 | 5.35% | 457,935 | 5.15% |
| 70 to 74 | 418 | 2.34% | 20,130 | 4.09% | 357,768 | 4.03% |
| 75 to 79 | 428 | 2.40% | 15,218 | 3.09% | 251,342 | 2.83% |
| 80 to 84 | 342 | 1.91% | 9,247 | 1.88% | 171,647 | 1.93% |
| 85 & Over | 354 | 1.98% | 13,228 | 2.68% | 204,246 | 2.30% |
| Total | 17,866 | 100.00% | 492,715 | 100.00% | 8,885,418 | 100.00% |
| Median Age | 38.9 | | 42.8 | | 40.0 | |
| Source: US Census (2020 ACS 5-Year Estimates Data Profiles) | | | | | | |

Per the 2020 ACS, there are 5,879 households in Dover which occupy 92.72% of the available housing stock in the Town (see Table 7). Of the households, 73.18% or 4,302 households, consisted of families. This figure includes both married-couple families (49.02% of all households) and other families (24.16% of all households). Female householder families with no husband present and own children under 18 years are 18.51% of all households. Nonfamily households made up 26.82% of all households in Dover.

Table 7 - Households by Type for Town of Dover, Morris County, and New Jersey, 2020

| Household Type | Town of Dover | | Morris County | | New Jersey | |
|---------------------------------------|---------------|---------|---------------|---------|------------|---------|
| | Number | Percent | Number | Percent | Number | Percent |
| Total Housing Units | 6,207 | 100.00% | 194,426 | 100.00% | 3,628,732 | 100.00% |
| Occupied Housing Units | 5,879 | 94.72% | 184,162 | 94.72% | 3,272,054 | 90.17% |
| Vacant Housing Units | 328 | 5.28% | 10264 | 5.28% | 356,678 | 9.83% |
| Occupied Housing Units | 5,879 | 100% | 184,162 | 100% | 3,272,054 | 100% |
| Family households | 4,302 | 73.18% | 130,676 | 70.96% | 2,247,306 | 68.68% |
| With own children under 18 years | 2,122 | 36.09% | 57,886 | 31.43% | 959,366 | 29.32% |
| Married-couple family | 2,882 | 49.02% | 108,571 | 58.95% | 1,669,437 | 51.02% |
| Female householder, no spouse present | 1,088 | 18.51% | 16,147 | 8.77% | 419,537 | 12.82% |
| Male householder, no spouse present | 332 | 5.65% | 5,958 | 3.24% | 158,332 | 4.84% |
| Nonfamily households | 1,577 | 26.82% | 53,486 | 29.04% | 1,024,748 | 31.32% |
| Householder living alone | 1,359 | 23.12% | 44,505 | 24.17% | 851,817 | 26.03% |

Source: US Census (2020 ACS 5-Year Estimates Data Profiles, Tables B25002 and S2501)

According to the 2020 ACS, the household incomes in Dover skew lower than incomes in both Morris County and the State, as demonstrated in Table 8. The median and mean incomes for the Town (\$64,039 and \$82,605, respectively) are lower than those figures for Morris County (\$117,298 and \$156,161) and the State (\$85,245 and \$117,868). The Town has higher percentages of households than the County and State in lower income brackets such as \$10,000-\$14,999, \$20,000-\$24,999, \$30,000-\$34,999, \$35,000-\$39,999, and \$40,000-\$44,999. The income group with the highest proportion of households in Dover is \$60,000 to \$74,999, with 859 households or 14.61% of households, compared to 7.16% in Morris County and 8.36% in the State for this bracket.

Table 8 - Households by Income for Town of Dover, Morris County, and New Jersey, 2020

| Income (\$) | Town of Dover | | Morris County | | New Jersey | |
|---------------------|---------------|-------|---------------|-------|------------|-------|
| | Num. | % | Num. | % | Num. | % |
| Less than \$10,000 | 308 | 5.24% | 5,112 | 2.78% | 154,067 | 4.71% |
| \$10,000 - \$14,999 | 467 | 7.94% | 3,336 | 1.81% | 100,910 | 3.08% |
| \$10,000 - \$19,999 | 104 | 1.77% | 3,208 | 1.74% | 105,337 | 3.22% |
| \$20,000 - \$24,999 | 273 | 4.64% | 3,979 | 2.16% | 113,786 | 3.48% |
| \$25,000 - \$29,999 | 212 | 3.61% | 3,412 | 1.85% | 105,225 | 3.22% |
| \$30,000 - \$34,999 | 272 | 4.63% | 4,002 | 2.17% | 111,896 | 3.42% |
| \$35,000 - \$39,999 | 224 | 3.81% | 4,162 | 2.26% | 100,528 | 3.07% |

| Income (\$) | Town of Dover | | Morris County | | New Jersey | |
|---|-----------------|----------------|------------------|----------------|------------------|----------------|
| | Num. | % | Num. | % | Num. | % |
| \$40,000 - \$44,999 | 195 | 3.32% | 3,789 | 2.06% | 102,482 | 3.13% |
| \$45,000 - \$49,999 | 142 | 2.42% | 4,402 | 2.39% | 92,714 | 2.83% |
| \$50,000 - \$59,999 | 397 | 6.75% | 8,683 | 4.71% | 199,515 | 6.10% |
| \$60,000 - \$74,999 | 859 | 14.61% | 13,194 | 7.16% | 273,508 | 8.36% |
| \$75,000 - \$99,999 | 824 | 14.02% | 21,479 | 11.66% | 401,811 | 12.28% |
| \$100,000 - \$124,999 | 658 | 11.19% | 18,552 | 10.07% | 332,973 | 10.18% |
| \$125,000 - \$149,999 | 341 | 5.80% | 17,440 | 9.47% | 250,856 | 7.67% |
| \$150,000 - \$199,999 | 335 | 5.70% | 24,849 | 13.49% | 341,209 | 10.43% |
| \$200,000 or more | 268 | 4.56% | 44,563 | 24.20% | 485,237 | 14.83% |
| Total | 5,879 | 100.00% | 184,162 | 100.00% | 3,272,054 | 100.00% |
| Median Household Income | \$64,039 | | \$117,298 | | \$85,245 | |
| Mean Household Income | \$82,605 | | \$156,161 | | \$117,868 | |
| Per Capita Income (in past 12 months) | \$28,407 | | \$58,981 | | \$44,153 | |
| Source: US Census (2020 ACS 5-Year Estimates Data Profiles, Tables B19001, B19301, & S1901) | | | | | | |

As demonstrated in Table 9, of all persons over the age of 16 in the Town, an estimated 71.22% (10,025 individuals) were in the labor force. Most of these individuals (9,575) were employed, while only 450 (4.49% of those in the labor force, or 3.20% of all individuals over age 16) were unemployed. Most employment (82.53% of working individuals) was by private companies, with an estimated additional 3.64% employed by non-profits and 8.20% employed by a government.

Table 9.1 - Employment Status and Classification of Workers for the Town of Dover, Morris County, and New Jersey

| Status | Town of Dover | | Morris County | | New Jersey | |
|--------------------------|---------------|------------|---------------|------------|------------|------------|
| | Number | Percentage | Number | Percentage | Number | Percentage |
| In Labor Force (All) | 10,025 | 71.22% | 272,454 | 67.73% | 4,709,106 | 65.76% |
| In Labor Force (By Type) | | | | | | |
| Civilian Labor Force | 10,025 | 71.22% | 272,336 | 67.70% | 4,698,414 | 65.61% |
| Employed | 9,575 | 95.51% | 259,034 | 95.07% | 4,426,619 | 94.00% |
| Unemployed | 450 | 4.49% | 13,302 | 4.88% | 271,795 | 5.77% |
| Armed Forces | 0 | 0.00% | 118 | 0.03% | 10,692 | 0.15% |
| Not in Labor Force | 4,052 | 28.78% | 129,817 | 32.27% | 2,452,078 | 34.24% |

| | Town of Dover | | Morris County | | New Jersey | |
|--|---------------|------------|---------------|------------|------------|------------|
| Status | Number | Percentage | Number | Percentage | Number | Percentage |
| Total | 14,077 | 100.00% | 402,271 | 100.00% | 7,161,184 | 100.00% |
| Class of Worker for the Civilian Employed Population 16 Years and Over | | | | | | |
| Private Wage and Salary (All) | 7,902 | 82.53% | 198,245 | 76.53% | 3,297,543 | 74.49% |
| Private Wage and Salary (By Type) | | | | | | |
| Employee of private company workers | 7,763 | 81.08% | 185,519 | 71.62% | 3,125,834 | 70.61% |
| Self-employed in own incorporated business workers | 139 | 1.45% | 12,726 | 4.91% | 171,709 | 3.88% |
| Private not-for-profit wage and salary workers | 349 | 3.64% | 16,876 | 6.51% | 312,862 | 7.07% |
| Government Workers (All) | 785 | 8.20% | 30,215 | 11.66% | 604,725 | 13.66% |
| Government Workers (By Type) | | | | | | |
| Local | 364 | 3.80% | 19,209 | 7.42% | 345,815 | 7.81% |
| State | 216 | 2.26% | 6,868 | 2.65% | 183,330 | 4.14% |
| Federal | 205 | 2.14% | 4,138 | 1.60% | 75,580 | 1.71% |
| Self-employed in own not incorporated business workers and unpaid family workers | 539 | 5.63% | 13,698 | 5.29% | 211,489 | 4.78% |
| Total Civilian Employed Population | 9,575 | 100.00% | 259,034 | 100.00% | 4,426,619 | 100.00% |
| Source: US Census (2020 ACS 5-Year Estimates Data Profiles, Tables B23025 and S2408) | | | | | | |

Table 9.2 – Individual & Family Poverty Status for the Town of Dover, Morris County, and New Jersey

| | Town of Dover | | Morris County | | New Jersey | |
|--|---------------|------------|---------------|------------|------------|------------|
| Status | Number | Percentage | Number | Percentage | Number | Percentage |
| Population for whom poverty status is determined | 17,482 | 100.00% | 485,155 | 100.00% | 17,482 | 100.00% |
| Number of Family Households | 4,302 | 100.00% | 130,676 | 100.00% | 4,302 | 100.00% |
| Individuals Below Poverty Level | 1,796 | 10.27% | 23,240 | 4.79% | 1,796 | 10.27% |
| Families Below Poverty Level | 348 | 8.10% | 4,051 | 3.10% | 348 | 8.10% |
| Married Couple Families | 2,882 | 100.00% | 108,571 | 100.00% | 2,882 | 100.00% |

| | Town of Dover | | Morris County | | New Jersey | |
|---|---------------|------------|---------------|------------|------------|------------|
| Status | Number | Percentage | Number | Percentage | Number | Percentage |
| Married Couple Families Below Poverty Level | 121 | 4.20% | 2,063 | 1.90% | 121 | 4.20% |
| Female Householder, No Spouse Present | 1,088 | 100.00% | 16,147 | 100.00% | 1,088 | 100.00% |
| Female Householder, No Spouse Present Below Poverty Level | 166 | 15.30% | 1,776 | 11.00% | 166 | 15.30% |

Source: US Census (2020 ACS 5-Year Estimates Data Profiles, Tables S1701 & S1702)

Table 10 shows the estimated distribution of the civilian workforce by industry sector according to the 2020 ACS. Of the 9,575 workers, 16.95% (1,623 individuals) were employed in the Education, Health, and Social Services industry, making this the largest sector for Dover residents. However, this proportion is much lower than for the County (22.50%) and State (24.07%). Sectors in which Dover has higher proportions of workers include Manufacturing at 12.56% of workers (1,203 individuals), compared to 11.04% for Morris County and 8.12% for the State; Retail Trade with 14.64% (1,402 workers) compared to 9.47% for the County and 10.70% for the State; and Arts, Entertainment, Recreation, Accommodation and Food Services with 9.58% (917 workers) versus 6.88% in the County and 7.78% in the State.

Table 10 - Civilian Workforce by Industry Sector for the Town of Dover, Morris County, and New Jersey, 2020

| Sector | Town of Dover | | Morris County | | New Jersey | |
|---|---------------|----------------------|---------------|----------------------|------------|----------------------|
| | Employees | Percent of Workforce | Employees | Percent of Workforce | Employees | Percent of Workforce |
| Agriculture, Forestry, Fisheries & Mining | 0 | 0.00% | 510 | 0.20% | 14,116 | 0.32% |
| Construction | 582 | 6.08% | 13,767 | 5.31% | 262,935 | 5.94% |
| Manufacturing | 1,203 | 12.56% | 28,607 | 11.04% | 359,528 | 8.12% |
| Wholesale Trade | 395 | 4.13% | 7,999 | 3.09% | 145,005 | 3.28% |
| Retail Trade | 1,402 | 14.64% | 24,540 | 9.47% | 473,583 | 10.70% |
| Transportation, Warehousing and Utilities | 631 | 6.59% | 10,046 | 3.88% | 282,432 | 6.38% |
| Information | 52 | 0.54% | 8,232 | 3.18% | 116,482 | 2.63% |
| Finance, Insurance & Real Estate | 517 | 5.40% | 27,102 | 10.46% | 377,720 | 8.53% |

| Sector | Town of Dover | | Morris County | | New Jersey | |
|---|---------------|----------------------|----------------|----------------------|------------------|----------------------|
| | Employees | Percent of Workforce | Employees | Percent of Workforce | Employees | Percent of Workforce |
| Professional, Scientific, Management, Administrative, and Waste Management Services | 1,601 | 16.72% | 43,855 | 16.93% | 604,462 | 13.66% |
| Educational, Health, and Social Services | 1,623 | 16.95% | 58,270 | 22.50% | 1,065,323 | 24.07% |
| Arts, Entertainment, Recreation, Accommodation and Food Services | 917 | 9.58% | 17,830 | 6.88% | 344,465 | 7.78% |
| Other Services | 429 | 4.48% | 9,559 | 3.69% | 187,183 | 4.23% |
| Public Administration | 223 | 2.33% | 8,717 | 3.37% | 193,385 | 4.37% |
| Total Civilian Employed Population | 9,575 | 100.00% | 259,034 | 100.00% | 4,426,619 | 100.00% |

Source: US Census (2020 ACS 5-Year Estimates Data Profiles, Table S2407)

The housing stock in the Town is estimated to be aging, with over one-third (35.73% of all housing units, or 2,218 units) having been built prior to 1940, and an additional 14.16% (879 units) built in the 1940s. This yields a housing stock where nearly the majority of units (49.90%) are estimated to have been built before 1950. As Table 11 demonstrates, this is significantly higher than the pre-1950 estimated housing stock in Morris County (19.20%) and State of New Jersey (25.17%). The proportion of units built in Dover for each subsequent decade after 1949 is lower than for the County and State. There has been minimal development of units since 2010 in the Town, with only 19 units estimated to have been constructed (all during the first four years of the decade). This 2010s construction only provides 0.31% of the housing stock in Dover, compared to 3.46% in Morris County and 4.02% in the State.

Table 11 - Age of Housing Stock in the Town of Dover, Morris County, and New Jersey, 2020

| Time of Construction | Town of Dover | | Morris County | | New Jersey | |
|----------------------|-----------------|------------------|-----------------|------------------|-----------------|------------------|
| | Number of Units | Percent of Units | Number of Units | Percent of Units | Number of Units | Percent of Units |
| 2014 or later | 0 | 0.00% | 3,689 | 1.90% | 81,234 | 2.24% |
| 2010 to 2013 | 19 | 0.31% | 3,041 | 1.56% | 64,626 | 1.78% |
| 2000 to 2009 | 137 | 2.21% | 14,523 | 7.47% | 319,150 | 8.80% |

| Time of Construction | Town of Dover | | Morris County | | New Jersey | |
|----------------------|-----------------|------------------|-----------------|------------------|------------------|------------------|
| | Number of Units | Percent of Units | Number of Units | Percent of Units | Number of Units | Percent of Units |
| 1990 to 1999 | 195 | 3.14% | 23,691 | 12.19% | 351,091 | 9.68% |
| 1980 to 1989 | 847 | 13.65% | 24,862 | 12.79% | 428,349 | 11.80% |
| 1970 to 1979 | 614 | 9.89% | 26,461 | 13.61% | 454,347 | 12.52% |
| 1960 to 1969 | 683 | 11.00% | 30,900 | 15.89% | 481,728 | 13.28% |
| 1950 to 1959 | 615 | 9.91% | 29,935 | 15.40% | 534,759 | 14.74% |
| 1940 to 1949 | 879 | 14.16% | 12,238 | 6.29% | 257,069 | 7.08% |
| 1939 or earlier | 2,218 | 35.73% | 25,086 | 12.90% | 656,379 | 18.09% |
| Total | 6,207 | 100.00% | 194,426 | 100.00% | 3,628,732 | 100.00% |

Source: US Census (2020 ACS 5-Year Estimates Data Profiles, Table DP04)

The majority of the housing units in Dover (58.27% or 3,617 units), per the 2020 ACS (see Table 12), were single-family houses either not attached to any other structure or attached to one or more structures (commonly referred to as “townhouses” or “row houses”). While making up the majority of units, the proportion of single-family dwellings falls short of the proportion of units in Morris County (74.10%) and the State (63.25%). Two-family buildings made up a higher proportion of the housing stock in Dover (1,097 or 17.67%) than in the County (3.85%) and State (8.96%). Most of the remaining stock, 23.65% of housing units (1,468 units) in the Town were located in multi-unit structures, or those buildings that contained three or more apartments, which is higher than the same proportion for the County (21.81%) but lower than that for the State (26.84%).

Table 12 - Housing Units for the Town of Dover, Morris County, and New Jersey, 2020

| Units in Structure | Town of Dover | | Morris County | | New Jersey | |
|--------------------|---------------|------------------------|---------------|------------------------|------------|------------------------|
| | Number | Percent of Total Units | Number | Percent of Total Units | Number | Percent of Total Units |
| 1-unit, detached | 2,946 | 47.46% | 128,384 | 66.03% | 1,941,895 | 53.51% |
| 1-unit, attached | 671 | 10.81% | 15,681 | 8.07% | 353,278 | 9.74% |
| 2 units | 1,097 | 17.67% | 7,477 | 3.85% | 325,225 | 8.96% |
| 3 or 4 units | 312 | 5.03% | 6,228 | 3.20% | 227,010 | 6.26% |
| 5 to 9 units | 316 | 5.09% | 7,126 | 3.67% | 169,675 | 4.68% |
| 10 to 19 units | 185 | 2.98% | 9,739 | 5.01% | 171,814 | 4.73% |
| 20 or more units | 655 | 10.55% | 19,303 | 9.93% | 405,554 | 11.18% |
| Mobile home | 25 | 0.40% | 467 | 0.24% | 33,411 | 0.92% |

| Units in Structure | Town of Dover | | Morris County | | New Jersey | |
|---------------------|---------------|------------------------|----------------|------------------------|------------------|------------------------|
| | Number | Percent of Total Units | Number | Percent of Total Units | Number | Percent of Total Units |
| Boat, RV, van, etc. | 0 | 0.00% | 21 | 0.01% | 870 | 0.02% |
| Total | 6,207 | 100.00% | 194,426 | 100.00% | 3,628,732 | 100.00% |

Source: US Census (2020 ACS 5-Year Estimates Data Profiles, Table DP04)

According to the 2020 ACS (Table 13), the Town has an estimated 5,579 housing units (94.72%) that are occupied, with 328 units (5.28%) being unoccupied and considered vacant. Of all housing units, the estimated percentage of units occupied by owners was 40.81% while renters occupied 53.91%. These proportions are different than estimates for the same housing conditions in 2010. In that year, 49.00% of occupied units were owner-occupied, while 46.99% were renter-occupied. In other words, renter occupation of units has become the predominant type of tenancy over the last decade. There is little difference in 2020 between the average household size of owner-occupied units and the average in renter-occupied houses (3.01 and 2.98 individuals, respectively). Compared to 2010, the estimated individuals in renter-occupied units has decreased by nearly 12%, decreasing from 3.38 persons in 2010 to 2.98 persons in 2020.

Table 13 - Housing Occupancy in the Town of Dover, 2010-2020

| Unit Type | 2010 | | 2020 | | Change 2010-2020 | |
|-------------------------------|--------|---------|--------|---------|------------------|---------|
| | Number | Percent | Number | Percent | Number | Percent |
| Occupied Housing Units (All) | 5,540 | 95.98% | 5,879 | 94.72% | 339 | 6.12% |
| Owner-occupied | 2,828 | 49.00% | 2,533 | 40.81% | -295 | -10.43% |
| Renter-occupied | 2,712 | 46.99% | 3,346 | 53.91% | 634 | 23.38% |
| Vacant Housing Units | 232 | 4.02% | 328 | 5.28% | 96 | 41.38% |
| Total Number of Housing Units | 5,772 | 100.00% | 6,207 | 100.00% | 435 | 7.54% |
| Average Household Size: | | | | | | |
| Owner-occupied Units | 3.09 | | 3.01 | | -0.08 | -2.59% |
| Renter-occupied Units | 3.38 | | 2.98 | | -0.4 | -11.83% |

Source: US Census (2020 ACS 5-Year Estimates Data Profiles, Table DP04)

The median value of owner-occupied housing units in Dover in 2020 was estimated to be lower than that of both Morris County and the State. As Table 14 below demonstrates, the median home value in the Town was an estimated \$266,600, which is much less than for the State (\$343,500) and County (\$462,100).

This appears to be due in part to the higher proportion of owner-occupied units in Dover with values in the \$200,000-\$299,999 bracket (1,420 units or 56.06%) when compared to the County and State (11.77% and 21.51%, respectively), and the lower proportion of units in brackets of higher value than \$300,000, where the proportion of homes with this value was estimated to be 27.16% in Dover versus 83.23% in Morris County and 59.11% in the State.

Table 14 - Value of Owner-Occupied Units in the Town of Dover, Morris County, and New Jersey, 2020

| Value (\$) | Town of Dover | | Morris County | | New Jersey | |
|---|------------------|----------------|------------------|----------------|------------------|----------------|
| | Num. | % | Num. | % | Num. | % |
| Less than \$50,000 | 43 | 1.70% | 1,120 | 0.82% | 47,785 | 2.28% |
| \$50,000 - \$99,999 | 18 | 0.71% | 1,239 | 0.91% | 58,751 | 2.81% |
| \$100,000 - \$149,999 | 39 | 1.54% | 1,232 | 0.91% | 107,234 | 5.12% |
| \$150,000 - \$199,999 | 325 | 12.83% | 3,216 | 2.36% | 192,155 | 9.17% |
| \$200,000 - \$299,999 | 1,420 | 56.06% | 16,004 | 11.77% | 450,492 | 21.51% |
| \$300,000 - \$499,999 | 681 | 26.89% | 54,819 | 40.31% | 722,055 | 34.48% |
| \$500,000 - \$999,999 | 7 | 0.28% | 50,010 | 36.78% | 438,496 | 20.94% |
| \$1,000,000 or more | 0 | 0.00% | 8,347 | 6.14% | 77,459 | 3.70% |
| Total Owner-Occupied Units | 2,533 | 100.00% | 135,987 | 100.00% | 2,094,427 | 100.00% |
| Median Home Value | \$266,600 | | \$462,100 | | \$343,500 | |
| Source: US Census (2020 ACS 5-Year Estimates Data Profiles, Table DP04) | | | | | | |

For renter-occupied houses, the median gross rent for the Town was estimated to be \$1,523 in 2020. Gross rent includes the monthly contract rent and any monthly payments made for electricity, gas, water and sewer, and any other fuels to heat the house. This median gross rent cost in Dover was lower than that for the County (\$1,622) but higher than that in the State (\$1,368). It was estimated that over two-thirds of renting households in Dover paid between \$500 and \$1,999 in gross rent (65.64% or 2,172 units). When compared the County and State, Dover and Morris County as a whole have higher gross rent costs than the State. In New Jersey, 14.64% of renter-occupied units had a gross cost of \$500-\$999 whereas this cost bracket accounted for an estimated 5.47% of such units in the Town of Dover and 5.98% of such units in Morris County.

Table 15 - Cost of Rent in the Town of Dover, Morris County, and New Jersey, 2020

| Gross Rent | Town of Dover | | Morris County | | New Jersey | |
|-----------------|---------------|---------|---------------|---------|------------|---------|
| | Units | Percent | Units | Percent | Units | Percent |
| Less than \$500 | 472 | 14.26% | 2,355 | 5.03% | 86,797 | 7.60% |

| Gross Rent | Town of Dover | | Morris County | | New Jersey | |
|------------------------------------|---------------|----------------|---------------|----------------|------------------|----------------|
| | Units | Percent | Units | Percent | Units | Percent |
| \$500 - \$999 | 181 | 5.47% | 2,799 | 5.98% | 167,177 | 14.64% |
| \$1000 - \$1,499 | 953 | 28.80% | 15,186 | 32.43% | 431,258 | 37.78% |
| \$1,500 - \$1,999 | 1,038 | 31.37% | 12,558 | 26.82% | 266,946 | 23.38% |
| \$2,000 - \$2,499 | 518 | 15.65% | 6,981 | 14.91% | 105,223 | 9.22% |
| \$2,500 - \$2,999 | 40 | 1.21% | 3,736 | 7.98% | 44,347 | 3.88% |
| \$3,000 or more | 107 | 3.23% | 3,206 | 6.85% | 39,865 | 3.49% |
| Total Rental Occupied Units | 3,309 | 100.00% | 46,821 | 100.00% | 1,141,613 | 100.00% |
| Median Contract Rent | \$1,523 | | \$1,622 | | \$1,368 | |
| No rent paid | 37 | | 1,354 | | 36,014 | |

Source: US Census (2020 ACS 5-Year Estimates Data Profiles, Table DP04)

Housing Projections – Fair Share Housing Plan

Dover adopted its most recent housing element and Fair Share Plan in July of 2016. In this plan, the mechanisms and strategies for the Town to fulfil its affordable housing obligation are outlined. As of 2022, the Town has noted that their affordable housing obligations have been met and they are within the requirements set forth by Fair Share Housing Center in providing very low-, low-, and moderate-income housing units throughout the Town. As detailed below, the mechanisms for providing affordable housing in Dover are spread throughout the municipality, and are not centrally-focused in one or two large developments. These different mechanisms used allow the Town to provide a mixture and variety of housing types throughout. The following tables provide details concerning the Town’s Prior and Third Round Needs for affordable units as well as the mechanisms that the Town uses to fulfil those needs:

COAH Prior Round (1987-1999) Obligation – Six (6) Affordable Units

| EXISTING CREDITS | | | | |
|--|---------------------------------|---------------|--------------|--------------|
| Prior Round Obligation (1987-1999): 6 Credits | | | | |
| Mechanism | Credit Type | Credit | Bonus | Total |
| Community Hope I, 133 Berry Street, B2016, L6, ALA/NAR/RL | Prior-Cycle | 5 | 0 | 5 |
| Community Hope 2, 93-94 Berry Street, B2016, L127, ALA/NAR/RL | 100% Affordable | 6 | 0 | 6 |
| Habitat For Humanity, 32 Spring Street, B514, L14.04, C01, NAR/S | 100% Affordable | 1 | 0 | 1 |
| Habitat For Humanity, 30 Spring Street, B514, L14.04, C02, NAR/S | 100% Affordable | 1 | 0 | 1 |
| Habitat For Humanity, 114 Baker Street, B712, L8, C02, NAR/S | 100% Affordable | 1 | 0 | 1 |
| Habitat For Humanity, 263 Ann Street, B403, L12, NAR/S | 100% Affordable | 1 | 0 | 1 |
| Spruce Street Housing, B11, L1-16, AR/RL | 100% Affordable – Senior Rental | 90 | | 90 |
| Granny Brook Apartments, B202, L6, NAR/RL (all moderate units) | Inclusionary | 5 | | 5 |
| Total | | 110 | 0 | 110 |
| Prior Round Obligation | | | | 6 |
| Surplus Built Affordable Unit Credit | | | | 104* |
| Key: ALA – Assisted Living, AR – Age Restricted NAR – Not Age Restricted RL – Rental S – Sales | | | | |
| *Carryover Credits – 14 not age-restricted units; 90 age-restricted (senior) units. | | | | |

FSHC Third Round (1999-2015) Prospective Need – A negotiated 178 Affordable Units

| Third Round Prospective Need Obligation (1999 - 2025): 178 units | | | | |
|---|--------------------|---------------|--------------|--------------|
| Mechanism | Credit Type | Credit | Bonus | Total |
| Habitat For Humanity, Harding Avenue, B2205, L1.01, 1.02, 2, 2, NAR/S | 100% Affordable | 4 | 0 | 4 |
| Habitat For Humanity, 23 Monmouth Street, B1214, L2, NAR/S | 100% Affordable | 1 | 0 | 1 |
| Pennrose Properties Veterans Housing, Redevelopment Area, B1219, L2, (NAR, RL) | 100% Affordable | 71 | 45* | 116 |
| Subtotal Proposed Affordable Units | | 76 | 45 | 121 |
| Carryover Surplus Family Housing Credits | | | | 14 |
| Carryover Senior Credits** | | | | 45 |
| Total Affordable Unit Credits | | | | 180 |
| Third Round Prospective Need Obligation | | | | 178 |
| Surplus Third Round Obligation Credits | | | | 2 |
| Carryover Surplus Senior Credits from Prior Round | | | | 45 |
| Total Surplus Credits to be Used to Address Present Need (Rehabilitation) Obligation | | | | 47 |
| *Rental Bonus Credits (Third Round) - Assume 25% of Prospective Need Obligation (0.25 (178) = 45 rental bonus credits. | | | | |
| **90 senior units carryover from Prior Round. Maximum senior units permitted = 0.25 (3rd Round Negotiated. Prospective Need Obligation or 178 units) = 45 senior units. The balance of the remaining 45 senior units will be used to address the Town's Present Need (rehabilitation) obligation. | | | | |

As shown in the above tables, the Town uses several areas and developments in order to fulfil their Affordable Housing requirements. These mechanisms come in the form of the Habitat for Humanity – Harding Avenue units, the Habitat for Humanity – Monmouth Street unit, and the Pennrose Properties Veterans Housing development. The following is taken from the 2016 Housing Element and Fair Share Plan which describes each of these mechanisms in further detail:

Habitat for Humanity – Harding Avenue Units

At the time of the Town's Housing Element and Fair Share Plan adoption, there were four (4) low- and moderate-income units that were being constructed along Harding Avenue. Construction on these units was ongoing throughout 2016 and the construction of the units was completed in 2018. As noted, the

units are deed restricted for low- and moderate-incomes.

Habitat for Humanity – 23 Monmouth Street Unit

This affordable project was approved in February 2016 by the Zoning Board of Adjustment. The one affordable unit replaced a pre-existing two-family residential home that was significantly damaged by fire in late 2014. The property has a deed restriction in place for 30 years.

Pennrose Properties Veterans Housing Development

On February 10, 2015, the Dover Governing Body designated by Resolution No. 069-2015, Pennrose Properties, LLC as the Designated Conditional Redeveloper of Block 1210, Lots 1 and 2, a 1.183 acre parcel bounded by Prospect Street, Chestnut Street and Thompson Avenue. On June 24, 2016, The Town adopted Ordinance No. 15-2016 adopting Redevelopment Parcel P-1, Redevelopment Plan, Block 1219, Lots 1 and 2. The Redevelopment Plan provided for two alternatives including either 70 or 71 affordable housing units with the intention of renting to Veterans. Construction on the project was completed in the late-summer, early-fall of 2021.

Affordable Housing Obligations Summary and Conclusion

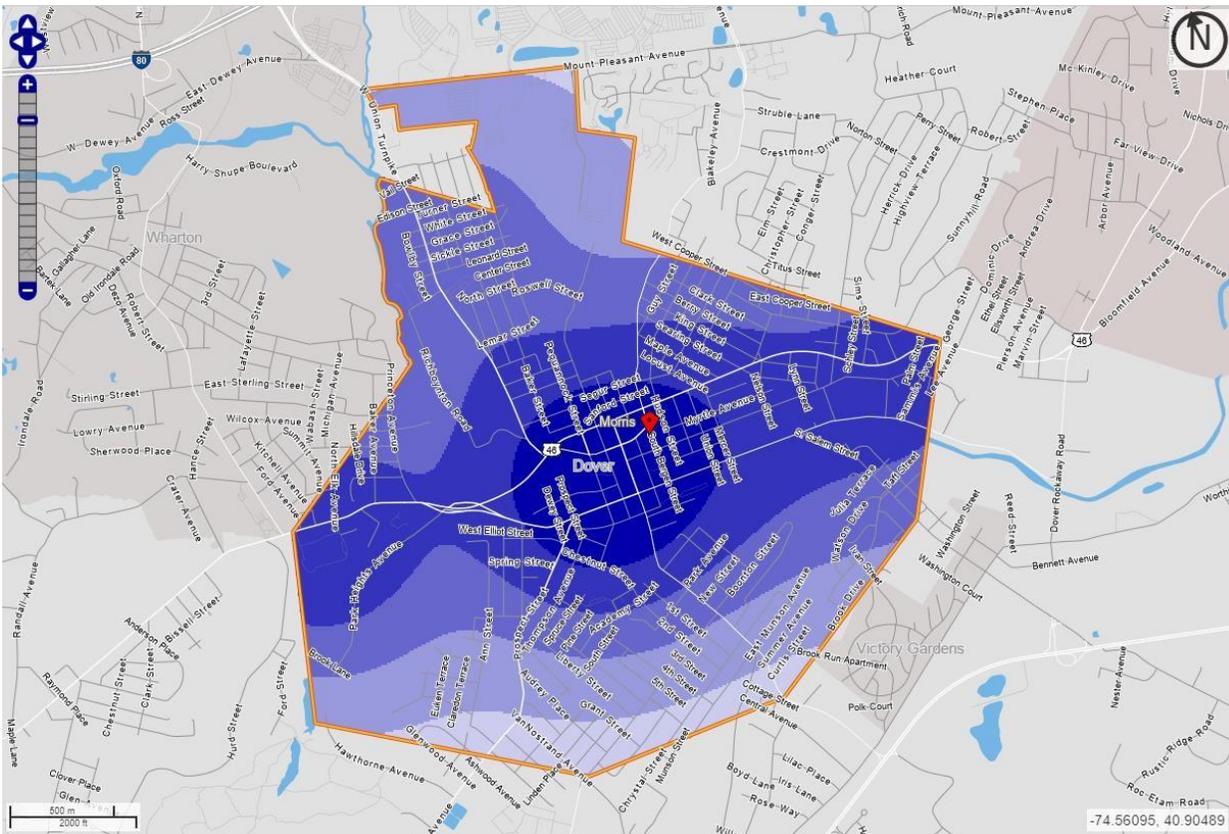
The following is the conclusion of the Town's Affordable Housing Obligation that was determined in 2016 via Dover's Housing Element and fair Share Plan. As was noted prior, the Town has indicated that their Affordable Housing Obligations have been fulfilled as of 2022 through the proposed mechanisms and that the currently provided affordable housing units provide a mix of housing types throughout the Town that are also accessible.

| Conclusion | | | |
|--|-------------------------|--|-----------------------------|
| FAIR SHARE PLAN - PHASE | Required Credits | Existing & Proposed Credits | Remaining Obligation |
| Prior Round Obligation | 6 | 6 | 0 |
| Prospective Need Obligation | 178 | 178 | 0 |
| Present Need (Rehabilitation) Obligation | 312 | 139 | -173 |

In the future, the Town hopes to provide more affordable and accessible housing types in order to serve its existing population. It has been noted that the mechanism of inclusionary workforce housing may be prioritized for the Town moving forward. Traditionally, workforce housing is development that is centered

around moderate-income households and provided further housing options near municipalities' employment centers.

The U.S. Census Bureau's OnTheMap demographic tool provides information that could guide the Town in pursuing their future workforce housing development. When examining employment characteristics within the Town, the following data is shown, with the darkest blue indicating an employment density of 2,279-3,558 jobs/square mile:



Data provided from U.S. Census Bureau's OnTheMap online mapping tool (Data from 2019 ACS)

As can be expected, much of the Town's employment density can be found in the Downtown area which is surrounding the Town's Blackwell Street Historic Area and the nearby D-1 zoning district. Should the Town pursue workforce housing developments in the future, these locations would be considered the most appropriate to serve the needs of the potential new workforce population in Dover.

Educational Facility Projections – Capacity

As mentioned above preceding "Table 5 - Population by Age 2010-2020 Town of Dover, Morris County NJ", the current ACS trend of young age cohorts in the Town is not indicative of the current capacity Dover's public educational facilities are facing. Although the numbers that are represented as part of

the 2020 ACS estimates show a decline over the past decade, Dover has actually been experiencing steady growth in the number of school age children enrollment from grades 7-12 since the 2013-2014 academic year. Specifically, the grades 7-8 enrollment increase since then has been over 20% (470 enrolled to 566) and the grades 9-12 enrollment increase since then has been by nearly 23% (821.5 enrolled to 1,017.5). The following projections are per a February 2021 report prepared by NJDOE. The nature of this report when examining youth population projections in the Dover public school system, utilized three (3) scenarios in which the public school population may either increase or decrease by the 2025-2026 school year. The nature of these scenarios varied based on the potential for lasting impacts following the 2020 COVID-19 Pandemic, and the scenarios are noted as the following:

- Scenario 1. The five-year average survival ratios were computed including enrollments from 2020-21. In addition, the 2020-21 enrollments were used as a base to project future enrollments.
- Scenario 2. The five-year average survival ratios were computed including enrollments from 2020-21, but the most recent ratio was given only a 10% weight to give less emphasis on the 2020-21 enrollment counts. In addition, the 2020-21 enrollments were used as a base to project future enrollments.
- Scenario 3. The five-year average survival ratios were computed excluding the 2020-21 enrollments. In addition, the 2020-21 enrollments were projected for the purpose of providing a “higher base” for projecting future enrollments, simulating what the enrollments would have been if there had not been a pandemic. This may simulate future enrollments if the pandemic ends within the next year and students return back to the district.

The report goes on to separate these projections into different age groups within the school (elementary, middle, and high school grades) in order to show where projected increases and decreases will be seen. The following information is taken from said report which consolidates all of the enrollment projections in Dover Public Schools:

| Projected Enrollments for Grades PK-6, 7-8, and 9-12: Academic Years 2021-2022 to 2025-2026 | | | | | | | | | |
|---|--------------------------|------------|------------|------------|------------|------------|-------------|------------|------------|
| Historical | PK-6 th Grade | | | Grades 7-8 | | | Grades 9-12 | | |
| 2020-2021 | 1,550 | | | 566 | | | 1,017.5 | | |
| Projected | Scenario 1 | Scenario 2 | Scenario 3 | Scenario 1 | Scenario 2 | Scenario 3 | Scenario 1 | Scenario 2 | Scenario 3 |
| 2021-2022 | 1,883 | 1,894 | 1,976 | 529 | 533 | 551 | 1,051 | 1,052 | 1,104 |
| 2022-2023 | 1,836 | 1,858 | 1,930 | 511 | 517 | 535 | 1,080 | 1,090 | 1,150 |

| Projected Enrollments for Grades PK-6, 7-8, and 9-12: Academic Years 2021-2022 to 2025-2026 | | | | | | | | | |
|---|--------------------------------|-------------------|-------------------|-------------------|-------------------|-------------------|--------------------|-------------------|-------------------|
| Historical | PK-6th Grade | | | Grades 7-8 | | | Grades 9-12 | | |
| 2020-2021 | 1,550 | | | 566 | | | 1,017.5 | | |
| Projected | <i>Scenario 1</i> | <i>Scenario 2</i> | <i>Scenario 3</i> | <i>Scenario 1</i> | <i>Scenario 2</i> | <i>Scenario 3</i> | <i>Scenario 1</i> | <i>Scenario 2</i> | <i>Scenario 3</i> |
| 2023-2024 | 1,799 | 1,828 | 1,886 | 486 | 493 | 523 | 1,054 | 1,074 | 1,126 |
| 2024-2025 | 1,756 | 1,790 | 1,837 | 475 | 485 | 517 | 1,080 | 1,106 | 1,158 |
| 2025-2026 | 1,729 | 1,767 | 1,817 | 475 | 491 | 504 | 1,012 | 1,039 | 1,087 |
| 5-Year Change | +179 | +217 | +267 | -91 | -75 | -62 | -5.5 | +21.5 | +69.5 |

A copy of the report in which this table is located can be found in Appendix E: Demographic Study for the Dover Public Schools.

As shown above, the majority of scenarios following the COVID-19 Pandemic indicate that the public school enrollment in Town is going to increase. While this increase is projected, there have not been any substantial plans or approvals for expansions to existing educational facilities or the construction of new educational facilities. As a result, Dover public schools are nearing or surpassing capacity in 2022 and have had to hold classes outside of designated classroom space in order to accommodate for this surpassing of capacity.

Following this petition for Plan Endorsement, the Town would like to explore the possibility of a more comprehensive study/approach be taken as to the housing conditions and its accelerated growth. Recent Code Violation Reports indicate that there are a large amount of residences in Town where stacking and overcrowding are occurring, which would in turn increase the need for educational facility space in Dover.

Community Inventory

General

Dover is located in Morris County on the Rockaway River and is 39 miles west of New York City and 29 miles west of Newark, New Jersey. The Town is surrounded by other Morris County municipalities like Victory Gardens, Wharton, and Randolph and Mine Hill Townships. According to the municipal tax assessment data, Dover has 634 Acres land under Residential uses, 42 Acres of vacant land, 113 Acres of Commercial land uses and 130 Acres of Industrial land uses.

According to the New Jersey State Development and Redevelopment Plan (SDRP) adopted in 2001, the Town of Dover lies entirely in Planning Area 1 or Metropolitan Planning Area. Further, Dover was designated a Regional Center in 1994 by the New Jersey State Planning Commission. Although the State Plan is meant to be used as a guide, consideration of these designations is taken into account especially in terms of development when State agency approval is necessary. According to the State Plan map included here, there are no significant changes in designation from the 2001 Plan.

MUNICIPAL SELF-ASSESSMENT

TOWN OF DOVER, N.J.

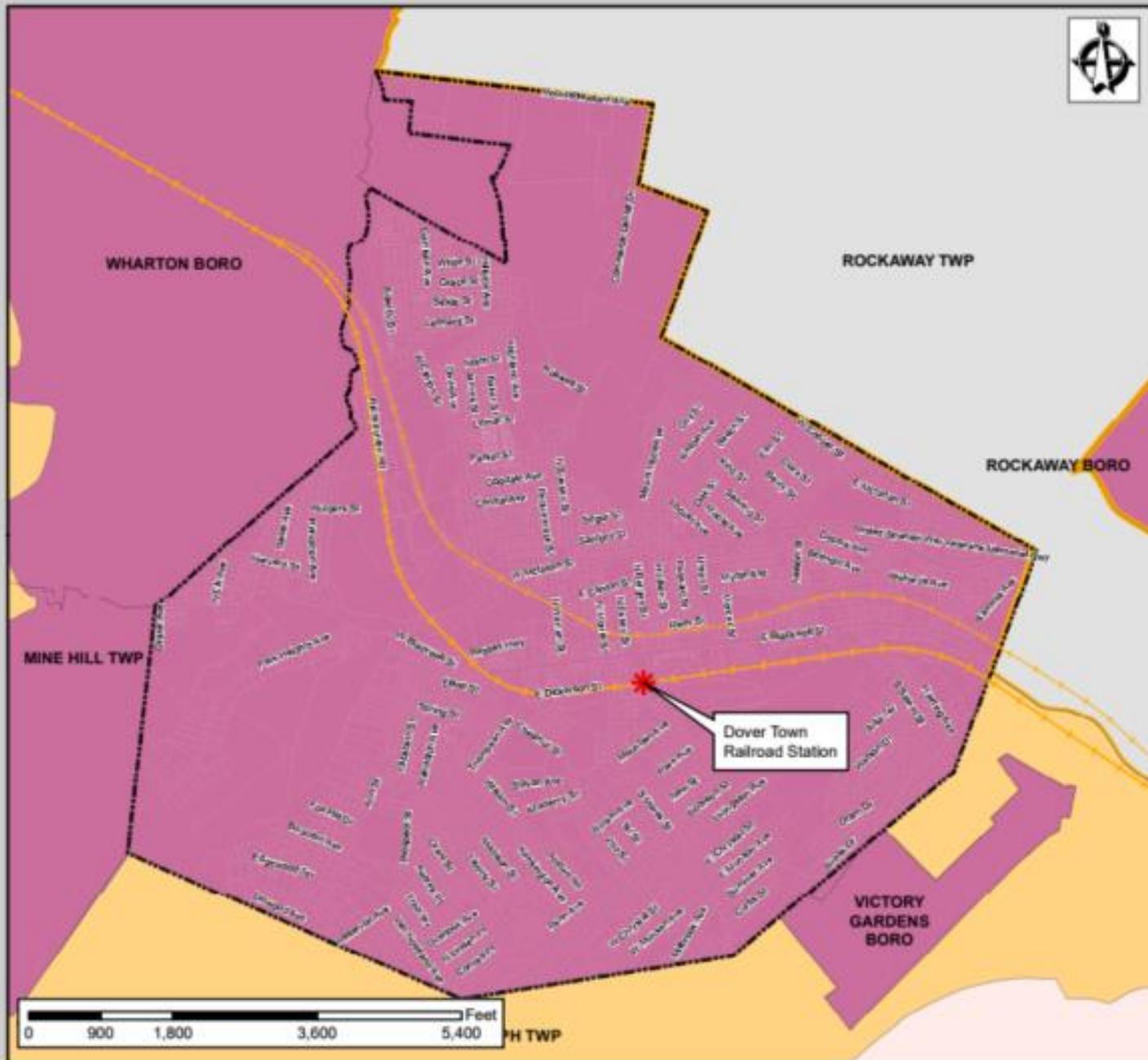


FIGURE 3
STATE PLAN MAP
TOWN OF DOVER
MORRIS COUNTY
NEW JERSEY

Legend

-  Dover Municipal Boundary
-  Municipal Boundaries
- Planning Area Classification**
-  Metropolitan
-  Suburban
-  Fringe
-  Highlands Planning Area

Source:



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| | | | |
|------------------|------------------------------|---------------------|-------------------|
| DATE 06.17.22 | SCALE 1 inch = 1,000 feet | LAST REVISED N/A | CREATED BY PVR |
|------------------|------------------------------|---------------------|-------------------|

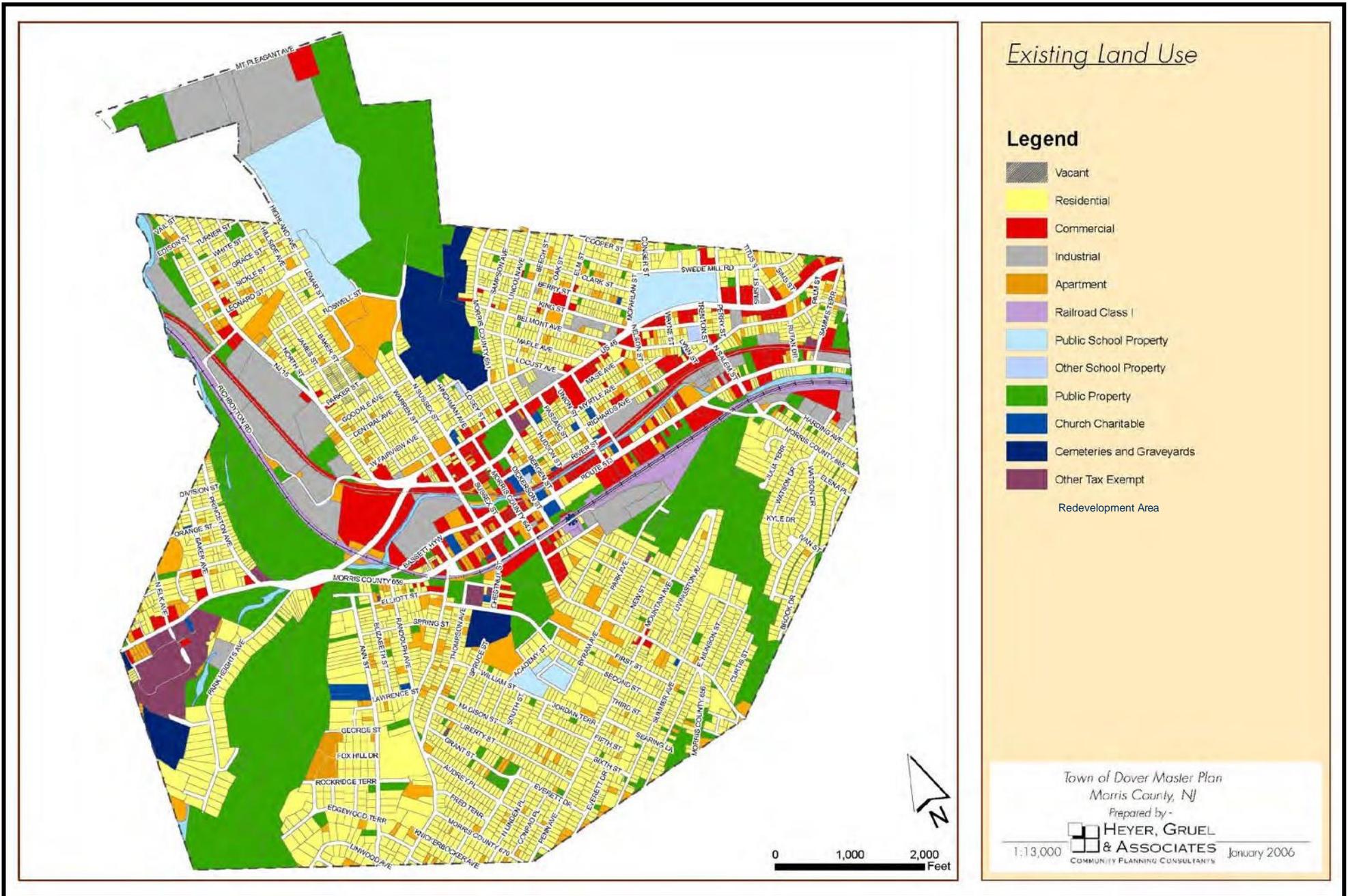


FIGURE 4- LAND USE MAP

Source: - Town of Dover Master Plan, 2007

Natural and Cultural Features

Wetlands

The Town of Dover contains scattered wetland areas throughout the Town but primarily along the Rockaway River and Waterworks Park as well as the surrounding area of Bowlby Pond. Wetlands are an important aspect of the hydrologic and hydraulic characteristics of the Town and serve several purposes. They support wildlife and distinct species of plant life. They also act as a retention basin for floodwaters and control various types of water pollution. Wetlands and their required transition areas are also vital resources to Dover as they aid in flood control as well as serving as a natural extension of the parks and recreational system.

Floodplains

The floodplain areas within Dover have some areas that generally coincide with the wetlands with a large percentage of floodplain following the Rockaway River through the highly developed Downtown area. The total flood plain area in these areas is highly regulated in order to avoid destruction of flood areas and the destruction of property that has been located and therefore subject to flooding. While these developed areas have restrictions the areas that are not developed serve to enhance the developed areas adjacent to them as parkland and wildlife habitat.

Topography

Although only regulated by municipal ordinance, Dover has severe slopes of at least 25 percent. Severe slopes create clear limitations of growth and development in terms of run-off and soil erosion, suitability of terrain for land uses, and safe access and is a viable constraint on development. They also fall under site suitability criteria in COAH regulations although most of the land is dedicated open space.

Land Ownership

A majority of land within the Town falls under private ownership. There is approximately 383 acres that are publicly owned with the Town itself owning 306 acres. Most of the land that the Town owns is currently developed. According to the most recent tax data, Dover only owns several acres of vacant land that is not dedicated to the parks and open space network.

Known Contaminated Sites

The Town of Dover has several contaminated sites. These sites are under the oversight of the NJDEP Site Remediation Program and have or had contamination present at levels greater than the applicable clean up criteria for soil, ground water standards and/or maximum contamination levels (MSL's) of the Safe Drinking Water Standards. The Town currently does not have a plan to remediate these known sites.

Historic and Cultural Features

Dover, New Jersey, is centered in a valley along the Rockaway River, in the heart of Morris County. Since its 19th century beginnings, Dover was known for its industries, and as a business center for the region. The post-industrial economy of the latter 20th century has been hard on Dover. The major industries closed. The downtown slid into decline as malls opened outside the town boundaries. The tightly packed, pedestrian-scaled neighborhoods were abandoned by those who could afford the suburban dream of a large house on a large lot with two or three cars in the garage. Churches and fraternal organizations, which once provided the social capital of a proud, independent community, found themselves scrambling for members with the time and inclination to participate.

~BLACKWELL STREET HISTORIC DISTRICT AND THE NATIONAL REGISTER OF HISTORIC PLACES

In 1980, Dover's commercial downtown was entered into the National Register of Historic Places as a Historic District. Figure 1- Blackwell Street Historic District Map delineates the registered district. The nomination was prepared under the sponsorship of the Dover Redevelopment Agency. The district contains some 80 principle buildings, most fronting on Blackwell Street, and extending from the Rockaway River and the railroad bridge on the west to Bergen Street in the east. The statement of significance for the district notes that the Blackwell Street Historic District "is the commercial and civic heart of Dover, New Jersey, the most important 19th century industrial town in Morris County. The institutions, businesses and architecture found within the district illustrate the lifestyle of a working class community from 1827 through the first third of the 20th century."

~MORRIS CANAL HISTORIC SITES

The right-of-way of the Morris Canal, constructed from 1824-31 across New Jersey, has been listed on the New Jersey and National Registers of Historic Places since 1974. The

canal was a significant engineering accomplishment when it was created, and it was a direct contributor to the economic and industrial development of many communities along its length. The canal ran through Dover, and although significant portions of it have been covered over an obliterated since its abandonment in 1924, the portions of the canal that do remain should be preserved, interpreted to the public, and incorporated where possible into publicly accessibly open space and trail ways.

~COUNTY-WIDE INVENTORY OF HISTORIC SITES

In 1986, Morris County commissioned a countywide historic inventory, which attempted to list at least in broad-brush form the significant resources of each of the 39 municipalities. The Dover portion of the survey identified 120 places around the town, including individual buildings, streetscapes, and sites.

The Dover portion of the Morris County Inventory remains a useful snapshot of the town's historic resources. Although most properties do not seem to rise to the level of National Register listing, a local Historic Preservation Commission could well review this list, and with more information and detailed examination of buildings inside and out, revise these findings.

~CULTURAL AMENITIES AND BUSINESS RECRUITMENT

Concurrent with the diversity in terms of demographics, the Town exhibits a rich diversity of culture drawn from the origins of the Dover residents. As stated earlier, Dover consists of a mix of White, African American, Asian, and a number of Hispanic and Latino origins.

As Dover's demographic history evolved, the Town upon a slowdown in the economy in the 1970's and early 1980's experienced a shift in population where the Hispanic and Latino culture began to rise drastically. The rise in these demographics also gave way to new Entrepreneurs and the Town's economy began to stabilize.

Today, that stabilizing effect is still evident and it is where the true opportunity to attract new businesses to serve the entire population lie. This is especially important as new development comes on-line. The many diverse culinary choices Dover residents and visitors have to choose from is fantastic. Some specialty stores where different items are available are also evident.

Among the community organizations that contribute to Dover's rich and diverse culture, the Town has maintained the following venues for decades:

Town of Dover- Municipal Self-Assessment

- *The Dover Historical Society – Located at 55 W Blackwell Street*
- *The Dover Little Theatre – Located at 69 Elliott Street*
- *The Kubert School of Cartooning – Located at 37 Myrtle Avenue*

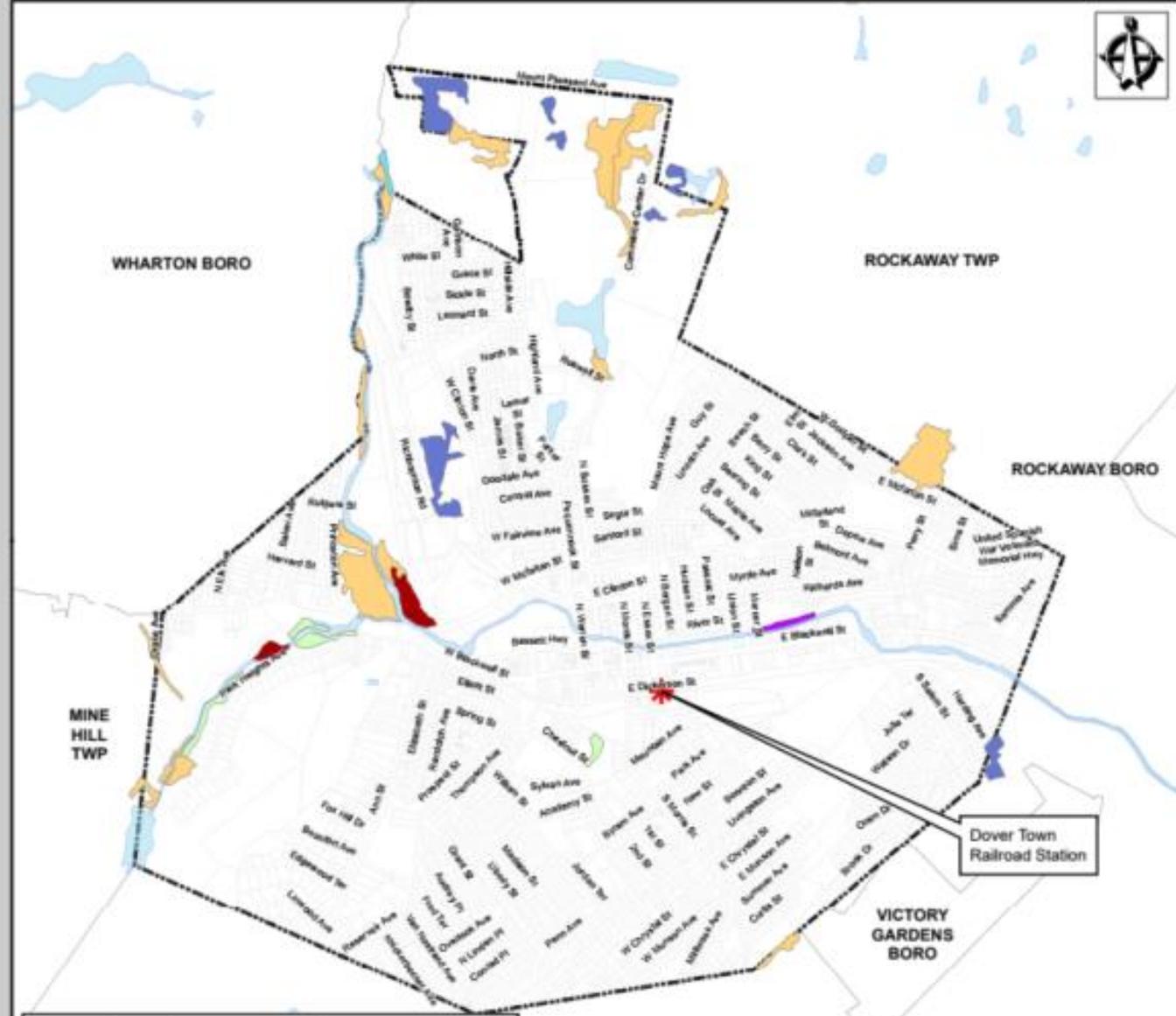
Some other more recent social organizations that contribute to Dover's diverse culture include:

- *Club Colombia – Located at 11 E Blackwell Street*
- *Casa Puerto Rico – Located at 50 W Blackwell Street*

The location of these organizations and historic cultural venue also present an additional layer of opportunity to dovetail with the current economy in Dover which revolves around Commercial and Restaurant uses.

MUNICIPAL SELF-ASSESSMENT TOWN OF DOVER, N.J.

**FIGURE 6
WETLANDS MAP
TOWN OF DOVER
MORRIS COUNTY
NEW JERSEY**



- Legend**
- Open Waters
 - Wetlands**
 - DECIDUOUS SCRUB/SHRUB WETLANDS
 - DECIDUOUS WOODED WETLANDS
 - DISTURBED WETLANDS (MODIFIED)
 - HERBACEOUS WETLANDS
 - MANAGED WETLANDS (MODIFIED)
 - WETLAND RIGHTS-OF-WAY (MODIFIED)

Source:



200 BORDENTOWN AVENUE, FARGO, N.J. 08809
 609-685-7700 FAX 609-685-7701, N.J. 07731
 2700 ROUTE 1 SOUTH SUITE 100, MORRISTOWN, NJ 07960
 609-882-7877 SUITE 10, CARDEN, NJ 08016
 WWW.CMEASSOCIATES.COM

| | | | |
|------------------|------------------------------|---------------------|-------------------|
| DATE 06.17.22 | SCALE 1 inch = 1,000 feet | LAST REVISED N/A | CREATED BY PVR |
|------------------|------------------------------|---------------------|-------------------|

0 900 1,800 3,600 5,400 Feet

MUNICIPAL SELF-ASSESSMENT

TOWN OF DOVER, N.J.



FIGURE 7
KNOWN CONTAMINATED SITES
TOWN OF DOVER
MORRIS COUNTY
NEW JERSEY

Legend

- Status**
- Active
 - Active - Remedial Action Permit
 - Recent Not Categorized Contaminated Site

1. 19 CLARK STREET
2. 307 FIVE W-ROAD
3. W NORTH SUSSEX STREET
4. W EAST MORRIS STREET
5. 34 PEAR WOODS
6. 441 DARTMOUTH ST
7. AMERICAN MODERN METALS
8. AMERICAN INDUSTRY & STEEL COMPANY
9. BRITISH FUEL (U.S.)
10. CITY FUEL INC
11. COMBUSTIBLE METALS CORPORATION
12. CUMMINS SELF STORAGE
13. DE/TA PLUM
14. COVER SP
15. DOVER CRAFTS
16. DOVER DEPARTMENT OF PUBLIC WORKS GARAGE
17. DOVER HIGH SCHOOL
18. DOVER SHOPPING CENTER
19. DOVER TOWN SAWTIMP LAWNFL
20. DOVER TOWN WATER DEPARTMENT HILL 4
21. DOVER TUBULAR ALLOYS INC
22. ELECTROSPIC
23. ENGLWOOD PETROLEUM INC
24. ENVI
25. FEDEX GROUP
26. HOBBSWOOD BUSES
27. JOPAL DOVER OPERATING HEADQUARTERS
28. MEDCOB BRYANTWANCE II LLC
29. MERRIM TRAMLET PLAZA LAMAR FEDERAL
30. NJ TRANSIT (DOVER RAIL YARD)
31. PRECISION AUTOMOTIVE
32. PRECISION SCREW MACHING PRODUCTS CO INC
33. RUTAN COAL & OIL COMPANY INC
34. SHAFER OIL CO
35. ST CLAIRS HOSPITAL - COVER CAMPUS
36. STREET SERRA & PARK DEPT @ DOVER TWP
37. VALLEY NATIONAL BANK
38. WASHINGTON DISTRICTS ANAHO TRANSMISSION
39. (NOT IN DOVER) NEW JERSEY NATURAL GAS COVER DEP

Source:



2400 BROADVIEW AVENUE, FARGO, N.D. 58103
 10000 15TH AVENUE S.W., N.J. 07102
 2700 W. 110TH STREET, INDIANAPOLIS, IN 46241
 1000 W. MARKET STREET, SUITE 100, COLUMBUS, OH 43260

WWW.CMEASIA.COM

| DATE | SCALE | LAST REVISED | CREATED BY |
|----------|---------------------|--------------|------------|
| 01.16.12 | 1 inch = 1,000 feet | N/A | PVB |

MUNICIPAL SELF-ASSESSMENT

TOWN OF DOVER, N.J.

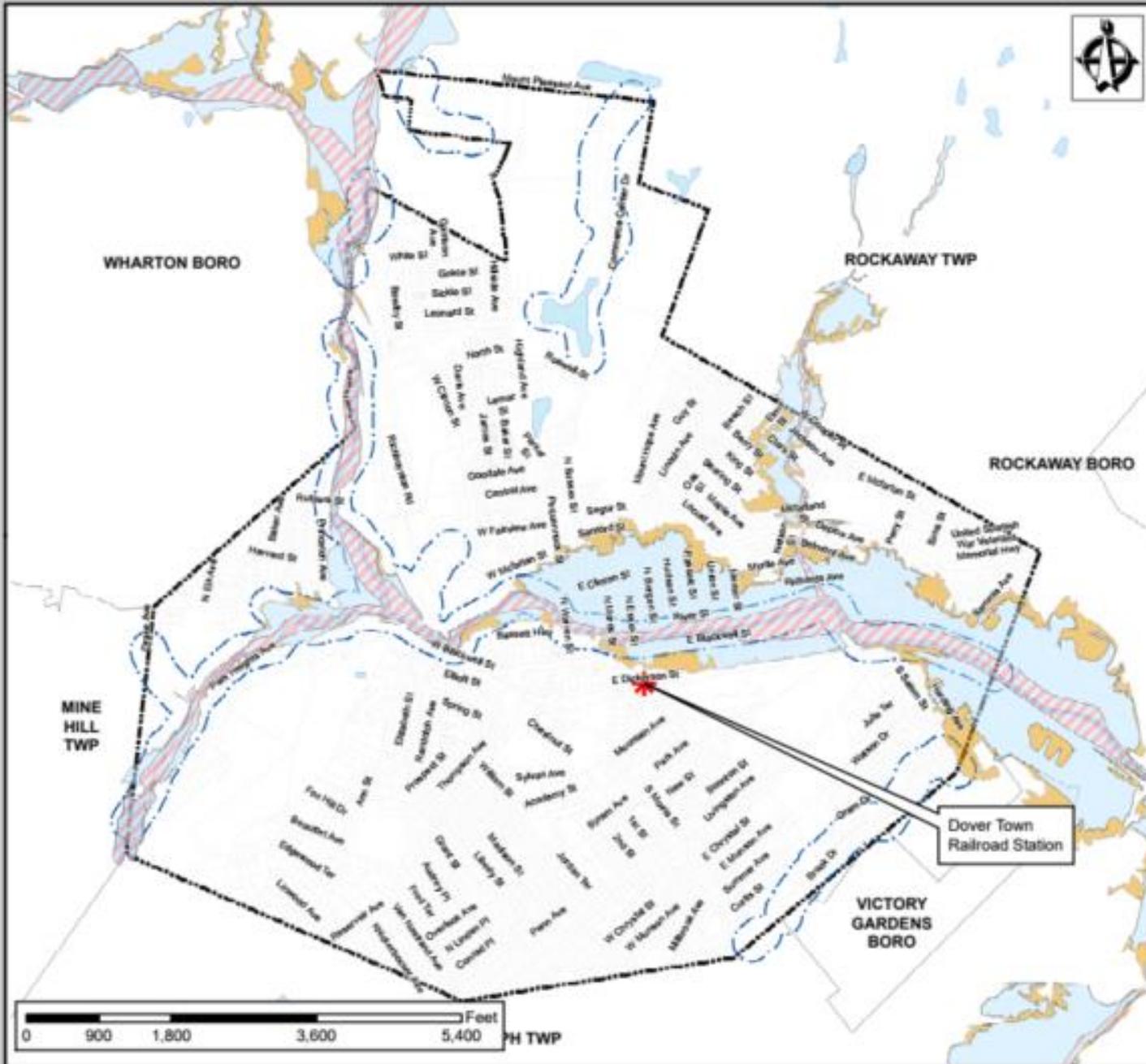


FIGURE 8
ENVIRONMENTAL CONSTRAINTS
TOWN OF DOVER
MORRIS COUNTY
NEW JERSEY

Legend

Special Flood Hazard Areas

-  0.2% Annual Chance Flood Hazard
-  Zone A: w/o BFE
-  Zone AE: w/ BFE
-  Floodway
-  Open Waters
-  C1 Water 300-foot Buffer

Source:



CONSULTING & MUNICIPAL ENGINEERS

240 BOWDITCH AVENUE, FARMINGDALE, N.J. 08033
 1400 ROUTE 10 NORTH, DEERFIELD, N.J. 07011
 270 NORTH 1 STREET, SUITE 200, MORRISTOWN, N.J. 07960
 ONE MARKET STREET, SUITE 10, CAMDEN, N.J. 08102

WWW.CMEUSA.COM

| DATE | SCALE | LAST REVISED | CREATED BY |
|----------|---------------------|--------------|------------|
| 08.04.22 | 1 inch = 1,000 feet | NA | PVB |

Community Facilities

The Town of Dover has a land area of approximately 2.7 square miles or approximately 1730± acres, 1405± acres excluding road and rail R.O.W. The following is a summary of land uses in the Town (Table L-1):

| Table L-1 Dover Land Use Summary | | | | | | | |
|----------------------------------|-------------|--------------|-------------|-------------------------|-------------|-------------------------------------|-------------|
| Tax Classification | Prop. Class | # of Parcels | % of Total | Total Acreage (rounded) | % of Total | Net Taxable Value (mod IV estimate) | % of Total |
| No Data | null | 389 | 8.57% | 236.49 | 15.47% | \$0 | 0.00% |
| Vacant Land | 1 | 133 | 2.93% | 33.37 | 2.18% | \$6,257,300 | 0.46% |
| Residential | 2 | 3,443 | 75.85% | 583.11 | 38.16% | \$813,785,400 | 59.51% |
| Farm | 3 | 0 | 0.00% | 0.00 | 0.00% | \$0 | 0.00% |
| Commercial | 4A | 333 | 7.34% | 144.73 | 9.47% | \$246,596,900 | 18.03% |
| Industrial | 4B | 58 | 1.28% | 202.43 | 13.25% | \$116,689,900 | 8.53% |
| Apartments | 4C | 25 | 0.55% | 24.48 | 1.60% | \$36,653,400 | 2.68% |
| Railroad | 5A | 6 | 0.13% | 4.54 | 0.30% | \$1,372,700 | 0.10% |
| Schools | 15A | 7 | 0.15% | 68.25 | 4.47% | \$53,672,900 | 3.92% |
| Other Schools | 15B | 4 | 0.09% | 1.81 | 0.12% | \$3,074,800 | 0.22% |
| Public Property | 15C | 92 | 2.03% | 175.14 | 11.46% | \$37,083,400 | 2.71% |
| Churches & Charitable | 15D | 27 | 0.59% | 7.51 | 0.49% | \$23,975,400 | 1.75% |
| Cemetery | 15E | 3 | 0.07% | 40.05 | 2.62% | \$11,067,500 | 0.81% |
| Misc. Tax Exempt | 15F | 19 | 0.42% | 6.35 | 0.42% | \$17,337,100 | 1.27% |
| Total | | 4,539 | 100% | 1,528.26 | 100% | \$1,367,566,700 | 100% |

Based on 2021 MOD IV property tax data.

~PUBLICLY-OWNED LAND USES

Public property is the third largest property classification in the Town, comprising 11.46% of the Town's land area or 175.14 acres. These properties consist of all of Dover's Park system and Morris County-owned Open Space. Incorporated within these parcels are public facilities such as the Town Administration building, police and fire, Dover schools and Public Works facilities. Other publicly held land includes the Dover school system, which owns 70± acres, Churches & Cemeteries with 47.5± acres, and NJTRANSIT with 4.5± acres.

~PUBLIC SCHOOLS

The Dover School District serves students in Pre-kindergarten through twelfth grade. Schools in the district (with 2020-2021 enrollment data from the National Center for Education

Statistics) are Academy Street Elementary School (K-5, 498 students), East Dover Elementary School (K-6, 404 students), North Dover Elementary School (PreK-6, 637 students), Dover Middle School (7-8, 565 students) and Dover High School (9-12, 1,029 students).

Dover public schools receive some enrollment from Victory Gardens Borough in addition the current enrollment from the Town. In 2010, the Victory Gardens Board of Education and Victory Gardens School District (which was a non-operating school district) ceased to exist, as the Dover Public Schools and the Victory Gardens School District were consolidated by the New Jersey Commissioner of Education. Besides educating students from Dover and Victory Gardens, the Dover Public Schools also receives students in grades 7-12 from Mine Hill Township ("Mine Hill") through a formal sending-receiving agreement.

~HOSPITALS

Dover is served by St. Clare's Dover General Hospital, located on Route 46. It is the local medical facility for Dover and other communities in western Morris County. Saint Clare's Denville Hospital is located 5 miles east of Dover in Denville, and Morristown Memorial Hospital is located 11 miles east of Dover in Morristown. The Zufall Health Center is located on Warren Street and provides basic medical and dental services to low-income residents of Dover and neighboring towns.

Infrastructure

~WASTEWATER

The Sewer Service Area in the Town of Dover is managed and operated by the Rockaway Valley Regional Sewerage Authority (RVRSA). The existing wastewater treatment facility most recently underwent extensive upgrades in the late 1970s/early 1980s to the current facility located in Parsippany Troy Hills. Since the time of the 2008 initial MSA Draft, the Town is noted to have aging sewer systems and the Town indicates that the current system will require upgrades in the near future. This will ultimately dictate the amount of development possible in the Town unless critical upgrades are realized. As of 2020, the RVRSA reported an average flow of 9.522 Million Gallons per Day where 12 Million Gallons per Day is permitted by NJDEP, which represents a capacity of 79.35%. This capacity is the 8th-highest capacity among Morris County Municipal Facilities, or 12th out of 19 facilities.

While the above exhibits the wastewater capacity for the Town as recently as 2020, there is

also a number of development planned over the next 20 years. The Town, in conjunction with the RVRSA, has calculated the projected future wastewater flows as a result of these developments. The projected following Future Wastewater Flows for the Town to the year 2042 are as follows:

| Future Wastewater Flows to the Year 2042 - Town of Dover | | | | | |
|--|------------------|-----------------|------------------------|------------------|------------------|
| Use | Unit Type | GPD/Unit | Number of Units | Total GPD | Total MGD |
| <u>Bassett Highway Redevelopment - Harry Loory Furniture Store to be redeveloped into apartment building</u> | | | | | |
| 1 BR Units | DU | 150 | 59 | 8,850 | 0.009 |
| 2 BR Units | DU | 225 | 36 | 8,100 | 0.008 |
| 2 BR Townhouse | DU | 225 | 7 | 1,575 | 0.002 |
| <u>Crossroads (Old Attilio's Restaurant) to be Redeveloped into an apartment building</u> | | | | | |
| 1 BR Units | DU | 150 | 57 | 8,550 | 0.009 |
| 2 BR Units | DU | 225 | 38 | 8,550 | 0.009 |
| <u>200 East Blackwell Street new apartments</u> | | | | | |
| 1 BR Units | DU | 150 | 150 | 22,500 | 0.023 |
| 2 BR Units | DU | 225 | 100 | 22,500 | 0.023 |
| <u>New Townhouse Developments throughout Town</u> | | | | | |
| 2 BR Units | DU | 225 | 45 | 10,125 | 0.010 |
| 3 BR Units | DU | 300 | 30 | 9,000 | 0.009 |
| <u>New Apartments Throughout Town (Unspecified Location)</u> | | | | | |
| 1 BR Units | DU | 150 | 810 | 121,500 | 0.122 |
| 2 BR Units | DU | 225 | 540 | 121,500 | 0.122 |
| 3 BR Units | DU | 300 | 150 | 45,000 | 0.045 |
| <u>New Commercial Development (Unspecified Location, stores, shopping ctr., office building)</u> | | | | | |
| 100,000 S.F. | SF | 0.1 | 100,000 | 10,000 | 0.010 |
| <u>Miscellaneous Single Family Dwellings</u> | | | | | |
| (Assume) 3 BR Units or Larger | DU | 300 | 60 | 18,000 | 0.018 |
| <u>Miscellaneous Downtown 2nd Floor Apartment Conversions</u> | | | | | |
| 1 BR Units | DU | 150 | 50 | 7,500 | 0.008 |
| 2 BR Units | DU | 225 | 40 | 9,000 | 0.009 |
| TOTAL ADDITIONAL WASTEWATER FLOWS | | | | 432,250 | 0.432 |
| Source: Rockaway Valley Regional Sewerage Authority (RVRSA) | | | | | |

As noted above, the current wastewater capacity for the RVRSA currently is approaching 80% of the maximum permissible capacity. With the anticipated construction and development in Dover, the total MGD that is required of the RVRSA will increase to 9.954 MGD (9.522 + 0.432). This represents a capacity for the RVRSA of 82.95%. This capacity, however, does not consider the future developments of the other municipalities that are served by the RVRSA (Boonton Town, Boonton Township, Denville Township, Rockaway Borough, Rockaway Township, Dover, Randolph Township, Victory Gardens Borough, Wharton Borough, and one federal facility: Picatinny). Considering the relative size of Dover compared to the entirety of the RVRSA's service area, further analysis by the Sewerage Authority may indicate that by 2042, capacity may be met. It is also of note that since Dover falls under the jurisdiction of the RVRSA, the availability for wastewater capacity is on a first-come, first-serve basis. As development in the other municipalities that are under the RVRSA progresses, Dover must be cognizant of the wastewater capacity that is available from the RVRSA.

~ WATER

For water, the Town relies on the Dover Water Commission (DWC) located off of Princeton Avenue to provide water the Town. DWC takes its water from three (3) groundwater sources which are treated for organics removal via 2 air stripping facilities. The water is then chlorinated and sent to 2 clear wells and from these to municipal water service connections. DWC also supplies water to all of Victory Gardens Borough, as well as supplying water to portions of Wharton Borough, Randolph Township, Rockaway Township, and Mine Hill Township. Per the DWC 2022 Annual Water Quality Report, the Commission received no violations in 2021 for the quality of the drinking water. Growth and the extent of development within the Town and in the region must, as always, be monitored for any impact on the system.

~HIGHWAYS

Dover is located north of NJ Highway 10 and South of Interstate 80. Within the Town, US Highway 46 traverses through the heart of the Town traveling east-west and NJ Highway 15 also enters into the center of the Town from the North.

~MASS TRANSIT

Located in the heart of the community is Dover Station. Located at the Station is Dover Rail Yard, a major NJTRANSIT facility. Bus service is also available to the Downtown and rail facility. [Lakeland Bus Lines provides commuter services to regional destinations and Manhattan from its terminal located at 425 Blackwell Street.](#)

~AIRPORT

Dover is located approximately 20 minutes northwest of Morristown Municipal Airport, and approximately 30 minutes northwest of Liberty International Airport (EWR) in Newark, NJ. Taxis, trains and buses provide regular service to Liberty, La Guardia, and John F. Kennedy International Airport. Trains to NYC airports require transfers in NY Penn Station and buses require a transfer at NY Port Authority Bus Terminal.

Underutilized Land

As depicted in the Master Plan, Dover has several opportunities for additional development that will supplement its current assets. Immediately within the Downtown area are several underutilized sites and parking areas. One area that has been deemed an “Area in Need of Rehabilitation” under the Local Redevelopment and Housing Law (LRHL) with a Plan drafted of it; the Bassett Highway Redevelopment Plan. As a summary of the Town's planning efforts pertaining specifically to these areas are as follows:

~TOWN OF DOVER: TRANSIT ORIENTED DEVELOPMENT PLAN

With a goal as enhancing Dover as a Transit Village, the TOD plan analyzed and conceptualized development of surfacing parking lots and infill development sites. The result of the public's vision created a new mixed-use development opportunities with strong pedestrian circulation and public gathering spaces.

~BASSETT HIGHWAY REDEVELOPMENT PLAN

The BHRPA is characterized by excessive surface parking partly in disrepair and largely undefined areas of asphalt between the edge of the Rockaway River and the rear of a commercial building fronting Bassett Highway. The commercial building and convenience store fronting North Warren Street are both occupied, but were once retail storefronts that have been largely covered with siding and converted to office or commercial uses which have effectively eliminated the retail street wall and associated pedestrian activity. There is one, seven-story senior public housing project that will remain.

~DOWNTOWN SCATTERED SITE REDEVELOPMENT PLAN

The Downtown Scattered Site Redevelopment Plan was adopted in 2014 and amended in 2022 to facilitate Transit-Oriented Development (TOD) on underutilized Town-owned surface parking lots near the train station in the Downtown, as well as blighted properties within Block 1902 along Blackwell Street west of South Salem Street.

Parks and Recreation

The Town of Dover's existing parks and recreation facilities represent the foundation upon which the future system will be developed. The existing facilities provide a multitude of programs and amenities that need improving to meet the current needs of residents for recreation and open space. However, some new facilities will be required to fulfill the Town's vision for the future and achieve the goal of increased availability of community resources. It will also be necessary to improve existing facilities that are underdeveloped at present. As the Town's system of parks and recreation facilities is improved and expanded, the following issues will be addressed:

- 1. Preservation and improvement of existing parks and recreation facilities.*
- 2. Providing new parks and recreation facilities in underserved neighborhoods where feasible.*
- 3. Include improved access as well as new park space and recreation opportunities through new development applications.*
- 4. Take advantage of natural and man-made resources by pursuing access, acquisition and partnerships.*
- 5. Enhancing access to, and linkages between, parks and recreation facilities.*

Recently, Waterworks Park in Town along Rutgers Street underwent some improvement following recommendation for rehabilitation in the 2007 Master Plan Update. One of the major improvements to the park includes the replacement of the Rutgers Street bridge that spans over a branch of the Rockaway River. This bridge is the sole point of access for those entering the park as well as Town employees accessing the Dover Water department. These improvements provided more access to the park's main parking area and improved access for pedestrians via this bridge.

~EXISTING CONDITIONS

The Town of Dover is served by a diverse system of available parks and recreational space. Seeing as though the Town is densely populated, they provide much needed recreational amenities and open space. The facilities vary in size and character from small neighborhood parks to a large county park. Some facilities are in need of a more efficient design and layout while others merely need to capitalize on the resources they hold. There are currently 13 municipal parks and 1 county park, as shown on Table OP-1, the Parks and Recreation Map.

~INVENTORY OF PARKS AND RECREATIONAL FACILITIES

The Town of Dover's parks and recreational facilities are located in neighborhoods

Town of Dover- Municipal Self-Assessment

throughout the Town. The facilities differ in size, function, and amenities offered. Altogether, these facilities provide residents with a broad range of recreational opportunities and open space. All open space and recreation facilities within Dover are listed in the table below.

| <i>Table OP-1 Existing Parks and Recreational Facilities</i> | | |
|--|---|---|
| <i>Facility</i> | <i>Size (Acres)</i> | <i>Amenities</i> |
| <i>Town of Dover</i> | | |
| Bowlby Park & King Field | 5.51 & 4.76 | Soccer field, youth baseball fields |
| Bowlbyville Park | 2.50 | Open Space |
| Crescent Field & Second Street Playground | 4.97 & 1.90 | Basketball courts, exercise/ cross country course, soccer fields, volleyball courts. Playground, Baseball, Softball |
| Hooey Park | 2.00 | Basketball court |
| Hurd Park | 9.12 | Gazebo, picnic facilities |
| JFK Commons | 2.75 | Playground, gazebo |
| Mountain Park | 20.46 | Hiking Trails |
| Overlook Park | 1.77 | Basketball courts, open play fields |
| Randolph Park | 1.10 | Open Space |
| Turner Street Open Space | 0.85 | Open Space |
| Waterworks Park | 3.15 | Basketball courts, youth baseball fields, play area, picnic facilities |
| <i>Morris County</i> | | |
| Hedden Park | 63.6 (Hedden Park totals 380 acres in size, stretching into Randolph Township and Mine Hill Township) | Bike trails, boating, cross-country skiing, fishing, hiking trails, ice skating, lakes, picnic areas, play areas, restrooms |

MUNICIPAL SELF-ASSESSMENT

TOWN OF DOVER, N.J.



FIGURE 9
PARKS AND OPEN SPACE
TOWN OF DOVER
MORRIS COUNTY
NEW JERSEY

Legend

-  Rockaway River
-  Open Waters
-  Public School Property
-  Vacant Private Properties
- Open Space**
-  Green Acres Open Space
-  Other Existing Open Space

Source:



CONSULTING & MUNICIPAL ENGINEERS

210 BORDENTOWN AVENUE, PARLIN, N.J. 08859
 2ND FLOOR 1 SOUTH HILLS DR, MORRISTOWN, N.J. 07960
 ONE MARKET STREET SUITE 41, CAMDEN, NJ 08101

WWW.CMEASSOCIATES.COM

| | | | |
|------------------|------------------------------|---------------------|-------------------|
| DATE 05.15.22 | SCALE 1 inch = 1,000 feet | LAST REVISED N/A | CREATED BY PVB |
|------------------|------------------------------|---------------------|-------------------|

Community Vision (2007)

The Community Vision has long been the source of Dover's Planning efforts. As provided for in the 2007 Master Plan, the Town's vision is driven by its vision statement; "to enhance and create a sense of place that encourages economic vitality and community activity through well-designed land development consistent with established neighborhoods and land use patterns, while preserving the community's suburban and urban landscapes."

Dover has specified that much of the infrastructure in Town (transportation, water, etc.) is outdated and in need of replacement/repair. The Town hopes that plan endorsement would provide them with more opportunity to improve these systems and create an overall higher quality of life in the Dover as a whole.

The Town's overall vision statement as stated in the 2007 Master Plan is to "Enhance and create a sense of place that encourages economic vitality and community activity through well-designed land development consistent with established neighborhoods and land use patterns, while preserving the community's suburban and urban landscapes. Dover is a unique community within Morris County with a pedestrian scale central downtown business district, parks, river and historic canal resources, railroads, industrial activity, a variety of housing types, and a high number of churches serving as neighborhood and regional centers, all of which make Dover a desirable place to live, work and play."

Dover is a unique community within Morris County with a pedestrian scale central downtown business district, parks, river and historic canal resources, railroads, industrial activity, a variety of housing types, and a high number of churches serving as neighborhood and regional centers, all of which make Dover a desirable place to live, work and play.

The objectives that were derived from community input are utilized as basis to achieve the Town's vision. They are as follows:

- 1. Encourage the preservation of existing neighborhoods through innovative community-based programs that target all socio-economic demographics as well as the protection of existing stable communities.*
- 2. Reduce auto-dependency through innovative design practices that encourage and allow for pedestrian activity where appropriate.*
- 3. Encourage consistency with recommendations of the State Development and Redevelopment Plan for Planning Areas and Center Designation as well as the new Highlands Water Protection and Planning Act.*
- 4. Capitalize on opportunities for redevelopment that enhance the existing community.*
- 5. Encourage any new development to be consistent with the scale of established land uses while enhancing the character of existing neighborhoods and proximate land uses. Increased densities appropriate to location should be considered such those at key intersections and Transit facilities but not at the expense of existing character.*
- 6. Encourage coordinated land use and transportation planning of business corridors including but*

not limited to areas such as Route 46, areas along Blackwell Street, Mt. Pleasant Avenue, Bassett Highway as well as transit facilities and key intersections sharing similar concerns.

7. Create multi-jurisdictional partnerships both horizontally and vertically to establish coordination and cooperation for the future of Dover.
8. Capitalize on the unique cultural diversity and charm of Dover that sets it apart from other Morris County communities.

In order to obtain this vision, Dover's leadership ensured an inclusive process whereby many meetings, and stakeholder interviews were utilized to create valued feedback and participation from all factions of the community. With roughly 60% of the community within a very diverse Hispanic and Latino demographic residing within this historic community, the challenge of tying together the existing physical attributes in the Town into new development opportunities, given the many cultural distinctions is complicated. In order to address these important issues, the Town's Master Plan and its Transit-Oriented Development Element dealt with these unique cultural differences while addressing the physical planning issues of mass transit, economic development, public spaces, and circulation- both pedestrian and vehicular.

As with most planning efforts in New Jersey, a major hurdle the plan had to confront was density and the school children associated with it. In order to deal with this challenge, the plan focused on a design-rich theme that embraced the wonderful architectural attributes the Town currently exhibits. Meetings focused on form and function, rather than on numerical density calculations and many of the graphical representations presented to the Plan depicted how well designed new development can fit into the historic framework of the community. The approach was to fit new buildings into the existing historic fabric of the Town. Therefore, the buildings that contribute to the value of the Town's Historic District ended up setting what would be the eventual densities. This design-rich approach served as the means through which the community's vision was created and publicly supported. Taking advantage of the existing architecture and functional layout of the Town, and combining it with solid Traditional Neighborhood Design techniques was critical to the Plan's adoption and eventual success.

The planning sessions, design charrettes, stakeholder meetings, and public hearings that were conducted including notices, agendas, meeting notes, and outcomes are attached herein as Appendix B: Community Vision and Input Meeting Agendas and Notes.

(2022) – *As noted throughout this report, the Town originally began the Plan Endorsement and Community Visioning Process in 2007. While there has been changes in some specific areas within the Town, the expectations and Master Plan goals for the Town have remained relatively static since that time. However, Dover recognizes that the static nature of the overall Master Planning Goals may not be concurrent with the goals that the community and residents as of the 2022 Re-Petition for Plan Endorsement. Thus, Dover would like to re-examine the Community Visioning goals in order to ensure whether the goals of the community have changed since the 2008 Petition for Plan Endorsement or not. The Town hopes to have a similar approach as in 2007 in engaging*

Town of Dover- Municipal Self-Assessment

with the community and will be just as comprehensive and deliberate as in 2007. The following are some of, but not limited to, the components of a new Community Visioning Process that the Town hopes to accomplish in order to solicit input from the community as a potential addendum to this MSA Report:

- *A Minimum of Two (2) Public Forums*
- *Community Input*
- *Stakeholder Interviews*
 - *Private Property Owners*

Status Of Master Plan And Other Relevant Planning Documents

2007 Master Plan

The Town of Dover Planning Board adopted a Master Plan in January 2007. An amended version of the Town's Housing Element and Fair Share Plan was included in the 2007 Master Plan. The Affordable Housing Plan was originally adopted in November 2005.

The Town's 2007 Master Plan seeks to implement its vision through specific objectives as follows:

- 1. Encourage preservation of existing neighborhoods through community-based programs.*
- 2. Reduction of auto- dependency through innovative design practices such as shared parking and pedestrian oriented design.*
- 3. Reduce pedestrian and bicycle conflicts through taking a pedestrian first approach.*
- 4. Encourage consistency with the SDRP for Planning Areas and Center Designation as well as the new Highlands Water Protection and Planning Act.*
- 5. Capitalize on opportunities for redevelopment in the transit oriented downtown.*
- 6. Encourage new development to be consistent with the scale of established land uses.*
- 7. Create multi-jurisdictional partnerships both horizontally and vertically to establish coordination and cooperation for the future of the region.*
- 8. Capitalize on the unique cultural diversity and charm of Dover through economic development initiatives.*

The Morris County Planning Board, part of the Morris County Department of Planning, Development and Technology is responsible for developing the County Master Plan, reviewing subdivisions of land and site plans, advising freeholders on planning matters, and providing information for individual citizens, industries, public service groups and government officials. The Morris County Planning Board is the regional planning entity for Dover Town in Morris County. The Town works closely with Morris County to ensure that Town Plans are consistent with the County's Plans.

The Following goals from the 2007 Master Plan are proposed to be continued:

LAND USE

GOAL: *Preserve residential neighborhoods*

CIRCULATION

GOAL: Provide alternative routes for regional traffic to disperse and diffuse traffic to reduce and eliminate existing and potential congestion.

HOUSING

GOAL: Maintain and encourage diversity in the type and character of available housing promoting an opportunity for varied residential communities.

HISTORIC PRESERVATION

GOAL: Preservation and continued use of properties of historic significance to the Town of Dover and its rich history.

RECREATION, CONSERVATION & OPEN SPACE

GOAL: Provide for a range of quality public services such as schools, libraries, and recreational facilities, public safety/emergency services and ensure the adequacy of same to accommodate existing and future populations.

Redevelopment And Other Proposed Projects Following 2008 MSA Draft

At the time of petition for Plan Endorsement and Master Plan adoption in 2007, there were several projects being planned or designed at the time that were expected to have a significant effect on Dover's future. These projects include bridge replacements for Prospect Street and Salem Street, transit-oriented development near Dover Station, and redevelopment along Bassett Highway. While both developments will bring additional traffic, they also bring opportunities. Below is a brief description of planning and design efforts following the 2007 Master Plan Update and petition for Plan Endorsement, as well as updates as of 2022 for each of the aforementioned projects:

~ROUTE 46 – SECTIONS 7L & 8K

(2007) – “This project will widen and realign Route 46 from Princeton Avenue to the west to Pequannock Street to the east. The work consists of the replacement of the two Route 46 bridges over the Rockaway River & NJT Railroad and the Morristown & Erie Railway with the creation of a grade level T-intersection with Route 15 (Clinton Street). The proposed T-intersection will allow direct access between Routes 46 and 15 in all directions. The intersection will be signalized and will maintain two through travel lanes in each direction. The eastern project limits include the intersection of Route 46 with North Sussex Street. A pedestrian crosswalk connecting the eastern side of North Sussex Street at the intersection with Route 46 should be included in the project.”

(2022) – *In 2011, the intersection of Route 46 and Route 15 was reopened and realigned as part of the project. Currently, Route 15 intersects the northbound side of Route 46 at-grade and is controlled by a lighted*

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intersection. The crossing of the Routes prior to construction was not at-grade as Route 46 overpassed Route 15. Route 15 now dead-ends along the southbound side of Route 46 as there is no at-grade crossing. As of 2022 the pedestrian crosswalks have been re-striped along Sussex Street spanning Route 46.

Future Consideration – Following the improvements that have taken place along Route 46, it has been brought to the Town's attention that the intersection of Route 46 and Park Heights Avenue is a future opportunity to improve alignment of the Town's corridors in the future. Currently, the residents of Park Heights Avenue do not have a direct route to follow in order to travel westbound on Route 46. Thus, the Town hopes to coordinate with NJDOT following this self-assessment in order to execute another alignment project, similar to the Route 15-Route 46 re-alignment in order to improve access to the state highway for these Dover residents.

~SALEM STREET BRIDGE REPLACEMENT

(2007) – “This project is currently undergoing preliminary design by NJDOT. The project will replace the existing bridge carrying Salem Street over the NJT Morristown Line (just south of Blackwell Street). The bridge replacement would use the existing alignment and would alter the intersection of Blackwell Street and Salem Street to include two northbound lanes on Salem Street for separate right, and shared right and left turn lanes.”

(2022) – Construction and replacement of the bridge was completed in late 2009. The \$11 Million project includes construction of a new, 115-foot-long steel bridge with one travel lane and shoulder in each direction. The structure also includes sidewalks, safety railings and improved lighting and traffic signals.

~PROSPECT STREET BRIDGE REPLACEMENT

(2007) – “The proposed improvements at Prospect Street consist of replacing the existing bridge carrying Prospect Street over the NJT Morristown Line (just south of Blackwell Street). The project has already been carried through Feasibility Assessment and detour routes have been established. The project is in the Draft 2007 TIP for Preliminary Design.”

(2022) – The Prospect Street Bridge replacement and rehabilitation took place in 2015/2016 and the rehabilitated bridge was re-opened in May of 2016. The project replaced the superstructure and deck, and performed repairs to the substructure of the structurally deficient bridge. The new structure has two 12 foot, 6 inch lanes in each direction with an 8 foot, 6 inch sidewalk along either side.

~TOWN OF DOVER TRANSIT-ORIENTED DEVELOPMENT PLAN

(2007) – “Dover, its leadership, and its residents, through an extensive input process, feels that great opportunity exists within the Downtown business district. This area of Dover is so important that the Town decided to study it intensely. To run concurrently with this Master Plan review, the Town commissioned a plan entitled The Town of Dover Transit- Oriented Development Plan. The plan, appended to the Master Plan, breaks the Downtown and Station Area into (8) eight subareas and performs a detailed analysis of existing land use, zoning and how new

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development should be designed, coordinated, and connected into the existing business district, while maintaining a strong relationship with the surrounding community. The 'Town of Dover Transit-Oriented Development (TOD) Plan' is a detailed plan for the downtown and station area that will be coupled with Dover's Master Plan. The TOD Plan suggests how new development should be designed, coordinated, and connected into the business district, while maintaining a strong relationship with the surrounding community. Recognizing that Dover Station is a catalyst for new development, the TOD Plan provides conceptual development scenarios and development regulations."

(2022) –

The Town's Governing Body adopted a Resolution on August 9, 2006, declaring all land within the municipal boundaries of the Town of Dover as meeting the statutory criteria for designation as an "Area in Need of Rehabilitation" as defined in the LRHL. This declaration was based on the fact that more than 50 percent of the housing stock is at least 50 years old, and the majority of the water and sewer infrastructure is at least 50 years old and is in need of repair or substantial maintenance. Based on that designation, the Town issued an RFP in March of 2014 for redeveloper proposals for seven Town-owned surface parking lots (identified as "Parcels 1-7") within walking distance of the train station, with a return date of May 16, 2014. Proposals were received from three respondents, all of which were interviewed. Capodagli Property Management Company was designated as the Redeveloper for Parcels 5 and 6 (P5 and P6) and Pennrose Properties was designated as the Redeveloper of P1, P3 and P7. Redevelopment Plans were adopted for Parcel P1 and for Parcels P5 and P6. Both redevelopment projects are built and occupied.

As described in the project, the Dover TOD Plan is a multi-area and multi-phase project with many moving parts. For some time following the adoption of the TOD plan and prior to this petition for Plan Endorsement, the Town and NJTRANSIT were in a standoff over some properties that were included in the TOD Plan, though these issues have been resolved as of 2022. The Town would like to pursue the adoption and implementation of an Overlay Zone encompassing the TOD Area in order to actualize development through zoning regulations and changes. The Dover Parking Utility describes these parking lots by their letter designations as follows:

- Lot A: Block 1213, Lot 2. = 143+ Parking stalls along the Dover station (Parcel 7)
- Lot B: Block 1803, Lot 11 = 302 Parking stalls (Parcel 3)
- Lot C: Block 1219, Lots 4 & 6 = 85 Parking stalls (Parcel 2)
- Lot D: Block 1219, Lot 2 = Development has been completed (Parcel 1)

Lot D (Parcel 1) was ultimately redeveloped by Pennrose Properties as a multifamily affordable housing development with Veterans Preference that was the centerpiece of Dover's Settlement Agreement with the Fair Share Housing Center. However, Pennrose Properties reported that the deed restriction/easement held by New Jersey Transit for commuter parking, carried over from the acquisition of Lots A-D by the Town from the Erie-Lackawanna Railroad, took two years to resolve and the total cost to release the easement amounted to 1.2 million. That amount includes a \$425,000 payment negotiated after 21 months paid to the Town and then paid to NJT just to close the release of easement. Additionally, a nonnegotiable \$5,000 annual service fee was

imposed. These costs to the Redeveloper were unanticipated and reduced the budget available for project amenities for a project designed and intended for Veterans. This deed restriction/easement has been the principal impediment to advancing TOD in Dover. Pennrose was designated to redevelop a TOD project on Lot B (Parcel 3) but abandoned the project based on their experience with the Veterans housing project on Parcel 1.

The NJ Transit Maintenance Yard on Block 510, Lot 6 lies between Lot B (P3) and the railroad ROW (see Figure 1). It is listed on the Tax Map as 1.69 acres in area and has been identified as a redevelopment opportunity in conjunction with Lot B (Parcel 3) if its function can be either eliminated or relocated.

The following commuter parking lots have been identified that contribute to the TOD village buildout and their status as an issue in 2022:

Lot A: Block 1213, Lot 2. = 143+ Parking stalls along the Dover station

Deed restriction also poses issues for a potential E Dickerson Street extension

Transit Storage Yard: Block 510, Lot 6 = approx. 1.9 acres

Currently used by NJTRANSIT as a storage/maintenance yard. Town would like to propose the relocation of this storage/maintenance area to a nearby property

Lot B: Block 1803, Lot 11 = 302 Parking stalls

~~Transit Storage Yard and Lot B are top priority for the Town in terms of the potential future development and buildout potential~~

Lot C: Block 1219, Lot 6 = Currently Parking Stalls (Town-Owned w/ Deed Restriction)

Lot D: Block 1219, Lot 4 = Currently Parking Stalls (Town-Owned w/ Deed Restriction)

Lot D: Block 1219, Lot 2 = Development has been completed (Pennrose Development)

Future Consideration –

The successful redevelopment of two of the seven surface parking lots near the train station for higher density residential redevelopment is indicative of the implementation of the Town's commitment to TOD. Dover continues to be prepared to use redevelopment powers under the Local Redevelopment and Housing Law to fashion public-private partnerships (P3 agreements) based on redevelopment plans that apply the adopted Form Based Code for the downtown, customized to fit specific sites. The objective continues to be to further increase the full-time population of the downtown within walking distance to the train station, thereby minimizing reliance on the automobile and associated parking.

As a strategy for reducing parking demand, Dover is committed to the incorporation of Transportation Demand Management (TDM) in future redevelopment plans and P3 agreements, inclusive of the employment of developer sponsored paratransit (shuttles) to and from the train station. To the extent feasible within existing street cartways, without reducing sidewalk widths and street parking needed by local businesses, Dover will commit to pursuing grant funds for design concepts and implementation of bicycle mobility improvements in

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the portion of the downtown within a half mile of the train station. It will also explore the pursuit of grant funding and P3 opportunities to rehabilitate and revitalize the train station building to make it an amenity for rail travelers and the neighborhood. Such P3 opportunities would include the increase of available parking to accommodate commuters that are outside of walking or cycling range through the construction of a parking structure over the existing surface lot at Parcel 7 (Lot A). It is understood that the capacity of such a parking structure would be linked to compensation for a reasonable number of parking spaces to be determined by current use by commuters in Lot B, based on current kiosk data, and an estimate of future need by commuters originating outside of Dover municipal boundaries.

~~Following adoption of the TOD Plan, the Town has identified the potential for Zoning for Accessibility (ZFA) in this portion of Dover in order to spur development in coordination with the TOD. The Town hopes that, once an overlay zone of the TOD has been adopted, a concurrent adoption of a ZFA will follow in order to incentivize access-focused developments and improvements in this central part of the Town.~~

~BASSETT HIGHWAY REDEVELOPMENT PLAN

(2007) – “The Bassett Highway Redevelopment Plan Area (BHRPA) is approximately 18 acres, with some of the properties located in a 100-year flood hazard area and some properties jointly situated in the Blackwell Historic District. The plan area is characterized by excessive surface parking partly in disrepair and largely undefined areas of asphalt between the edge of the Rockaway River and the rear of commercial buildings fronting Bassett Highway. The Redevelopment Plan requires the creation of a Riverfront Park to be situated along the southerly bank of the Rockaway River, and provides design standards that utilize traditional neighborhood design principles to help conserve environmental resources and further strengthen the sense of community in Dover. While the original Redevelopment Plan provides standards for typical street cross-sections and parking requirements, it did not address circulation within the site or its integration with Dover's existing network.”

(2022) – The most recent revision that was issued for the BHRPA was passed in October of 2017 via Ordinance 26-2017. The reason for this revision was due to the amount of time that had passed since the adoption of the Town as a whole as an Area in Need of Rehabilitation. Ordinance Number 26-2017 specifies that the passing of N.J.S.A 40A:12A-7a prompted the Town to re-examine the initial plan for the BHRPA in order to ensure that the plan is up to then-current standards at the state level. The following developments that contribute to the BHRPA include the following:

- 95 Apartment Units, 7 Townhomes along Prospect Street within the BHRPA – Approved for a nine-story building which then steps down to five stories as the building approaches the area's W Blackwell Street frontage
- 107 Bassett Highway (Block 1201, Lot 6.01), where construction on an indoor recreation facility has begun
- 11 Townhomes at 90 Bassett Highway (Block 1204, Lot 1)

2018 Master Plan Reexamination

Status of Major Issues & Objectives Outlined in The 2007 Master Plan

In 2018, Dover adopted its most recent Master Plan Reexamination Report. Among other focuses, the 2018 Reexamination Report aimed to identify the major issues and objectives outlined in the 2007 Master Plan Update and provide the extent to which those issues have been addressed. Issues relating to Land Use Planning, Regional Planning, Redevelopment, and specific sites throughout the Town were all specified in 2018. As part of this Municipal Self-Assessment, the Town aims to provide a second status update on those issues four years later. The following is a series of status updates to those issues identified in the 2018 Master Plan Reexamination:

Extent to Which Issues & Objectives Have Been Reduced/Increased – Regional Planning

Resiliency – The last piece of the regional planning puzzle lies in the Rockaway River, a great resource both to the town and to the region at-large. Ensuring that efforts both in regional recreational opportunities, as well as solutions to flooding are critical to the well-being of this valued resource and must remain a regional effort. As Dover redevelops, its planning efforts have recognized the need to recapture the waterfront for not only aesthetic and passive recreational opportunities, but natural resource protection as well. This is still a goal and an ongoing process that presents opportunities at almost every turn.

Extent to Which Issues & Objectives Have Been Reduced/Increased – Land Use Planning

Transit Oriented Development – The Town commissioned a plan entitled The Town of Dover Transit-Oriented Development (TOD) Plan in 2006. The plan, appended to the 2007 Master Plan, breaks the Downtown and Station Area into (8) eight subareas and performs a detailed analysis of existing land use, zoning and how new development should be designed, coordinated, and connected into the existing business district.

The future of TOD in Dover remains in question as a significant portion of land necessary to achieve total success lies in the control of NJTRANSIT. Changes in state administrations and the commitments made to TOD have fluctuated. Notwithstanding state support, the Town continues to take proactive measures with regard to redevelopment and public parking, which will be described in more depth herein. As of 2022, Dover still envisions a TOD build out with the potential of adding areas to address. Some areas include Parking lot "B", as well as the storage yard located at 126 E Dickerson Street, which has been determined as an ideal storage yard location for transit.

Affordable Housing – Dover was the first municipality in Morris County to successfully settle its affordable housing with the Fair Share Housing Center. The Town has been consistent and extremely proactive in the delivery of affordable housing for Dover residents since the time of the initial 2008 MSA draft when COAH regulations were still the standard for municipal affordable housing obligation calculation. Since the COAH model is no longer the accepted method, the Town has since negotiated and agreed upon a satisfactory affordable housing standard in Dover with Fair Share Housing Center and adopted a Housing Plan and Fair Share Housing Plan in 2016. In 2021,

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the Town successfully coordinated with developers to construct a 71-unit affordable project, which has fulfilled a major element of the Town's Affordable Housing obligation. This development comes in the form of the Pennrose Properties Veterans Housing Development, a 1.183 acre parcel bounded by Prospect Street, Chestnut Street and Thompson Avenue near the center of the Town at "**1 Thompson Avenue**".

Parking – Issues related to parking continue to be addressed with the assessment of parking needs and strategies, as well as how new technology and laws may play a role. The Town is also examining the creation of a PILOP (Payment in lieu of parking) system. The purpose of this would be to recognize that there are many smaller potential redevelopments in the downtown area that are existing buildings that have no ability to provide off-street parking on their own. As of 2022, the Town is still in the process of appointing a Parking Consultant to address these issues and changes. The Town has shifted to recognize that parking-related issues may be mitigated by providing other means/modes of transportation - I.E bike lanes and on street permit parking.

In addition to the above, an important issue to explore within regional planning discussions lies within the system of NJTRANSIT. Being a terminal station along the Morris & Essex Line, as well as a host to a rail-yard, Dover is an important cog in the regional transportation system. However, a balance must be found between the needs of the host community and the operator of the system. That balance must include a rational approach to commuter parking juxtaposed against what transit-oriented development brings the transit system. While Dover could meet a lot of different, and often competing needs of the system, it must be allowed to redevelop its parking areas to strengthen its economic position, while recognizing the parking needs of the transit system in sensible ways. Historically, NJTRANSIT has not fully embraced this approach from a real estate aspect in Dover. In the future, the nature of the longstanding issues between the Town and NJTRANSIT should be considered for future development projects.

Gateways, Greenways, and Civic Spaces – Several efforts are being made with regard to this Master Plan item. A key goal within this objective is realizing the Town's ability to purchase property that has high real estate value and partnering with property owners through redevelopment to ensure public amenities are built into new redevelopment project. This is how Meridian Transit Plaza was realized. Efforts like this continue to be held as models for future efforts in the Town.

Rt 46 – McFarland Avenue – This auto dependent corridor could benefit from zoning changes that could begin to make the district more pedestrian friendly but also aesthetically pleasing as well. As of 2022, this remained a goal for the Town.

Recommended Changes to Master Plan & Development Regulations – Issue in Need of Address

Area 1 – Area 1 encompasses the existing St. Clare's – Dover Hospital Campus property and some adjacent residential uses. In 2017, these properties fell within the R-1 (Single Family) Zone. R1 appeared to be an inappropriate zoning for the hospital property at the time. As of 2022, permitted conditional uses in the R-1 zone have been amended to make hospitals and medical centers a permitted use.

Area 2 – Area 2 consists of the current C-2 (General Commercial) and C-3 (Light Industrial-Commercial) Zones along the Rt. 46 corridor. For decades, these zones prohibited retail type uses in an attempt to protect the downtown business district. This philosophy has long since faded with time and consideration should be given to permitting retail type uses along the corridor that are appropriate for the corridor and surrounding neighborhoods. With many small lots, consolidations and/or cross-access easements should be encouraged whereby surrounding neighborhoods are afforded the change to access retail goods and services without having to make their way to the Downtown. As of 2022, these recommendations remain valid as not much change has taken place. Various applications in front of the zoning board have been approved for retail uses, though the addressing of issue remains a goal for the Town.

Area 3 – Area 3 is currently zoned IND-Industrial. Many years ago, there were industrial type uses in this area, but they are long gone. Use variance and site plans have been approved for other uses, including a Multi-Family Senior Housing development which was approved and constructed years ago. Other properties include Town Parkland for active recreation. Part of this area also includes the C-1 (Retail Commercial) Zone, which is the “left over” section from when the D4 Zone was created with the last Master Plan update. The existing uses in this area include everything from residential to commercial. While a new zoning designation may be appropriate, design standards that allow this transition to occur could be a priority rather than a focus solely on use. This item remains a goal for the Town as of 2022.

Area 4 – Area 4 is currently zoned IND – Industrial. Although a major portion of the east end is actually used for industrial uses, the westerly end along Monmouth Street is predominantly residential. This portion should be examined for a more appropriate zoning designation that ensure design integration, buffering and transition. This item remains a goal for the Town as of 2022.

Area 5 – Area 5 consists of the properties along the E. Blackwell St. corridor, east of the Rockaway River Bridge. It is currently zoned IND – Industrial. The properties lie in the Flood Hazard Area and Floodway of the Rockaway River, an area where industrial type uses should be discouraged. Most of the existing uses are varied and non-conforming to the IND Zone. The area should be rezoned accommodate the more appropriate uses for this flood prone area whereby open spaces and setbacks are utilized to ensure both protection from flooding and access

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to one of the Town's greatest assets, the River. This item remains a goal for the Town as of 2022.

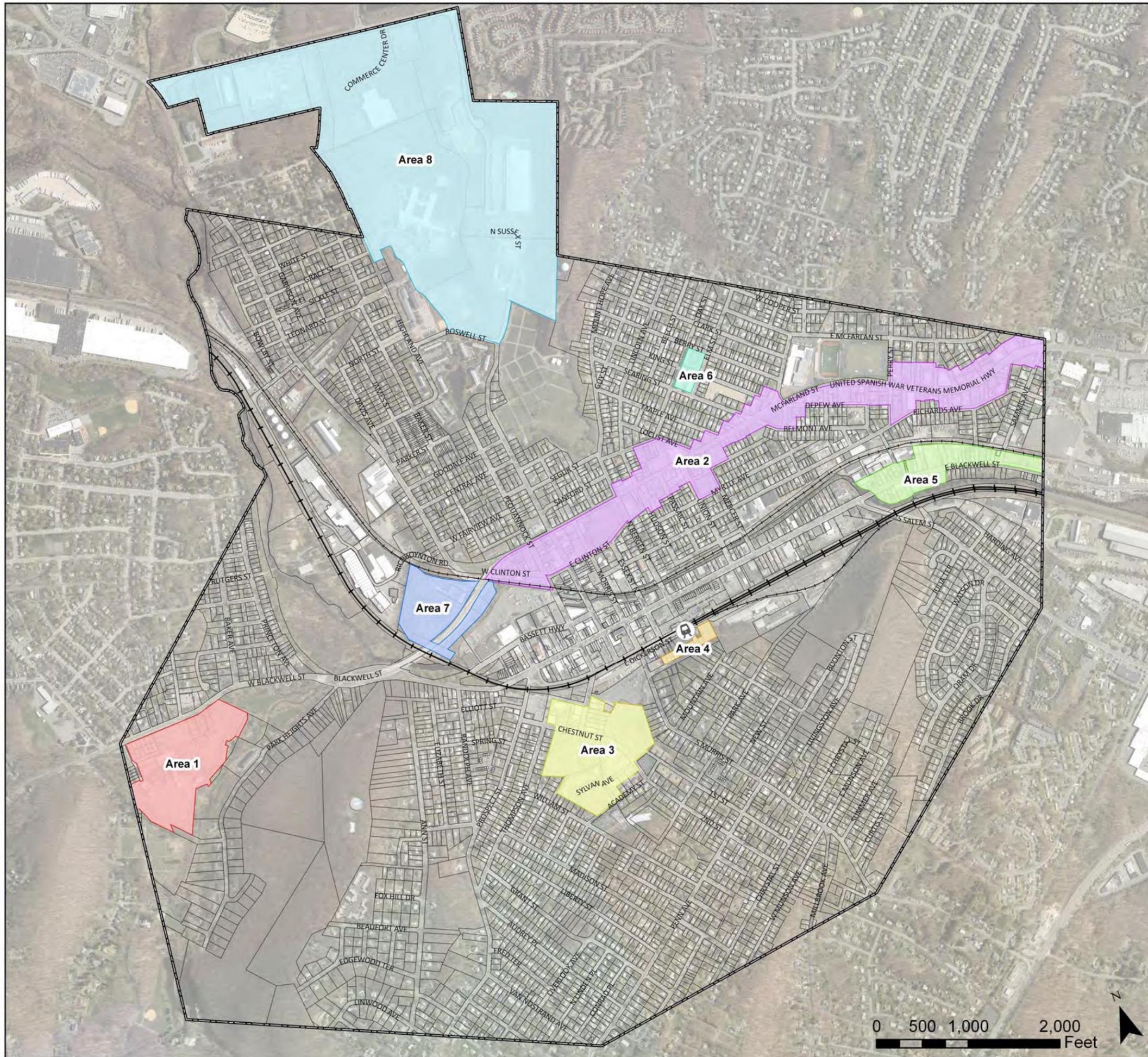
Area 6 – Area 6 has recently been designated an Area in Need of Redevelopment and a Redevelopment Plan has been adopted, Site Plan approved, and Redevelopment Agreement executed. The remaining IND Zone should be reexamined for extent and existing use conformity. As of 2022, the reexamination of this area has been confirmed by the Town.

Area 7 – Area 7 consists primarily of the existing Chevrolet Dealership and NJDOT Parcels along the Rt. 46 corridor between Rt. 15 and the Rockaway River. It currently lies in the IND Industrial Zone. While land use and traffic circulation patterns were expected to change in this corridor. The Rt. 46 bridge improvements and Rt 15 interchange has resulted in a safer and less congested condition for Rt. 15 south traffic. An analysis of the existing land uses and zoning should be considered as the current zoning designation is inappropriate and should be examined for change. The challenges set forth by the grade separations may require significant infrastructure investments that allow economic growth to be as equal a consideration as traffic movement. This item remains a goal for the Town as of 2022.

Area 8 – Area 8 consists of the existing IND/OP – Industrial Office Park zone and the RAD –Redevelopment Area District of the North Sussex St. Landfill Redevelopment. It also includes the Dover Public Works Garage and the King St. Recreation Complex. The North Sussex St. Landfill Redevelopment project will soon be completed. The portion along Mt. Pleasant Ave. consists of multiple large retail uses, a professional office building and the Casio World Headquarters. Behind the Casio property is the Dover High School. More appropriate zone(s) should be created in lieu of the current IND/OP – Industrial Office Park zone. Public-private investment opportunities may be an avenue whereby green infrastructure and industry collide. This item remains a goal for the Town as of 2022 as the area is still zoned within the IND/OP district.

Medicinal Cannabis – In 2021, New Jersey municipalities had the authority to permit or ban medical marijuana operations within their jurisdictions. In 2021, Dover and the Board of Alderman passed an ordinance to permit and regulate certain marijuana-related land uses and developments within the Town. The certain uses that were approved for development within the Town include retail and dispensary businesses and the ordinance did not permit classes 1-4 of cannabis cultivation and sale as found within the CREMM Act.

The following map is taken from the 2018 Master Plan Reexamination wherein the map is referred to as "Map D" and illustrates areas within the Town that, at the time, were deemed areas with 'Issues in Need of Addressing':



Issues in Need of Addressing Map (Map D)

Legend

- Dover Station
- Passenger Rail
- Freight Rail
- Municipal Boundary
- Tax Parcels

Identified Focus Areas

- Area 1
- Area 2
- Area 3
- Area 4
- Area 5
- Area 6
- Area 7
- Area 8

**2018 Reexamination Report
Town of Dover Master Plan
Morris County, NJ**

Sources: Town of Dover; Morris County (2018); NJDOT (2016)

1:13,000

October 2018



Recommended Changes to Master Plan & Development Regulations – Other Identified Active Development and Issues

Consistent with the 2007 Master Plan, all current Zoning Regulations should be revisited with respect to definitions, uses, criteria and names to make them more current as to what is versus what should be allowed and make them more up to date with current land use practices and standards. This item remains a goal for the Town.

Recommendations Regarding the Incorporation of Redevelopment Plans in Accordance with the “Local Redevelopment and Housing Law”

The area adjacent to the NJTRANSIT Maintenance Yard at the end of East Dickerson Street (Block 510, Lot 6). The Town would like to encourage NJTRANSIT to vacate this property which is used as a maintenance yard/facility. The Town has identified the nearby Block 1901, Lot 2, which is currently publicly owned, as a potential property for the transit agency to maintain equipment and a Redevelopment Designation would allow for this change of use to be more planned. This item remains a goal for the Town as of 2022.

The area in and around the Dover Tubular Alloy site along Route 15 Southbound. This item remains a goal for the Town as of 2022.

Block 1315 Lot 3 – A vacant restaurant parcel within the Route 46 corridor. The Redevelopment Plan for this area has been approved by the Planning Board as of June of 2021. As of 2022, it does not appear that construction on the Redevelopment Area has begun. Once completed, the site is proposed to feature ninety (90) apartment units.

Dover Sporting Goods site on Route 46, Block 2024, Lots 3 & 4. As of 2022, this site has been redeveloped into a retail establishment.

Block 2023 Lot 2-4 – Along the Route 46 corridor, a currently undeveloped contaminated site. This item remains a goal for the Town as of 2022.

Block 1206 Lot 2,3,4,5 – Currently a vacant site due to a recent fire, which completely destroyed it. Redevelopment of this area remains a goal for the Town as of 2022.

Recent And Upcoming Development Activities

Redevelopment/Rehabilitation Areas

Dover is a "built-out" community where development opportunities take place in the form of in-fill, reuse and redevelopment projects. These limited opportunities elevate the status of new development applications, where it become critical to ensure the details of each project are carefully thought out and ultimately delivered.

The following are the existing Redevelopment and Rehabilitation Areas in the Town as well as updates regarding the project status as of 2022:

- **(Redevelopment Area) North Sussex Street Landfill Redevelopment Plan - RAD District** – This Redevelopment Plan was completed following the adoption of the Town's 2018 Master Plan Reexamination. The final phase of implementation for this Redevelopment Plan came in the form of a "CUBE SMART" Self-Storage development.

(2022) This Redevelopment Area has completed its goal for development at this time.

- **(Rehabilitation Area) Bassett Highway Redevelopment Plan** – Amended in October 2017, the Bassett Highway Redevelopment Plan has seen several projects under review, with one project approved but yet to be built. Arguably the area with the most redevelopment potential, the area encompasses the northern portion of the downtown along the Rockaway River. As discussions continue surrounding larger developments within this area, the Town has completed the construction of a new LDS Church, as well as preliminary and final site plan approval for the Bassett River Apartments. Those apartments are approved for 96 units and 7 townhouses for ownership. In 2017, the Town identified one of the properties in the Rehabilitation Area as a "lynchpin" parcel, due to the belief that the property's development would unlock the remaining parcels and allow for the market to absorb the cost of the remaining properties under private ownership. The property, located at Block 1201, Lot 6, was given the name the "Barnish" parcel.

(2022) The Town still has yet to produce a developer for the "Lynchpin"/ "Barnish" parcel portion of the redevelopment plan.

- **(Rehabilitation Area) Scattered Site Redevelopment Plan** – A parcel within this plan, designated as Subarea 3, is hampered by floodplain issues and needs more thorough review in light of DEP floodplain and stream encroachment issues. The Town has been in talks with the redeveloper as additional properties have been added to this location which will make it feasible to gain access out of the floodplain during a flood emergency.

Considering this is a scattered sites Redevelopment Area, the redevelopment of these properties are disconnected by nature. The identified property facing floodplain issues was projected to have a completion date of 2024 and the subarea would feature a multi-story residential building with parking on the ground floor of the property

(2022) This redevelopment has not yet taken place.

- **(Rehabilitation Area) Redevelopment Parcel P-1 Redevelopment Plan** – This Redevelopment Area falls under the same longstanding issues that the Town had been facing with their coordination with NJDOT on the development of a TOD. The location of the Redevelopment Parcel P-1 can be found in the map below

(2022) The Redevelopment Parcel P-1 has been redeveloped since the adoption of the Redevelopment Plan with the *Pennrose Properties Veterans Housing Project* mentioned in the

above “Housing Projections – Fair Share Housing Plan” subsection and the housing community was opened in October of 2021 on Lot 2 in the Redevelopment area.

- **(Redevelopment Area) Guenther Mill Redevelopment Plan** – In early 2016, the Town was approached by a developer to remake and remodel the Guenther Mill on King Street. At the time of the last Master Plan Reexamination, construction on the site was underway.

(2022) The property features a similar building footprint as the Mill did prior, but the exterior of the building has been revitalized per the Redevelopment Plan and the interior of the building features several commercial tenants across two (2) buildings, Building A and Building B.

- **(Rehabilitation Area) Redevelopment Parcel P-3 and P-7** – Redevelopment Parcel P-3 includes Block 1803, Lot 11. Redevelopment Parcel P-7 includes Block 1213, Lot 2. The 2018 Master Plan Reexamination that was adopted indicates that the Redevelopment Study for the two Redevelopment Parcels had yet to be endorsed by the Planning Board at the time. Boundaries and locations of both Redevelopment Parcels P-3 and P-7 can be found below.

(2022) The Redevelopment Parcel P-3 has yet to be redeveloped as the P-3 Parcel still functions as a parking lot that is owned by the Town. The Redevelopment Parcel P-7 has yet to be developed as the P-7 Parcel still functions as a parking lot that is owned by the Town

- **East Blackwell Street** – Redevelopment surrounding this area was contemplated as part of the 2007 Master Plan Update. An area of conflicting land uses, it is an area that is a gateway to the Dover Downtown. Numerous parcels in divergent ownership, the area could benefit from strong design standards and financial incentives, especially given the floodplain impacts associated with the Rockaway River.

(2022) Redevelopment of this area has not yet completed. This goal persists as something the Town would like to continue to work towards and develop.

- **Dover South Station** – The area's location adjacent to the Dover Station allows for tremendous opportunity. It is the hope of the Town that regional market pressures will eventually facilitate the ability to construct the site as envisioned by Dover's Transit-Oriented Development plan, adopted in 2006. Given parking demands and the area topographic challenges, Redevelopment was a tool the Town contemplated to ensure financial feasibility and creative design.

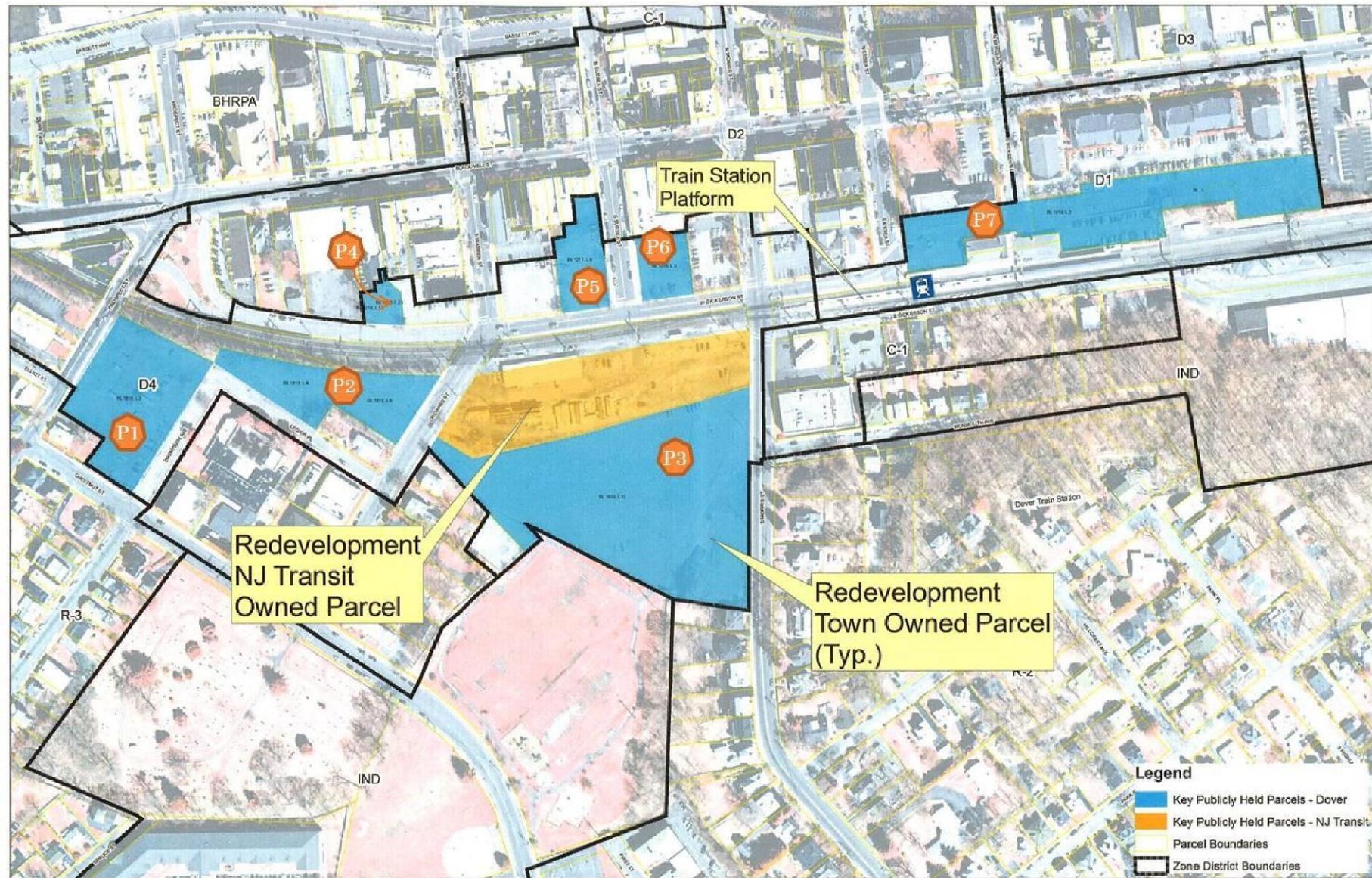
(2022) Following the initial MSA Draft in 2008, there have not been redevelopment projects that have been performed in this part of the Town.

- **The Route 46 Corridor** – A mix of auto-driven land uses with some conflicting land uses, such as an abundance of auto-related businesses, a comprehensive plan to sort out these land uses while working with the state to calm the roadway from a safety and aesthetics perspective was contemplated. The interface with the surrounding neighborhoods is also an important consideration, particularly in the downtown area as Route 46 divides the neighborhoods to the north from the Town's commercial core making pedestrian and bicycle access difficult. This is still in the process – DOT has implemented some safety upgrades for street crossings. Auto driven land uses are still an issue Dover would like to address.

(2022) Following the initial MSA Draft in 2008, there have not been any substantial redevelopment projects that have been performed in this part of the Town.

The following map was prepared by the Town of Dover engineering department in 2012 which shows the location of the above-mentioned P-1, P-3, and P-7 Redevelopment Parcels:

DOVER DOWNTOWN REDEVELOPMENT REQUEST FOR PROPOSALS



Downtown Dover Publicly Owned Redevelopment Opportunities



Parking ~~Authority~~Utility

Regardless of whether Dover, through its planning efforts, reduces the dependency of the automobile through its land use practices, it will need to be proactive in how it delivers parking for its businesses, community groups, commuters, visitors and residents. As such, it has been recommended that ~~the Town coordinate with its~~ Parking ~~Authority~~Utility be created to effectively:

- Balance the needs for public parking with Downtown business
- Negotiate the parking deficiencies of planning and zoning applicants- particularly in the Downtown.
- Facilitate discussion on the need to update parking planning.

Specific recommendations for parking are included in the Transit Oriented Development Plan (TOD). In essence, these recommendations are laid out in more detail because of the inclusion of commuter and municipal parking needs as they relate to transit and transit friendly development (i.e. the downtown). Otherwise, parking will be governed by the standards in the zoning section of this plan and such, the importance of a working Parking Authority is critical when development applications come forth that are unable to provide on-site parking. This is especially evident in the Historic District where many sites do not have dedicated on-site parking and applications before the Planning or Zoning Board meet difficulties because of the situation. Parking should not be an impetuous to reuse of structures in the Downtown, hence the need for an authority that can negotiate "shared" arrangements.

Potential Circulation Changes & Opportunities

Through the process of completing this Municipal Self-Assessment, Dover has identified several areas that may be the sites for improvement following Plan Endorsement. There are primarily two (2) areas within the Town where issues have been identified though there are no plans currently in place that would work to alleviate those issues. Dover believes that coordination or involvement with NJDOT may be needed in order to solve the apparent issues. One of these areas is along West Dickerson Street in the middle of Town. The other area where the Town has identified issues is along US Highway 46 between the intersections of Belmont Avenue & US 46 and Sammis Avenue & US 46. Details about these issue areas are as follows:

Dickerson Street

This area of the Town has been identified as an opportunity for circulation improvements due to the commercial viability and success of Blackwell Street. Currently, the Dickerson Street right-of-way mostly serves as an avenue that connects commuters to several parking facilities south of the street. Thus, the majority of vehicular traffic

Town of Dover- Municipal Self-Assessment

can reasonably be assumed to be travelling eastbound. The Town has identified that this corridor would be a prime candidate for a circulation change that could convert Dickerson Street to a one-way avenue that would feature street parking on the current westbound traffic lane that would also include more pedestrian and bicyclist facilities. Furthermore, the Town has identified that, with the expanded parking and multi-modal transit on Dickerson Street, the northern edge of the Dickerson Street right-of-way can accommodate dense commercial development which would function as a continuation of the Blackwell Street commercial corridor.

The main pillars of this circulation change and development opportunity are as follows:

1. Convert West Dickerson Street to a one-way street traveling eastbound.
2. Implement more street parking in the existing westbound travel lane.
3. Implement more pedestrian and cyclist facilities.
4. Develop the northern side of Dickerson Street with more commercial uses, building the commercial density within the Downtown which would be compatible and complimentary to the Town's TOD Plan.
5. Consider mixed-use development due to the area's proximity to the train station. Pedestrian access easements for those coming from Blackwell Street should also be considered.

This area that may be the site of potential improvement in the future was identified as Subarea 5 in the 2016 TOD Plan that was adopted. While there was a massing study that was done during the drafting of that Redevelopment Plan, the Town sees the potential for the future development that has been described above as a viable option as well. The massing exhibit that was produced as part of the 2006 TOD Plan can be found below.

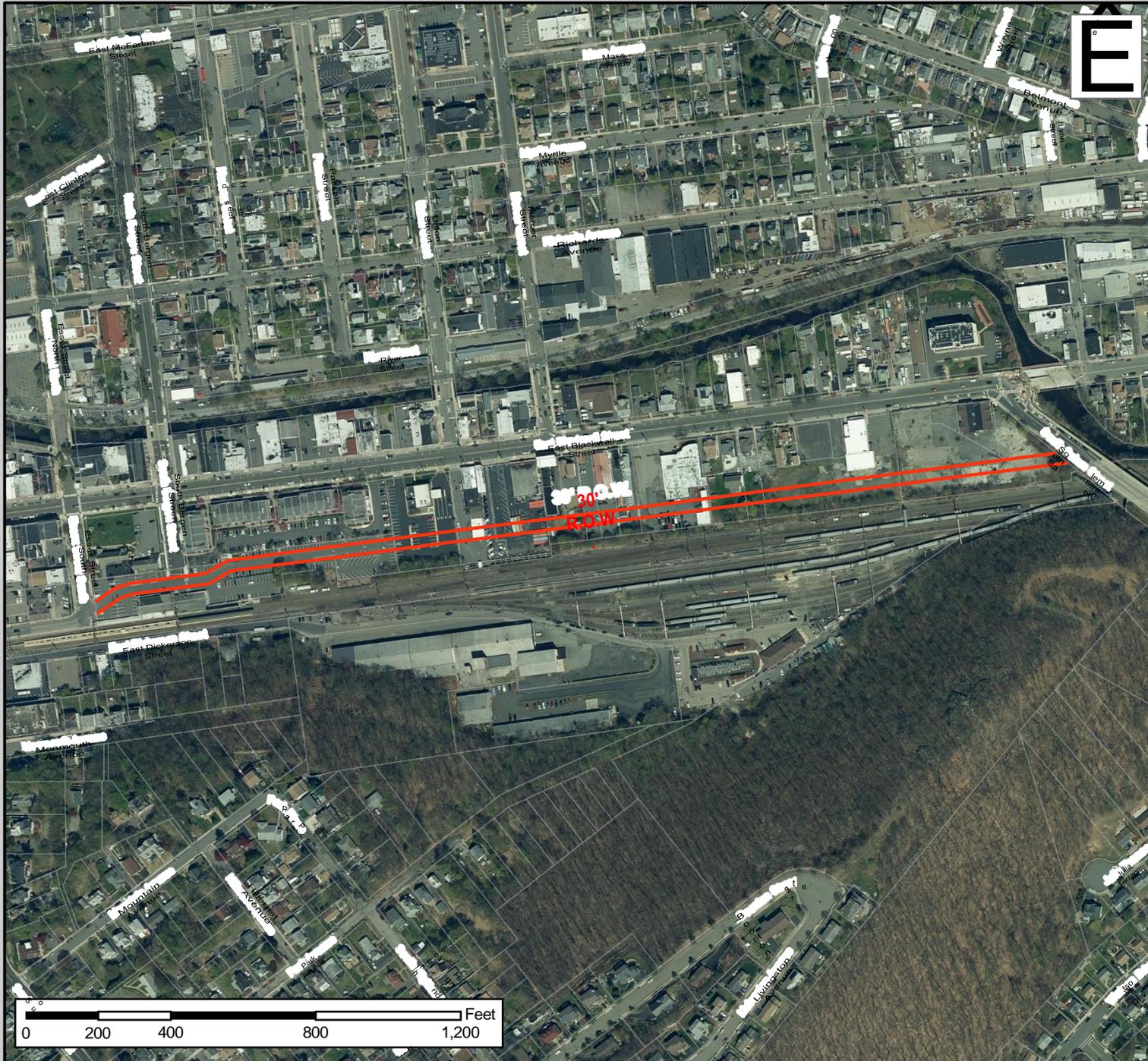
~~The Town has also envisioned the potential for a highly conceptual property acquisition which may extend the Dickerson Street right-of-way through existing properties towards South Salem Street. The Town has recognized that East Blackwell Street is a corridor in Dover that can accumulate high traffic volumes at peak hours. Thus, as a continuation to the above Blackwell Street improvements, Dover would like to explore and coordinate a property acquisition of portions of properties in Block 1902 in order to establish a new Public Right-of-Way and effectively 'continue' East Dickerson Street eastward, potentially until the new R.O.W. intersects the South Salem Street R.O.W. While there is no plan in place at this time, this ROW extension is an idea the Town would like to examine further should Plan Endorsement occur. A more comprehensive study would be needed in order to actualize these plans which also may include feasibility studies, design charrettes, community visioning meetings, and other public forums in order to examine the potential for this conceptual idea.~~

The massing exercise that was done per the 2006 TOD Plan and the aforementioned Dickerson Street R.O.W. continuation are as follows:



FIGURE 6
SUBAREA 5 MASSING DETAIL | MAP





CONCEPTUAL E DICKERSON STREET ROW CONTINUATION

TOWN OF DOVER
MORRIS COUNTY
NEW JERSEY

Legend

- Conceptual E Dickerson ROW Continuation

DELETE FROM DOCUMENT

Source:



CONSULTING & MUNICIPAL ENGINEERS

3141 BORDENTOWN AVENUE, PARLIN, N.J. 08859
1460 ROUTE 9 SOUTH HOWELL, N.J. 07731
3759 ROUTE 1 SOUTH SUITE 100, MOSMOUTH JUNCTION, NJ 08852
ONE MARKET STREET SUITE 1F, CAMDEN, NJ 08102

WWW.CMEUSAL.COM

| DATE | SCALE | LAST REVISED | CREATED BY |
|----------|-------------------|--------------|------------|
| 09.15.22 | 1 inch = 400 feet | N/A | PVB |

US Highway 46 (between Belmont Avenue & Sammis Avenue)

As part of this Municipal Self-Assessment, Dover has identified that there are a number of intersections along US-46 in town that may present unsafe driving and pedestrian conditions for vehicles merging onto the highway. The Town has identified ten (10) intersections that should undergo a Traffic Safety Study by NJDOT due to the potentially unsafe conditions at these intersecting points. These intersections are as follows and are defined by a number of characteristics herein identified:

1. Belmont Avenue & US-46

- a. Non-lighted intersection with potential for impeded sight triangle for vehicles making a left to go Westbound due to road curvature combined with high speeds on US-46.

2. Wayne Street & US-46

- a. Non-lighted intersection with potential for impeded sight triangle for vehicles making a right to go Eastbound due to road curvature combined with high speeds on US-46.

3. Trenton Street & US-46

- a. Non-lighted intersection with potential for impeded sight triangle for vehicles making a right to go Eastbound due to road curvature combined with high speeds on US-46.

4. Schley Street & US-46

- a. Non-lighted intersection with potential for impeded sight triangle for vehicles making a right to go Westbound due to road curvature combined with high speeds on US-46.

5. Simms Street & US-46

- a. Non-lighted intersection with potential for impeded sight triangle for vehicles making a right to go Westbound due to road curvature combined with high speeds on US-46.

6. Beatty Street & US-46

- a. Non-lighted intersection with potential for impeded sight triangle for vehicles making either a right or left to go Westbound or Eastbound due to road curvature combined with high speeds on US-46.
- b. Topography of Beatty Street forces vehicles to move forward due to downward slope.

7. Ekstrom Street & US-46

- a. Non-lighted intersection with potential for impeded sight triangle for vehicles making either a right or left to go Westbound or Eastbound due to road curvature combined with high speeds on US-46.

8. Palm Street & US-46

- a. Non-lighted intersection with potential for impeded sight triangle for vehicles making either a right or left to go Westbound or Eastbound due to road curvature combined with high speeds on US-46.

9. Welsh Lane & US-46

- a. *Non-lighted intersection with potential for impeded sight triangle for vehicles making either a right or left to go Westbound or Eastbound due to road curvature combined with high speeds on US-46.*

10. Sammis Avenue & US-46

- a. *Non-lighted intersection with potential for impeded sight triangle for vehicles making either a right or left to go Westbound or Eastbound due to road curvature combined with high speeds on US-46.*

As noted above, the Town of Dover feels that these specific intersections may present unsafe conditions to drivers, pedestrians, and cyclists due to the natural shape of the road. While no formal study of the intersections has taken place, the Town has identified several issues with this section of the Highway and would need to coordinate with NJDOT on any interventions that may help to alleviate any issues identified in a Traffic Safety Study.

Statement Of Planning Coordination

Consistency With The State Plan

The State Planning Commission adopted the State Development and Redevelopment Plan (SDRP) on March 1, 2001. The SDRP contains a number of goals and objectives regarding the future development and redevelopment of New Jersey. The primary objective of the SDRP is to guide development to areas where infrastructure is available. New growth and development should be located in 'centers', which are 'compact' forms of development, rather than in 'sprawl' development. The overall goal of the SDRP is to promote development and redevelopment that will consume less land, deplete fewer natural resources and use the State's infrastructure more efficiently.

To achieve this goal, the State has designated Dover as a Regional Center.

New Jersey defines a regional center as a "compact mix of residential, commercial and public uses, serving a large surrounding area and developed at an intensity that makes public transportation feasible." Clearly, that definition fits Dover and future-planning efforts should follow the rough guidelines this designation offers.

The 2001 SDRP places Dover in a P1 Metropolitan Planning Area. Under this designation, Dover and other similarly designated areas are charged with the goal of providing for much of the State's future development and redevelopment. Yet, these actions are to be guided by larger policies. The following are the most pertinent examples of those policies.

- *Provide a full range of housing options through new construction, rehabilitation, redevelopment, and adaptive reuse.*
- *Promote development in urban cores and in the neighborhoods and areas around cores.*
- *Avoid the creation and promulgation of single use zones.*
- *Maintain and enhance a transportation system that capitalizes on high density development by encouraging the use of public transit systems, walking and alternative modes of transportation to link Centers and Nodes creating opportunities for transit oriented Redevelopment.*
- *Use open space to reinforce neighborhood and community identity.*

These policies set the stage for the Dover Master Plan, as future planning should take into account Dover's designation as a regional center for the state and an engine for economic, cultural, and social growth. Dover is not only consistent with State Plan policies and goals, it significantly advances them.

The Morris County Plan

The Morris County Master Plan is a combination of elements completed over the past several decades. The most recent element that has been adopted is the County's Land Use Element which was adopted in December of 2020. In that element, the County identified seventeen (17) Policy Objectives that can be applied on a municipal

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level. Of those Policy Objectives, Dover works to fulfil the following through the Town's planning practices, development/redevelopment, and existing/proposed land use patterns:

- **Promote the continued revitalization and redevelopment** of the County's established downtown centers and commercial corridors.
- **Encourage compact development patterns**, cluster development, and infill development, consistent with local goals, to reduce sprawl, mitigate environmental impacts, and to make improved utility and transportation infrastructure feasible and economical.
- **Support the creation of diverse housing types** that meet the needs of all age groups, income levels and lifestyles.
- **Encourage higher density and mixed-use developments in downtown areas**, near public transit, consistent with infrastructure availability and community goals.
- **Support the integration of a variety of open space/greenway, park and recreation opportunities throughout Morris County**, particularly in proximity to population concentrations, mixed-use areas, and major employment centers; support municipal efforts to expand and/or improve these opportunities.
- **Support local planning efforts that focus growth near existing and planned transit facilities** that expands the use of public transit, increases service along existing lines, and **that provides multi-modal transportation opportunities** between various land uses and communities.
- **Encourage municipal governments to coordinate the planning and redevelopment of commercial corridors**, particularly as concerns inter-municipal traffic impacts and to consider **the compatibility of adjacent land uses along municipal boundaries in their land use planning**. Facilitate intermunicipal communication, coordination and partnerships concerning significant land use issues and associated inter-municipal impacts, including, but not limited to traffic, stormwater, and incompatible land uses.

Additional Plans

~HIGHLANDS REGIONAL MASTER PLAN

The Highlands Regional Master Plan was adopted in July of 2008. Through passage of the Highlands Act, the New Jersey Highlands Water Protection and Planning Council (Highlands Council) was created and charged with the task of developing a Regional Master Plan to restore and enhance the significant values of the abundant and critical resources of the Highlands Region. The Act establishes a fundamental goal to protect, restore and enhance water quality and water quantity in the Region and includes important goals relating to the protection

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of agricultural viability, ecosystems, species and communities, as well as scenic and historic resources. The Master Plan includes goals specific to the Highlands Area's Planning Area, which Dover falls into. The goals of the Planning Area that Dover works to further through the Town's existing/proposed planning practices include:

- Promote the continuation and expansion of agricultural, horticultural, recreational, and cultural uses and opportunities.
- Encourage, consistent with the State Development and Redevelopment Plan and smart growth strategies and principles, appropriate patterns of compatible residential, commercial, and industrial development, redevelopment, and economic growth, in or adjacent to areas already utilized for such purposes; discourage piecemeal, scattered, and inappropriate development, in order to accommodate local and regional growth and economic development in an orderly way while protecting the Highlands environment from the individual and cumulative adverse impacts thereof.
- Promote a sound, balanced transportation system that is consistent with smart growth strategies and principles and which preserves mobility in the Highlands Region.

Being a fully developed municipality within the Highlands Region, the U.S Forest Service Report has little effect on Dover. In-fact, the Town is in a unique position to absorb some of the growth pressure associated with ~~persuasion efforts~~Highlands land use restrictions in its Preservation Area. Dover will continue to creatively use the tools provided by the Local Redevelopment and Housing Law to manage growth independently of the Highlands Council.

~TOWN OF DOVER COMMUNITY FORESTRY MANAGEMENT PLAN

Created in January 2005, the Dover Forestry Management Plan stands as an important guiding document when thinking about the creation of a new Master Plan. To that end the Forest Plan sets up the following goals relevant to this plan:

1. Develop and perpetuate beneficial shade tree and community forest resources.
2. Minimize conflicts between trees, sidewalks, and other infrastructure.
3. Preserve and protect existing woodlands, stream corridors, and other natural areas in a manner that maintains the character of the town, protects environmentally sensitive lands, maintains water quality, protect habitat, and provides scenic and recreational opportunities.
4. Reduce the extent of impervious ground cover.

These goals are important when thinking about both parks in Dover and the overall design of the community. Moreover, these goals generally fit into the state and county plans, making their adoption into the Master Plan appropriate.

~THE ROCKAWAY RIVER AND ITS TREASURED RESOURCES

A 1998 plan for the Rockaway River by the Friends of the Rockaway River Inc. also provides a final level of analysis about how to deal with one of Dover's great resources. The plan offers two specific recommendations for the Rockaway River within Dover's boundaries. The first is a riverfront revitalization proposal titled Dover Center. This idea would reinvigorate a section of downtown Dover, adding downtown parkland, new shopping, and office space. The second recommendation is a River Greenway extending along the river in Dover. Additionally, the plan offers more general ideas for the whole river region, such as historic spots to honor and remember the importance of the Morris Canal and the creation of a green buffer for the river.

Adjacent Municipalities

Dover is bordered by five different municipalities: to the north, Rockaway Township, to the southeast by Randolph Township and Victory Gardens Borough, to the southwest by Mine Hill Township, and to the west by Wharton Borough.

~WHARTON BOROUGH

The current zoning districts bordering Wharton are residential (R-1 and R-2) and industrial (IND) districts. These land uses generally match Wharton's current zoning along the border, where Wharton is zoned for Low-Moderate Density Single Family Residential (R-10), Regional Business (B-2), Mixed Business (MB), and Industrial/Distribution (I-3) uses along the shared municipal border. The municipalities share two important resources, the Morristown & Erie Railway and the Rockaway River. The Morristown & Erie Railway runs through both the Wharton I-1 zone and Dover's IND zone. The Rockaway River runs along the Wharton-Dover border before crossing into Wharton. While the zoning on both sides of the river is currently for industrial development, the river seems well buffered from nearby development.

~MINE HILL TOWNSHIP

The Mine Hill border that is shared with Dover is currently zoned for Single Family Residential (SF) uses. This zoning is compatible with the current Dover zoning along the shared municipal border, which is a mix of Single Family (R-1), Single Family (R-2), and Single Family/Steep Slope (R-1S). The Townships share two important environmental resources. Spring Brook crosses into Dover from Mine Hill; toward the Rockaway River and the County of Morris.

There are no changes that were proposed in Dover's 2007 Master Plan. The only point to note is that the Open Space and Recreation Plan from 2006 recommends stronger connections to Hedden Park. This will not negatively affect the surrounding municipalities as the connections are proposed to be pedestrian. Hedden Park is where Dover, Mine Hill, and Randolph converge.

~RANDOLPH TOWNSHIP

Comprising most of the southern border of Dover is the shared boundary with Randolph Township. Partially because of the size of its common border, the two municipalities share many important resources. The first are the vital transportation routes of S. Salem St, Millbrook Ave, and Prospect St. Each of these routes provides Dover with access to Route 10. As noted above, Dover and Randolph also share Hedden Park and Jackson Brook in the southwest corner of town. Dover has currently zoned most of the border with Randolph as a mix of residential zones:

Single Family (R-1), Single Family/Steep Slope (R-1S), and Single Family (R-2). Randolph's current zoning matches those in Dover, zoning most of the border residential: Residential-Multi Family (R-5), Residential-Single Family (R-2), and Residential-Single Family (R-3). R-5, the densest residential zoning offered by Randolph, buffers Dover's R-2 section. Therefore, it is important further investigate the true density along the border and reconcile this slight difference. Other zoning districts that are in Randolph include Industrial (I-1), Open Space/Government Use (OS/GU), and Professional Office/Residential (PO/R).

~VICTORY GARDENS BORO

Both sides of the small common border between Victory Gardens and Dover are zoned residential, indicating the two are compatible: Single Family (R-2) is the current zoning on Dover's side of the shared border, where multi-family is the current zoning district on Victory Gardens' side of the shared border.

~TOWNSHIP OF ROCKAWAY

North of Dover is Rockaway, which shares the largest common border with Dover. Dover and Rockaway share the use of Route 15 which provides Dover access to I-80. On the Rockaway side, the border is a complex patchwork of zones. The zones that Rockaway features include the Single Family Detached Residential (R-13), Residential/Professional (R-P), Highway Business (B-2), Regional Business (R-B), and Office Building (O-2) zoning districts. The northern tip of Dover contains a mix of Redevelopment Area District (RAD), Industrial-Office Park (IND/OP), General Commercial (C-2), and Single Family (R-2) zoning districts. These uses are generally complementary to the Rockaway zoning along the shared border, which has abutting business office uses and the Rockaway Mall. The Dover R-2 zone forms the southern boundary of the R-13 and RP zones in Rockaway, which contain the National Guard site. The RAD zone in Dover, however is adjacent to a residential multi-family zone in Rockaway, therefore future development should consider the surrounding residential makeup.

Land uses and zoning are consistent between these communities. The northeastern border between Dover and Rockaway has adjacent residential zones: R-2 and R-3 in Dover, R-13 in Rockaway and are compatible. Along the due east border, Rockaway and Dover share the Route 46 corridor. This link between the two municipalities is currently zoned C-2 in Dover and B-2 in Rockaway. While these current zones are complementary, it is

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important to note that any changes in Dover zoning should be considered in conjunction with Rockaway to ensure that any changes have the desired effect. The remaining areas along the eastern boundary between Rockaway and Dover are a mix of industrial and residential on both sides.

State, Federal & Non- Profit Programs, Grants And Capital Projects

The Town of Dover has been the beneficiary of numerous grant awards from the State and Federal government to fund municipal projects. The following is an account of the grants/ funding received by the Town.

YEAR -2004

- 1) NEW JERSEY DEPARTMENT OF COMMUNITY AFFAIRS, funding to prepare a transit-village redevelopment plan

Amount- \$60,000

OTHER FUNDING SOURCES POTENTIALLY BEING CONSIDERED (AS IDENTIFIED WITHIN THE 2007 MASTER PLAN)

| RESOURCES | PROGRAM DESCRIPTION | ADMINISTERED BY | ELIGIBLE ENTITY |
|--|---|---|---|
| Aid for Urban Environmental Concerns | The grant is designed to provide funding for the State's urban communities to enhance the environment in the urban settings. | DEP-Office of Business & External Affairs | Municipalities and Counties classified as Urban |
| Emergency Grant and Loan Fund | Provides emergency funding for capital preservation projects for historic properties | DCA-New Jersey Historic Trust | County, Municipal, Non-profit |
| Environmental Education Grants Program | Provides financial support for projects that design, demonstrate, or disseminate environmental education practices, methods or techniques. | USEPA-Office of Environmental Education | |
| Garden State Historic Preservation Trust | Provides two categories of matching grants to encourage the careful preservation, preservation and rehabilitation of historic properties. | DCA-New Jersey Historic Trust | County, Municipal, Non-profit |
| Green Communities Challenge Grants | To help local government agencies implement urban and community forestry projects; projects are provided under four themes: Development, implementation, tree maintenance, and research | DEP- Community Forestry Program | Municipal and county governments |
| Land and Water Conservation Fund | Funds are used for state planning and for state and local acquisition and development of state and local facilities that provide active and/or passive recreation opportunities | USDOI-DOI/National Park Service | |
| Livable Communities | Creation of a strategic investment plan; Improvements that support transit or transit ridership for bus, train, light rail or ferry; Streetscapes, traffic calming and implementation of context sensitive design strategies; Bicycle or pedestrian facilities; Parking and circulation; Landscaping/Beautification of transportation related facilities; Minor resurfacing and pavement rehabilitation associated with other activities as listed above but not to exceed 25% of the project | Department of Transportation- Local Government Services | Municipalities, counties |
| Municipal Aid Program- Bicycle Projects | Municipal aid given to projects that result in either the creation of a new independent bicycle facility or in making an existing roadway bicycle compatible; competitive process; in four districts | Department of Transportation- Local Government Services | Municipalities |

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| | | | |
|--|--|---|--|
| Municipal Aid Program- Pedestrian Projects | Municipal aid given in support of projects that will result in a safer environment for pedestrians | Department of Transportation- Local Government Services | Municipalities |
| National Recreation Trails Program | To provide financial assistance for developing and maintaining trails and trail facilities; trails can be for non-motorized, multi use and motorized purposes. | DEP- Natural Lands Management | Government and nonprofit land owners |
| New Jersey Tree Planting Grant | To positively impact local areas by planting trees on land owned or controlled by state, county or local governments by supporting and encouraging the development of Community Forestry Programs. | DEP-Community Forestry Program | |
| Open Space Trust | Long and short term open space acquisitions | Morris County | Municipalities |
| Park Improvement Trust Fund | Improvements to Park Facilities | Morris County Parks | |
| Partners for Parks | Facilitates Enhancement Projects to improve appearance and safety of parks | Morris Land Conservancy | Municipalities |
| Preservation Easement Program | Offers permanent legal protection to wide range of historic properties. | DCA-New Jersey Historic Trust | County, Municipal, Non-profit |
| Recreation and Park Departments Assistance | Assists community recreation and park departments with the initiation, development, administration and management of recreational sites, resources and programming | DCA-Housing and Community Development | Local government, recreation agency or citizen |
| Revolving Loan Fund | Provides financing for the preservation, improvement, restoration, rehabilitation and acquisition of historic properties and certain non-ancillary non-construction activities. | DCA-New Jersey Historic Trust | County, Municipal, Non-profit |
| Sustainable Development Challenge Grants | The USEPA solicits proposals for these grants that challenges communities to link environmental protection, economic prosperity, and community well-being; | USEPA- SDCG Program | Municipalities, non-profit organizations |

Internal Consistency In Local Planning

Dover's 2007 Master Plan, which is the most recent Master Plan that the Town has adopted, is consistent with the Town's Land Use Ordinance. In 2016, the Town adopted a Housing Element and Fair Share Plan which outlines the mechanisms that the Town would use in order to be compliant in the required affordable housing. As explained in the above "Housing Projections" subsection, the Town is fully up to date in terms of the required affordable housing per the 2016 plan and all levels of affordability are accounted for through the mechanisms outlined in the Plan.

As stated above, the most recent Master Plan Reexamination took place in 2018. That Reexamination did not indicate that Dover's Master Plan was inconsistent with the Town's Land Use Ordinance. In the report's "Issue in Need of Address" section, the Reexamination did identify eight (8) areas in need of investigation as well as identifying the Town's need to address Medical Cannabis uses in the Town. Details regarding the eight (8) areas in need of investigation can be found in the above "2018 Master Plan Reexamination" subsection.

Climate Change And Environmental Justice

The entirety of this section of the 2008 Municipal Self-Assessment has been replaced with a more up-to-date and comprehensive statement on sustainability and climate change development strategies. The original "Sustainability Statement" section from the 2008 Municipal Self-Assessment Report can be found in Appendix C: 2008 Municipal Self-Assessment Draft Demographics & Sustainability Statement.

In 2022, the Intergovernmental Panel on Climate Change (IPCC) produced an assessment report titled "Climate Change 2022: Impacts, Adaptation and Vulnerability", which aimed to examine the impacts of climate change as well as review vulnerabilities different locations may face as a result of the impacts from climate change. Within this report, the IPCC defines Climate Resilient Development as:

"[Climate Resilient Development] combines strategies to adapt to climate change with actions to reduce greenhouse gas emissions to support sustainable development for everyone."

The latest report pushes for development that not only is sustainable, but adaptive in nature as defined above. Much of the report focuses on locales that are coastal in the adaptive and resilient nature of new construction. In a community such as Dover, the impacts of climate change can be subtler and more drawn out over time. While sea-level rise may not be one of the direct impacts to the Town's safety, other threats such as increased temperatures, Flooding from Precipitation, and other severe weather events. Per the IPCC's "Climate Change 2022: Impacts, Adaptation and Vulnerability Summary for Policymakers":

"In urban settings, observed climate change has caused impacts on human health, livelihoods and key infrastructure. Multiple climate and non-climate hazards impact cities, settlements and infrastructure and sometimes coincide, magnifying damage. Hot extremes including heatwaves have intensified in cities, where they have also aggravated air pollution events and limited functioning of key infrastructure...Infrastructure, including transportation, water, sanitation and energy systems have been compromised by extreme and slow-onset events, with resulting economic losses, disruptions of services and impacts to well-being."

The NJ Forest Adapt online mapping tool provides analysis into what different New Jersey locales and municipalities can expect in terms of threats from climate change. The NJ Forest Adapt tool uses the IPCC's projection metric for greenhouse gases (GHGs), where one projection assumes GHG emissions peak in the year 2040 and the other projection assumes GHG emissions continue to rise throughout the 21st century. The following are temperature projections for Dover Town with each of these projection scenarios noted:

Number of Days with a Maximum temperature above 95°F

Historical Baseline 1981-2010 (Median Days): 1

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| GHG Emission Scenario & Time Period | Future Projection (Median) | Future Projection (Median) |
|--|----------------------------|----------------------------|
| (2040 GHG Peak) 2050-2070 | 8 days | +7 days |
| (2040 GHG Peak) 2080-2090 | 10 days | +9 days |
| (2040 GHG Peak) Total | 18 days | +16 days |
| (Cont. GHG Increase) 2050-2070 | 14 days | +13 days |
| (Cont. GHG Increase) 2050-2070 | 33 days | +32 days |
| (Cont. GHG Increase) Total | 44 days | +45 days |
| Source: NJ Forest Adapt Municipal Forestry Snapshot – Dover Town | | |

As shown, current IPCC data suggests that the number of days with temperatures over 95°F in Dover are going to increase rather than decrease. This increase in days can bring challenges to Dover's residents especially those who may not be able to combat these increased temperatures.

The Town of Dover itself is a fully built-out town. Dover's compact size and lack of environs make it an ideal location for focusing future growth without negatively impacting the environs in the region through infill development and redevelopment. This urbanization through infill development and redevelopment is one of the main strategies outlined by the IPCC for a municipality such as Dover. Per the IPCC's Climate Change 2022: Impacts, Adaptation and Vulnerability Summary for Policymakers:

“Rapid global urbanization offers opportunities for climate resilient development in diverse contexts from rural and informal settlements to large metropolitan areas... Urban climate resilient development is observed to be more effective if it is responsive to regional and local land use development and adaptation gaps, and addresses the underlying drivers of vulnerability. The greatest gains in well-being can be achieved by prioritizing finance to reduce climate risk for low-income and marginalized residents...”

One of Dover's major development efforts since the adoption of its 2007 Master Plan Update is the prioritization and development of a Transit-Oriented District (TOD) in the Town's downtown. The Transit-Oriented Development Plan breaks the Downtown and Station Area into (8) eight subareas and performs a detailed analysis of existing land use, zoning and how new development should be designed, coordinated, and connected into the existing business district. One of the plan's important focuses is on pedestrian amenities. It is intended that a strong streetscape program be extended to create a stronger sense of place, as well as supplement interior space for restaurants and cafes. At the time of the last Master Plan Reexamination in 2018, development of the TOD Plan had fallen stagnant due to NJTRANSIT presenting opposition over a deed restriction over a parking area. However, considering both NJTRANSIT and Dover have come to an agreement regarding the opposition, the proposed TOD Plan can look to further urbanization in the Town while also providing more pedestrian-focused and “green” infrastructure. The TOD Plan looks to prioritize pedestrian circulation in several phases of

development.

Environmental Justice

In addition to proposed improvements to Dover through development and redevelopment, there are multiple districts within Dover where the communities therein are considered **overburdened communities**. Under NJ's groundbreaking environmental justice law signed by Governor Murphy in September, 2020, an "overburdened" community, according to the law, is any community where the following criteria are met:

- 1. At least 35 percent of the households qualify as low-income households (at or below twice the poverty threshold as determined by the United States Census Bureau);**
- 2. At least 40 percent of the residents identify as minority or as members of a State recognized tribal community; or,**
- 3. At least 40 percent of the households have limited English proficiency (without an adult that speaks English "very well" according to the United States Census Bureau).**

As shown in the **below map provided by NJDEP**, the entirety of the Town of Dover can be considered overburdened. This designation as overburdened is due to the Town being located within 4 of the 6 different types of State-designated Overburdened Communities (Minority; Low Income and Minority; Minority and Limited English; Low Income, Minority, and Limited English). Thus, by way of the Environmental Justice Law, the law guides State agencies and regulatory programs to implementing environmental justice in Dover, which translates to prioritization and assistance on a host of levels meant to identify and address environmental and public health stressors. Some of these programs include the regulation of exposure to pollution, regulation of solid waste facilities, regulation of landfills, among others. This expanded regulation is designed to ensure development is environmentally-equitable to those inhabiting the qualified communities. Therefore, the Town of Dover's development and redevelopment in the future not only aims to be responsible from a climate change perspective, but will also be a source of environmental justice and equitable development in order to adequately serve and protect the existing overburdened communities.

The Town of Dover is entirely served by public water and sewer, which is properly treated, thereby minimizing negative impacts on the environment from individual septic systems and wells, which are typical in the County. The following proposed Master Plan Goals and Objectives illustrate the Town's commitment to sustainable development and climate resilient development:

1. To promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, communities, and regions and preservation of the environment.
2. To provide sufficient space in appropriate locations for a variety of residential, recreational, commercial and industrial use and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all the citizens of Dover.

Town of Dover- Municipal Self-Assessment

3. To promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources in the Town and to prevent urban sprawl and degradation of the environment through improper use of land.
 - a. Preserve and enhance areas of open space with emphasis on linkages to create greenways as well as areas surrounding historic sites that preserve and enhance historic character.
4. To promote utilization of renewable energy resources.
5. To promote the maximum practicable recovery and recycling of recyclable materials from municipal solid waste.
6. Reduce auto-dependency through innovative design practices that encourage and allow for pedestrian activity where appropriate.
7. Pursue the redevelopment of the Dover Station Area, either through assisting property owners with the transfer of the property to a developer or through redevelopment area designation.
8. Designate and encourage the development of meaningful pedestrian corridors and bikeways linking Town, County and State recreational and community facilities within Dover and surrounding municipalities.
 - a. Encourage development that supports bicycle and walk to work programs through mixed-use community design that promotes flexibility to allow for residential housing and commercial space above retail facilities, where appropriate, feasible and where market conditions allow.
 - b. Implement network of pathways for bicycle and pedestrian use through reservation of open space in new planned developments and existing abandoned rail R.O.W. and other property.
 - c. Improve on Dover's existing transit systems to develop an enhanced multi-modal system capitalizing on intra-municipal transit.
 - d. Create an enhanced multi-modal system and encourage businesses to implement ridesharing programs aimed at lessening dependence on single passenger automobile occupancy.

The following goals are from the Town's 2018 Master Plan Reexamination Report that also work to further climate change development strategies and environmental justice:

1. Enhance the socio-economic demography of the town by providing housing options not currently offered in Dover;
2. Assist all the Town's neighborhoods stabilize, and revitalize through public improvements, creation of neighborhood organizations and education;
3. Further enhance Dover as a "Go to" and "Go do" place through increased economic development opportunities, redevelopment and improvements to the pedestrian realm in Town that capitalize on Dover's uniqueness;

Recent Town-Wide Policies

The following are the most recent items that the Town of Dover has prioritized in their efforts for sustainable and environmentally-just development. Some of these efforts are ongoing by nature of the purpose they serve, and these are noted:

Stormwater Management Plan – The Town's Stormwater Management Plan has been updated within the past 12 months, which was developed so the Town was compliant with the regulations set forth by NJDEP. Dover hopes to get a better handle on its flooding issues with the development and development opportunities with the implementation of floodwater management controls for said projects. This is an ongoing and dynamic effort that the Town is aware of.

Street Trees – The removal and replacement of trees is an item the Town would like to revisit going forward. Dover understands the complexity of street trees and the removal of trees with the ongoing flooding concerns, urban island heat effect, beautification of neighborhoods and corridors as well as gateways.

Steep Slopes – We have an ordinance on the development of parcels that contains steep slopes.

Floodplain and Riverine Buffer – Dover envisions recapturing its river fronts with the implementation of greenbelts, passive recreation and the reduction of impervious coverage along its banks.

Dover, in its efforts to revisit its zones and rezoning potentials for a more efficient buildout going forward, hopes to identify any and all Environmental Justice issues that are currently plaguing the community. With the increase in buffers between non-compatible uses and the hopes to limit the continued uses of properties that are not suitable for the zoning scheme, Dover hopes to foster a more environmentally-just municipality for those calling the Town a home.

The following map showing Overburdened Communities within the Town of Dover is courtesy of NJDEP:

Potential Property Acquisition & Future Development

As Dover understands the need to be proactive in the Town's approach of climate change and environmental justice issues, there are some future development that the Town would like to put into motion as a result of plan endorsement. These developments, which are centered around property acquisition, are intended to improve the quality of life for all residents while also working to assist property owners in flood prone areas to move them to a more suitable long-term place to live. The two (2) main mechanisms that the Town intends to use in the future development are as follows:

Open Space – Dover recognizes that there are a number of properties in Town that have been deemed "repetitive loss" properties by FEMA. The criteria for a repetitive loss property is any developed property where the structure on said land has had at least 2 paid flood losses of more than \$1,000 each in any 10-year period since 1978. The properties that are within this category all fall within the 1904 Block of Town along East Blackwell Street. These properties are also the lowest-lying properties in all of the Town. The following properties are all within the Town's plans for future property acquisition with the intent of developing more open space in the Town (a map of these properties can be found below):

| | | |
|--|--|---|
| <p>Block 1219, Lot 1 Adjacent to current Veteran Housing Development – Potential future use as a rain garden</p> | <p>Block 407, Lot 1 Property currently functions as open space but is not Town-owned</p> | <p>Block 2202, Lot 15 Open Space application has been sent to County - Town is awaiting property survey</p> |
| <p>Block 505, Lots 1 & 2 B201, Lots 1 & 2 Flood-prone properties with at-risk access infrastructure (bridge)</p> | <p>Block 510, Lots 1 & 3 Block 1220, Lots 5-9</p> | <p>Block 1313, Lots 1, 3, 4 Block 1803, Lots 1-9</p> |
| <p>Block 1804, Lots 17 & 18 Would serve as trail head parking for future trail development</p> | <p>Block 2029, Lots 20-25 Open Space serving as Residential-Industrial area buffer</p> | <p>Block 2202, Lot 14 Future subdivision where existing property's residence will remain</p> |
| <p>Block 504, Lots 1 & 2</p> | | <p>Block 2202, Lots 16, 17, 18</p> |

Large "Gateway" Town Acquisition Properties

Block 1904, Lots 12-22
FEMA Repetitive Loss Properties

Block 1905, Lots 43, 44, 45, 46.01

The following are brief descriptions of the above properties and the potential for acquisition that the Town views as a possibility in the future following Plan Endorsement:

Block 1804, Lots 17 & 18

Approximately 0.75 acres of space that the Town views as the potential location for a parking area/trail head serving the adjacent Mountain Park which sits to the east.

Block 1313, Lots 1, 3, 4

Adjacent to existing Preserved Open Space per NJDEP records. Town views acquisition as an appropriate expansion of an existing open space use.

Block 1803, Lots 1-9; Block 1220, Lots 5-9

The properties spanning two (2) blocks are adjacent to existing Open Space. The Town views the acquisition and conversion of these properties to open space as a continuation and expansion of existing open space.

Block 1219, Lot 1

This property is adjacent to the Town's Veteran's Housing Development and was included in the original Redevelopment Study and Plan and was designated as an Area in Need of Redevelopment. The Town views this property as the potential location for open space in the form of a rain garden should a program of property acquisition take place. This rain garden would not only serve the residents of the newly-developed housing, but would contribute to the Town's overall open space total.

Block 2202, Lots 14 (subdivision), 15 (application processing), 16, 17, 18

These properties have been identified as flood-prone per NJDEP's Urban 2015 Land Use/Land Cover with Future Flooding. The Town has begun coordination with the current owner of Lot 14 to work towards a subdivision where the Town would acquire the eastern portion of the property to convert to open space. The Town has also begun the application process to Morris County to acquire and establish Lot 15 as Open Space. The remaining properties would serve as a continuation of said open space.

Block 407, Lot 1

Large property which only serves one (1) residential property currently but the rear yard of the lot primarily functions as open space. The Town would like to acquire the property to ensure that the existing open space on the property and ensure that no future private acquisition of the property could remove the lot from the Town's ROSI.

Block 504, Lots 1 & 2; Block 505, Lots 1 & 2

These properties fall between a large, existing Town-owned open space (Block 503, Lot 11) and additional Town-owned properties that are vacant and are open space. The Town views these properties as a possibility to expand current open space and to integrate adjacent properties with the same use into the Town's ROSI.

Block 510, Lots 1 & 3

These properties are additional lots to the long NJDOT R.O.W. that runs through Town (Block 510, Lot 6). These properties are currently vacant and Block 510, Lot 1 is a parcel that includes a portion of the Rockaway River. The Town views these properties as un-developable due to the location of the lots and views the acquisition of these properties as beneficial to increase the Town's total acreage of ROSI.

Block 201, Lots 1 & 2

These two (2) properties are currently residential and can only be accessed via the improved Brook Lane. Brook Lane connects to a small bridge that spans Jackson Brook, a tributary of the Rockaway River. These properties have been identified as flood-prone per NJDEP's Urban 2015 Land Use/Land Cover with Future Flooding and the cost of repairs/reconstruction of said bridge as a result of flooding events have fallen largely on the Town. Should a program of property acquisition take place in Dover, these properties should be considered due to the flood-prone nature of the properties and the potential safety hazards that are presented when the existing bridge gets damaged. The Town also sees the possibility of this open space serving as a park to connect to the Saint Mary's Catholic Church cemetery that is north of the two (2) properties.

Block 2029, Lots 20-25

Properties sit between two primary land uses – residential and industrial. Town views these properties as an opportunity to create more of a buffer between conflicting uses while also contributing to the larger “Gateway” open space project below.

Open Space “Gateway” (Block 1904, Lots 12-22; Block 1905, Lots 43, 44, 45, 46.01)

As mentioned above, FEMA has identified these properties as Repetitive Loss properties and thus, the current occupants and owners are constantly at high risk during flooding events. In an effort to alleviate the pressure of weather events on the residents living on these lots, the Town is looking to acquire these lots and convert the land into open space. Not only would this expand the Town's ROSI, but would look to further Environmental Justice in the Town by assisting at-risk residents to relocate to somewhere that is less flood-prone. These properties are also the lowest points in the Town, which indicates that any uses aside from open space would not be appropriate given the flood-prone nature of these lots.

The following is a map showing these potential property acquisitions that would contribute to more Open Space in Dover in the future

MUNICIPAL SELF-ASSESSMENT

TOWN OF DOVER, N.J.



EXISTING & PROPOSED OPEN SPACE PROPERTIES

TOWN OF DOVER
MORRIS COUNTY
NEW JERSEY

Legend

- Open Space Potential Future Acquisition
- NJDEP ROSI Property List
- Other Existing Open Space
- Dover Municipal Boundary
- Municipal Boundaries

Source:



CONSULTING & MUNICIPAL ENGINEERS
200 BORDENTOWN AVENUE, PARLIN, N.J. 08859
100 NORTH FAYETTE BOULEVARD, N.J. 07731
200 NORTH 1 STREET, SUITE 100, SPENCER JUNCTION, NJ 08862
ONE MARKET STREET, SUITE 20, CAMDEN, NJ 08102
WWW.CMEASSOCIATES.COM

| DATE | SCALE | LAST REVISED | CREATED BY |
|----------|---------------------|--------------|------------|
| 09/20/22 | 1 inch = 1,000 feet | N/A | PVB |

Higher Density Development – While the Town is focused on improving and expanding their open space inventory, Dover also sees the benefits of higher density development as it relates to environmental justice. The Town recognizes that higher density developments in strategically chosen areas provides several major benefits. These benefits include:

- Less VMTs (Vehicle Miles Traveled) on average
 - Priority for Dover as 2020 ACS estimates indicate that 13% of Dover residents do not have a vehicle available to commute to work, much higher than Morris County as a whole where only 2.1% do not have a vehicle available to commute.
- More people having more access to Town amenities such as commercial centers
- More people having access to regional transit facilities such as the NJDOT Dover Rail Station
- Allow for more opportunities for Inclusionary Housing Development in Dover

Similar to above with regards to open space, the Town views property acquisition as the main mechanism in order to accomplish these goals and achieve the benefits outlined above. As these processes are ongoing and are case-by-case in nature, there is one major hurdle that the Town has been handling since the initial draft of this Self-Assessment in 2008: Coordination with NJTRANSIT and the properties that the state agency controls. Specifically, the Town would like further coordination and consideration by NJTRANSIT in the area surrounding the Morris Street-Dickerson Street intersection.

Currently, NJTRANSIT owns and operates Block 510, Lot 6 and uses the property as a storage area for rail equipment. The Town views this property as a strategic location for further Transit-Oriented Development in the Town due to the property's proximity to both downtown to the north and recreational facilities to the south. In coordination with this property, the Town would also like to pursue an acquisition or an easement with Block 1803, Lot 11 which is adjacent to Block 510, Lot 6. This property currently functions as a parking area but the Town sees the potential for a trail extending to the nearby recreational area. The Town has proposed that NJTRANSIT relocate this storage area to the nearby Block 1901, Lot 2 since the agency already uses an adjacent lot for train car storage. Similar to the issues the Town has had in the past in coordinating with NJTRANSIT on property development, the Town should continue to monitor properties moving forward that could yield TOD Centers in Dover.

NJTRANSIT coordination aside, there are a number of properties the Town would like to focus development on and would like to work with property owners to develop areas featuring high density. The goal of this focus is to provide more benefits to Dover's existing and future populations. The properties the Town views as possibilities to feature for higher density development are as follows (a map of all of these properties can be found below):

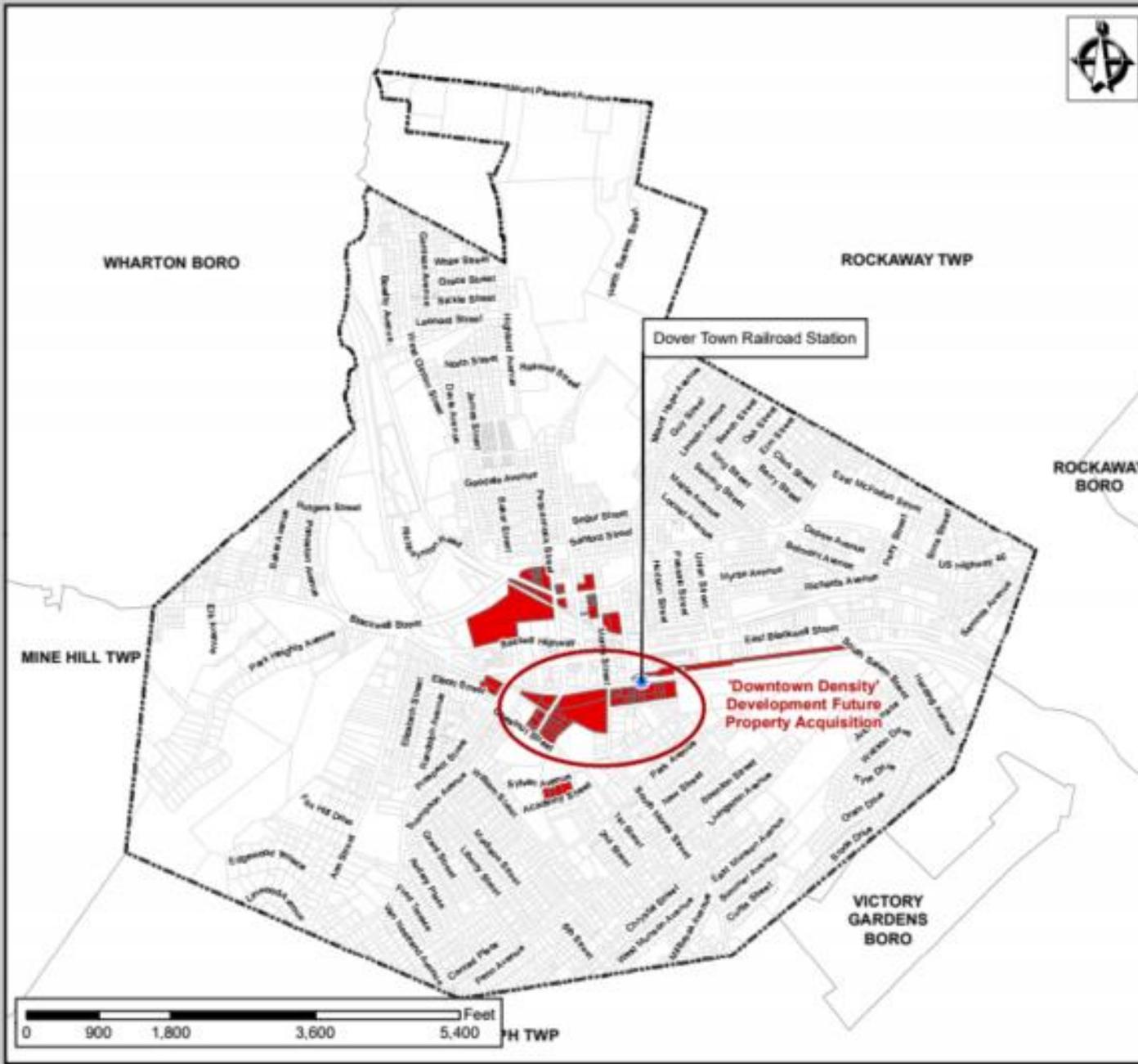
Town of Dover- Municipal Self-Assessment

| | | |
|--|---|---|
| <p>Block 611, Lots 1 - 7, 14 - 16</p> | <p>Block 1202, Lots 1, 2, 3</p> | <p>Block 510, Lot 6 (See above)</p> |
| <p>Block 1214</p> <p>Viewed as a 'prime' location for TOD due to the Block's proximity to the NJTRANSIT station</p> | <p>Block 1112, Lots 1, 2, 3, 4</p> <p>Development would be in close proximity to a walking trail extending throughout town</p> | <p>Block 1803, Lot 11</p> <p>See above – Potential easement for a pedestrian trail feeding into nearby recreation area</p> |
| <p>Block 1201, Lot 6</p> <p>Adjacent to upcoming density development in Town and is concurrent with the Bassett Highway Redevelopment Area</p> | <p>Block 1219, Lots 4, 5, 6</p> <p>Currently identified as underutilized by the Town as the principal use on the lots are for parking</p> | <p>Block 1312, Lot 4</p> <p>Currently identified as underutilized as a brick-and-mortar financial institution with a large parking area</p> |
| <p>Block 1324, Lot 3</p> <p>Currently viewed as underutilized by the Town as a property with a principal use of a parking area</p> | <p>Block 1325, Lots 1 - 8, 14 - 16</p> <p>Currently viewed as underutilized parking areas and commercial uses which are adjacent to municipal land adequate to contain a higher density development</p> | <p>Block 1327, Lots 1 & 2</p> <p>Currently viewed as underutilized by the Town as a property with a large parking area nearby the existing rail line, which has the capacity for a higher density development</p> |
| <p>Block 512, Lots 15 & 16</p> <p>Development of these properties would be complimentary to the recent Pennrose Development</p> | <p>Block 1220, Lots 5-9</p> <p>Would contribute to a potential development corridor surrounding Orchard Street</p> | <p>Block 1803, Lots 2-9</p> <p>Would contribute to a potential development corridor surrounding Orchard Street</p> |
| <p>Block 1326, Lot 2</p> <p>Adjacent to an intersection in downtown; would serve as a transition area between old and new development</p> | | <p>Block 1311, Lots 9, 10, 10.01</p> <p>Adjacent to an intersection in downtown; would serve as a transition area between old and new development</p> |

The following is a map showing these properties that the Town would like feature higher-density development in Dover in the future:

MUNICIPAL SELF-ASSESSMENT

TOWN OF DOVER, N.J.



DENSITY DEVELOPMENT FUTURE POTENTIAL PROPERTIES

TOWN OF DOVER
MORRIS COUNTY
NEW JERSEY

Legend

- Future Potential Density Development Properties
- Dover Municipal Boundary
- Municipal Boundaries

Source:



CONSULTING & MUNICIPAL ENGINEERS

214 MORRISTOWN AVENUE, FORT LEE, N.J. 07024
 600 ROUTE 140 NORTH BOWLING GREEN, N.J. 07001
 300 NORTH 11th STREET, PHILADELPHIA, PENNSYLVANIA 19107
 100 MARKET STREET SUITE 10, CAMDEN, NEW JERSEY 08102

WWW.CMEASSOCIATES.COM

| | | | |
|------------------|------------------------------|---------------------|-------------------|
| DATE 01.24.21 | SCALE 1 inch = 1,000 feet | LAST REVISED N/A | CREATED BY PVB |
|------------------|------------------------------|---------------------|-------------------|

Municipal Climate Snapshot

Utilizing research and information from Rutgers University, Municipal Snapshots provide easy access to information about the people, places, and assets that are at risk from climate impacts in each of New Jersey's municipalities. The following sections are all addressed as part of each municipality's municipal snapshot as they relate to potential flood exposure:

1. Built Community Infrastructure
2. Critical Assets (education, care, public safety)
3. Natural and Working Lands
4. Public Health
5. Vulnerable Populations

Dover's Municipal Snapshot shows that there are some facilities and services that may be at risk during high-flooding events. Utilizing FEMA Flood Zone data when examining critical infrastructure in Dover, all six (6) of the Town's Gas Stations and one (1) of the Town's bridge's fall within the 1% annual chance and 0.2% annual chance floodplains. Additionally, the Town has nine (9) bridges that fall within regulatory floodways. When examining Dover's Critical Assets, both the Town's sole fire station and law enforcement buildings fall within a regulatory floodway due to the facilities both being housed within the Town Hall which is in close proximity to the Rockaway River. In addition to those Assets, one (1) of the Town's Nursing Homes, three (3) of the Town's Child Care Facilities, and one (1) of the Town's evacuation shelters fall within both the 1% annual chance and 0.2% annual chance floodplains.

For natural and working lands within Dover, the three types of land that are of relevance are Wetlands (Interior), Open Space, and Forest as these types of land are present in the Town. The following table provides details on the vulnerability of these types of lands in Dover:

| Area Name | Total Acres in Dover Town | # of Acres Exposed | | | % of Acres Exposed | | |
|---------------------|---------------------------|------------------------|--------------------------|---------------------|------------------------|--------------------------|---------------------|
| | | 1% Annual Chance Flood | 0.2% Chance Annual Flood | Regulatory Floodway | 1% Annual Chance Flood | 0.2% Chance Annual Flood | Regulatory Floodway |
| Wetlands (Interior) | 49 | 8 | 9 | 13 | 16.33% | 18.37% | 26.53% |
| Open Space | 214 | 13 | 14 | 20 | 6.07% | 6.54% | 9.35% |
| Forest | 298 | 3 | 4 | 5 | 1.01% | 1.34% | 1.68% |

For environmental hazard sites in the Town, there are some areas that are of note that fall within at-risk areas of

Town of Dover- Municipal Self-Assessment

flooding. Specifically, the known contaminated sites and EPA superfund sites are expanded upon in the Town's Municipal Snapshot. Of the thirty-eight (38) known contaminated sites in Dover's boundaries, thirteen (13) are within the 1% annual chance floodplain, fourteen (14) are within the 0.2% annual chance floodplain, and two (2) are within regulatory floodways. Of the four (4) EPA Superfund Sites in the Town, two (2) of which are within the 1% annual chance floodplain, two (2) are within the 0.2% annual chance floodplain, and zero (0) are within regulatory floodways.

Contaminated Site Remediation

The Town recognizes that the current total of the known contaminated sites within the boundaries is proportionally large when compared to the overall size of the Town. Furthermore, as Dover has outlined some development and redevelopment areas above for higher density particularly in the downtown, there is always the potential for more development discovering more contaminated sites and areas of groundwater contamination. Thus, should plan endorsement follow this process, the Town would like to State pursue support in remediation efforts for these sites. Thus, the Town would be able to remove objectively dangerous sites from close proximity to targeted development in the Dover's downtown and would contribute to the overall environmental justice and equity in Town.

As mentioned above in the "Environmental Justice" subsection, Dover's number low-income households, minority-identifying households, and limited English-speaking households qualify the municipality as an overburdened community. When examining these qualifying groups and their potential for hazards due to flooding events, the climate vulnerability of Dover's most burdened residents by State standards can be determined. The following table elaborates on those that may be considered overburdened that are also at risk to flooding events:

| Variable | Population | | # Exposed in | | |
|-----------------------------------|-----------------|------------|---------------------------|-----------------------------|------------------------|
| | Within Variable | % of Total | 1% Annual Chance Flood | 0.2% Chance Annual Flood | Regulatory Floodway |
| Below Poverty | 1,719 | 9.56% | 166 | 223 | 39 |
| Unemployed | 515 | 2.86% | 50 | 67 | 12 |
| No High School Diploma | 2,793 | 15.54% | 270 | 362 | 63 |
| Minority | 14,441 | 80.33% | 1,398 | 1,872 | 327 |
| Speak English "Less than Well" | 3,471 | 19.31% | 336 | 450 | 79 |

Town of Dover- Municipal Self-Assessment

The Municipal Climate Snapshot provided for Dover Town can be used to determine what municipal facilities and populations may be at risk from flooding events. As elaborated above, the IPCC report indicates that more extreme-weather events may occur due to the effects of climate change. Thus, the information made available from the Municipal Climate Snapshot tool can be used to show which facilities and groups the Town should keep a focus on both before and during these events. All of the reports from the Municipal Climate Snapshot can be found in Appendix D: Municipal Climate Snapshot Reports.

Consistency With State Plan

Goals, Policies & Indicators

The State Plan is made up of eight (8) Goals and Strategies and nineteen (19) Statewide Policies that are complemented by a State Plan Policy Map. This section discusses consistency with regard to goals relevant to the Town's Petition, along with related policies and indicators.

| | | |
|--|--|--|
| <p>Goal 1: Revitalize Cities and Towns</p> | <p>Policy on Urban Revitalization –</p> | <p>Key Indicator 5. Progress in socioeconomic revitalization for the 68 municipalities eligible for Urban Coordinating Council assistance</p> |
| <p>STRATEGY: Protect, preserve and develop the valuable human and economic assets in cities, towns and other urban areas. Plan to improve their livability and sustainability by investing public resources in accordance with current plans, which are consistent with the provisions of the State Plan. Leverage private investments in jobs and housing; provide comprehensive public services at lower costs and higher quality; and improve the natural and built environment. Incorporate ecological design through mechanisms such as solar access for heating and power generation. Level the playing field in such areas as financing services, infrastructure and regulation. Reduce the barriers which limit mobility and access of city residents, particularly the poor and minorities, to jobs, housing, services and open space within the region. Build on the assets of cities and towns such as their labor force, available land and buildings, strategic location and diverse populations.</p> | <p>Prepare strategic revitalization plans, neighborhood empowerment plans and urban complex strategic revitalization plans that promote revitalization, economic development and infrastructure investments, coordinate revitalization planning among organizations and governments, support housing programs and adaptive reuse, improve access to waterfront areas, public open space and parks, and develop human resources with investments in public health, education, work force readiness and public safety in cities and towns.</p> | <p>Indicator 6. Percent of jobs located in Urban Coordinating Council municipalities</p> <p>Indicator 22. Percent of building permits issued in Urban Coordinating Council municipalities</p> <p>Indicator 27. Number of Neighborhood Empowerment Plans approved by the Urban Coordinating Council</p> |

Goal 1 Analysis

Dover is a “built-out” community where development opportunities take place in the form of in-fill, reuse and redevelopment projects.

The Town is in the process of implementing various plans which seek to seek to increase densities and compatible use mixes to include live/work units, retail and commercial establishments with offices and apartments above them, and compatible multi-family residential.

Dover seeks to preserve and expand its historic Central Business District through historic preservation and promotion of infill and redevelopment which is compatible with existing development. In 1980, Dover's commercial downtown was entered into the National Register of Historic Places as a Historic District. The Blackwell Street Historic District Map delineates the registered district. The nomination was prepared under the sponsorship of the Dover Redevelopment Agency. The district contains over eighty (80) principle buildings, most fronting on Blackwell Street, and extending from the Rockaway River and the railroad bridge on the west to

Bergen Street in the east.

The Town envisions future growth of this corridor through a mix of redevelopment, property acquisition, and establishment of active open space in the area. These additions to the area not only would work to maintain the current historic character of the Downtown, but would provide complimentary uses surrounding the historic areas creating more of a "sense of place" for residents and visitors of Dover alike.

While there have not been any finalized property acquisition plans nor redevelopment plans for these areas, a brief description of the targeted areas can be found above in the "Potential Property Acquisition & Future Development" subsection.

Goal 2: Conserve the State's Natural Resources and Systems

STRATEGY: Conserve the State's natural resources and systems as capital assets of the public by promoting ecologically sound development and redevelopment in the Metropolitan and Suburban Planning Areas, accommodating environmentally designed development and redevelopment in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, and by restoring the integrity of natural systems in areas where they have been degraded or damaged. Plan, design, invest in and manage the development and redevelopment of Centers and the use of land, water, soil, plant and animal resources to maintain biodiversity and the viability of ecological systems. Maximize the ability of natural systems to control runoff and flooding, and to improve air and water quality and supply.

Policy on Water Resources - Protect and enhance water resources through coordinated planning efforts aimed at reducing sources of pollution and other adverse effects of development, encouraging designs in hazard-free areas that will protect the natural function of stream and wetland systems, and optimizing sustainable resource use.

Policy on Open Lands and Natural Systems - Protect biological diversity through preservation and restoration of contiguous open spaces and connecting corridors; manage public land and provide incentives for private land management to protect scenic qualities, forests and water resources; and manage the character and nature of development for the protection of wildlife habitat, critical slope areas, water resources, and for the provision of adequate public access to a variety of recreational opportunities.

Policy on Coastal Resources - Acknowledge the statutory treatment of the coastal area under federal and State legislation, coordinate efforts to establish a comprehensive coastal management program with local planning efforts, undertake a regional capacity analysis, protect vital ecological areas and promote recreational opportunities.

Policy on Special Resource Areas
 - Recognize an area or region with unique characteristics or resources of Statewide importance and establish a receptive environment for regional planning efforts. The Highlands region has been recognized as the first Special Resource Area in New Jersey.

Key Indicator 2. The amount of land permanently dedicated to open space and farmland preservation

Key Indicator 3. Percent of New Jersey's streams that support aquatic life

Indicator 11. Conversion of wetlands for development

Indicator 26. Percent of land in New Jersey covered by adopted watershed management plans

Goal 2 Analysis

Town of Dover- Municipal Self-Assessment

Dover is largely developed; however, the Town's open lands consist largely of wetlands and parklands, which the Town is focused on preserving.

The 2007 Master Plan Recreation and Open Space Element goals are consistent with State Goal 2:

- *Protect environmentally sensitive areas and insure a compatible balance between environmental and economic interest. The Town is entirely serviced by public water and public sewer which reduces potential for pollution of streams that support aquatic life. The Town has several parks with more properties targeted to expand the existing park network consistent with Goal 2.*

The open space and recreation policies of the Master Plan are also consistent with Goal 2:

GOAL: **Provide for a range of quality public services such as schools, libraries, and recreational facilities, public safety/emergency services and ensure the adequacy of same to accommodate existing and future populations.*

OBJECTIVES:

- **Adapt for changing program needs and provide adequate facilities for all age groups and demographic sectors including facilities such as parks, pocket-parks and other passive opportunities, science and biological educational trails, canoe, fishing and other River related opportunities and community centers.*
- *Pursue additional recreation and open space to meet a growing population including new or expanded facilities at areas such Waterworks Park, Picatinny Arsenal and school facilities.*
- *Pursue inter-governmental, corporate and community partnerships thorough facility and resource sharing agreements.*

GOAL: *Preserve and enhance areas of open space with emphasis on linkages to create greenways as well as areas surrounding historic sites that preserve and enhance historic character.*

OBJECTIVES:

- *Provide for and map greenways along stream corridors, existing parks and dedicated open space, etc.*
- *Identify and map environmentally constrained lands for preservation using Green Acres R.O.S.I, funding or open space dedication by private developers and other dedicated sources of revenue.*
- *Look at large tracts of Town, State and County-owned land to create conservation zones that are sensitive to flood plain and wetland issues as well as preserving and enhancing existing vistas.*
- *In conjunction with the street-tree program, seek development of a Public Work Tree Nursery.*
- *Continue to monitor the potential closing of the Picatinny Arsenal for inclusion into the greater Rockaway River and Burnt Meadow Brook Reserve as well as recreational opportunities for Dover.*

GOAL: Identification of Environmentally sensitive lands.

OBJECTIVES:

- Map all wetland, floodplain, steep-slopes and other known environmentally constrained land.
- Utilize NJDEP and field check known Brownfield sites and quantify recommendations for remediation using Phase 1 studies funded under Hazardous Discharge Site Remediation Fund grants.

GOAL: Coordination of flood mitigation measures with flood plain and wetlands protection.

OBJECTIVES:

- Develop a flood mitigation plan under Federal Emergency Management Agency to ensure eligibility for federal flood mitigation funding programs.

| | | |
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| <p>Goal 3: Promote Beneficial Economic Growth,</p> | <p>expand existing businesses, fostering modern techniques to enhance the existing economic base, encouraging the development of new enterprises, advancing the growth of green businesses, elevating work force skills, and encouraging sustainable economic growth in locations and ways that are fiscally and ecologically sound.</p> | <p>Key Indicator 1. New development, population and employment located in the Metropolitan and Suburban Planning Areas or within Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas</p> |
| <p>Development and Renewal for All Residents of New Jersey STRATEGY: Promote socially and ecologically beneficial economic growth, development and renewal and improve both the quality of life and the standard of living of New Jersey residents, particularly the poor and minorities, through partnerships and collaborative planning with the private sector. Capitalize on the State’s strengths—its entrepreneurship, skilled labor, cultural diversity, diversified economy and environment, strategic location and logistical excellence—and make the State more competitive through infrastructure and public services cost savings and regulatory streamlining resulting from comprehensive and coordinated planning. Retain and expand businesses, and encourage new, environmentally sustainable businesses in Centers and areas with infrastructure. Encourage economic growth in locations and ways that are both fiscally and environmentally sound. Promote the food and agricultural industry throughout New Jersey through coordinated planning, regulations, investments and incentive programs—both in Centers to retain and encourage new businesses and in the Environs to preserve large contiguous areas of farmland.</p> | <p>Policy on Agriculture - Promote and preserve the agricultural industry and retain farmland by coordinating planning and innovative land conservation techniques to protect agricultural viability while accommodating beneficial development and economic growth necessary to enhance agricultural vitality and by educating residents on the benefits and the special needs of agriculture.</p> | <p>Indicator 1. Average annual disposable income among New Jerseyans</p> <p>Indicator 2. Unemployment</p> <p>Indicator 3. Conversion of farmland for development</p> |
| <p>Policy on Economic Development - Promote beneficial economic growth and improve the quality of life and standard of living for New Jersey residents by building upon strategic economic and geographic positions, targeting areas of critical capital spending to retain and</p> | <p>Policy on Equity - It is the position of the State Planning Commission that the State Plan should neither be used in a manner that places an inequitable burden on any one group of citizens nor should it be used as a justification for public actions that have the effect of diminishing equity. It is also the position of the Commission that the achievement, protection and maintenance of equity be a major objective in public policy decisions as public and private sector agencies at all levels adopt plans and policies aimed at becoming consistent with the State Plan.</p> | <p>Indicator 5. Agricultural output</p> <p>Indicator 7. Economic output per unit of energy consumed</p> <p>Indicator 21. Municipalities with median household incomes of less than \$30,000 per year (in 1990 dollars)</p> <p>Indicator 22. Number of census tracts with more than 40% of the population living under the poverty level</p> |

Goal 3 Analysis

Dover has promoted positive economic development within the Town by enhancing and strengthening the Town's position as a Regional Center.

Dover seeks to preserve and expand its historic Central Business District through historic preservation and promotion of infill and redevelopment which is compatible with existing development. Dover, its leadership, and its residents, through an extensive input process, feels that great opportunity exists within the Downtown business district. While not officially designated as a transit village by NJTRANSIT, the Downtown area of Dover functions historic "transit village" and would like to pursue this designation in the future. This area of Dover can be enhanced in a way that provides the Town an increased ratable base while providing for more socially-equitable development in the Downtown. This area of Dover is so important that the Town decided to study it intensely. To run concurrently with the 2007 Master Plan review, the Town commissioned a plan entitled The Town of Dover Transit- Oriented Development Plan. The plan, appended to the Master Plan, breaks the Downtown and Station Area into (8) eight subareas and performs a detailed analysis of existing land use, zoning and how new development should be designed, coordinated, and connected into the existing business district, while maintaining a strong relationship with the surrounding community. As of 2022, the Town is constantly looking for more opportunities to add to and expand the TOD in order to improve the overall quality of life in Downtown Dover. These additions also have the added benefit of being generally aligned with Environmental Justice principals, which the Town also aims to improve through development.

Goal 4: Protect the Environment, Prevent and Clean Up Pollution

STRATEGY: Develop standards of performance and create incentives to prevent and reduce pollution and toxic emissions at the source, in order to conserve resources and protect public health. Promote the development of businesses that provide goods and services that eliminate pollution and toxic emissions or reduce resource depletion. Actively pursue public/private partnerships, the latest technology and strict enforcement to prevent toxic emissions and clean up polluted air, land and water without shifting pollutants from one medium to another; from one geographic location to another; or from one generation to another. Promote ecologically designed development and redevelopment in the Metropolitan and Suburban Planning Areas and accommodate ecologically designed development in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, to reduce automobile usage; land, water and energy consumption; and to minimize impacts on public health and biological systems, water and air quality. Plant and maintain trees and native vegetation. Reduce waste and reuse and recycle materials through demanufacturing and remanufacturing

Policy on Air Resources - Reduce air pollution by promoting development patterns that reduce both mobile and stationary sources of pollution, promoting the use of alternative modes of transportation, and supporting clean, renewable fuels and efficient transportation systems.

Policy on Energy Resources - Ensure adequate energy resources through conservation, facility modernization, renewable energy and cogeneration; to continue economic growth while protecting the environment; and to modify energy consumption patterns to capitalize on renewable, domestic energy supplies rather than virgin extraction and imports.

Policy Waste Management, Recycling and Brownfields- Promote recycling and source reduction through product design and materials management and by coordinating and supporting legislative, planning and facility development efforts regarding solid and hazardous waste treatment, storage and disposal. Capitalize on opportunities provided by brownfield sites through coordinated planning, strategic marketing and priority redevelopment of these sites.

Indicator 4. Percent of brownfield sites redeveloped

Indicator 7. Economic output per unit of energy consumed

Indicator 8. The generation of solid waste on a per capita and per job basis

Indicator 9. Number of unhealthy days annually caused by ground-level ozone, particulate matter and carbon monoxide

Indicator 10. Greenhouse gas emissions

Indicator 13. Changes in toxic chemical use and waste generation (non-product output or NPO) by New Jersey's manufacturing sector

Indicator 15. Vehicle miles traveled per capita

Goal 4 Analysis

Dover's focus on redevelopment of existing underutilized lands to create compact livable and walkable communities is consistent with Goal 4. Dover's Redevelopment Plans lay out a development strategy that has the potential to redevelop existing sites appropriate for redevelopment, reduce vehicle miles traveled per capita in the Town, and thereby reduce greenhouse gas emissions from automobile use.

The area that once hosted the municipal landfill, north and east of Bowlby Pond, was designated a redevelopment area in 2000. By 2010, construction on the Redevelopment Area had been completed. Since then, the larger redevelopments that have taken place include the following:

- *Guenther Mill Redevelopment Area:*
 - *Former Mill building that was being underutilized largely as a storage and office building*
 - *Construction completed in 2017 refurbishing the building to contain Office, Retail, Storage, Light Industrial, and Residential Uses.*
- *Redevelopment Parcel P-1:*
 - *Former Town-owned parking lot that was not utilized at a high amount*

- o Construction completed in 2021 of a 100% affordable housing development for veterans featuring 1, 2, and 3 Bedroom dwelling units.

The following Master Plan Goals are consistent with Goal 4:

1. Encourage infill housing where appropriate that is consistent with the scale and character of existing neighborhoods.
2. In accordance with State Plan policies and procedures, encourage future development to occur at appropriate locations and intensity in accordance with transportation and environmental capacities.
3. Implement network of pathways for bicycle and pedestrian use through reservation of open space in new planned developments and existing abandoned rail R.O.W. and other property.
4. Preserve and enhance areas of open space with emphasis on linkages to create greenways as well as areas surrounding historic sites that preserve and enhance historic character.

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| <p>Goal 5: Provide Adequate Public Facilities and Services at a Reasonable Cost</p> <p>STRATEGY: Provide infrastructure and related services more efficiently by supporting investments based on comprehensive planning and by providing financial incentives for jurisdictions that cooperate in supplying public infrastructure and shared services. Encourage the use of infrastructure needs assessments and life-cycle costing. Reduce demands for infrastructure investment by using public and private markets to manage peak demands, applying alternative management and financing approaches, using resource conserving technologies and information systems to provide and manage public facilities and services, and purchasing land and easements to prevent development, protect flood plains and sustain agriculture where appropriate.</p> | <p>Policy on Infrastructure Investments - Provide infrastructure and related services more efficiently by investing in infrastructure to guide growth, managing demand and supply, restoring systems in distressed areas, maintaining existing infrastructure investments, designing multi-use school facilities to serve as centers of community, creating more compact settlement patterns in appropriate locations in suburban and rural areas, and timing and sequencing the maintenance of capital facilities service levels with development throughout the State.</p> <p>Policy on Transportation - Improve transportation systems by coordinating transportation and land-use planning; integrating transportation systems; developing and enhancing alternative modes of transportation; improving management structures and techniques; and utilizing transportation as an economic development tool.</p> | <p>Key Indicator 4. Meet present and prospective needs for public infrastructure systems</p> <p>Indicator 14. The percent of all trips to work made by carpool, public transportation, bicycle, walking or working at home</p> <p>Indicator 16. Number of pedestrian fatalities in vehicular accidents on State roads</p> <p>Indicator 17. Increase in transit ridership</p> <p>Indicator 18. Percent of potable water supplies that meet all standards</p> <p>Indicator 19. Percent of development on individual septic systems</p> |
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Goal 5 Analysis

The Sewer Service Area in the Town of Dover is managed and operated by the Rockaway Valley Regional Sewerage Authority. This existing wastewater treatment facility (NJPDES Permit No. NJ0022349), located in Parsippany Troy Hills. The Town has adequate infrastructure capacity for sewer connections although it is aging and will require upgrades. This will ultimately dictate the amount of development possible in the Town unless critical upgrades are realized.

For water, the Town relies on the Dover Water Commission located off of Princeton Avenue at Waterworks Park to provide water the Town. Growth and the extent of development within the Town and in the region must, as

Town of Dover- Municipal Self-Assessment

always, be monitored for any impact on the system. Currently the DWC provides water for Dover and also portions of the surrounding Towns of Wharton, Rockaway, Randolph, Mine Hill, and Victory Gardens. As of 2020, the Commission has a monthly demand of 98.503 Million Gallons Monthly (MGM). Capacity for the Water Supply Limit is 4.320 Million Gallons Daily (MGD) and the Commission has an allocated 112 MGM as a limit for distribution. It is believed that adequate capacity does exist for future growth in Dover.

Road Improvements

Dover is continually working to improve the roadway infrastructure within the Town. The current Master Plan identifies the constraints within Dover's roadway infrastructure due to the built-out nature of the Town. Dover works within those existing constraints to provide additional capacity on its existing road network, without negatively impacting existing uses.

GOAL 6: Provide Adequate Housing at a Reasonable Cost

STRATEGY: Provide adequate housing at a reasonable cost through public/private partnerships that create and maintain a broad choice of attractive, affordable, ecologically designed housing, particularly for those most in need. Create and maintain housing in the Metropolitan and Suburban Planning Areas and in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, at densities which support transit and reduce commuting time and costs, and at locations easily accessible, preferably on foot, to employment, retail, services, cultural, civic and recreational opportunities. Support regional and community-based housing initiatives and remove unnecessary regulatory and financial barriers to the delivery of housing at appropriate locations.

Policy on Housing - Preserve and expand the supply of safe, decent and reasonably priced housing by balancing land uses, housing types and housing costs and by improving access between jobs and housing. Promote low- and moderate-income and affordable housing through code enforcement, housing subsidies, community-wide housing approaches and coordinated efforts with the New Jersey Council on Affordable Housing.

Policy on Design - Mix uses and activities as closely and as thoroughly as possible; develop, adopt and implement design guidelines; create spatially defined, visually appealing and functionally efficient places in ways that establish an identity; design circulation systems to promote connectivity; maintain an appropriate scale in the built environment; and redesign areas of sprawl.

Indicator 20. Percent of New Jersey households paying more than 30% of their pre-tax household income towards housing

Indicator 24. Annual production of affordable housing units

Goal 6 Analysis

Dover's housing policies all center on providing a range of housing choice at reasonable costs. Strategies are being formulated through the Town's Housing Plan Element and Fair Share Housing Plan to be consistent with negotiated standards and regulations.

Goal 7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value

STRATEGY: Enhance, preserve and use historic, cultural, scenic, open space and recreational assets by collaborative planning, design, investment and management techniques. Locate and design development and redevelopment and supporting infrastructure to improve access to and protect these sites. Support the important role of the arts in contributing to community life and civic beauty.

Policy on Historic, Cultural and Scenic Resources - Protect, enhance, and where appropriate rehabilitate historic, cultural and scenic resources by identifying, evaluating and registering significant historic, cultural and scenic landscapes, districts, structures, buildings, objects and sites and ensuring that new growth and development is compatible with historic, cultural and scenic values

Key Indicator 2. The amount of land permanently dedicated to open space and farmland preservation

Indicator 12. Conversion of land per person

Goal 7 Analysis

Historic assets in Dover were perhaps first discussed, although not systematically catalogued, in the early 20th century in the writings of local teacher and historian, Charles Platt. As was typical of the time, he chronicled stories of local settlement, romanticizing the efforts of the first European families to establish homes and businesses. He did not, however, connect the locations of those events to standing structures in any way that called for their continued preservation. Old farmhouses, mills and stores were torn away, with the understanding that such acts constituted "progress".

Dover, and many other cities and towns across the nation, continued to equate civic progress with demolition of old structures and the construction of new ones in their place through the 1950s. For example, The Ulster Iron Works, one of the 19th century manufactories that gave Dover its wealth and identity, was replaced by the in-town Dover Shopping Center in 1956. Proposals to rebuild sections of downtown under the guise of "urban renewal" were gradually met with resistance as it became obvious that demolition of aging structures was not the solution to a host of other social and economic problems.

Some of the recommendations of the 2007 Master Plan in conjunction with Goal 7 are-

6. Create a Dover Historic Preservation Commission (HPC), under the rules of the NJ Municipal Land Use Law. Such a commission would work with the town Planning and Zoning Board, the local Redevelopment Authority, the Historical Society, and other interested parties, but it would serve a distinct function as the arm of the town charged with looking out for historic preservation as an on-going activity in the municipality. The HPC's area of responsibility would be focused on the Blackwell Historic District.
 - Once a Historic Preservation Commission is established, it would be responsible for the review the existing Blackwell Street Historic District. This plan recommends that one of the HPC's goals should be to review expand the district somewhat to the east, and a few buildings north and south of each intersection with Blackwell Street, so that the largest numbers of "downtown" buildings are included in the district.
 - Encourage more use of the existing opportunity to leverage rehabilitation of historic, commercial structures through the Rehabilitation Tax Credits. This could improve the physical condition of the buildings within the Blackwell Street Historic District.

Goal 8: Ensure Sound, Integrated Planning and Implementation Statewide

STRATEGY: Use the State Plan and the Plan Endorsement process as a guide to achieve comprehensive, coordinated, long-term planning based on capacity analysis and citizen participation; and to integrate planning with investment, program and regulatory land-use decisions at all levels of government and the private sector, in an efficient, effective and equitable manner. Ensure that all development, redevelopment, revitalization or conservation efforts support State Planning Goals and are consistent with the Statewide Policies and State Plan Policy Map of the State Plan.

Policy on Comprehensive Planning

- Promote planning for the public's benefit, and with strong public participation, by enhancing planning capacity at all levels of government, using capacity-based planning and Plan Endorsement to guide the location and pattern of growth and promoting cooperation and coordination among counties, municipalities, State, interState and federal agencies.

Policy on Planning Regions Established by Statute

- The State Plan acknowledges the special statutory treatment accorded the New Jersey Pinelands under the Pinelands Protection Act, and the Hackensack Meadowlands under the Hackensack Meadowlands Reclamation and Development Act. The State Planning Commission is explicitly directed to rely on the adopted plans and regulations of these entities in developing the State Plan. || In the State Plan, these areas are considered Planning Regions Established by Statute.

Policy on Public Investment

Priorities - It is the intent of the State Plan that the full amount of growth projected for the State should be accommodated. Plan Strategies recommend guiding this growth to Centers and other areas identified within Endorsed Plans where infrastructure exists or is planned and where it can be provided efficiently, either with private or public dollars. (Designated Centers are included in the category of communities with Endorsed Plans.) Public investment priorities guide the investment of public dollars to support and carry out these Plan Strategies.

Key Indicator 6. The degree to which local plans and State agency plans are consistent with the State Plan
Indicator 25. Municipalities participating in comprehensive, multijurisdictional regional planning processes consistent with the State Plan

Goal 8 Analysis

The purpose of this Self-Assessment Report is to show that Dover's plans are consistent with the State Plan and that they represent comprehensive, long range documents, which are focused on capacity planning, and developed with considerable citizen participation. Dover was designated a Regional Center designated by the Office of Smart Growth and since that designation in 1996, Dover has been planning consistently with the State Plan. Dover's petition for Plan Endorsement is evidence of the Town's desire to continue planning consistently with the State Plan.

Center Criteria & Policies

The State has designated Dover as a Regional Center. New Jersey defines a regional center as a “compact mix of residential, commercial and public uses, serving a large surrounding area and developed at an intensity that makes public transportation feasible.” Clearly, that definition fits Dover and future-planning efforts should follow the rough guidelines this designation offers.

The 2001 SDRP places Dover in a P1 Metropolitan Planning Area. Under this designation, Dover and other similarly designated areas are charged with the goal of providing for much of the state’s future development and redevelopment. Yet, these actions are to be guided by larger policies. The following are the most pertinent examples of those policies.

- Provide a full range of housing options through new construction, rehabilitation, redevelopment, and adaptive reuse.*
- Promote development in urban cores and in the neighborhoods and areas around cores.*
- Avoid the creation and promulgation of single use zones.*
- Maintain and enhance a transportation system that capitalizes on high density development by encouraging the use of public transit systems, walking and alternative modes of transportation to link Centers and Nodes creating opportunities for transit oriented redevelopment.*
- Use open space to reinforce neighborhood and community identity.*

These policies set the stage for the Dover Master Plan, as future planning should take into account Dover’s designation as a regional center for the state and an engine for economic, cultural, and social growth. Dover is not only consistent with State Plan policies and goals, it significantly advances them.

Conclusion

The Town of Dover is a State designated Regional Center. Designated a center in 1994, the Town has many assets in its traditional downtown and compact mixed-use neighborhoods. As it has been nearly 30 years since the Town was designated a center, there are issues that Dover is constantly having to alleviate in order to maintain the standard of living for its residents. Since being designated a center, Dover has adopted both a Master Plan Update in 2007 and has adopted its most recent Master Plan Reexamination in 2018. These documents have laid the foundation and basis for a framework for growth through redevelopment, rehabilitation, and have culminated in several development plans being adopted with the Town's Residents and Economy in mind. This growth has largely been focused on the progression of transforming the downtown of Dover into a Transit-Oriented Development (TOD) District, which includes many of the benefits that the State Plan endorses. Dover views the broad benefits of a TOD District such as walkability, less vehicle miles traveled, incorporation and access to local and regional open space, reduction of urban island heat effects, proactive response to climate change rather than reactive, multi-modal transit capabilities, mixed-use density in downtowns, among other benefits as pillars for the future growth in Dover.

The Town envisions State recognition of Plan Endorsement working to benefit Dover through agency benefits and incentives. These benefits and incentives will support grants for community programs and municipal aid provided therein. **One of the main goals following Plan Endorsement for Dover is the eventual will revisit consideration of an application for Transit Village designation by the Transit Village Task Force and the Commissioner of Transportation, subject to confirmation by the State, through the Plan Endorsement Process, that the court-approved Settlement Agreement on affordable housing with the Fair Share Housing Center will satisfy any statutory requirement for affordable housing associated with a Transit Village designation.**

The Town has been working in partnership with the State actively since its Regional Center designation in 1994. Over the course of the near 30 years of partnership, some facets of government intervention in the Town have become more important and Dover would like to progress said aforementioned partnership forward to tackle new issues. While the Town has been relatively affective in performing its duties for growth that were outlined in the various plans that have been adopted, State help and assistance following Plan Endorsement would have long-lasting impacts on the quality of life in Dover. Among the several issues that the Town is facing, the following have been identified as goals the Town hopes to work with the State in accomplishing moving forward:

9. Upgrade Geotechnical/Geographic Information Systems (GIS) and Software

- The Town currently lacks the resources and Geotechnical users to effectively produce any GIS datasets which have become a standard of effective Planning practices since designation in 1994.

10. Assistance in coordination for Contaminated Site Remediation

- The Town has a longstanding history being associated with industrial uses. Historically, these uses

tend to have deleterious and contaminating effects on the lands in which they take place and thus, this is a concern for Dover's future. Dover's total of Known Contaminated sites within the Town's boundaries is nearing forty (40) sites, which is subjectively high for a municipality that is under three (3) square miles in area.

- Should Plan Endorsement occur, the Town would like assistance in the coordination for remediation efforts with NJDEP in order to address the high volume of contaminated sites within the Town. Dover would first like to address remediation efforts and funding for contaminated sites on public properties, and then coordinate funding and state assistance in establishing a pipeline for remediation of privately-owned properties that are also contaminated sites.

11. Assistance coordinating with larger state entities such as NJDOT in conjunctive planning efforts

- The Town has a long history of coordination issues involving NJDOT and NJTRANSIT. While ~~many~~ some of the "standoffish" issues have been resolved, there ~~still-is-some~~ are remaining areas in the Town that are viewed as target properties for development ~~rather-other~~ than current NJTRANSIT uses and surface parking.
- The Town has identified several properties in the Town that are currently NJTRANSIT owned and controlled which function as open space. Town acquisition of these properties, which would precede preservation of these properties, would contribute to the ROSI and also would ensure the properties remain as open space.

12. Open Space/Density Development property acquisition

- The Town has identified several properties in the above "Potential Property Acquisition & Future Development" subsection which all would contribute to either opens space preservation efforts or density redevelopment efforts in Dover.
- Establishment of more trails highlighting Dover's natural beauty and walkability

13. Assistance in the execution of the robust current population capacity study

- As noted above in the "Demographics" section, recent Code Enforcement violations that have been reported may indicate that the 2020 decennial census counts are not representative of the total population living in Dover. There have been reports and speculation of stacking and overcrowding in Town which lead Town officials to believe that the current population living in Dover is closer to 20,000 persons rather than 18,000.
- The Town would like to coordinate with the necessary state agencies in the execution of a study which would examine the current living conditions for residences within the Town. The nature of this Study would aim to find more accurate population counts and determine if the current housing stock in the Town is adequate to handle the current population demand.

Town of Dover- Municipal Self-Assessment

14. Create plans and funding opportunities to improve walkability in the Town
 - o For example, the conversion of East Dickerson Street to a one-way in order to promote pedestrian connectivity, multi-modal local transit, and commercial growth in the Downtown. Adoption and implementation of plans in this area would further goals of TOD Development downtown in Dover.
15. Assistance in funding a traffic corridor safety study for the eastern portion of US Highway 46
 - o Several intersections have been identified in the above "Potential Circulation Changes & Opportunities" subsection that the Town views as unsafe and would like assistance in the execution of a study into the safety of the corridor.
16. Assistance in upgrading current infrastructure in Town
 - o Dover has specified that much of the infrastructure in Town (transportation, water, etc.) is outdated and in need of replacement/repair. The Town hopes that plan endorsement would provide them with more opportunity to improve these systems and create an overall higher quality of life in the Dover as a whole.

All proposed development, redevelopment, rehabilitation, and areas of concentrated growth in Dover have been determined through an extensive and calculated process using Town officials and committees. Actualization of this growth and improvement would support the long-standing and vital goals for the Town for future decades.

The Town's existing plans, and those proposed within this Municipal Self-Assessment Report, are believed to be consistent with the goals, objectives, and policies of the State Development and Redevelopment Plan.

Appendix A - Prior Acknowledgements (2008) (Reference Only)

Dover Board of Alderman

Michael Picciallo
Alderman - First Ward

Frank Poolas
Alderman - First Ward

Patrick Donofrio
Alderman - Second Ward

Cindy Romaine
Alderman - Second Ward

James Visioli
Alderman - Third Ward

Carolyn Blackman
Alderman - Third Ward

Jack Delaney
Alderman - Fourth Ward

Dominic Timpani
Alderman - Fourth Ward

Planning Board

Paul McGrath
Chairman

William Gilbert
Vice-Chairman

Mayor James P. Dodd Cindy Romaine, Mayor Rep.

Alderman James Visioli
Alderman

Angel Mendoza

Luis Gomez

William Shauer

William J. Isselin

Antonio Acosta

Kay Walker
Alternate I

Rafael Rivera
Alternate II

Plan Endorsement Committee

Mayor James P. Dodd

Paul Barnish
Citizen/Business Owner Member

Michael Hantson, PE
Town Engineer, Planner & Zoning Officer

Paul McDougall
Historic Preservation Chair

Paul McGrath
Planning Board Chair

Robert Rutan
Citizen Member

Chuck Lafini
Heyer, Gruel & Associates Planning Consultant

Dover Plan Endorsement Citizens' Advisory Committee (PEAC)

James P. Dodd
Mayor

Robert Rutan

Paul McGrath
Class IV - Planning Board

Paul C. McDougall
Historic Preservation Commission

Paul Barnish

Appendix B - Community Vision And Input Meeting Agendas And Notes

Town of Dover Planning Board

- Robert Hooper - Chairman
- Paul McGrath - Vice Chairman
- William B. Gilbert
- Angel Mendoza
- William Shauer
- Joan Bocchino
- Harry Ruiz

COUNTY OF MORRIS

37 NORTH SUSSEX STREET
P.O. BOX 798
DOVER, NEW JERSEY 07802-0798

Telephone: 973-366-2200 (Ext. 154)
Fax: 973-366-0039

- Javier Marin - Mayor
- Alderman Shuler - Mayor's Rep.
- Cindy Romaine - Alderman
- Carl Iosso - Alternate I
- Kay Walker - Alternate II
- Lee Greb - Board Attorney
- Michael Hantson - Town Engineer/Planner
- Regina Nee - Clerk/Secretary

PLANNING BOARD AGENDA OF JANUARY 26, 2005

A. CALL TO ORDER

B. ROLL CALL

C. PLEDGE OF ALLEGIANCE

D. ADEQUATE NOTICE OF MEETING

E. APPROVAL OF MINUTES:

Regular Meetings of:

Sept. 22, 2004

October 27, 2004

December 1, 2004

Reorganization Meeting January 5, 2005

F. CORRESPONDENCE -See Clerk

G. PUBLIC PORTION - Other than pending cases

H. REPORTS

1. Chairman's Report.....Robert Hooper
2. Treasurer's Report.....Alderman Romaine
3. Budget & Finance ReportAlderman Romaine
4. Master PlanRobert Hooper

I. RESOLUTIONS

None

J. CASES

SP-01-05 - Spartan Oil Company, Block 2313, Lot 2, also known as 20 Sammis Ave. located in the IND Zone. The application is a Minor Site Plan for the construction of a retaining wall and any other variances and waivers that may be required. New Application.

**Town of Dover Planning Board
Regular Meeting**

K EWSP Committee Report - Lee Greb

EWSP-05-04 – Merlin’s Pest Control

EWSP-06-04 – East West Staffing

EWSP-07-04 – 99 Cent Wonder

EWSP-08-04 – Caserta Electric Inc.

L. OLD BUSINESS

M. NEW BUSINESS

Kick-off Meeting for **Master Plan Update**
Susan Gruel – Heyer, Gruel & Associates

Referral of Land Use Ordinances from Mayor & Board of Aldermen

N. DATES: REGULAR MEETING TO BE HELD February 23, 2005.
AT 8:00 PM. WORKSHOP SAME NIGHT AT 7:00 PM

Master Plan Committee Meetings – To Be Determined

Special Master Plan Meetings – To Be Determined

O. ADJOURNMENT

IF ANY MEMBER CANNOT ATTEND, PLEASE CALL CLERK AT 366-2200 - Ext. 115.

- Robert Hooper - Chairman
- Paul McGrath - Vice Chairman
- William B. Gilber
- Angel Mendosa
- William Shauer
- Joan Bocchino
- Hany Ruiz

PLANNING BOARD
AGENDA OF
JANUARY 26, 2005

CALL TO ORDER A.

ROLL CALL B.

PLEDGE C.

APPROVAL OF MINUTES D.

APPROVAL OF MINUTES E.

CORRESPONDENCE - See Clerk F.

REPORTS H.

- 1. Chairman's Report.....Robert Hooper
- 2. Treasurer's Report.....Alderman Romaine
- 3. Budget & Finance Report.....Alderman Romaine
- 4. Master Plan.....Robert Hooper

RESOLUTIONS I.

None

CASES J.

SP-01-05 - Spartan Oil Company, Block 2313, Lot 2, also known as 20 Sammis Ave. located in the IND Zone. The application is a Minor Site Plan for the construction of a retaining wall and any other variances and waivers that may be required. New Application.

Stakeholder meetings (5)

- IDENTIFY WHO
- IDENTIFY DATES & ROUGH TIMELINE FOR 5 MEETINGS
 - DAY, MORNING, NIGHT, WEEKENDS.
 - BY MID APRIL (COMPLETE) MASTER PLAN COM. ^{END APRIL}
- Start Land Use; Housing; TV Plan ^{End April}
- Finalize Goals & Objectives ^{Mid May}
VISION
- Rec/Open Space ^{End May} Start

M.P.C.

Moving
Townhall?

- Questions for Stakeholders.
- ID Who, When
- Other concerns?
- What has changed since 99 Review?
Overcrowding Has "enforcement" been success?
- Density & Steep slopes?
- Downtown Revitalization
High Income within WALK
Provide opportunity!
-Pg 9 contradictory
C-1 zone more inclusive..
-Scale important.
- Monitor Erie Railroad

FOR IMMEDIATE RELEASE

CONTACT: Charles Latini, P.P., AICP
Company Name: Heyer, Gruel and Associates
Voice Phone Number: 732-828-2200
FAX Number: 732-828-9480
Email Address: clatini@hgapa.com

Dover to hold kickoff public meeting to discuss preparation of new Master Plan

The planning consultant of Heyer, Gruel & Associates will hold two public meetings on Wednesday, March 2nd at 7 p.m. at the East Dover School and Tuesday, April 5th at 7:00p.m. at Dover High School to discuss the preparation of a new Master Plan. The purpose of these meetings are to identify planning issues and initiate the visioning process.

Public participation is a key element in the Master Plan process and it is hoped that Borough residents will attend this first workshop.

The new Master Plan, which is being prepared in accordance with the State's Municipal Land Use Laws and will be consistent with the New Jersey State Plan as well as Smart Growth planning initiatives.

The new Master Plan will contain:

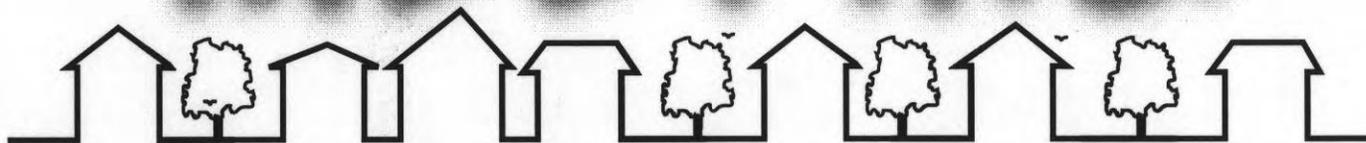
- A vision for the entire Town and its many unique neighborhoods.
- Municipal goals and objectives to achieve the vision.
- A Land Use Plan to serve as the basis for a revised zoning ordinance and establish locations for housing, commercial development, parks and community facilities. Particular focus will be on the opportunities that rail passenger service provides.
- A Open Space and Recreation Plan that will evaluate existing facilities and identify new opportunities.
- A Housing Plan to serve as a basis to satisfy State Council on Affordable Housing issues.
- A Historic Preservation Plan to identify historic properties and make recommendations to enhance Dover's Historic character.

The New Brunswick community planning firm of Heyer, Gruel and Associates has been retained by the Town of Dover to prepare the plan. The firm has over 20 years of experience preparing Master Plans and has won numerous awards from several planning organizations, including the New Jersey Planning Officials, New Jersey Future and New Jersey chapter of the American Planning Association.

The consultant will utilize a combination of traditional neighborhood planning techniques, such as public workshops and stakeholder interviews combined with modern analytical tools including digital mapping, database preparation and aerial photography.

TOWN of DOVER MASTER PLAN

PUBLIC MEETING



- The public is invited to participate in a meeting to discuss the Master Plan for the Town including; open space and recreation, the downtown, housing and historical preservation.
- The new plan will serve as the basis for revisions to the Town's Land Development Regulations.
- Everyone is welcome and encouraged to attend & express their opinion.

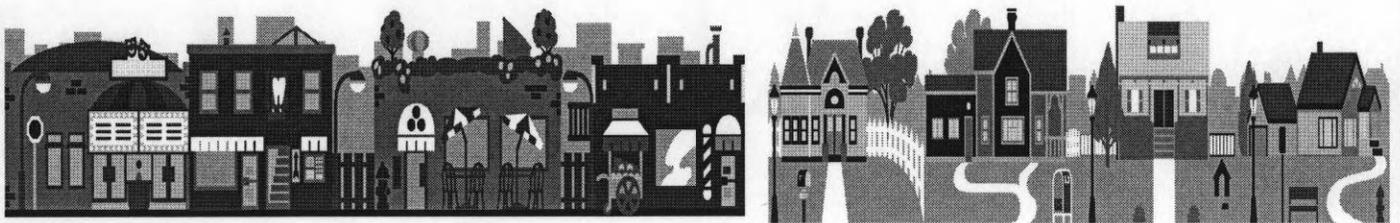
Two Dates!

WEDNESDAY, MARCH 2nd, 7:00 PM
EAST DOVER SCHOOL
TUESDAY, APRIL 5th, 7:00 PM
DOVER HIGH SCHOOL

HELP SHAPE THE FUTURE OF DOVER!

PLAN MAESTRO del PUEBLO de DOVER

REUNIÓN PÚBLICA



- El público está invitado a participar en una reunión para discutir el Plan Maestro de Dover. Los temas incluirán vivienda, el área comercial, la preservación histórica, espacio abierto y recreación.
- El nuevo plan servirá como la base para revisar las Regulaciones del Uso de la Tierra de Dover.
- Todos están invitados y se recomienda su asistencia para que expresen su opinión.

Miércoles 2 de Marzo a las 7:00 PM
East Dover School

AYUDE A MOLDEAR EL FUTURO DE DOVER!

DOVER MASTER PLAN

MARCH 2, 2005

SIGN-IN SHEET

| NAME | ADDRESS | AFFILIATION (Club, Organization, Resident, etc) | CONTACT e-mail/ phone |
|------------------|---------------------------------|---|---------------------------|
| Chuck Latri | 63 Church St. New Brunswick NJ | Planning Consultant | clatini@hgapa. |
| Dilip Roy | 8 Conger St Dover NJ | resident | |
| John DELANEY | 17 Rutland Ave Dover NJ | Resident | Jackdelaney@optonline.net |
| Beth Schoonmaker | 18 Windsor Ave Dover NJ | Resident | |
| Matty Barrick | 107 Bassett Hwy Dover (Box 826) | owner | |
| Kathleen Casiano | 97 W. Munson Ave. Dover | Resident | |
| Juan Casiano | 97 W. Munson Ave Dover | Resident | |
| Marcy Seafar | 17 E Cooper St. | Resident | |
| Patricia Lantry | 159 Highland Ave | Resident | |
| Sandra Searnes | 66 First St. DOVER NJ | RESIDENT | |
| Michael Searnes | 66 First St. DOVER, NJ | RESIDENT | |
| PAT KALEVA | 35 2ND ST DOVER | RES. | |
| KATNY KALEVA | 54 N LINDEN PL DOVER | " | |
| Linda Mullin | 9 W Fairview Ave Dover | IP res. | linda-mullin@verizon.net |
| Christen Mullin | 9 W Fairview Ave Dover | student | |
| DON FEROLA | 16 N. SUSSEX ST DOVER | PROPR PROP. OWNER | |
| George Johnson | 93 E Blackwell St. Dover, | prop. owner | 973-366-9800 |
| Lee Levitt | 43-45 West Blackwell St | prop. owner | 973-884-9210 |
| Jim Anagnost | 18 W. Blackwell St | BUSINESS | 973-201-4925 |
| JAY THOMSON | 15 N. MORRIS ST. | BUSINESS | 973-366-0010 |
| ALAN PHIL | 10 N SUSSEX ST | PROPERTY OWNER | 973-945-4812 |
| Bill Shuler Jr | 1 Hillcrest Ave | Res | 361-2138 |
| Ann Shaw | 346 W. Clinton Clinton | BOE | 361-5559 |
| CONNIE FOSTER | 90 PENN AVE | RESIDENT | 366-0996 |
| Robin Foster | " " " | " " " | " " " |
| ALAN BOCCHINO | 49 PRINCETON AVE | RESIDENT | |
| JOAN BOCCHINO | 49 PRINCETON AVE. | RESIDENT/P.Bd. | |
| Bill Shaw | 246 W Clinton St. | Resident Planning Board. | |
| Ann Shaw | 346 W Clinton St. | Resident Ed. Bd | |
| LEROY M VARGA | 27 BEAUFORT AVE | DOVER WATER COM CHILD CARE CONTR | 973 366 5098 |
| Kevin Lewthwaite | 150 ANN ST | | 973-445-2690 |
| Marie Hoffman | 30 Baber Ave | Resident | 361-2417 |
| Patrick Fahy | 2 E Crystal St. | Resident | 973-328-1980 |
| Raymond Santos | 279 W. Clinton St Apt 3113 | Resident | 973-722-1233 |
| Nezida Santos | 62 Livingstone Ave | Resident | 973-361-6254 |

03/02/2005

Pover Masterplan Kick-off Meeting

Strengths -

- Down town Area (The Commitment) is
- Transportation Center
- Park - (Hedden Park)
- Dedicated People
- Pover (Rockaway Pover)
- Hospital
- Water System, and a Sewer Collection System (192)
- Adequate water
- Water Commissioner - Adequate for Home Good system within limits.

- Great Historical Background.
- Pre-care to the School District.
- Childrens museum and a
- Historic museum

- Chuck
- A great mix of people (People - Hot right now)
 - Location
 - Post Office.
 - ~~What~~ • Churches.
 - Rail Station
 - 3 Senior Citizen Complexes.
 - State is looking ~~at~~ at it as a state?
 - Unemployment office
 - Best maintained School facilities.

Chuck • Clean Downtown.

• JOE KUBERT COLLEGE OF ARTS

Weakness

- wear and tear of the school fields.
- Multiple uses of the same fields.
- ~~→ Affordable housing~~
- Creditors.
- Surrounding communities → Negative Image.
- Sub-culture of transient population.
- Yellow signs, ~~street~~ → Signages.
- Unattractive Downtown
- Parking Lots of New Jersey.
- Enforcement Authorities.
- N.J. Transit is a Bad Neighbor
- Flood Plain S? W? O? T? (Does zoning consider that)
- Restrictions on building in a Flood Plain Area.
- Enforcement for the ordinance.
- Substandard housing.
- Enforcement for housing occupancy.
- A Cultural bifurcation.
- Empty storefronts and empty Downtown.

Note → Homeless people.
→ street Connectivity.

Opportunities

Affordability

- Walkability to work (Jobs) - Accessibility
- Her Jobs - (if Hospital expands)
- Smart Growth on Housing in the downtown Area.
↳ Higher end residential.

- Opportunity to bring in Big Box into the town.
- Landfill Redevelopment (North, Close to Highschool)
- Charming Houses (Tear down redevelopment)
- Affordable Housing
- Tennis Courts.
- eyesore properties could be developed to high-end housing.

Chuck

- Is there an opportunity of cultural integrity
- Opportunity to partner with Latino Business Community

- Capitalize on mom-n-pop stores and small use stores.
- Ability to create an overall town retail stores.
- Theater.
- Passet Highway redevelopment.
- ? • Shopping place for empty nesters.

Threat

- Affordable Housing.
- More housing may boost school enrollment out of districts.
- ~~add~~ enforcement for housing occupancy.
- Enforcement, not ~~housing~~ a central control/management.
- Looting, ~~theft~~ Theft → No theft.
- reluctance to increase taxes.
- Transient population (Nomadic)
- Traffic
- mobility of children in and out of school.

Questions

- ~~the~~ minimum open space parcels that would be looked at and would they be taken off the tax as
 - Is Power not targeted on the SmartGrowth Plan by the state.
 - Is Smartgrowth Housing a goal.
-

Ed Hoe - Executive Director

Ed Secco → Hatch Mott McDonald

County information - Available ~~as~~ in CAD

Town of Dover Planning Board

- Robert Hooper - Chairman
- Paul McGrath - Vice Chairman
- William B. Gilbert
- Angel Mendoza
- William Shauer
- Joan Bocchino
- Harry Ruiz

COUNTY OF MORRIS
37 NORTH SUSSEX STREET
P.O. BOX 798
DOVER, NEW JERSEY 07802-0798

Telephone: 973-366-2200 (Ext. 154)
Fax: 973-366-0039

- Javier Marin - Mayor
- Alderman Shuler – Mayor's Rep.
- Cindy Romaine - Alderman
- Carl Iosso - Alternate I
- Kay Walker - Alternate II
- Lee Greb - Board Attorney
- Michael Hantson - Town Engineer/Planner
- Regina Nee - Clerk/Secretary

March 4, 2005

Re: Public Outreach – Stakeholder Groups
Master Plan Process – Dover Town

Dear Stakeholder:

The Town of Dover in cooperation with the Planning Board has retained the community planning consulting firm of Heyer, Gruel & Associates to assist in the first phase of the Town Master Plan process. The first phase is a public outreach process to meet with stakeholders that have been defined by the Master Plan Committee of the Planning Board. These include individual groups we would hope have an interest in the future physical development of the Town. The purpose of these stakeholder meetings is to identify issues facing the Town.

You have been identified as an important stakeholder and your input and comments are vital to the process. As a result, we would like to schedule a meeting with you. Preliminarily, we are looking at the following dates to meet with you.

- Tuesday, March 22nd
- Thursday, March 24^h
- Tuesday, March 29th

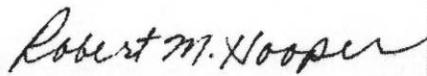
We will schedule a time between the hours of 10:00 a.m. and 7:00 p.m. with the meeting(s) lasting approximately 45 minutes to an hour.

Please contact Charles Latini, Project Manager of Heyer, Gruel & Associates at (732) 828-2200 within the next week if you are interested in participating so that he can set up a time and date to meet with you in Town Hall. If he does not hear from you, we will assume you and the group you represent choose not to participate. We sincerely hope you can hold these dates open as potential times to meet with Charles Latini and representatives of his firm to allow flexibility in coordinating with all stakeholder groups. We will do our best to accommodate all those interested in participating.

Keep in mind that we have also scheduled two meetings open to the general public. The first meeting on March 2nd at East Dover School went very well. The next date is April 5th at Dover High School at 7:00PM and you are certainly welcome to attend. The meeting on April 7th will summarize the input we received from you and other community members at the first meeting, seek additional public input from those who could not attend the first meeting, and will explain the process moving forward.

We appreciate your willingness to participate in this important project and look forward to meeting with you.

Sincerely yours,

A handwritten signature in cursive script that reads "Robert M. Hooper". The signature is written in dark ink and is positioned above the typed name.

Robert Hooper
Chairman, Town of Dover Planning Board

Dover Master Plan Major Stakeholders List

| Category | Stakeholder Group | Address | Town | State | ZIP | Contact Person | Phone |
|------------------------|--|--|-------------|-------|------------|----------------------------|-----------------------|
| Business Organizations | Dover Area Chamber of Commerce | 16 E. Blackwell St. | Dover | NJ | 07801 | Susan Konight | |
| | Dover Rotary | 8 S. Morris St. | Dover | NJ | 07801 | David Pennella | (973) 386-0010 |
| | Other | % Jay Thompson, 15 N. Morris Street | Dover | NJ | 07801 | Jeffrey Snyder | 973-316-9400 |
| | Major Property Owners | 400 W. Blackwell St. | Dover | NJ | 07801 | Lewis Zlotnick | |
| | Woodmont Properties | 119 Cherry Hill Road, Suite 110 | Partispany | NJ | 07054 | | |
| | NICHOLAS ARCHIBALD JR & NANCY | P O BOX 915 | DOVER | NJ | 07801 | | |
| | AYRES-CHEVROLET-OLDSMOBILE INC | 180 ANN ST | DOVER | NJ | 07801 | | |
| | TOWN SQUARE INDUSTRIAL CTR LLC | 1 Route 46 | DOVER | NJ | 07801 | David Ayers | 973-366-1243 x138 |
| | JAMES & JOSEPH MANAGEMENT | PO BOX 1108 | DOVER | NJ | 07801 | Gary Marcello | 973-442-5914 |
| | Joseph Kubert Art School | 126 E. DICKERSON ST | DOVER | NJ | 07801 | Jim Cortese | (973) 328-6900 |
| Civic Organizations | Community Childrens Museum | 37 Myrtle Ave. | Dover | NJ | 07801 | Joe / Adam Kubert | |
| | Dover Little Theatre | 77 E. Blackwell St. | Dover | NJ | 07801 | Jody Marks | |
| | DOVER CRAFTS INC | P.O. Box 821 | DOVER | NJ | 07801 | Peter Harris | 973-361-1300 |
| | JOE KUBERT SCHOOL OF CARTOON | 158 W CLINTON ST | DOVER | NJ | 07801 | | |
| | Academy St. School PTSA | 37 MYRTLE AVE | DOVER | NJ | 07801 | | |
| | Dover Board of Education | 4 4th. St. | Dover | NJ | 07801 | Richard Cloughley | |
| | Dover Middle School PTSA | 53 New St. | Dover | NJ | 07801 | Elizabeth Corsetto, Pres. | 973-989-2034 |
| | East Dover Elem. School PTSA | E. McFarlan St. | Dover | NJ | 07801 | Eileen Belgilly, Pres. | |
| | North Dover Elementary School PTSA | E. McFarlan St. | Dover | NJ | 07801 | President | |
| | Friends of Rockaway River | Highland Ave | Dover | NJ | 07801 | President | |
| Town/Gov. Commissions | Dover Board of Adjustment | 66 First St. | Dover | NJ | 07801 | Michael Scameo | |
| | Dover Board of Alderman | Town Hall | Dover | NJ | 07801 | | |
| | Dover Planning Board | 77 W. Munson Ave. | Dover | NJ | 07801 | Bob Hooper | |
| | Engineering/Planning/Construction Code Enforcement | 37 N. Sussex Street | Dover | NJ | 07801 | Michael Hartson | 973-366-2200 Ext. 154 |
| | Health | 37 N. Sussex Street | Dover | NJ | 07801 | William Isselin | 973-366-2200 Ext. 152 |
| | Tax Assessor | 37 N. Sussex Street | Dover | NJ | 07801 | Donald Costanzo | 973-366-2200 Ext. 119 |
| | Police | 37 N. Sussex Street | Dover | NJ | 07801 | Robert Sweeney | 973-366-2200 Ext. 130 |
| | Fire | 37 N. Sussex Street | Dover | NJ | 07801 | Harold Valentine | 973-366-2200 Ext. 168 |
| | Court | 37 N. Sussex Street | Dover | NJ | 07801 | Walker Michalski | 973-366-2200 Ext. 179 |
| | Dover Area Historical Society | 37 N. Sussex Street | Dover | NJ | 07801 | Judge George Kopritia | 973-366-2200 Ext. 140 |
| Municipal Departments | Dover Renaissance, Inc. | 328 Richards Ave. | Dover | NJ | 07801 | Betty Inglis | |
| | Dover Housing Authority | 90 Penn Ave. | Dover | NJ | 07801 | Cornie Foster | |
| | Water | 215 E. Blackwell St. | Dover | NJ | 07801 | Director | |
| | Public Works | 100 Princeton Ave. | Dover | NJ | 07801 | Alan Ritter | 973-366-2200 Ext. 143 |
| | Casa Puerto Rico | 211 N. Sussex Street | Dover | NJ | 07801 | Luis Acovedo | 973-366-2203 |
| | Club Columbia | 51 W. Blackwell St. | Dover | NJ | 07801 | President | |
| | Morris County Hispanic Affairs | P. O. Box 812 | Dover | NJ | 07801 | President | |
| | Morris County Park Commission | 97 Bassett Highway | Morristown | NJ | 07962-1295 | Javier Mann | 973-366-4770 |
| | Dover Recreation Commission | Fellingjhusen Arboretum, 53 E. Hanover Ave., PO Box 1295 | Dover | NJ | 07801 | David Heimer - Exec. Dir. | |
| | Dover Shade Tree Commission | 213 Baker Ave. | Dover | NJ | 07801 | Tom Iwicki | |
| Religious Groups | Dover Water Commission | 90 Penn Ave. | Dover | NJ | 07801 | Robin Foster | |
| | Dover Vision | 100 Princeton Ave. | Dover | NJ | 07801 | Commissioner | |
| | Dover Memorial Association | 49 Jackson Ave. | Dover | NJ | 07801 | Robin Kilne | 973-442-4664 |
| | Dover Free Public Library | 16 Highland Ave. | Dover | NJ | 07801 | Frank Podlas | |
| | Dover Clergy Association | 32 E. Clinton St. | Dover | NJ | 07801 | Larry Huss: Carolyn Bishop | |
| | DOVER GARDEN APTS I, LLC | 123 E. Blackwell St. | Dover | NJ | 07446 | Rev. Cheryl Johnson | |
| | W BARINISH CHILDRENS TEST TRUST | 275 N FRANKLIN TURNPIKE PO BOX 369 | DOVER | NJ | 07801 | | |
| | FOX DOVER TENANTS CORP %PW FUNDING | 71 BASSETT HIGHWAY | JERSEY CITY | NJ | 07302 | Jim Walsh | (201) 836-4500 |
| | SPRUCE SENIOR HOUSING LP | 101 HUDSON ST., 39TH FLR | TEANECK | NJ | 07666 | President | |
| | American Legion Post No. 21 | PO BOX 309 | Dover | NJ | 07801 | President | |
| Social Clubs | Dover Kiwanas | 1 Legion Place | Dover | NJ | 07801 | Jay Thomson | (973) 366-0010 |
| | Dover Lions Club | 15 N. Morris St. | Dover | NJ | 07801 | President | |
| | Elks Lodge | 101 Baker Ave. | Dover | NJ | 07801 | President | |
| | Masonic Temple | 4 Princeton Ave. | Dover | NJ | 07801 | Worshipful Master | |
| | Moose Lodge | 20 Thompson Ave. | Dover | NJ | 07801 | President | |
| | Woman's Club | 21 Sarnnis Ave. | Dover | NJ | 07801 | President | |
| | | 145 King St. | Dover | NJ | 07801 | Helen Pennella | |

Stakeholder Questions

Land Use

- What do you think about the Town?
- Is it or could be a destination? If no- why not? Or what precludes it from being such?
- What types of uses dominate the business district? What other businesses that you would like to see here?
- What types of conflicts do you see in the Dover landscape? I.e. Industrial/residential interface, downtown/ industrial, residential?
- What do you think of the downtown?
- How (well) connected do you feel the community is? Residential to the downtown in particular? Connections to transit opportunities?
- What areas of town do you think are “problem” areas?

Open Space and Recreation

- How well suited is the town with open space? Recreation space & Programming?
- Are there Cultural needs that affect open space and recreation?
- How accessible do you find the parks system- walking, biking, direct connections?
- COUNTY- Is there acquisition dollars available to the town? Are there shared programming opportunities?
- What additional opportunities exist that many folks might not be aware of? I.e. abandoned rail R.O.W., or redevelopment
- What interest does the town have to purchase land for open space given tax implications? I.e. the redevelopment area
- How well received are your recreational programs- too much need, too little space? Any previous studies other than the one we are going to do that outlines space and demographics?
- The smallest patch of green to arrest the monotony of asphalt and concrete is as important to the value of real estate as streets, sewers and convenient shopping. - James Felt, Chairman, NYC Planning Commission 1960
- How extensive, if at all, are the facilities shared with the Schools or County?
- Have you thought about the notion of innovative recreational projects? I.e. Urban walkway system
-

Transportation and Mass Transit Services

- How often do you utilize Mass Transit? Bus? Train? For what purpose primarily?
- Where do you go when you travel by train?
- How convenient do you find it?
- What do you think of the Train Station Area? (unfriendly?, underutilized?, messy?)
- Do you find it an asset to the community? The downtown as a destination?

- What would you like to see happen in the downtown from a development standpoint?

Cultural

- How do you perceive the relations between cultures in town?
- What are the major differences between the cultures in town? Can they be rectified? And How?
- What opportunities are there to bring the cultures together? I.e. fairs, festivals, restaurant district (food tasting), sports, schools
- How well do the children get along? During school? After school?
- -

Housing

- What is the state of housing situation? Prices?
- Illegal conversions. Are there areas where the situation is worse than others? * Preserving housing stock -
- How does exist zoning working? Many variance applications? If so, where?
- How active is the code enforcement personnel? How many staffers?
- Do you have a CO ordinance that requires inspection after tenant of ownership change?
- Are there opportunities for infill housing?
- If additional housing were introduced- what types of housing would you support? Families? Empty nesters? Young Professional? Studios? Seniors?

Historic Preservation

Economic Development and Business Environment

- How does the town treat the business community? Is there a liaison in town hall? How active is the County?
- What do you think (perception of) the downtown? Mix of business? Opportunities not taken advantage of?
- What is your perception of the other areas in town? Industrial, industrial/office?
- What, in your opinion, can the Town do better to assist business growth, retention and attraction?
- Aesthetics- streetscape, property maintenance, Signage etc... What would you like to see improved?
- What types of opportunities do you think exist to improve the town?
- What do you think of Business Improvement Districts?

- Is there housing to meet need
Public housing?
- Need for
Kebab? *

is needed

GENERAL ISSUES IDENTIFIED FROM
STAKEHOLDER MEETINGS

LAND USE

- Issues with conflicting land use patterns- residential next to industrial/hospital
- Zoning surrounding Hospital
- Better pedestrian connections between uses
- Town has a relatively dense residential component
- Rectify zoning of c-3 zone.
- Opportunity for Town Hall to relocate?
- McGregor's- Adaptive re-use
- Need appropriate land development ordinances for the downtown to allow downtown to thrive
- Need a land use ordinance that does not "box" the town into specific development and is flexible
- Route 15 by the High School should be looked at for commercial uses
- Blackwell is two distinct parts- larger automotive commercial at East end- more of a pedestrian "main street" in West
- Social clubs or churches should not occupy downtown storefronts
- Need to look at some areas for redevelopment. Especially Train Station area.
- Businesses are afraid of being zoned out
- Auto related uses scattered throughout town- should be focused to Rout 46
- Hamilton Field could be better utilized for Recreation (Football field should be at the High School)
- Have to be concerned with businesses and homes in the flood zone
- Schools are at maximum- no land to build new schools- building out on all the land the schools have
- Schools need to be brought up to a higher standard

HOUSING

- Severe overcrowding issues
 - Lot sizes, and other bulk standards to control (i.e. FAR and off-street parking)
- Overcrowding leading to other issues:
 - Too many kids for school system
 - Residential parking
 - Health and safety

- o Health and wellness
 - o Cleanliness-garbage/litter
- Need to protect current neighborhood housing stock
- Need for competitive market-rate housing units
- Some of the older housing stock needs to be rehabilitated/replaced
- Absentee landlord- poor property maintenance
 - o Stricter penalties
- Problems with illegal conversions/rooming houses
- Realtors do not disseminate or disseminate wrong information about overcrowding when selling homes
- Need for market-rate condos in town with safeguards against overcrowding
- Need for true affordable units
- Large waiting list for Section 8
- Affordable family housing is needed
- Too many multi-dwelling residences in town

ECONOMIC DEVELOPMENT/DOWNTOWN DEVELOPMENT

- Need for more tax rateables in town- need to boost marketplace in the town overall
- Need a "re-branding" of Town.
- Businesses should be allowed to utilize portion ROW (i.e. decorative display)
- Restaurants are an asset to the town- not meeting the wider regional market
- Need to capitalize on private investment at the downtown theatre and create a arts attraction
- Retail in the downtown does not meet all the needs of the town- mainly serves Hispanic clientele
- Need a retail anchor downtown
- Common rallying cause
- Need for more partnering among businesses/ with town/ with school
- Need to utilize train station area
- Need a BID/ SID for downtown
- Business participation in town (not merely cash donations)
- No substandard housing downtown
- Ability to make the downtown a destination point and become a HUB of activity
- Downtown development needs to focus on a office, retail, entertainment center
- Focus on reverse commute for the downtown area (?)
- RFP process for developers of parking areas and redevelopment

- Need business education on an individual basis for downtown merchants
- Need for an Economic Development Director- bi-lingual
- Need more "public" places in the downtown area
- Flea market held on downtown is of lower grade than in the past (Rejuvenation)
- Downtown has a charm that can be capitalized on
- Town is receptive to working with businesses
- Town is not receptive to working with businesses
- Dover has a good labor pool for industrial and construction trades employment
- Some businesses feel economically stuck in Dover- can't afford to do that same business in neighboring towns- Dover residents not customers
- Increase purchasing power in downtown community while acknowledging existing.

OPEN SPACE RECREATION

- Need for a Community Center
- Coordinate with the Rockaway River and Community Forestry Plan
- There is a need for more open space and active recreation facilities- limited facilities and space
- Public use of school recreational facilities limited to Town-run programs only
- Waterworks Park need rehabilitation and perhaps expansion opportunity
- School recreational facilities are in need of rehabilitation and better utilization
- Need to provide public gathering spaces in the downtown
- Utilize Rockaway River network and abandoned rail ROW for passive recreation opportunities
- Partner with County on programming and utilization/ expansion of Morris County Parks System
- No community center in town- lack of activities for teenagers
- Limited recreation programming
- Bobee's pond opportunity
- Picatinny Arsenal as a community facility
- Reservoir property?
- The town needs programming to address the growing number of special needs children that have evolved over the past several years

HISTORIC PRESERVATION

- Open Space needs to be coordinated with historic sites and uses
- Design standards for non-historical properties should be coordinated to take advantage of history

- Project Review Board would be helpful in addressing issues before "its too late"
- History should be embraced and taken advantage of to better market the town.
- Design Uniformity (or at least color should "talk sensibly" to one another)
- Pocket parks and riverwalk are a good opportunity to showcase history
- Auction house is an asset.
- Some key sites:
 - Baker theater
 - Hurd Park
 - JFK Park
 - Academy Street School Site
 - 55 Blackwell
 - Gunther's factory
 - Dover Station
 - Church on West Blackwell
 - Residences near hospital
 - Central RR ROW
 - Other?

DESIGN

- Appearance of train station area needs improving
- Need façade standards/guidelines for the downtown-Blackwell Street
- Window dressings
- Parking garages in the downtown need to be designed not to look like garages
- Need signage standards
- Al Fresco dining opportunities for restaurants in downtown
- Need to build up in the downtown
- Maintenance facility is an eyesore
- Downtown needs to be aesthetically pleasing
- Need to be particular about landscaping in the downtown (fruiting trees) Some want no trees.
- There needs to be a better buffer to screen the rail yard
- Security gates on the storefront look bad- create a feeling that the downtown is unsafe
- Bicycles in the downtown are an issue (locking to trees) - need bike racks.
- A lot of garbage/litter in the downtown- there is a need for more receptacles

- Issues with street cleanliness with garbage and recycling pick-up

TRAFFIC/PARKING

- Not enough residential parking in neighborhoods. OR Too many cars per house
- Residential parking permits should be issued per home.
- Hospital parking issues
- There is a need to keep and expand existing parking in the downtown
- Lack of local public transit (i.e. trolley/ shuttle bus)- use taxis to get to work, get necessities
- Lack of parking in the downtown
- Want the Route 15 to Route 46 planned connection to happen but have some issues with it including the underpass
- 4 lanes on Route 46 doesn't work and is out of character
- MUA takes up a lot of parking in the industrial area- uses train property
- Need to look closely at shared parking opportunities for transit parking lots for residents at night

PUBLIC SAFETY

- More bike/ foot patrols needed
- Dover has a relatively low actual crime rate
- High rate per officer.
- Needs more public education on health/safety-public safety issues
- There is a lot of "hanging out"/loitering in the downtown area-
 - Day laborers waiting for work in the downtown
 - Not a lot for youth to do
- Taxis are a problem in the downtown- taking over, driving recklessly, (regulation?)

SOCIAL/QUALITY OF LIFE

- Not a lot of cross cultural involvement- feeling of a cultural divide
- Town has an overall image problem- perception is worse than reality
- Cultures/diversity in the town are an asset
- Need for community activities/events overall- promote cross cultural community involvement
- Hospital employees don't utilize the downtown for lunch
- Undocumented population do not seek medical care
- Vibrant town

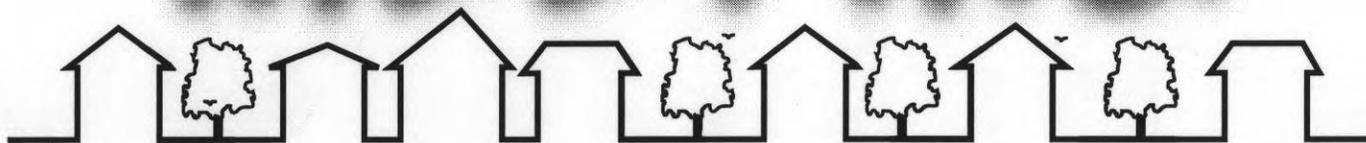
- Have a large share of the County's low-income population
- Need to get the Hispanic community involved
- Need more of a civic mentality in the town
- Town needs to reach out to the community- provide education on what is expected
- More social services are needed in town
- Creation of a community center is important

OTHER ASSETS/ OPPORTUNITES

- Kubert Cartooning school is a tremendous, underutilized asset to town
- Joseph KeKuKu
- Adequate water capacity
- Developer's see it as a viable town
- Arts as an opportunity for the town?
- Home improvement center?
- Train station area is a major asset for the town
- The town needs to be active in developing the cross cultural relations
- Verizon underutilized asset (Utility infrastructure)
- The town needs to provide some short-term solutions to identified problems

TOWN of DOVER MASTER PLAN

PUBLIC MEETING



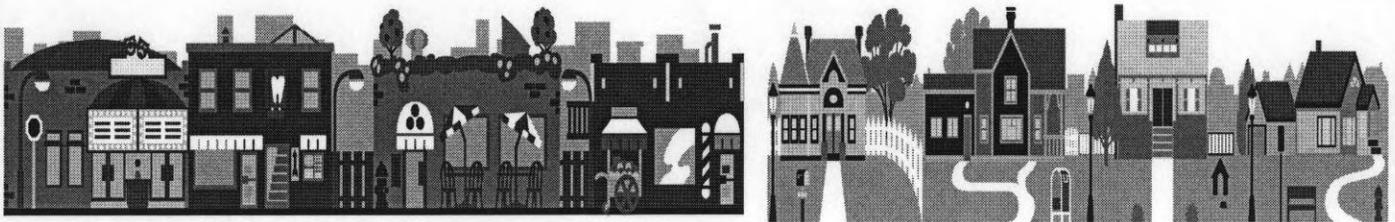
- The public is invited to participate in a meeting to discuss the Master Plan for the Town including; open space and recreation, the downtown, housing and historical preservation.
- The new plan will serve as the basis for revisions to the Town's Land Development Regulations.
- Everyone is welcome and encouraged to attend & express their opinion.

TUESDAY, APRIL 5th, 7:00 PM
DOVER HIGH SCHOOL

HELP SHAPE THE FUTURE OF DOVER!

PLAN MAESTRO del PUEBLO de DOVER

REUNIÓN PÚBLICA



- El público está invitado a participar en una reunión para discutir el Plan Maestro de Dover. Los temas incluirán vivienda, el área comercial, la preservación histórica, espacio abierto y recreación.
- El nuevo plan servirá como la base para revisar las Regulaciones del Uso de la Tierra de Dover.
- Todos están invitados y se recomienda su asistencia para que expresen su opinión.

Martes 5 de Abril a las 7:00 PM
Dover High School

AYUDE A MOLDEAR EL FUTURO DE DOVER!

DOVER NJ TRANSIT MEETING

3-10-05

- ① THE PLAN
- ② DOVER FEELINGS
- ③ MOVING FORWARD.

GOOD PLAN!

- ① * CONTRADICTIONARY STATEMENTS. (OFFICE VS. TOD)
 - * ABSORB 600-700 UNITS. (300-325 ^{TOWN} _{↑ VISION} IN TOD)
 - * RETAIL TO SUPPLEMENT 'EMPTY NESTERS'
 - * PROPOSAL NOT PEDESTRIAN ENOUGH
 - * FOCUS ON ONE DEVELOPMENT PARCEL
 - * DON'T THINK CIRCULATION
 - * MIN PARKING CAPACITY 625 (1 OR 2 DECKS)

BASSET HIG
+ LARGER PARCE
+ LARGER RETAI

② DOVER'S FEELINGS

- * STAKEHOLDER INPUT PROCESS FEEL SHORT
- * PLAN WAS AMENDED AFTER TOWN SAW "FINAL"
- * FELT LIKE THEY WEREN'T REALLY PART OF PROCESS AND THAT PROCESS WAS ARBITRARILY STEERED TO THE OUTCOME
- * FELT NJT WAS NOT ON TOWN'S SIDE

→ MY STAKEHOLDER PROCESS REVEALS

- * NJT BAD NEIGHBOR
 - YARD (TIES, EQUIPMENT, ETC.)
 - PARKING LOT TRASH (?)

③ MOVING FORWARD

①

Public Meeting
4-5-05

Rec'ds. / Things to consider

- Hospital Zoning
- Look @ any ordinance pertaining to Sidewalks/~~pedestrian~~
- pedestrian "connections" for new dev'lt
 - look for other means for PUBLIC to create these through parks.
- open rec → Rail R.O.W. (Wataworks Park, Hurd, JFK, Rockaway, Randolph etc.)
 - then off-shoots to Crescent, neighborhoods Wharton, Victory Park
- C3 zone change
- c1 → C1 zone uses (Residential, Historic, Signage) But flexible
- Town Hall & Emergency services to relocate
- adoptive re-use of McGregor
- E. Blackwell Redevelopment
- c1 → Uses excluding social clubs on ground floor.
- Rt 46

open/rec. → Reconfigure Hamilton Field

- Residential Standard FAR, Lot & Bulk Parking.
- Ensure Housing Type & expand on choice through Standards in Downtown. & ownership type.

Tom → Town to consider Hiring more staff for enforcement ED director.

Tom → → Challenge realtors

Tom → Branany. & Restaurant Org. & Common Rallying Cause

→ C1 Business use of certain % of R.O.W.
① Tables, displays. (Regulate was in allowed anything else = N

~~Tom~~ → BID for Downtown

→ Downtown a destination / Cultural / Restaurant / History.
• More entertainment. Community Space @ focal Point of Community.

→ Pratinny Arsenal

→ Look at ANY expansion of existing land. All.

→ Rockaway River as a means of travel? Weir to raise level. Flood Contr

→ Partner w/ County in SW

→ Brulbu's Pond

(2) Key'd & Considerations

→ Reservoir Property?



→ Open Space coordinated with Historic Sites.

→ design standards should be coordinated

- Reg. Site Plans to contain ^{Elevation} Facades & Materials.
- Multi-Styled architecture.

Town → SITE REVIEW

→ Auction House



→ Stations needs restoration
- Restaurant

→ Window dressing

→ NJT facility must go

→ Particular attention Landscape Street in downtown

→ Screen Rail yard

→ Security Gate in Downtown = Bad.

→ Bike Racks.

→ Trash Street

Street scape!
Furniture

→ Regulate Parking establish Authority / Shared Parking

Town → Shuttle Bus.

→ 4 lanes on 46 out of character.

→ More Community Policing.

→ Taxi regulations!

→ Need programs to attract large employees to come downtown.

Town

→ Outreach

→ Community Center

→ Cultural programs

✓ ✓ w.

Economic Development Committee Meeting
Agenda
June 1, 2005, 6:00PM

TCR Proposed Riverfront Redevelopment Concept

Professional's Review Comments

Mike Hantson

David Roberts – Schoor DePalma

Chuck Latini – Heyer - Gruel

*M. Hantson - 50' setback from River.
- floors above 4 should be stepped back.*

Committee Comments

*- 3 & 4 stories w/
Key Building @ 5*

Summarize Position to present to TCR

Set meeting date with TCR

Seven Redevelopment Study Areas Report to EDC– Dave Roberts

Committee & Town Staff Only:

Redevelopment Plan Preparation (?) (Professionals needed, funding, procedure, etc.)

Consolidated Appropriations Act Federal Grant for
Economic Development Planning Study

Option for use of Funds

CA'

ALDERMAN AGENDA

June 14, 2005

- Project Overview & Approach

· Public Input - Who?

· Issues Oriented

Staff
Hispanic Community
Businesses
Residents
Public Officials
Interest Groups.

- Issues Raised by the entire community
- REFER TO LIST.

- Tonight I wish to hear your issues before continuing work with Planning Board.

- Political considerations / concerns.

- County, State, Local

- Constituent concerns.

- Issues you ask to deal that could be address through Master Plan.

- Other.

- Wrap.

Planning Board - Tomorrow night.

FM Kirby Foundation

Town of Dover Planning Board

- Robert Hooper - Chairman
- Paul McGrath - Vice Chairman
- William B. Gilbert
- Angel Mendoza
- William Shauer
- Joan Bocchino
- Louis Sperry

COUNTY OF MORRIS
37 NORTH SUSSEX STREET
P.O. BOX 798
DOVER, NEW JERSEY 07802-0798

Telephone: 973-366-2200 (Ext. 154)
Fax: 973-366-0039

- Javier Marin - Mayor
- Alderman Shuler - Mayor's Rep.
- Cindy Romaine - Alderman
- Carl Iosso - Alternate I
- Kay Walker - Alternate II
- Lee Greb - Board Attorney
- Michael Hantson - Town Engineer/Planner
- Regina Nee - Clerk/Secretary

PLANNING BOARD AGENDA OF JUNE 15, 2005 - 7:00 PM

- A. CALL TO ORDER**
- B. ROLL CALL**
- C. PLEDGE OF ALLEGIANCE**
- D. ADEQUATE NOTICE OF MEETING**
- E. MASTER PLAN - Chuck Latini - Heyer, Gruel & Associate**
 - Review of identified stakeholder issues
 - Review of Drafts: Goals and Objectives and Community Profile
- F. DATES: REGULAR MEETING TO BE HELD June 22, 2005.
AT 8:00 PM. WORKSHOP SAME NIGHT AT 7:00 PM**
- G. ADJOURNMENT**

IF ANY MEMBER CANNOT ATTEND, PLEASE CALL CLERK AT 366-2200 - Ext. 115.

GOALS & OBJECTIVES

The following goals and objectives have been created to guide future growth, development and redevelopment for the Town of Dover through unified vision. The goals and objectives have been prepared under the supposition that they will have a positive influence on the future of the Town and help shape policies guiding land use and development practices. The goals and objectives are intended to cover a range of policies and expectations for the future of Dover. The individual elements of this comprehensive Master Plan will provide an in-depth analysis of land use issues to advance these goals and objectives. The Master Plan Elements have been enriched and validated by public comment, stakeholder interviews and review by the Planning Board and its Master Plan Sub-committee.

In creating this section, certain goals and objectives have been carried over from previous Dover Reexamination Reports of the Master Plan, Land Development Ordinance & Master Plan Updates as well as subsequent versions of the Master Plan itself and incorporated into these Goals & Objectives. Other goals and objectives have been introduced in conjunction with this Comprehensive Master Plan through extensive public outreach process and local knowledge. Goals and objectives relevant and appropriate to the future of Dover have been carefully crafted so that future land use decisions should be predicated on a furtherance of the vision laid out as a result of these goals and objectives.

COMMUNITY VISION

GOAL: Enhance and create a sense of place that encourages economic vitality and community activity through well-designed land development consistent with established neighborhoods and land use patterns, while preserving the community's suburban and urban landscapes. Dover is a unique community within Morris County with a pedestrian scale central downtown business district, parks, river and historic canal resources, railroads, industrial activity, a variety of housing types, and a high number of churches serving as neighborhood and regional centers, all of which make Dover a desirable place to live, work and play.

OBJECTIVES:

- Encourage the preservation of existing neighborhoods through innovative community-based programs that target all socio-economic demographics as well as the protection of existing stable communities.
- Reduce auto-dependency through innovative design practices that encourage and allow for pedestrian activity where appropriate.
- Encourage consistency with recommendations of the State Development and Redevelopment Plan for Planning Areas and Center Designation as well as the new Highlands Water Protection and Planning Act.
- Capitalize on opportunities for redevelopment that enhance the existing community.
- Encourage any new development to be consistent with the scale of established land uses while enhancing the character of existing neighborhoods and proximate land uses. Increased densities appropriate to location should be considered such those at key intersections and Transit facilities but not at the expense of existing character.
- Encourage coordinated land use and transportation planning of business corridors including but not limited to areas such as, Route 46, areas along Blackwell Street, Mt.

Pleasant Avenue, Bassett Highway as well as transit facilities and key intersections sharing similar concerns.

- Create multi-jurisdictional partnerships both horizontally and vertically to establish coordination and cooperation for the future of Dover.
- Capitalize on the unique cultural diversity and charm of Dover that sets it apart from other Morris County communities.

LAND USE

GOAL: Preserve residential neighborhoods.

OBJECTIVES:

- Minimize traffic impacts on residential streets.
- *Minimize the conversion of single-family homes into multi-family dwellings through the use of innovative development standards such FAR, parking standards, etc.
- *Minimize the deleterious impacts of rental units on owner occupied single-family residential neighborhoods while understanding the need for rental housing opportunities for people with limited means for home-ownership.
- *Minimize the need for on-street parking by ensuring adequate off-street parking standards are created for new residential development. This includes exploring potential opportunities to provide off-street parking measures for established neighborhoods through innovative and creative planning and design as well as public-private partnerships that may share parking.
- Provide for parking to be a revenue-stream for the downtown district while allowing it to be used creatively to correct parking conditions in surrounding residential zones.
- Provide effective buffers on adjacent nonresidential properties.
- Where land uses are proposed in adjacent municipalities that will impact residential communities in Dover, all reasonable measures should be taken to participate in the public hearing process and minimize deleterious and negative impacts to Town residents and general quality of life.
- Encourage infill housing where appropriate that is consistent with the scale and character of existing neighborhoods.
- Adaptively reuse historic non-residential buildings for appropriate residential use where neighborhood land use patterns and infrastructure support this practice.

GOAL: Maximize potential for expansion of the economic base to support the costs of providing municipal services and education to Dover residents.

OBJECTIVES:

- Encourage well-designed mixed-use development that enhances property values rather than creating stand-alone single use facilities.
- Enhance the socio-economics of the Town by allowing various housing types to be offered in the Downtown area that seeks to fulfill current market trends by targeting young professional and "empty-nester" households.
- Encourage redevelopment through the coordination of the municipal Master Plan to the existing and potential redevelopment areas to ensure a unified vision of future growth and development.
- Identify remaining tracts with potential for economic development through the use of Redevelopment, Planned Developments and General Development Plans that encourage connectivity to existing neighborhoods and enhance opportunities to make Dover a destination to live, work and play.
- Pursue the redevelopment of the Dover Station Area, either through assisting property owners with the transfer of the property to a developer or through redevelopment area designation. Any potential redevelopment of this site should consider Transit Oriented Redevelopment and Center-based planning.
- Pursue the master planning of key properties within the Downtown Area including Bassett Highway, NJ Transit-owned and other publicly owned parcels.
- Promote "themes" as a means to attract visitors to the downtown; arts and culture, public markets, etc.
- Incorporate the findings of the Friends of Rockaway River Plan in the Land Use Element and Open Space and Recreation Element of the Master Plan.
- Encourage development that supports bicycle and walk to work programs through mixed-use community design that promotes flexibility to allow for residential housing and commercial space above retail facilities, where appropriate, feasible and where market conditions allow.

GOAL: Analyze existing land use patterns and underlying zoning and make recommendations for changes where incongruous land uses directly abut one another and where zoning was established contradictory to existing land use patterns.

OBJECTIVES:

- Review the zoning and land use patterns along State and County highways including but not limited to Route 46 and Route 15 particularly at key intersections where commercial activity is currently located. Where appropriate, make recommendations for new zoning regulations addressing potential shifts between existing residential and commercial land uses, and coordinate adjoining land uses better.
- Reduce the number of Zoning Board applications in neighborhoods where zoning is contradictory and burdensome provide revisions to said zoning to alleviate these issues.

- Review the permitted use list in the Land Development Ordinance to address emergent land use trends such as Neo-Traditional and Smart Growth planning principles and how they relate and incorporate land uses such as assisted living facilities, active adult housing as well as the emerging young urban professional.
- In accordance with State Plan policies and procedures, encourage future development to occur at appropriate locations and intensity in accordance with transportation and environmental capacities.
- Discourage deviations from established land use patterns that would permit incompatible and/or conflicting land uses being developed adjacent to one another; where appropriate amend zoning to prohibit incongruous land uses.
- Where appropriate, allow for mixed-use smart growth developments such as residential uses, neighborhood commercial business uses, and establish density requirements as appropriate to location.
- Review the plans of the academic community such as the Kubert School, Dover School of Business and Morris County Community College and analyze if and how to accommodate future college growth within the fabric of the community.
- Make sure zoning in neighborhoods recognized as local historic areas conforms to existing set-backs, heights, and other features to assure any new construction in the neighborhood is compatible in scale, massing, and orientation to the street.

GOAL: Coordination of land use decisions with educational needs and costs.

OBJECTIVES:

- Reconcile zoning plan with Dover Board of Education facility planning to minimize fiscal and functional impacts of development on the Town's school system.
- Participate in school facility planning and encourage "community-based" school design and program/ facility sharing.

DRAFT

CIRCULATION

GOAL: Provide alternative routes for regional traffic to disperse and diffuse traffic to reduce and eliminate existing and potential congestion.

OBJECTIVES:

- Look at alternative grid connections in the Downtown such as North Sussex and South Morris and potential side streets, improvement of paper streets, etc.
- Anticipate and coordinate design and placement of directional and informational signs indicating parking areas, public facilities (town hall, library, schools, etc.) in graphics not dependent on English language literacy.

GOAL: Combine circulation and land use objectives wherever possible.

OBJECTIVES:

- Perform a detailed Circulation Plan Element as an element to the Master Plan.
- Implement network of pathways for bicycle and pedestrian use through reservation of open space in new planned developments and existing abandoned rail R.O.W. and other property.
- Expand network of pathways through Town acquisition or jurisdiction over stream corridors, flood plains, unused rights-of-way, historic sites, etc.
- Reduce the impact of roadway design on existing land uses as well as the ability to attract a more diverse business mix.
 - Look at Route 46 R.O.W. and create a roadway design that is aesthetically pleasing and invites investment opportunity through a more pleasing and functional design as a commercial district rather than a highway.
 - Better control of signage along Route 46 and other main commercial strips.
- Ensure that any redevelopment efforts in the Downtown area are inextricably linked to and consider pedestrian, vehicular and mass transit circulation patterns.
- Develop Capital Improvement Plan that identifies and prioritizes needed improvements to Dover roads, utilities, buildings and grounds (including parks) and public works. Include planning and placement of signage in the Capital Improvement Plan.

GOAL: *Develop a safe and efficient circulation system capitalizing on the Town of Dover's excellent regional highway access and multi-modal transportation system.

OBJECTIVES:

- Improve on Dover's existing transit systems to develop an enhanced multi-modal system capitalizing on intra-municipal transit.

- Work with business community, New Jersey Transit and Morris County to develop as means of local transportation for all of Dover's Residents such as a trolley system.
- Create an enhanced multi-modal system and encourage businesses to implement ridesharing programs aimed at lessening dependence on single passenger automobile occupancy.
- *Examine and pursue the potential of expansion/relocation of the Dover Train Station, specifically addressing the availability of parking at the existing station.
- Establish a parking system in areas served by Mass transit and encourage shared opportunities with community residents and visitors.

GOAL: Designate and encourage the development of meaningful pedestrian corridors and bikeways linking Town, County and State recreational and community facilities within Dover and surrounding municipalities.

OBJECTIVES:

- Create a sidewalk construction fund in order that developer's seeking waiver relief from the Ordinance requirements for the construction of sidewalks is made to make a contribution in lieu of construction.
- Link public facilities including but not limited to the Morris Canal and municipal or county lands by an established greenway network. Said greenway network should also take advantage of the abandoned Rail R.O.W..

DRAFT

HOUSING

GOAL: Maintain and encourage diversity in the type and character of available housing promoting an opportunity for varied residential communities.

OBJECTIVES:

- Provide housing opportunities for all groups, family sizes and income levels.
- Where appropriate allow for residential apartments in mixed-use buildings above commercial and retail uses.
- Encourage all neighborhoods, existing and proposed, to embrace an active street tree planting and maintenance program.
- Encourage the development of green design housing that reduces the cost and burden on low and moderate-income families.

GOAL: Provide additional housing affordable to low and moderate-income households.

OBJECTIVES:

- Encourage inclusion of affordable units within all new construction projects.
- Create a homeownership program that encourages the rental population to purchase property and therefore increase stake in the greater community of Dover.
- Encourage construction of single-family units on vacant lots within existing neighborhoods. Use value of Town foreclosed lots as a subsidy to keep costs affordable to low or moderate income households.
- Adopt a growth share ordinance implementing the new regulations issued by COAH in December of 2004.
- Proactively seek Substantive Certification of a new Housing Element and Fair Share Plan.

GOAL: Increase available housing options for pre-retirement, retirement and elderly residents.

OBJECTIVES:

- Design should encourage mixed-use, pedestrian driven activity and be located within close proximity to goods and services.
- Maintain existing housing stock of attached single family and multifamily units.
- Through zoning and appropriate design guidelines, create opportunity for various types of active adult housing.

GOAL: Maintain and rehabilitate older neighborhoods. Establish a sustainable rehabilitation program with appropriate and responsible staffing levels.

OBJECTIVES:

- Utilize available resources such as the Neighborhood Preservation Program, Rehabilitation Area designations, Morris County Housing Programs and other tools to encourage rehabilitation of the older neighborhoods. Pursue National Register listing for significant historic properties and encourage the use of the Investment Tax Credits for rehabilitation for commercial & rental residential historic properties.
- Develop and implement an Affordable Housing Trust Fund.
- Utilize an Affordable Housing Trust Account established through a developer fee ordinance as a stable source of funding for housing rehabilitation.
- Provide a user-friendly administrative mechanism for providing matching funds for rehabilitation projects. Document all units qualified for credit pursuant to COAH regulations.

DRAFT

HISTORIC PRESERVATION

GOAL: Preservation and continued use of properties of historic significance to the Town of Dover and its rich history.

OBJECTIVES:

- Identify and map properties deemed historically significant on the local level through survey work as well as those properties on the State and National Historic Registers, and those properties potentially eligible for listing on the State and National Register of Historic Places. Include this information in the Master Plan for public reference when any land use application for development or redevelopment is considered.
- Investigate the establishment of a local Historic Preservation Commission or Committee, pursuant to the requirements of the NJ Municipal Land Use Law.
- The HPC should designate historic districts and landmarks pursuant to the requirements of the MLUL, and promote them in public hearings and through educational programming done in connection with the local Historical Society and other affiliated organizations..
- Enhance the protection of historic structures and sites from demolition and inappropriate alteration through regulatory control established by the passage of a local ordinance.

GOAL: Use official historic designation of properties to increase the inherent value of said properties.

OBJECTIVES:

- Establish National Register listing for individual properties of significance and encourage the use of the Investment Tax Credit to encourage appropriate rehabilitation of the structure and adaptive reuse.
- Establish design standards for new construction in designated historic areas that supports the preservation of unique and character-defining features while remaining practical.
- Encourage the participation of the historic commercial center in a Facade Improvement Program, to guide and improve the aesthetics of Downtown Dover through guidance on appropriate storefront renovations and building maintenance practices that enhance the long term values of the structure. The FIP should include practical design standards that work to coordinate signage, awnings, window displays, and where applicable and permitted, sidewalk cafes.

RECREATION, CONSERVATION & OPEN SPACE

GOAL: *Provide for a range of quality public services such as schools, libraries, and recreational facilities, public safety/emergency services and ensure the adequacy of same to accommodate existing and future populations.

OBJECTIVES:

- *Adapt for changing program needs and provide adequate facilities for all age groups and demographic sectors including facilities such as parks, pocket-parks and other passive opportunities, science and biological educational trails, canoe, fishing and other River related opportunities and community centers.
- Pursue additional recreation and open space to meet a growing population including new or expanded facilities at areas such Waterworks Park, Picatinny Arsenal and school facilities.
- Pursue inter-governmental, corporate and community partnerships thorough facility and resource sharing agreements.

GOAL: Preserve and enhance areas of open space with emphasis on linkages to create greenways as well as areas surrounding historic sites that preserve and enhance historic character.

OBJECTIVES:

- Provide for and map greenways along stream corridors, existing parks and dedicated open space, etc.
- Identify and map environmentally constrained lands for preservation using Green Acres R.O.S.I. funding or open space dedication by private developers and other dedicated sources of revenue.
- Look at large tracts of Town, State and County-owned land to create conservation zones that are sensitive to flood plain and wetland issues as well as preserving and enhancing existing vistas.
- In conjunction with the street-tree program, seek development of a Public Work Tree Nursery.
- Continue to monitor the potential closing of the Picatinny Arsenal for inclusion into the greater Rockaway River and Burnt Meadow Brook Reserve as well as recreational opportunities for Dover.

GOAL: Identification of Environmentally sensitive lands.

OBJECTIVES:

- Map all wetland, floodplain, steep-slopes and other known environmentally constrained land.

- Utilize NJDEP and field check known Brownfield sites and quantify recommendations for remediation using Phase 1 studies funded under Hazardous Discharge Site Remediation Fund grants.

GOAL: Coordination of flood mitigation measures with flood plain and wetlands protection.

OBJECTIVES:

- Develop a flood mitigation plan under Federal Emergency Management Agency to ensure eligibility for federal flood mitigation funding programs.

DRAFT

Appendix C - 2008 Municipal Self-Assessment Draft Demographics & Sustainability Statement (Reference Only)

DEMOGRAPHICS

Summary

The data described in the Demographics section is primarily from the 2000 US Census and, secondarily from the Bureau of Labor and Statistics. Dover is experiencing a major shift in its demographics with the community becoming more diverse and vibrant.

The Town of Dover encompasses 2.7 square miles, or about 0.56 percent of the 481 square miles that comprise Morris County, the sixth wealthiest County in New Jersey. Dover's 18,188 residents make up about 3.86 percent of the County's total population of 470,212 people. The average household size in Dover is 3.29 persons, considerably higher than both the County average of 2.72 persons and the State average of 2.68 persons. Median household income in Dover is \$53,423, less than the County median income of \$77,340 and the State median income of \$55,146. Dover's housing vacancy rate is 2.4 percent in comparison to the County vacancy rate of 2.67 and the State vacancy rate of 7.4 percent. The poverty rate in Dover is 13.4 percent which is much higher than the County average of 3.90 percent and the State rate of 8.5 percent. Unemployment in the Town is 4.9 percent. The County unemployment rate is 2.4 percent and the State rate is 4.8 percent.

Table 1- DEMOGRAPHICS

| | Town of Dover | Morris County | New Jersey |
|------------------------------|---------------|---------------|------------|
| Land Area (Sq. Miles) | 2.7 | 481 | 7,417 |
| Population | 18,188 | 470,212 | 8,414,350 |
| Households | 5,436 | 169,711 | 3,064,645 |
| Average Household Size | 3.29 | 2.72 | 2.68 |
| Housing Units | 5,568 | 174,379 | 3,310,275 |
| Home Ownership Rate (%) | 52.88 | 73.99 | 66 |
| Vacancy Rate (%) | 2.4 | 2.6 | 7.4 |
| Median Household Income (\$) | 53,423 | 77,340 | 55,146 |
| Per Capita Income (\$) | 18,056 | 36,964 | 27,006 |
| Poverty Rate (%) | 13.4 | 3.90 | 8.5 |
| Unemployment Rate (%) | 4.9 | 2.4 | 4.8 |

The eventual slowdown in the economy during the 1970's and 1980's led to a new dynamic for the Town of Dover, a change in the demographic character of the once proletarian iron forging manufacturing community. Given the affluence of the surrounding region and resultant job

opportunities for people of certain skill-sets such as home-improvement, landscaping, and heavy labor, Dover, with its easily accessible rail service to both the Morris and Essex and Montclair-Boonton rail lines proved to be an affordable clean and safe community in which many Hispanic and Latino people have chosen to make their home. Notwithstanding job opportunity, the Dover retail business district transformed itself to accommodate this population shift. Table-2 represents jobs and future growth by occupation group in Morris County. Although there is limited data on jobs specific to the demographic shift by municipality in the region surrounding Dover one can see there is ample opportunity for jobs without major educational requirements.

Table-2 EMPLOYMENT BY MAJOR OCCUPATIONAL GROUP, 2002-2012

Morris County

| Occupation | 2002 | | 2012 | | Change: 2002-2012 | | Annual Average Job Openings | | |
|---|----------------|--------------|----------------|--------------|-------------------|-------------|-----------------------------|--------------|--------------|
| | Number | Percent | Number | Percent | Number | Percent | Total* | Growth* | Replacements |
| Total, All Occupations | 331,250 | 100.0 | 378,600 | 100.0 | 47,350 | 14.3 | 12,720 | 5,150 | 7,560 |
| Management, Business, and Financial Occupations | 44,600 | 13.5 | 53,750 | 14.2 | 9,150 | 20.5 | 1,720 | 920 | 800 |
| Professional and Related Occupations | 64,050 | 19.3 | 76,400 | 20.2 | 12,350 | 19.2 | 2,510 | 1,280 | 1,220 |
| Service Occupations | 56,150 | 17.0 | 68,750 | 18.2 | 12,600 | 22.4 | 2,810 | 1,260 | 1,550 |
| Sales and Related Occupations | 35,850 | 10.8 | 40,550 | 10.7 | 4,700 | 13.2 | 1,550 | 470 | 1,080 |
| Office and Administrative Support Occupations | 64,900 | 19.6 | 67,900 | 17.9 | 3,000 | 4.6 | 1,980 | 530 | 1,450 |
| Farming, Fishing, and Forestry Occupations | 350 | 0.1 | 450 | 0.1 | 100 | 34.2 | 20 | 10 | 10 |
| Construction and Extraction Occupations | 14,050 | 4.2 | 16,300 | 4.3 | 2,250 | 16.1 | 500 | 230 | 280 |
| Installation, Maintenance, and Repair Occupations | 11,150 | 3.4 | 12,100 | 3.2 | 950 | 8.5 | 370 | 120 | 250 |
| Production Occupations | 17,350 | 5.2 | 17,000 | 4.5 | -400 | -2.2 | 490 | 70 | 420 |
| Transportation and Material Moving Occupations | 22,850 | 6.9 | 25,450 | 6.7 | 2,650 | 11.5 | 770 | 270 | 500 |

U.S. Census Bureau

Population by Race and Naivety

An analysis of the demographical makeup in the municipalities surrounding Dover, with exception to Victory Gardens and to a lesser degree Wharton because of their relative close proximity to Dover Station, have not experienced this demographic shift in sheer population count quite as markedly as Dover. Table-3 represents this demographical dynamic for the communities surrounding Dover. Although the percent increase in population is relatively high for all communities, they are relatively low compared to Dover's actual count by persons and represents a lower percentage of each community's actual demographic make-up. Again, with exception to Victory Garden and Wharton presumably because of their location to Dover Station, the downtown and day-labor market.

However, the demographic shift as a percentage increase with the Hispanic and Latino populations is remarkably high.

Table-3 TOTAL POPULATION AND HISPANIC ORIGIN

| | Town of Dover | | |
|----------------|---------------|----------|------|
| YEAR | Total | Hispanic | % |
| 1990 | 15115 | 6101 | 40.4 |
| 2000 | 18,188 | 10,539 | 58 |
| %Change | 20% | 72% | |

| | Rockaway | | | Victory Gardens | | | Wharton | | | Randolph | | | Mine Hill | | |
|----------------|----------|----------|-----|-----------------|---------|----|---------|----------|----|----------|----------|-----|-----------|----------|-----|
| YEAR | Total | Hispanic | % | Total | Hispani | % | Total | Hispanic | % | Total | Hispanic | % | Total | Hispanic | % |
| 1990 | 19,572 | 642 | 3.3 | 1,314 | 514 | 39 | 5,405 | 636 | 12 | 19,974 | 651 | 3.2 | 3,333 | 206 | 6.1 |
| 2000 | 22,930 | 1,440 | 6.2 | 1,546 | 783 | 51 | 6,298 | 1,462 | 23 | 24,847 | 1,208 | 4.9 | 3,679 | 319 | 8.7 |
| %Change | 17.2 | 124 | | 17.7 | 52 | | 16.5 | 130 | | 24.3 | 85.6 | | 10.4 | 55 | |

U.S. Census Bureau

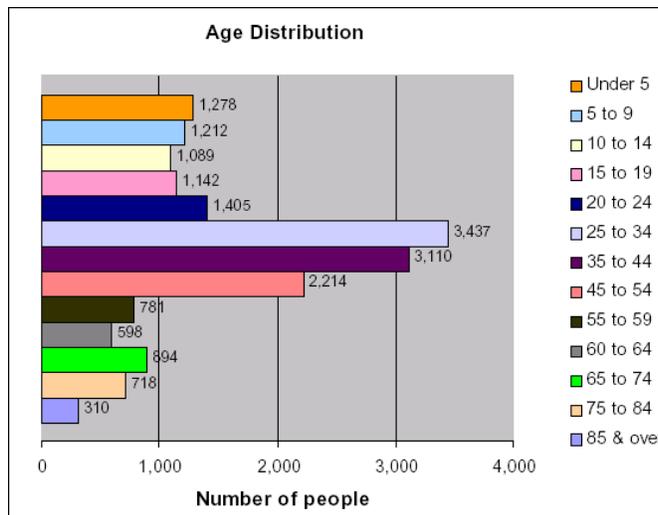
Table-4 POPULATION BY RACE

| | Dover town, Morris County | % of Population |
|--|--------------------------------------|----------------------------|
| Total: | 18,188 | 100 |
| Hispanic or Latino | 10,539 | 58 |
| Not Hispanic or Latino: | 7,649 | 42 |
| Population of one race: | 7,456 | 41 |
| White alone | 5,937 | 32.6 |
| Black or African American alone | 1,035 | 5.7 |
| American Indian and Alaska Native alone | 18 | 0.1 |
| Asian alone | 446 | 2.4 |
| Native Hawaiian and Other Pacific Islander alone | 0 | 0 |
| Some other race alone | 20 | 0.1 |

U.S. Census Bureau

Other races do exist within Dover although not at the numbers that the Hispanic and Latino community present. Given the propensity of people of Hispanic origin to locate in or close proximity to Metropolitan areas versus non-Hispanics as indicated in Table-4. It is easy to see that Dover is an attractive place for this population because its labor opportunities, great access to New York and other job markets as well as being a clean attractive place to raise a family.

Table-5 Age Distribution



Income, Poverty &

Employment

Income in Dover is also a point worth note. As Table-6 points out, Dover ranks low in median income by household and family when compared to the wealth within Morris County Income is also on the low side when compared to the State of New Jersey although above the National average. With Per capita income coming in even lower, on a national level as well, causes the need to keep a close watch on this issue and managed accordingly.

| Median income (dollars) | DOVER | MORRIS | NJ | US |
|--------------------------------|--------------|---------------|-----------|-----------|
| Household | 53,423 | 77,340 | 55,146 | 41,994 |
| Family | 57,141 | 89,773 | 65,370 | 50,046 |
| Per Capita | 18,056 | 36,964 | 27,006 | 21,587 |

The Census data indicates that the total civilian labor force in Dover and Mercer County in 2000 were 9,535 of 14,367 eligible and 252,892 of 365,030 respectively. The Dover labor force represents 3.8% of the County workforce. The unemployment rate for Dover

was 4.9% of its total eligible or 7.4% of the actual workforce while Morris County boasts a low 2.4% or 3.5% of it actual (Table-7). When analyzing unemployment with poverty rates (Table-8) one could again come to the conclusion that legal citizenship status may play into the equation as employees and employers may not be reporting total income or employers are taking advantage of citizenship status and paying low wages. Nevertheless, statistics that are not truly becoming of a quaint American town and in need of addressing.

While looking at these employment, income and other related statistics, we would be remiss if we did not indicate that the location of regional services, both County and State, located within Dover's downtown did not factor into these high negative features.

TABLE -7 EMPLOYMENT STATUS

| EMPLOYMENT STATUS | DOVER | % | MORRIS COUNTY | % |
|-------------------------------------|---------------|------------|----------------------|--------------|
| Population 16 years and over | 14,367 | 100 | 365,030 | 100.0 |
| In labor force | 9,535 | 66.4 | 252,892 | 69.3 |
| Civilian labor force | 9,523 | 66.3 | 252,703 | 69.2 |
| Employed | 8,816 | 61.4 | 243,783 | 66.8 |
| Unemployed | 707 | 4.9 | 8,920 | 2.4 |

U.S. Census Bureau

Table-8 Poverty Status

| Poverty level | Dover | % | NJ | U.S |
|-------------------|-------|------|-----|-------|
| Families below | 327 | 8.2 | 6.3 | 9.2% |
| Individuals below | 2,381 | 13.4 | 8.5 | 12.4% |

Employment

Table-9 indicates a healthy job market as well as projected growth in all major occupational sectors. Given location of mass transit opportunities and proximity of the regional road network makes Dover not only a destination to live but also a destination for business opportunity.

Table-9 EMPLOYMENT BY MAJOR OCCUPATIONAL GROUP, 2002-2012

Morris County

| Occupation | 2002 | | 2012 | | Change: 2002-2012 | | Annual Average Job Openings | | |
|---|----------------|--------------|----------------|--------------|-------------------|-------------|-----------------------------|--------------|--------------|
| | Number | Percent | Number | Percent | Number | Percent | Total* | Growth* | Replacements |
| Total, All Occupations | 331,250 | 100.0 | 378,600 | 100.0 | 47,350 | 14.3 | 12,720 | 5,150 | 7,560 |
| Management, Business, and Financial Occupations | 44,600 | 13.5 | 53,750 | 14.2 | 9,150 | 20.5 | 1,720 | 920 | 800 |
| Professional and Related Occupations | 64,050 | 19.3 | 76,400 | 20.2 | 12,350 | 19.2 | 2,510 | 1,280 | 1,220 |
| Service Occupations | 56,150 | 17.0 | 68,750 | 18.2 | 12,600 | 22.4 | 2,810 | 1,260 | 1,550 |
| Sales and Related Occupations | 35,850 | 10.8 | 40,550 | 10.7 | 4,700 | 13.2 | 1,550 | 470 | 1,080 |
| Office and Administrative Support Occupations | 64,900 | 19.6 | 67,900 | 17.9 | 3,000 | 4.6 | 1,980 | 530 | 1,450 |
| Farming, Fishing, and Forestry Occupations | 350 | 0.1 | 450 | 0.1 | 100 | 34.2 | 20 | 10 | 10 |
| Construction and Extraction Occupations | 14,050 | 4.2 | 16,300 | 4.3 | 2,250 | 16.1 | 500 | 230 | 280 |
| Installation, Maintenance, and Repair Occupations | 11,150 | 3.4 | 12,100 | 3.2 | 950 | 8.5 | 370 | 120 | 250 |
| Production Occupations | 17,350 | 5.2 | 17,000 | 4.5 | -400 | -2.2 | 490 | 70 | 420 |
| Transportation and Material Moving Occupations | 22,850 | 6.9 | 25,450 | 6.7 | 2,650 | 11.5 | 770 | 270 | 500 |

Current work status as indicated in Table-10 indicates that over 35% of the Dover population is in a heavy trade occupation with a large percentage of the population in the service related industry. With ample opportunities for job growth within these industries as indicated in Table-9 there is an indication that Dover will fortunately remain a truly diverse community both culturally and from an employment opportunity standpoint.

SUSTAINABILITY STATEMENT

Sustainability or Sustainable Development has been defined as development that meets the needs of the present without compromising the ability of future generations to meet their own needs - The United Nations World Commission on Environment and Development (The Brundtland Commission, 1987).

Dover is a fully built out town. Its compact size and lack of environs make it an ideal location for focusing future growth without negatively impacting the environs in the region through infill development and redevelopment. Creating compact, diverse communities, which address issues of social equity, provide mass transit, and offer community interaction, employment and diverse arts and culture, is the cornerstone of sustainable development.

The various redevelopment plans, the TOD plan and improvement plans proposed will ensure that the Town grows without generating a detrimental impact on the environs.

The proposed improvements to Dover's Downtown District promote social development and interaction by creating positive environments for social interaction, i.e. positive pedestrian realms and public and quasi-public spaces. The influx of development, redevelopment and rehabilitation will promote economic development and increased prosperity for Dover residents, which is consistent with sustainable development goals.

The Town of Dover is entirely served by public water and sewer, which is properly treated, thereby minimizing negative impacts on the environment from individual septic systems and wells, which are typical in the County.

1. The following proposed Master Plan Goals illustrate the Town's commitment to and involvement in sustainability:
2. To promote the establishment of appropriate population densities and concentrations that will contribute to the well-being of persons, neighborhoods, communities, and regions and preservation of the environment;
3. To provide sufficient space in appropriate locations for a variety of residential, recreational, commercial and industrial use and open space, both public and private, according to their respective environmental requirements in order to meet the needs of all the citizens of Dover;
4. To promote the conservation of historic sites and districts, open space, energy resources and valuable natural resources in the Town and to prevent urban sprawl and degradation of the environment through improper use of land;

5. To encourage development of affordable housing within the Town of Dover;
6. To promote utilization of renewable energy resources; and
7. To promote the maximum practicable recovery and recycling of recyclable materials from municipal solid waste.

Appendix D - Municipal Climate Snapshot Reports

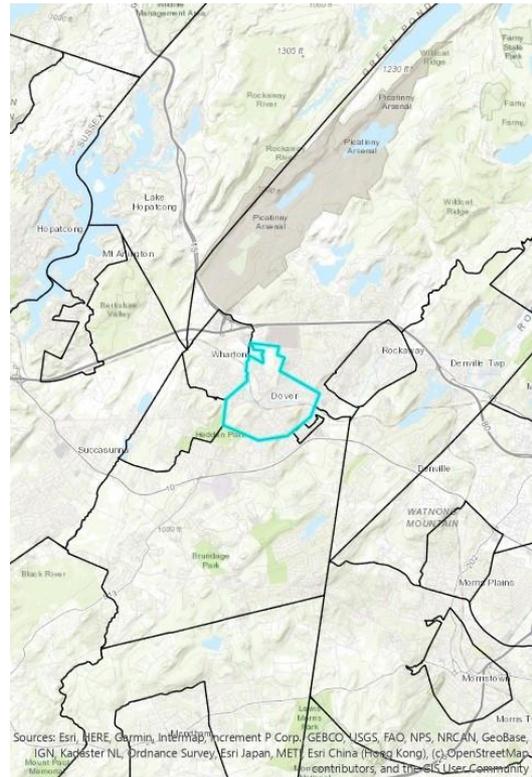
Dover: Critical Assets Exposure Snapshot

Introduction

Critical assets are places a community needs to provide education, care, and public safety to residents. Some critical assets may be in areas that flood now, or are expected to flood in the future. It is important to understand critical assets' exposures to flood events, along with exposures to roads leading to and from those facilities. Knowing the services provided by critical assets will help a community plan for flooding.

There are 3 types of flood events:

1. Riverine (or 'fluvial') flood events occur when intense rain events cause rivers and streams to overtop their banks.
2. Flash (or 'pluvial') floods occur when intense rainfall causes a flood event that is not directly associated with a body of water. For example, flash flood events include floods in roadways from impaired stormwater management systems.
3. Coastal flood events occur when sea-level rise, high tides, and storm surge combine to create flood events that range from nuisance high-tide floods to destructive storm tides from seawater.



The Federal Emergency Management Agency (FEMA) models flood hazards, both riverine (1) and coastal (3), as part of the National Flood Insurance Program (NFIP) regulations and insurance requirements. FEMA does not model flash flood events (2) for their NFIP flood mapping.

Dover: Critical Assets Exposure Snapshot

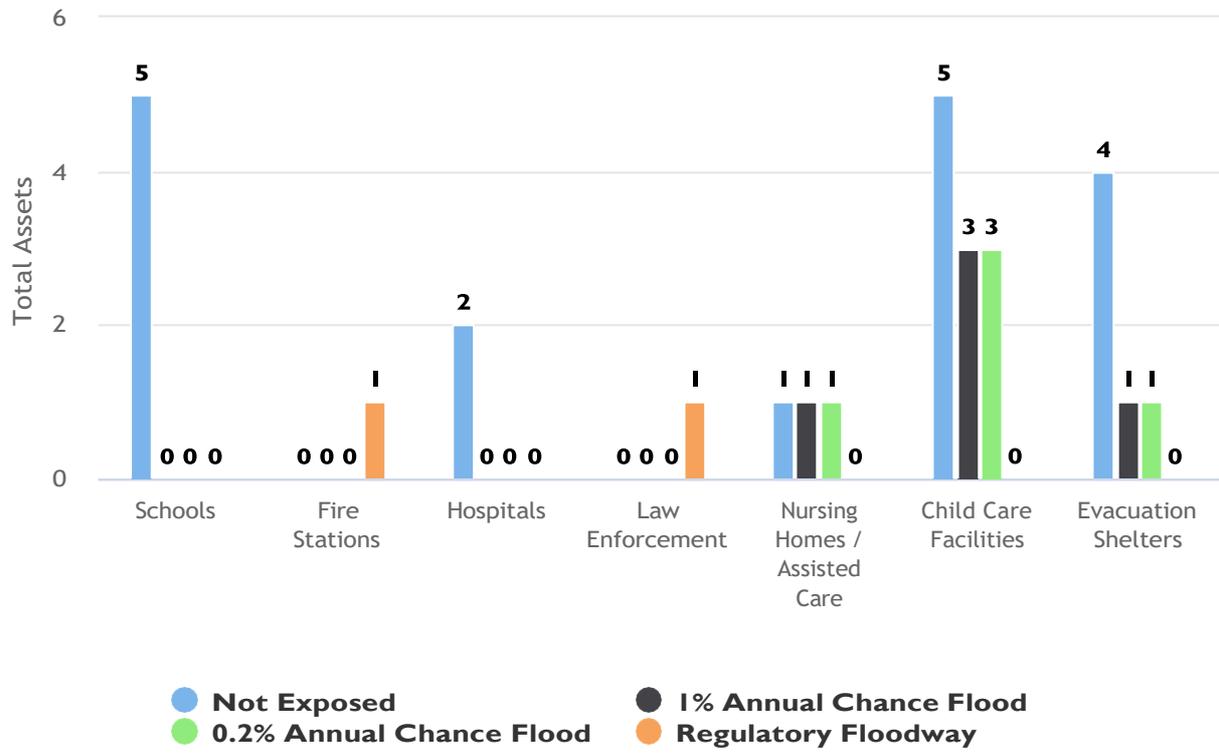
Critical Assets in FEMA Flood Zone Areas

| Assets | Total Assets | # Exposed in ... | | |
|--------|--------------|------------------------|--------------------------|---------------------|
| | | 1% Annual Chance Flood | 0.2% Annual Chance Flood | Regulatory Floodway |
| | 5 | 0 | 0 | 0 |
| | 1 | 0 | 0 | 1 |
| | 2 | 0 | 0 | 0 |
| | 1 | 0 | 0 | 1 |
| | 2 | 1 | 1 | 0 |
| | 8 | 3 | 3 | 0 |
| | 5 | 1 | 1 | 0 |

The FEMA National Flood Hazard Layer (NFHL) dataset represents the current effective flood data across the United States. Areas in the National Flood Hazard Layer are:

- **Floodway:** The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood height.
- **1% Annual Chance Flood:** The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones [A](#), [AE](#), [AH](#), [AO](#), [AR](#), [A99](#), [V](#), and [VE](#). The Base Flood Elevation is that water-surface elevation of the 1% annual chance flood.
- **0.2% Annual Chance Flood:** The 0.2% annual flood (500-year flood) is the flood that has a 0.2% chance of being equaled or exceeded in any given year.
- **Areas of Undetermined Flood Hazard** are areas with possible but undetermined flood hazards.

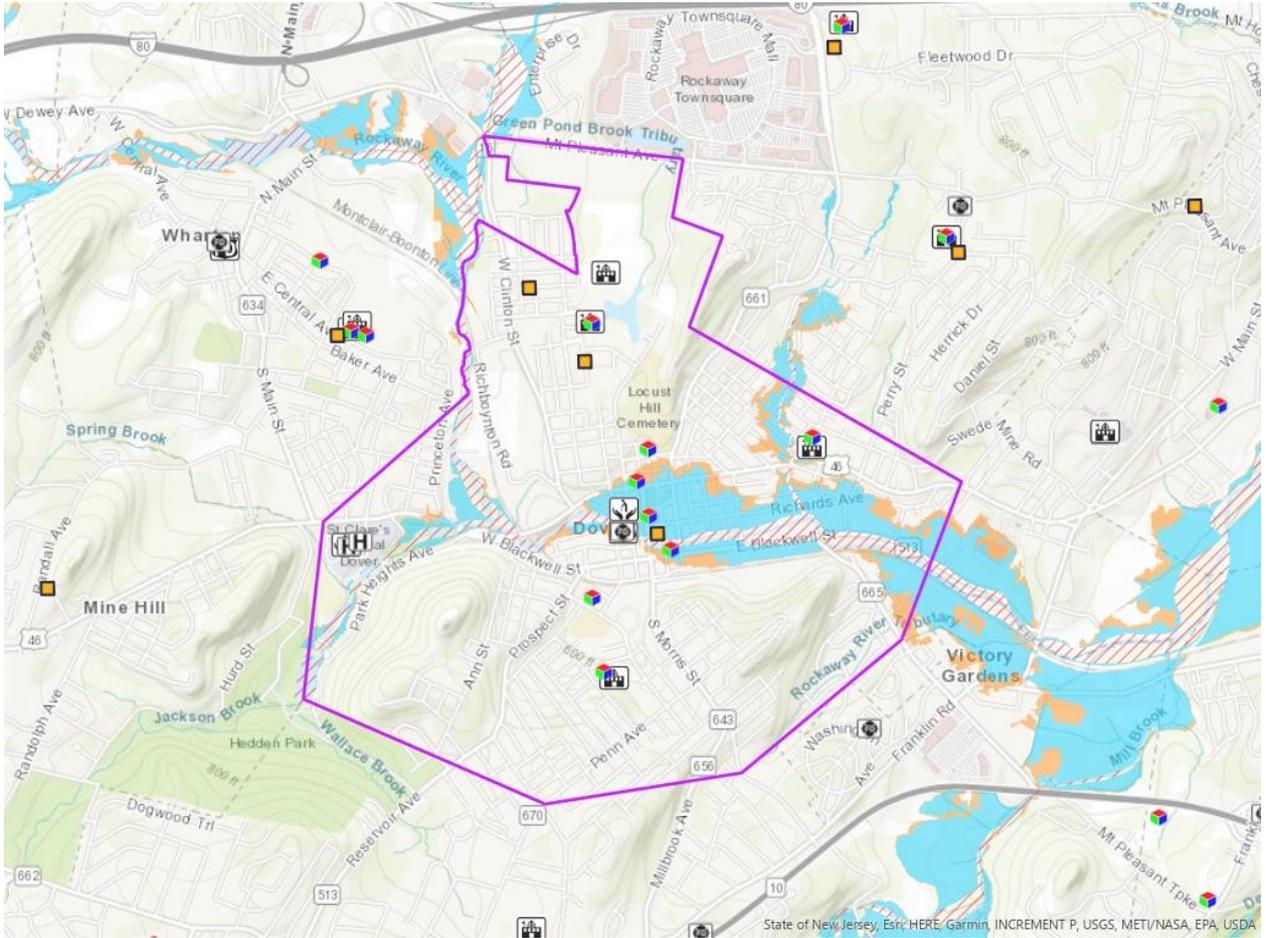
Dover Critical Assets in Exposed Areas



Dover: Critical Assets Exposure Snapshot

Maps

FEMA Flood Zones



Dover: Critical Assets Exposure Snapshot

Legends

NJ Political Boundaries

 Municipal Boundary

FEMA NSS - Shelter Locations

 Open

 Closed

 Full

 Alert

 Standby

 Unknown

FEMA Flood Zones

Flood Hazard Areas

 1% Annual Chance Flood Hazard

 Regulatory Floodway

 Area of Undetermined Flood Hazard

 0.2% Annual Chance Flood Hazard

Public schools



Fire Stations



Hospitals



Local Law Enforcement Locations



Nursing Homes



Child Care Centers



Dover: Built Infrastructure Assets Exposure Snapshot

Metadata / Sources

Flood Hazards

| Name | Description | Where to Get It | |
|------------------|--|--|---|
| | | Map Service | Authoritative Source |
| FEMA Flood Zones | This FIRM data service allows users to view FIRMs for NJ. Counties were combined using the data downloaded from FEMA's Region II office. | FEMA Flood Zones Map Service | Federal Emergency Management Agency(FEMA) |

Dover: Built Infrastructure Assets Exposure Snapshot

Metadata / Sources

Facilities

| Name | Description | Where to Get It | |
|----------------------------|---|--|---|
| | | Map Service | Authoritative Source |
| Public Schools | This Public Schools feature dataset is composed of all Public elementary and secondary education facilities in the United States as defined by the Common Core of Data (CCD, https://nces.ed.gov/ccd/), National Center for Education Statistics (NCES, https://nces.ed.gov), US Department of Education for the 2015-2016 school year. This includes all Kindergarten through 12th grade schools as tracked by the Common Core of Data. Included in this dataset are military schools in US territories and referenced in the city field with an APO or FPO address. DOD schools represented in the NCES data that are outside of the United States or US territories have been omitted. This release includes the addition of 1889 new records, and removal of 1985 records not present in the NCES CCD data. | Public Schools Map Service | Office of Homeland Security - Homeland Infrastructure Foundation-Level Data (HIFLD) Working Group |
| Fire Stations | Fire Stations in the United States Any location where fire fighters are stationed or based out of, or where equipment that such personnel use in carrying out their jobs is stored for ready use. Fire Departments not having a permanent location are included, in which case their location has been depicted at the city/town hall or at the center of their service area if a city/town hall does not exist. This dataset includes those locations primarily engaged in forest or grasslands firefighting, including fire lookout towers if the towers are in current use for fire protection purposes. This dataset includes both private and governmental entities. Firefighting training academies are also included. TGS has made a concerted effort to include all fire stations in the United States and its territories | Firs Stations Map Service | Office of Homeland Security - Homeland Infrastructure Foundation-Level Data (HIFLD) Working Group |
| Hospitals | This feature class/shape file contains locations of Hospitals for 50 US states, Washington D.C., US territories of Puerto Rico, Guam, American Samoa, Northern Mariana Islands, Palau, and Virgin Islands. The dataset only includes hospital facilities based on data acquired from various state departments or federal sources which has been referenced in the SOURCE field. Hospital facilities which do not occur in these sources will be not present in the database. The database does not contain nursing homes or health centers. Hospitals have been categorized into children, chronic disease, critical access, general acute care, long term care, military, psychiatric, rehabilitation, special, and women based on the range of the available values from the various sources after removing similarities. | Hospitals Map Service | Office of Homeland Security - Homeland Infrastructure Foundation-Level Data (HIFLD) Working Group |
| Law Enforcement Facilities | Law Enforcement Locations in the United States, any location where sworn officers of a law enforcement agency are regularly based or stationed. Law Enforcement agencies "are publicly funded and employ at least one full-time or part-time sworn officer with general arrest powers". This is the definition used by the US Department of Justice - Bureau of Justice Statistics (DOJ-BJS) for their Law Enforcement Management and Administrative Statistics (LEMAS) survey. Although LEMAS only includes non-Federal Agencies, this dataset includes locations for federal, state, local, and special jurisdiction law enforcement agencies. Law enforcement agencies include, but are not limited to, municipal police, county sheriffs, state police, school police, park police, railroad police, federal law enforcement agencies, departments within non law enforcement federal agencies charged with law enforcement (e.g., US Postal Inspectors), and cross jurisdictional authorities (e.g., Port Authority Police). | Law Enforcement Facilities Map Service | Office of Homeland Security - Homeland Infrastructure Foundation-Level Data (HIFLD) Working Group |

Dover: Built Infrastructure Assets Exposure Snapshot

Metadata / Sources

Facilities

| Name | Description | Where to Get It | |
|---------------------------------------|---|---|---|
| | | Map Service | Authoritative Source |
| Nursing Home/Assisted Care Facilities | The Nursing Home / Assisted Care feature class/shape file contains facilities that house elderly adults. This feature class's/shape file's attribution contains physical and demographic information for facilities in the continental United States and some of its territories. The purpose of this feature class/shape file is to provide accurate locations for high concentrations of elderly adults in the event of a disaster. The attribution within this feature class/shape file was populated via open source methodologies of authoritative sources. During the update cycle for this deliverable, there were 6010 records added. | Nursing Home/Assisted Care Facilities Map Service | Office of Homeland Security - Homeland Infrastructure Foundation-Level Data (HIFLD) Working Group |
| Evacuation Shelters | The National Shelter System feature class/shape file contains facilities that can house individuals in the event of an issued evacuation for the facilities area. This feature class/shape file's attribution contains physical, demographic, and capacity information for facilities in the continental United States and some of its territories. The purpose of this feature class/shape file is to provide accurate locations for a potential shelter in the event of a disaster. The facilities included have been designated as a Shelter by either the Federal Emergency Management Agency (FEMA) or the American Red Cross (ARC) | Evacuation Shelter Map Service | Office of Homeland Security - Homeland Infrastructure Foundation-Level Data (HIFLD) Working Group |
| Historic Preservation Properties | Historic Properties are buildings, sites, structures or objects that are evaluated as historically significant. This dataset represents the polygon boundaries of historic properties that: 1. Are National Historic Landmarks, 2. Are included in the New Jersey or National Registers of Historic Places, 3. Have been determined Eligible for inclusion in the registers through federal or state processes administered by the HPO, 4. Have been designated as Local Landmarks by local government, or 5. Have been identified through cultural resource survey or other documentation on file at the HPO. | Historic Property Map Service | New Jersey Department of Environmental Protection |

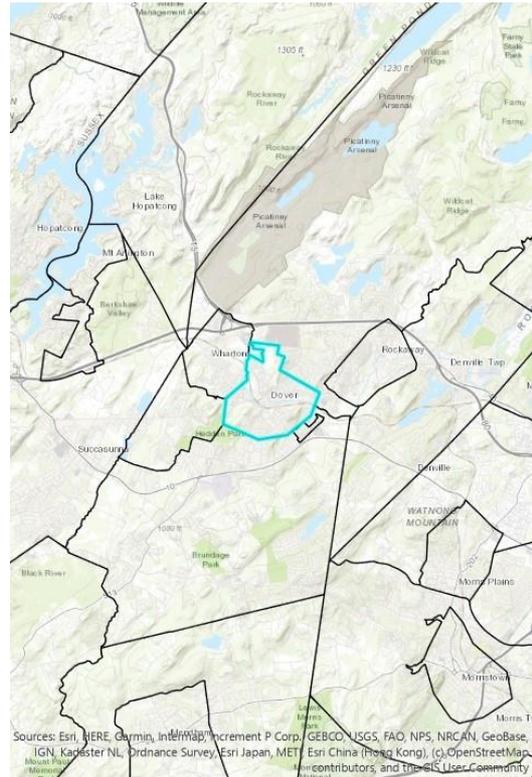
Dover: Built Infrastructure Assets Exposure Snapshot

Introduction

Built infrastructure (i.e., wastewater treatment facilities, energy generation locations, bridges, evacuation routes and rail lines) may be in areas that flood now, or are expected to flood in the future. It is important to understand the exposure of built infrastructure since communities and their residents rely on the services these infrastructure sources provide. Knowing the services provided by built infrastructure will help a community plan for flooding.

There are 3 types of flood events:

1. Riverine (or 'fluvial') flood events occur when intense rain events cause rivers and streams to overtop their banks.
2. Flash (or 'pluvial') floods occur when intense rainfall causes a flood event that is not directly associated with a body of water. For example, flash flood events include floods in roadways from impaired stormwater management systems.
3. Coastal flood events occur when sea-level rise, high tides, and storm surge combine to create flood events that range from nuisance high-tide floods to destructive storm tides from seawater.



The Federal Emergency Management Agency (FEMA) models flood hazards, both riverine (1) and coastal (3), as part of the National Flood Insurance Program (NFIP) regulations and insurance requirements. FEMA does not model flash flood events (2) for their NFIP flood mapping.

Dover: Built Infrastructure Assets Exposure Snapshot

Built Infrastructure Assets in FEMA Flood Zone Areas

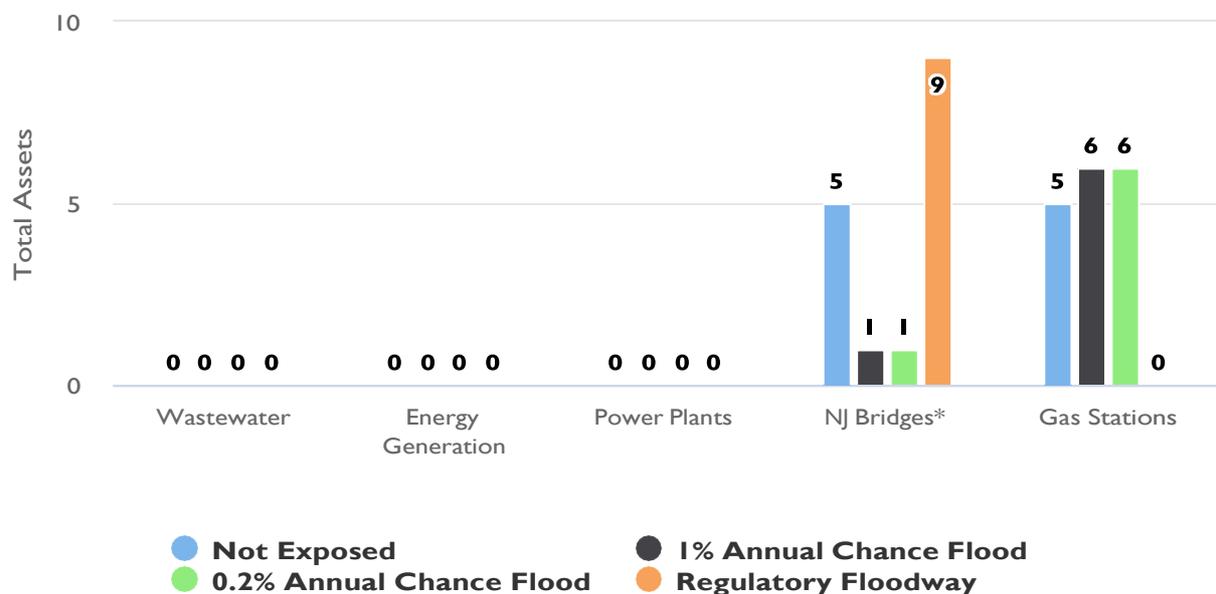
| Assets | Total Assets | # Exposed in ... | | |
|--------------|--------------|------------------------|--------------------------|---------------------|
| | | 1% Annual Chance Flood | 0.2% Annual Chance Flood | Regulatory Floodway |
| Wastewater | 0 | 0 | 0 | 0 |
| Generation | 0 | 0 | 0 | 0 |
| Power Plants | 0 | 0 | 0 | 0 |
| NJ Bridges* | 15 | 1 | 1 | 9 |
| Gas Stations | 11 | 6 | 6 | 0 |

* The National Bridge Inventory is a collection of information (database) describing the more than 600,000 of the Nation's bridges located on public roads as of December 31, 2018, including Interstate Highways, U.S. highways, State and county roads, as well as publicly-accessible bridges on Federal lands. It presents a State by State summary analysis of the number, location, and general condition of highway bridges within each State.

The FEMA National Flood Hazard Layer (NFHL) dataset represents the current effective flood data across the United States. Areas in the National Flood Hazard Layer are:

- o Floodway: The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood height.
- o 1% Annual Chance Flood: The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones [A](#), [AE](#), [AH](#), [AO](#), [AR](#), [A99](#), [V](#), and [VE](#). The Base Flood Elevation is that water-surface elevation of the 1% annual chance flood.
- o 0.2% Annual Chance Flood: The 0.2% annual flood (500-year flood) is the flood that has a 0.2% chance of being equaled or exceeded in any given year.
- o Areas of Undetermined Flood Hazard are areas with possible but undetermined flood hazards.

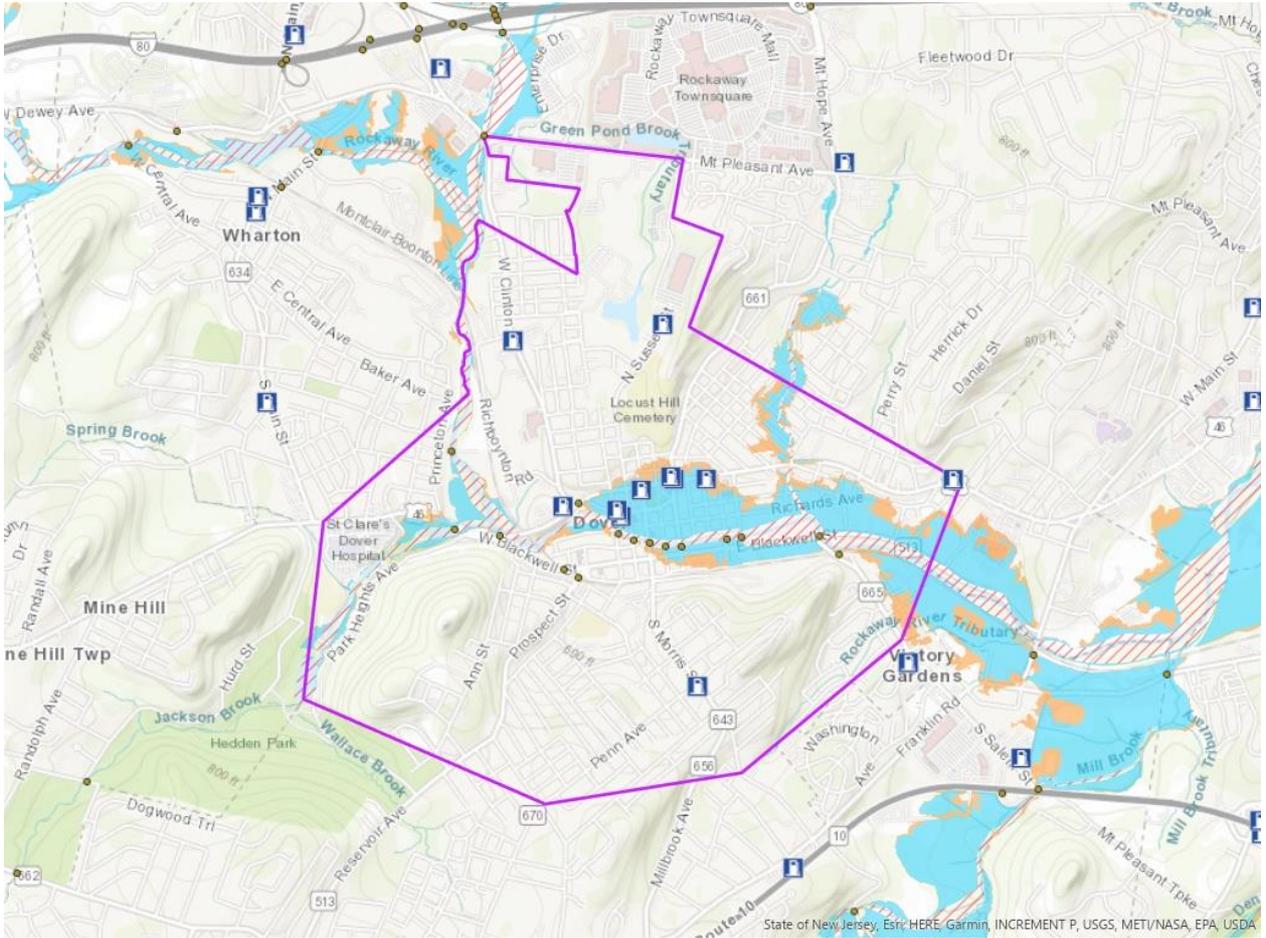
Dover Built Infrastructure Assets in Exposed Areas



Dover: Built Infrastructure Assets Exposure Snapshot

Maps

FEMA Flood Zones



Dover: Built Infrastructure Assets Exposure Snapshot

Legends

NJ Political Boundaries

 Municipal Boundary

FRS Wastewater Treatment Plants

 Publicly Owned Treatment Works
 Federal Treatment Works

National Bridge Inventory



Environmental NJEMS - Gas Stations



Hurricane Evacuation Routes



North American Rail Lines



Utilities - Power Plants (NJ)

Primary Source

 Biomass
 Coal
 Hydroelectric
 Natural Gas
 Nuclear
 Petroleum
 Pumped Storage
 Wind
 Other Primary Source

EPA Coastal Energy Facilities

Type

 Solar
 Hydro
 Wind
 Gas
 Biomass
 Other

FEMA Flood Zones

Flood Hazard Areas

 1% Annual Chance Flood Hazard
 Regulatory Floodway
 Area of Undetermined Flood Hazard
 0.2% Annual Chance Flood Hazard

Dover: Built Infrastructure Assets Exposure Snapshot

Metadata / Sources

Flood Hazards

| Name | Description | Where to Get It | |
|------------------|--|--|---|
| | | Map Service | Authoritative Source |
| FEMA Flood Zones | This FIRM data service allows users to view FIRMs for NJ. Counties were combined using the data downloaded from FEMA's Region II office. | FEMA Flood Zones Map Service | Federal Emergency Management Agency(FEMA) |

Dover: Built Infrastructure Assets Exposure Snapshot

Metadata / Sources

Infrastructure

| Name | Description | Where to Get It | |
|------------------------------|---|--|---|
| | | Map Service | Authoritative Source |
| Wastewater Treatment Plants | This dataset combines facility data from US EPA's Facility Registry Service (FRS) and Integrated Compliance Information System (ICIS) for wastewater treatment plants. This dataset combines FRS facility data and derived attributes with ICIS wastewater treatment data, and has been presented to display Publicly Owned Treatment Works and Federal facilities. | Wastewater Treatment Plants Map Service | United States Environmental Protection Agency |
| Energy Generation Facilities | This feature layer, utilizing data from the U.S. Environmental Protection Agency (EPA), displays coastal energy facilities that generate electricity in the U.S. The locations are created from the Environmental Protection Agency Emissions & Generation Resource Integrated Database (eGRID). Only facilities adjacent to the coast and Great Lakes are shown. Contained within the data are records that define the fuel source and other characteristics of the facility. In some cases, the presence of a facility may indicate that certain power transmission infrastructure exists nearby. | Energy Generation Facilities Map Service | United States Environmental Protection Agency |
| Mobile Home Parks | The Mobile Home Parks feature class/shapfile contains locations that represent mobile home, residential trailer, and recreational vehicle (RV) parks within the Continental United States and Alaska. The people residing in these housing types are the most vulnerable residential population to hurricanes, tornadoes, flooding and other natural disasters. This feature class/shapfile captures mobile home park locations (to include recreational vehicle (RV) parks) for the Homeland Infrastructure Foundation Level Data (HIFLD) database. | Mobile Home Parks Map Service | Office of Homeland Security - Homeland Infrastructure Foundation-Level Data (HIFLD) Working Group |
| Child Care Centers | This data is a graphical representation of the listing of licensed active child care centers in NJ. It was created for the State of New Jersey's initiative regarding child care centers near contaminated sites. As of the April 2017 child care center GIS layer revision, non-profit child care centers found in Public Schools (NIPS) are also included in this GIS layer even though they are not required to submit environmental data to the NJDEP for NJDCF licensing. Proposed child care centers are not listed until a NJDCF License number is issued. | Child Care Centers Map Service | New Jersey Department of Environmental Protection (NJDEP) |
| Power Plants of New Jersey | This dataset shows all of the electric generation stations, power plants, above 1 Megawatt capacity in New Jersey, which includes both fossil and renewable energy sources. | Power Plants of New Jersey Map Service | NJDEP Bureau of Energy & Sustainability |

Dover: Natural and Working Lands Exposure Snapshot

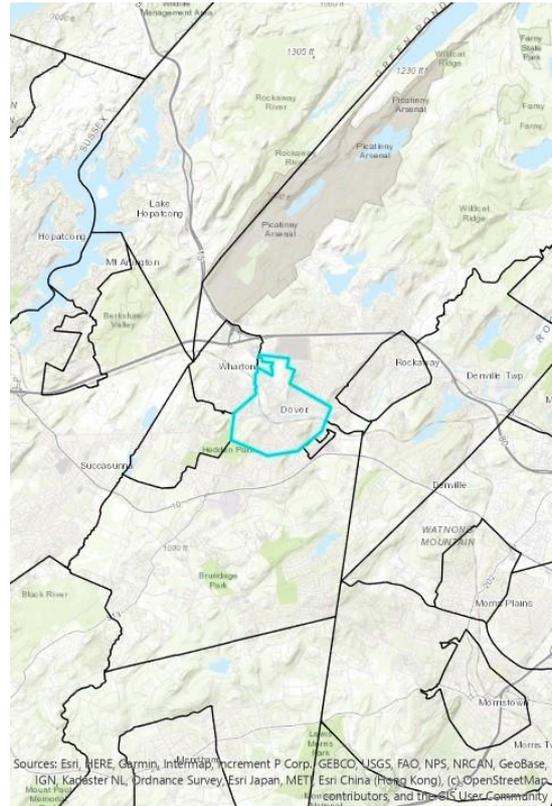
Introduction

Natural and working lands include wetlands, open space, beaches and dunes, agricultural lands and forests. These lands provide various economic and ecosystem service values including production agriculture for food, timber, and horticultural purposes; habitat; recreation; flood protection; recharge and filtration; and sequestration of carbon. Wetlands, are tidal or nontidal areas where water covers the soil and is present at or near the soil surface all year or for varying periods of time. Wetlands are important for flood protection, nurseries for fisheries and habitat for wildlife. Wetlands also filter and trap pollutants and excess nutrients from water runoff associated with impervious surfaces and therefore, critical for water quality. Coastal wetlands help protect coastal areas by absorbing wave energy and reducing flooding and erosion. Understanding where natural and working lands are in relation to climate-related hazards can help a community plan for impacts to these critical resources.

There are 3 types of flood events:

1. Riverine (or 'fluvial') flood events occur when intense rain events cause rivers and streams to overtop their banks.
2. Flash (or 'pluvial') floods occur when intense rainfall causes a flood event that is not directly associated with a body of water. For example, flash flood events include floods in roadways from impaired stormwater management systems.
3. Coastal flood events occur when sea-level rise, high tides, and storm surge combine to create flood events that range from nuisance high-tide floods to destructive storm tides from seawater.

The Federal Emergency Management Agency (FEMA) models flood hazards, both riverine (1) and coastal (3), as part of the National Flood Insurance Program (NFIP) regulations and insurance requirements. FEMA does not model flash flood events (2) for their NFIP flood mapping.



Dover: Natural and Working Lands Exposure Snapshot

Land Area in FEMA Flood Zone Areas

Total Acres In Municipality: 1,746

| Area Name | Total Acres of Natural and Working Land Types | # Exposed in ... | | |
|--------------|---|------------------------|--------------------------|---------------------|
| | | 1% Annual Chance Flood | 0.2% Annual Chance Flood | Regulatory Floodway |
| Wetlands | 49 | 8 | 9 | 13 |
| Tidal Marsh | 0 | 0 | 0 | 0 |
| Open Space | 214 | 13 | 14 | 20 |
| Beaches And | 0 | 0 | 0 | 0 |
| Agricultural | 0 | 0 | 0 | 0 |
| | 298 | 3 | 4 | 5 |

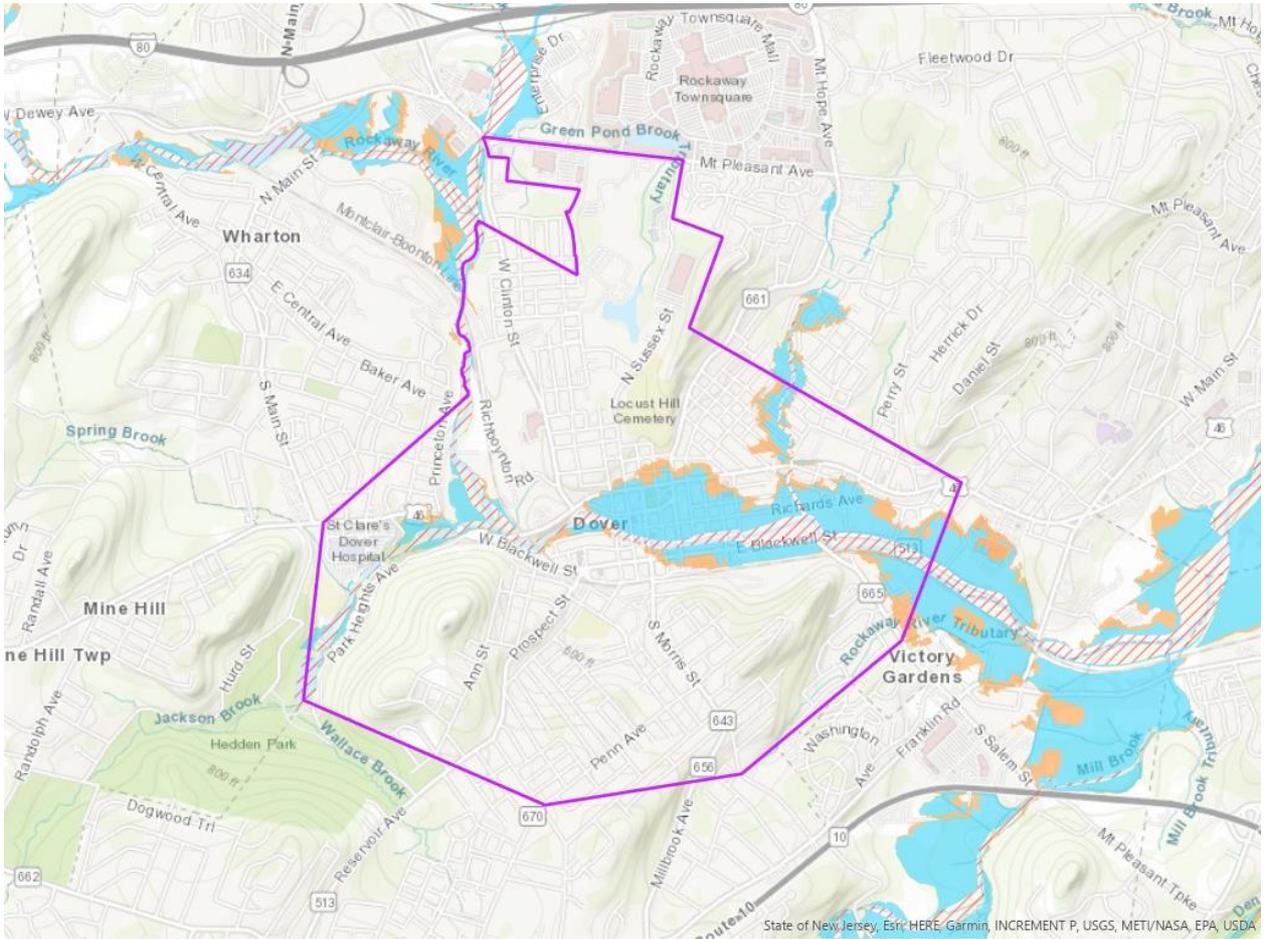
The FEMA National Flood Hazard Layer (NFHL) dataset represents the current effective flood data across the United States. Areas in the National Flood Hazard Layer are:

- Floodway: The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood height.
 - 1% Annual Chance Flood: The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones [A](#), [AE](#), [AH](#), [AO](#), [AR](#), [A99](#), [V](#), and [VE](#). The Base Flood Elevation is that water-surface elevation of the 1% annual chance flood.
 - 0.2% Annual Chance Flood: The 0.2% annual flood (500-year flood) is the flood that has a 0.2% chance of being equaled or exceeded in any given year.
 - Areas of Undetermined Flood Hazard are areas with possible but undetermined flood hazards.
-

Dover: Natural and Working Lands Exposure Snapshot

Natural and Working Lands Exposure Maps

FEMA Flood Zones



Dover: Natural and Working Lands Exposure Snapshot

Legends

NJ Political Boundaries

 Municipal Boundary

FEMA Flood Zones

Flood Hazard Areas

-  1% Annual Chance Flood Hazard
 -  Regulatory Floodway
 -  Area of Undetermined Flood Hazard
 -  0.2% Annual Chance Flood Hazard
-



Dover: Built Infrastructure Assets Exposure Snapshot

Metadata / Sources

Flood Hazards

| Name | Description | Where to Get It | |
|------------------|--|--|---|
| | | Map Service | Authoritative Source |
| FEMA Flood Zones | This FIRM data service allows users to view FIRMs for NJ. Counties were combined using the data downloaded from FEMA's Region II office. | FEMA Flood Zones Map Service | Federal Emergency Management Agency(FEMA) |

Dover: Built Infrastructure Assets Exposure Snapshot

Marsh and Open Space

| Name | Description | Where to Get It | |
|-------------------------|--|---|--|
| | | Map Service | Authoritative Source |
| Tidal Marsh | This data layer represents New Jersey tidal marshes. The data were extracted from the NJDEP 2012 Land Use/Land Cover GIS dataset (http://www.state.nj.us/dep/gis/lulc12.html), then further edited by the Center for Remote Sensing and Spatial Analysis (CRSSA), Rutgers University, using 2017 high resolution National Agricultural Imagery Program (NAIP) digital orthophotography for the purposes of the marsh impact/marsh retreat zone modeling and analysis. The data are gridded at a spatial resolution of 10 ft or 3+ m grid cell size. | Tidal Marsh Map Service | Rutger University Center for Remote Sensing and Spatial Analysis |
| Open Space | NJ Open Space, compiled from a county, state and federal sources. | Open Space Map Service | Rutger University Center for Remote Sensing and Spatial Analysis |
| Marsh Retreat Combined | Tidal marsh retreat, showing baseline and likelihood of conversion for 1-3 ft. sea level rise | Tidal Marsh Retreat Map Service | Rutger University Center for Remote Sensing and Spatial Analysis |
| Marsh Retreat SLR 1 ft. | Tidal marsh retreat, showing baseline and likelihood of conversion for 1 ft. sea level rise | Tidal Marsh Retreat Map Service | Rutger University Center for Remote Sensing and Spatial Analysis |
| Marsh Retreat SLR 2 ft. | Tidal marsh retreat, showing baseline and likelihood of conversion for 2 ft. sea level rise | Tidal Marsh Retreat Map Service | Rutger University Center for Remote Sensing and Spatial Analysis |
| Marsh Retreat SLR 3 ft. | Tidal marsh retreat, showing baseline and likelihood of conversion for 3 ft. sea level rise | Tidal Marsh Retreat Map Service | Rutger University Center for Remote Sensing and Spatial Analysis |

Dover: Built Infrastructure Assets Exposure Snapshot

Infrastructure

| Name | Description | Where to Get It | |
|---------------------------|--|---|---|
| | | Map Service | Authoritative Source |
| Tidal Water Public Access | The public's right to access tidal waters and their shorelines is a concept that existed prior to the inception of the State of New Jersey and continues to this day. Staff works with municipal governments to develop voluntary Municipal Public Access Plans consistent with the Coastal Permit Program (N.J.A.C. 7:7) and Coastal Zone Management rules (N.J.A.C. 7:7E) in an effort develop Municipal Public Access Plans to enhance public access to tidal waters in a comprehensive manner. This layer represents an inventory of public access points that has been collected to date. As additional public access plans and inventories are developed this layer will be updated. | Tidal Water Public Access Map Service | New Jersey Department of Environmental Protection (NJDEP) |

Land Use / Land Cover

| Name | Description | Where to Get It | |
|----------------------------|--|---|---|
| | | Map Service | Authoritative Source |
| Land Use / Land Cover 2015 | This present 2015 update was created by comparing the 2012 LU/LC layer from NJDEP's Geographic Information Systems (GIS) database to 2015 color infrared (CIR) imagery and delineating and coding areas of change. Custom symbology for this dataset was created by the Rutgers Office of Research Analytics (http://ora.rutgers.edu) | Land Use / Land Cover Map Service | New Jersey Department of Environmental Protection |

Dover: Public Health Exposure Snapshot

Introduction

Increasing temperatures, heavier rain events, and the increasing frequency and severity of flood events driven by sea-level rise present numerous impacts to public health that will continue to intensify, while new health threats are emerging.

Health impacts from these various climate-related exposures may include:

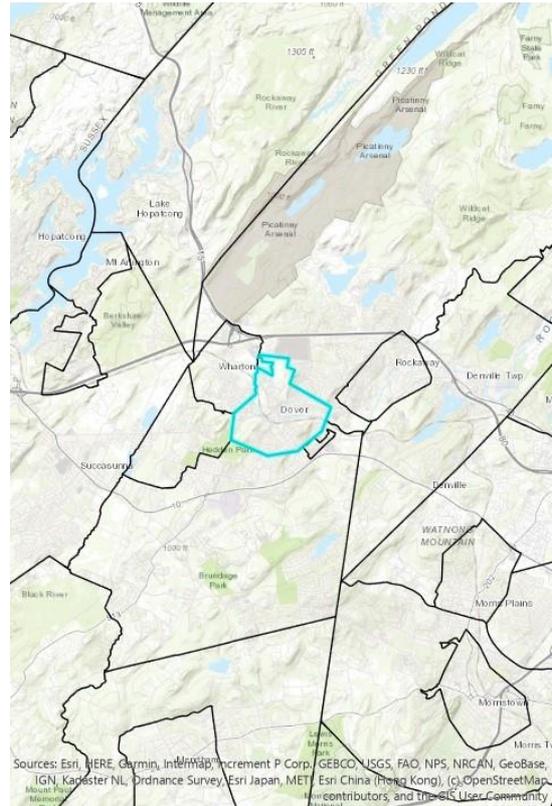
- Increased respiratory disease;
- Increased cardiovascular disease;
- Injuries;
- Premature deaths related to extreme weather events (e.g. heat-related deaths; drowning-related fatalities);
- Food- and waterborne illnesses; and
- Mental health impacts (e.g., stress, anxiety and fear).

This public health municipal snapshot is a focused area of development for the Rutgers team. An initial set of data regarding temperature and flood exposure is presented while the Rutgers team is currently actively seeking additional sets of data that can support efforts to advance climate change and public health efforts at the state, regional and local levels.

There are 3 types of flood events:

1. Riverine (or 'fluvial') flood events occur when intense rain events cause rivers and streams to overtop their banks.
2. Flash (or 'pluvial') floods occur when intense rainfall causes a flood event that is not directly associated with a body of water. For example, flash flood events include floods in roadways from impaired stormwater management systems.
3. Coastal flood events occur when sea-level rise, high tides, and storm surge combine to create flood events that range from nuisance high-tide floods to destructive storm tides from seawater.

The Federal Emergency Management Agency (FEMA) models flood hazards, both riverine (1) and coastal (3), as part of the National Flood Insurance Program (NFIP) regulations and insurance requirements. FEMA does not model flash flood events (2) for their NFIP flood mapping.



Dover: Public Health Exposure Snapshot

Projected Climate Data

| Year | Baseline | Moderate Emissions (RCP 4.5) ¹ Change from Baseline | | | High Emissions (RCP 8.5) ¹ Change from Baseline | | |
|------|--------------|---|--------------|--------------|---|--------------|----------------|
| | 1981-2010 | 2030 | 2060 | 2090 | 2030 | 2060 | 2090 |
| | <= 4 | 0 to +4 | +5 to +10 | +5 to +10 | 0 to +4 | +11 to +20 | +31 to +40 |
| | 401 to 800 | +200 to +400 | +400 to +600 | +400 to +600 | +200 to +400 | +600 to +800 | +1000 to +1200 |
| | 81°F to 85°F | +1°F to +2°F | +3°F to +4°F | +4°F to +5°F | +2°F to +3°F | +5°F to +6°F | +8°F to +10°F |

¹ Representative Concentration Pathway (RCP) is a greenhouse gas concentration trajectory adopted by the IPCC, which describes different climate futures, all of which are considered possible depending on how much greenhouse gases are emitted in the years to come. Emissions in RCP 4.5 peak around 2040, then decline. In RCP 8.5, emissions continue to rise throughout the 21st century.

² The total number of days per year with maximum temperature above 95°F is an indicator of how often very hot conditions occur. Depending upon humidity, wind, and access to air-conditioning, humans may feel very uncomfortable or experience heat stress or other heat-related illness on very hot days. Hot days also stress plants and animals as well as infrastructure. Increased demand for cooling can stress energy infrastructure. A baseline is compiled from a long-term average of observations for a particular variable. In this case the baseline for the number of days per year in NJ with maximum temperature above 95°F was created over a 30-year period from 1981 to 2010.

³ The number of cooling degree days per year reflects the amount of energy people use to cool buildings during the warm season. For this calculation a standard base temperature of 65°F is utilized. On a day when the average outdoor temperature is 85°F, reducing the indoor temperature by 20 degrees over 1 day requires 20 degrees of cooling multiplied by 1 day, or 20 cooling degree days. Utility companies use cooling degree days to estimate the annual amount of energy people will use to cool buildings. A baseline is compiled from a long-term average of observations for a particular variable. In this case the baseline for the change in the number of cooling degree days during the warm season in NJ was created over a 30-year period from 1981 to 2010.

⁴ The change in maximum July temperature reflects how this temperature will change under moderate and high emission scenarios by 2030, 2060, and 2090. A change in the maximum July temperature, historically the hottest month of the year in NJ, could cause temperatures to exceed thresholds of comfort, increasing the chances of heat related illnesses, energy demand, and deleterious impacts on plants and animals. A baseline is compiled from a long-term average of observations for a particular variable. In this case the baseline for change in maximum July temperature was created over a 30-year period from 1981 to 2010.

Climate data provided by the Northeast Regional Climate Center at Cornell University through their Applied Climate Information System (ACIS, rcc-acis.org). The Localized Constructed Analog downscaling projections were obtained from the Scripps Institution of Oceanography (<http://loca.ucsd.edu>).

Dover: Public Health Exposure Snapshot

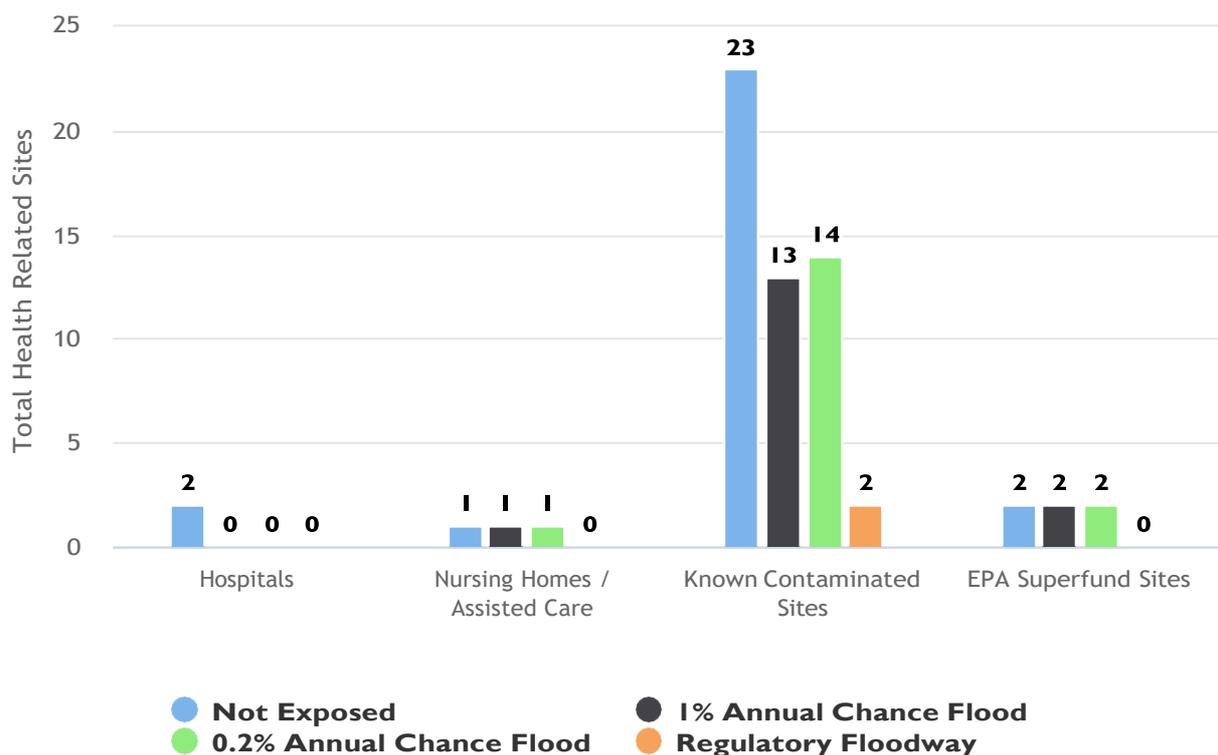
Health Related Sites in Exposed Areas

| Assets | Total Assets | # Exposed in ... | | |
|--------|--------------|------------------------|--------------------------|---------------------|
| | | 1% Annual Chance Flood | 0.2% Annual Chance Flood | Regulatory Floodway |
| | 2 | 0 | 0 | 0 |
| | 2 | 1 | 1 | 0 |
| | 39 | 13 | 14 | 2 |
| | 4 | 2 | 2 | 0 |

The FEMA National Flood Hazard Layer (NFHL) dataset represents the current effective flood data across the United States. Areas in the National Flood Hazard Layer are:

- Floodway: The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood height.
- 1% Annual Chance Flood: The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones [A](#), [AE](#), [AH](#), [AO](#), [AR](#), [A99](#), [V](#), and [VE](#). The Base Flood Elevation is that water-surface elevation of the 1% annual chance flood.
- 0.2% Annual Chance Flood: The 0.2% annual flood (500-year flood) is the flood that has a 0.2% chance of being equaled or exceeded in any given year.
- Areas of Undetermined Flood Hazard are areas with possible but undetermined flood hazards.

Dover Health Related Sites in Exposed Areas



Dover: Public Health Exposure Snapshot

Vulnerable Population Report

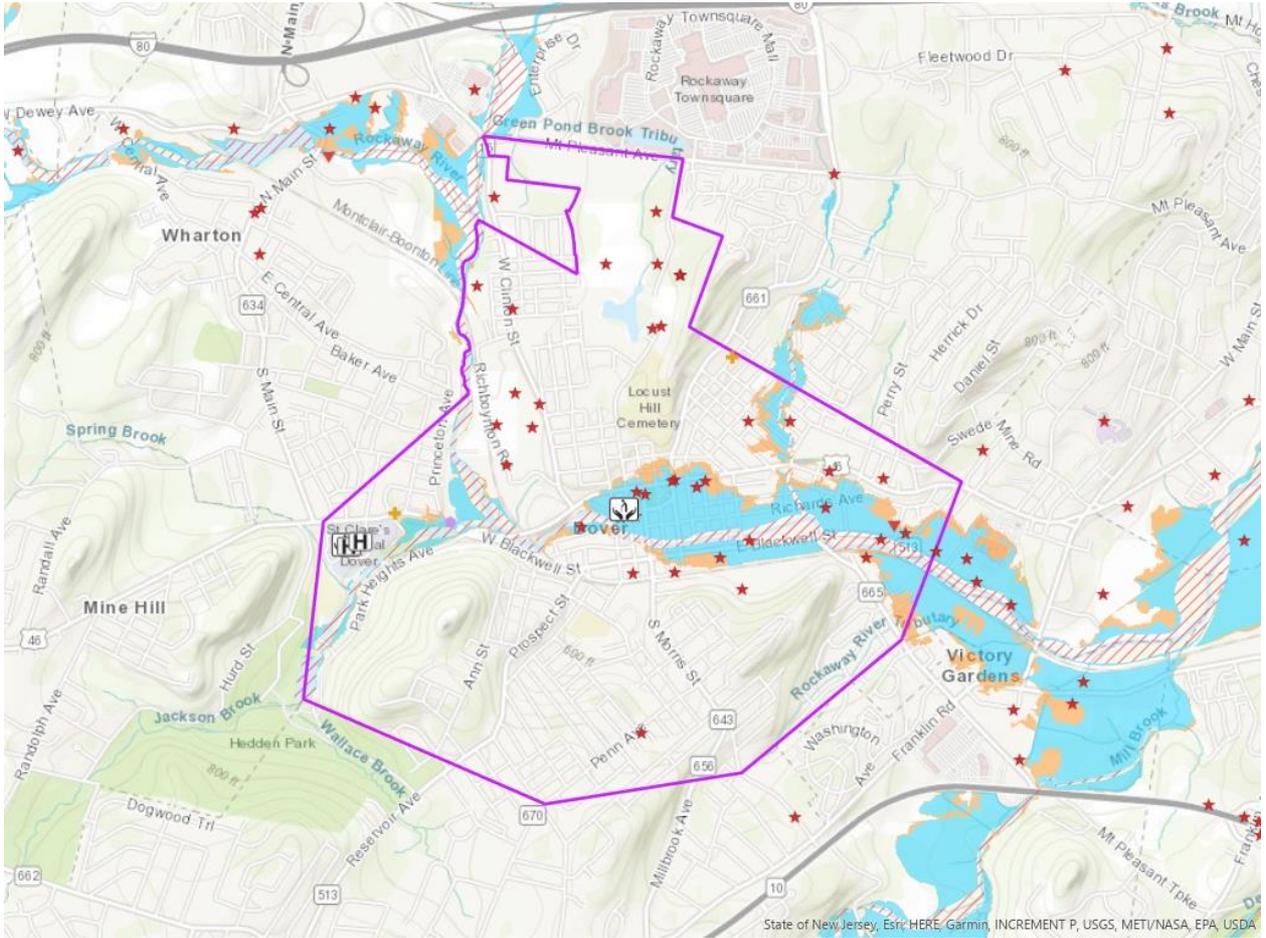
While all people living in the United States are affected by climate change, some communities and some populations are more vulnerable to changing climate conditions and related health impacts than others. Extensive research here in the United States and across the world points to populations of concern including those that are low-income, communities of color, immigrant populations, people with limited English proficiency, Indigenous people, older and younger adults, people with disabilities and compromised health and mental health conditions, and others.

[Link to Vulnerable Population Report](#)

Dover: Public Health Exposure Snapshot

Maps

FEMA Flood Zones



Dover: Public Health Exposure Snapshot

Legends

NJ Political Boundaries

 Municipal Boundary

Hospitals



Nursing Homes



Known Contaminated Sites



Cleanups - Sites

Map Symbol Code

-  Incidents of National Significance
 -  Federal Facility Docket/Superfund NPL/RCRA CA
 -  Federal Facility Docket/Brownfields/RCRA CA
 -  RCRA Corrective Action/Superfund NPL
 -  Federal Facility Docket/Superfund NPL
 -  Federal Facility Docket/RCRA CA
 -  Brownfields Properties/RCRA CA
 -  Federal Facility Docket
 -  Brownfields Properties
 -  RCRA Corrective Action
 -  Superfund NPL Sites
 -  Responses
-

FEMA Flood Zones

Flood Hazard Areas

-  1% Annual Chance Flood Hazard
 -  Regulatory Floodway
 -  Area of Undetermined Flood Hazard
 -  0.2% Annual Chance Flood Hazard
-



Dover: Built Infrastructure Assets Exposure Snapshot

Metadata / Sources

Flood Hazards

| Name | Description | Where to Get It | |
|------------------|--|--|---|
| | | Map Service | Authoritative Source |
| FEMA Flood Zones | This FIRM data service allows users to view FIRMs for NJ. Counties were combined using the data downloaded from FEMA's Region II office. | FEMA Flood Zones Map Service | Federal Emergency Management Agency(FEMA) |

Dover: Built Infrastructure Assets Exposure Snapshot

Environmental Hazards

| Name | Description | Where to Get It | |
|-------------------------------|--|---|--|
| | | Map Service | Authoritative Source |
| Known Contaminated Sites List | This dataset is updated daily. The Known Contaminated Sites List (KCSNJ) for New Jersey are those sites and properties within the state where contamination of soil or ground water has been confirmed at levels equal to or greater than applicable standards. This list of Known Contaminated Sites may include sites where remediation is either currently under way, required but not yet initiated or has been completed. | Known Contaminated Sites List Map Service | New Jersey Office of Strategy Management - NJEMS |
| EPA Cleanup Sites | Accidents, spills, leaks, and past improper disposal and handling of hazardous materials and wastes have resulted in tens of thousands of sites across our country that have contaminated our land, water (groundwater and surface water), and air (indoor and outdoor). EPA and its state and territorial partners have developed a variety of cleanup programs to assess and, where necessary, clean up these contaminated sites. CIMC (www.epa.gov/cimc) brings together the data from many of these cleanup programs and lets people map, list and access cleanup progress profiles for sites across the US so that people can know what is going on in their communities. | EPA Cleanup Sites Map Service | United States Environmental Protection Agency |

Facilities

| Name | Description | Where to Get It | |
|---------------------------------------|--|---|---|
| | | Map Service | Authoritative Source |
| Hospitals | This feature class/shape file contains locations of Hospitals for 50 US states, Washington D.C., US territories of Puerto Rico, Guam, American Samoa, Northern Mariana Islands, Palau, and Virgin Islands. The dataset only includes hospital facilities based on data acquired from various state departments or federal sources which has been referenced in the SOURCE field. Hospital facilities which do not occur in these sources will be not present in the database. The database does not contain nursing homes or health centers. Hospitals have been categorized into children, chronic disease, critical access, general acute care, long term care, military, psychiatric, rehabilitation, special, and women based on the range of the available values from the various sources after removing similarities. | Hospitals Map Service | Office of Homeland Security - Homeland Infrastructure Foundation-Level Data (HIFLD) Working Group |
| Nursing Home/Assisted Care Facilities | The Nursing Home / Assisted Care feature class/shape file contains facilities that house elderly adults. This feature class's/shape file's attribution contains physical and demographic information for facilities in the continental United States and some of its territories. The purpose of this feature class/shape file is to provide accurate locations for high concentrations of elderly adults in the event of a disaster. The attribution within this feature class/shape file was populated via open source methodologies of authoritative sources. During the update cycle for this deliverable, there were 6010 records added. | Nursing Home/Assisted Care Facilities Map Service | Office of Homeland Security - Homeland Infrastructure Foundation-Level Data (HIFLD) Working Group |

Dover: Vulnerable Populations Exposure Snapshot

Introduction

While all people living in the United States are affected by climate change, some communities and some populations are more vulnerable. Some populations and communities are subject to multiple stressors, making them disproportionately affected by changing climate conditions.

Vulnerability may vary by several factors:

- **Location** - such as living close to flood prone areas.
- **Physical status** - such as age, pre-existing health conditions and/or physical disability.
- **Social, economic and underlying community conditions** - such as the extent to which individuals have access to the services and results of long-standing societal factors (i.e., community underinvestment, racism, and poor representation in decision-making).

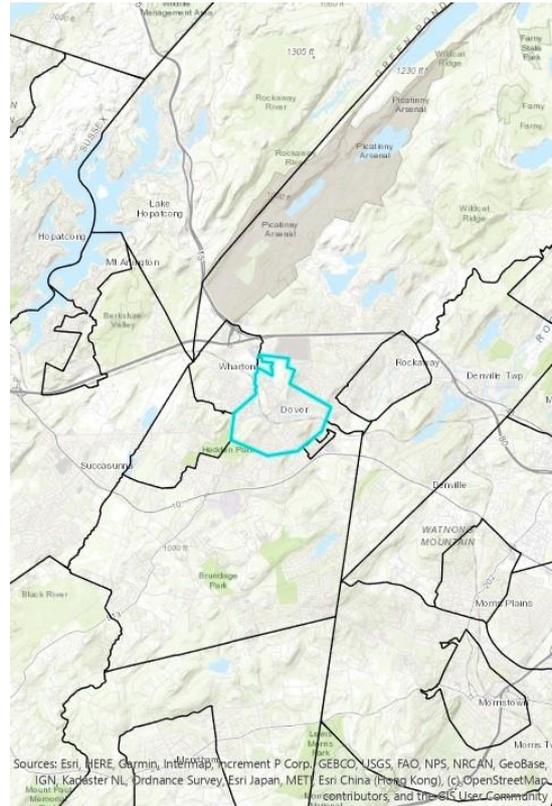
The United States Centers for Disease Control (CDC) and Prevention uses information from the U.S. Census to create an index (the [Social Vulnerability Index](#)) that ranks the social vulnerability of communities in the United States to hazardous events and disasters. The ability to recover from these events and disasters is much more difficult for socially vulnerable populations. The CDC index, which helps identify these populations, is at a census tract level and is comprised of 15 social factors that are organized according to four themes. These four themes are: Socioeconomic Status, Household Composition and Disability; Minority Status and Language; and Housing and Transportation.

Understanding where socially vulnerable populations are in relation to climate hazards, such as flooding, can help a community plan for impacts to those groups most vulnerable to such hazards.

There are 3 types of flood events:

1. Riverine (or 'fluvial') flood events occur when intense rain events cause rivers and streams to overtop their banks.
2. Flash (or 'pluvial') floods occur when intense rainfall causes a flood event that is not directly associated with a body of water. For example, flash flood events include floods in roadways from impaired stormwater management systems.
3. Coastal flood events occur when sea-level rise, high tides, and storm surge combine to create flood events that range from nuisance high-tide floods to destructive storm tides from seawater.

The Federal Emergency Management Agency (FEMA) models flood hazards, both riverine (1) and coastal (3), as part of the National Flood Insurance Program (NFIP) regulations and insurance requirements. FEMA does not model flash flood events (2) for their NFIP flood mapping.



Dover: Vulnerable Populations Exposure Snapshot

Dover Demographics

Total Population: 17,977

Total Housing Units: 6,004

Average Municipal Household Income: \$29,026

Total Municipality Acres: 1,746

Total Urban Area (Acres): 1,364

- Urban Area Impacted by 1% Annual Chance Flood: 132 Acres (9.68%)
- Urban Area Impacted by 0.2% Annual Chance Flood: 177 Acres (12.96%)
- Urban Area Impacted by Regulatory Floodway: 31 Acres (2.27%)

Impacted populations were calculated by determining the proportion of urban land use within a municipality impacted by flood hazards and applying that proportion to the total value of the indicator variable for that municipality.

Population and Household values were retrieved from The U.S. Census Bureau, [American Community Survey](#) (2018 - ACS 5 Year) API

Exposure Based on Socioeconomic Status

By Population (FEMA Flood Zones)

Represents quartile of this census tract to other census tracts in New Jersey

| Variable | Population | | # Exposed in ... | | |
|----------------|-----------------|------------|------------------------|--------------------------|---------------------|
| | Within Variable | % of Total | 1% Annual Chance Flood | 0.2% Annual Chance Flood | Regulatory Floodway |
| Below Poverty | 1,719 | 9.56% | 166 | 223 | 39 |
| Unemployed | 515 | 2.86% | 50 | 67 | 12 |
| No High School | 2,793 | 15.54% | 270 | 362 | 63 |

The FEMA National Flood Hazard Layer (NFHL) dataset represents the current effective flood data across the United States. Areas in the National Flood Hazard Layer are:

- Floodway: The floodway is the channel of a stream plus any adjacent floodplain areas that must be kept free of encroachment so that the 1% annual chance flood can be carried without substantial increases in flood height.
 - 1% Annual Chance Flood: The 1% annual flood (100-year flood), also known as the base flood, is the flood that has a 1% chance of being equaled or exceeded in any given year. The Special Flood Hazard Area is the area subject to flooding by the 1% annual chance flood. Areas of Special Flood Hazard include Zones [A](#), [AE](#), [AH](#), [AO](#), [AR](#), [A99](#), [V](#), and [VE](#). The Base Flood Elevation is that water-surface elevation of the 1% annual chance flood.
 - 0.2% Annual Chance Flood: The 0.2% annual flood (500-year flood) is the flood that has a 0.2% chance of being equaled or exceeded in any given year.
 - Areas of Undetermined Flood Hazard are areas with possible but undetermined flood hazards.
-

Exposure Based on Household Composition & Disability

By Population (FEMA Flood Zones)

| Variable | Population | | # Exposed in ... | | |
|----------------------------|-----------------|------------|------------------------|--------------------------|---------------------|
| | Within Variable | % of Total | 1% Annual Chance Flood | 0.2% Annual Chance Flood | Regulatory Floodway |
| Aged 65 or Over | 1,995 | 11.10% | 193 | 259 | 45 |
| Aged 17 or Younger | 3,989 | 22.19% | 386 | 517 | 90 |
| Civilian with a Disability | 1,656 | 9.21% | 160 | 215 | 38 |

By Households (FEMA Flood Zones)

| Variable | Households | | # Exposed in ... | | |
|--------------------------|-----------------|------------|------------------------|--------------------------|---------------------|
| | Within Variable | % of Total | 1% Annual Chance Flood | 0.2% Annual Chance Flood | Regulatory Floodway |
| Single-Parent Households | 369 | 6.15% | 36 | 48 | 8 |

Minority Status & Language

Population (FEMA Flood Zones)

| Variable | Population | | # Exposed in ... | | |
|----------------------------------|-----------------|------------|------------------------|--------------------------|---------------------|
| | Within Variable | % of Total | 1% Annual Chance Flood | 0.2% Annual Chance Flood | Regulatory Floodway |
| | 14,441 | 80.33% | 1,398 | 1,872 | 327 |
| Black or African American | 1,486 | 8.27% | 144 | 193 | 34 |
| | 0 | 0.00% | 0 | 0 | 0 |
| | 339 | 1.89% | 33 | 44 | 8 |
| | 0 | 0.00% | 0 | 0 | 0 |
| | 147 | 0.82% | 14 | 19 | 3 |
| Two or More Races | 199 | 1.11% | 19 | 26 | 5 |
| Hispanic or | 12,270 | 68.25% | 1,188 | 1,590 | 278 |
| Speak English "Less | 3,471 | 19.31% | 336 | 450 | 79 |

¹ American Indian and Alaska Native

² Native Hawaiian and Other Pacific Islander

Housing & Transportation

By Households (FEMA Flood Zones)

| Variable | Household | | # Exposed in ... | | |
|-------------------------|-----------------|------------|------------------------|--------------------------|---------------------|
| | Within Variable | % of Total | 1% Annual Chance Flood | 0.2% Annual Chance Flood | Regulatory Floodway |
| Structures ¹ | 785 | 13.07% | 76 | 102 | 18 |
| Mobile Homes | 17 | 0.28% | 2 | 2 | 0 |
| Crowding ² | 429 | 7.15% | 42 | 56 | 10 |
| | 904 | 15.06% | 88 | 117 | 20 |

¹ Multi-unit structures is defined here as 10 or more housing units in a structure.

² Crowding is defined here as the number of households that have more people than rooms.

By Population (FEMA Flood Zones)

| Variable | Population | | # Exposed in ... | | |
|-----------------------------|-----------------|------------|------------------------|--------------------------|---------------------|
| | Within Variable | % of Total | 1% Annual Chance Flood | 0.2% Annual Chance Flood | Regulatory Floodway |
| Group Quarters ³ | 258 | 1.44% | 25 | 33 | 6 |

³ Group Quarters is defined as persons who are in institutionalized group quarters (e.g., correctional institutions, nursing homes) and non-institutionalized group quarters (e.g., college dormitories, military quarters).

Dover: Vulnerable Populations Exposure Snapshot

In addition to the CDC SVI data, several other sets of data are available that can be used to reflect the social vulnerability of populations and communities:

Municipal Revitalization Index

Managed by the state Department of Community Affairs, the [Municipal Revitalization Index \(MRI\)](#) serves as the State's official measure and ranking of municipal distress. This index is linked to economic, housing, and labor market data.

[Link to Municipal Revitalization Map](#)

Asset Limited, Income Constrained, Employed

<https://www.unitedforalice.org/new-jersey>

ALICE, an acronym for [Asset Limited, Income Constrained, Employed \(ALICE\)](#), represents the growing number of individuals and families who are working, but are unable to afford the basic necessities of housing, child care, food, transportation, energy, and health care.

[Link to ALICE Map](#)

NJCounts Point-in-Time

The Federal Department of Housing and Urban Development (HUD) requires each state to conduct an assessment in January of each year to identify individuals residing in emergency shelters, transitional housing programs, safe havens and living on the streets or other locations not fit for dwelling. For NJ, this data is known as [NJCounts](#).

[Link to NJCounts Point-in-Time Map](#)

Veterans

The [U.S. Census Bureau, American Community Survey](#) maintains data regarding demographic, social and economic data on veterans.

[Link to Veterans Map](#)

Housing Stock Age

Maintained by the United States [Census Bureau, American Community Survey](#), the Housing Stock Age reflects the number of housing units built in the municipality prior to 1970. These homes may be more vulnerable and less resilient to changing climate conditions.

[Link to Housing Stock Age Map](#)

Landscan

Landscan provides a relative assessment of population density measured on a "people per cell" indicator basis. While this is not a measure of social vulnerability, it is provided to better understand where populations reside.

[Link to Landscan Map](#)

Dover: Built Infrastructure Assets Exposure Snapshot

Metadata / Sources

Flood Hazards

| Name | Description | Where to Get It | |
|------------------|--|------------------------------|---|
| | | Map Service | Authoritative Source |
| FEMA Flood Zones | This FIRM data service allows users to view FIRMs for NJ. Counties were combined using the data downloaded from FEMA's Region II office. | FEMA Flood Zones Map Service | Federal Emergency Management Agency(FEMA) |

Dover: Built Infrastructure Assets Exposure Snapshot

Social Vulnerability

| Name | Description | Where to Get It | |
|--|---|--|--|
| | | Map Service | Authoritative Source |
| Social Vulnerability Index - Overall | The Social Vulnerability Index combines percentile rankings of US Census American Community Survey (ACS) 2014-2018 variables, for the state, at the census tract level and highlight the location of a community's most vulnerable people. | Overall Social Vulnerability Map Service | Center for Disease Control -Agency for Toxic Substances and Disease Registry (ATSDR) |
| Social Vulnerability Index - Socio-Economic | The Social Vulnerability Index combines percentile rankings of US Census American Community Survey (ACS) 2014-2018 variables, for the state, at the census tract level and highlight the location of a community's most vulnerable people. Socioeconomic Status: Poverty, Unemployed, Per Capita Income, No High School Diploma. | SVI Socio-Economic Map Service | Center for Disease Control -Agency for Toxic Substances and Disease Registry (ATSDR) |
| Social Vulnerability Index - Household Composition | The Social Vulnerability Index combines percentile rankings of US Census American Community Survey (ACS) 2014-2018 variables, for the state, at the census tract level and highlight the location of a community's most vulnerable people. Household Composition/Disability: Aged 65 and Over, Aged 17 and Younger, Single-parent Household, Aged 5 and over with a Disability. | SVI Household Composition Map Service | Center for Disease Control -Agency for Toxic Substances and Disease Registry (ATSDR) |
| Social Vulnerability Index - Race / Ethnicity / Language | The Social Vulnerability Index combines percentile rankings of US Census American Community Survey (ACS) 2014-2018 variables, for the state, at the census tract level and highlight the location of a community's most vulnerable people. Race/Ethnicity/Language: Minority, English Language Ability. | SVI Race/Ethnicity/Language Map Service | Center for Disease Control -Agency for Toxic Substances and Disease Registry (ATSDR) |
| Social Vulnerability Index - Housing / Transportation | The Social Vulnerability Index combines percentile rankings of US Census American Community Survey (ACS) 2014-2018 variables, for the state, at the census tract level and highlight the location of a community's most vulnerable people. Housing/Transportation: Multi-unit, Mobile Homes, Crowding, No Vehicle, Group Quarters. | SVI Housing/Transportation Map Service | Center for Disease Control -Agency for Toxic Substances and Disease Registry (ATSDR) |
| ALICE | ALICE represents working households unable to afford basic necessities. ALICE households have incomes above the Federal Poverty Level, but below the Household Survival Budget (HSB). The HSB calculates the actual cost of basic necessities - housing, child care, food, transportation, health care, technology (smartphones), and taxes - in New Jersey, adjusted for different counties and household types. | ALICE Map Service | United Way of Northern New Jersey |
| Homeless Population | The homeless population is calculated via a Point-in-Time (PIT) count of sheltered and unsheltered people experiencing homelessness on a single night in January. This dataset was gathered in January 2018. The count is based on Continuum of Care program geographies. Some Continuum of Care programs cover one county in New Jersey, while other programs cover multiple counties. Map boundaries have been dissolved to show Continuum of Care geographic coverage. | Homeless Population Map Service | U.S. Department of Housing and Urban Development |
| Age of Housing Stock | Housing units built prior to the year 1970 | Housing Stock Map Service | U.S. Census Bureau, American Community Survey |
| | The Municipal Revitalization Index (MRI) ranks New Jersey's municipalities according to eight separate indicators that measure diverse aspects of social, economic, physical, and fiscal conditions in | | |

| | | | |
|--|---|--|---|
| MRI Distress Score | <p>each locality. These indicators are: Average annual population change; Children on Temporary Assistance for Needy Families; Unemployment rate; Equalized 3-year effective tax rate; Equalized valuation per capita; Per capita income; Substandard housing percentage; Pre-1960 housing percentage. The distress score ranges from 0 to 100, with 100 indicating maximum distress.</p> | MRI Distress Score Map Service | New Jersey Department of Community Affairs |
| Veteran Population | Veteran status for the civilian population 18 years and older | Veteran Population Map Service | U.S. Census Bureau, American Community Survey |
| NJDEP Environmental Justice Overburdened Communities | <p>In September 2020, New Jersey adopted a new law (N.J.S.A. 13:1D-157) that requires the New Jersey Department of Environmental Protection to evaluate the contributions of certain commercial and industrial facilities to existing environmental and public health stressors in overburdened communities when reviewing certain permit applications. The law also directs the Department to publish a list of overburdened communities, at a census block level, based on the following criteria:</p> <ul style="list-style-type: none"> • At least 35 percent of the households qualify as low-income households (at or below twice the poverty threshold as determined by the U.S. Census Bureau); • At least 40 percent of the residents identify as minority or as members of a State recognized tribal community; or • At least 40 percent of the households have limited English proficiency according to the U.S. Census Bureau. <p>This data layer represents the New Jersey Department of Environmental Protection's published list of overburdened communities. More information can be found at: https://www.nj.gov/dep/ej/communities.html</p> | Overburdened Communities Feature Service | NJDEP Office of Environmental Justice |

Appendix E - Demographic Study for the Dover Public Schools



Demographic Study

for the

Dover Public Schools

February 2021

Prepared By:

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Executive Summary

Statistical Forecasting LLC (“Statistical Forecasting”) completed a demographic study for the Dover Public Schools, projecting grade-by-grade enrollments from 2021-22 through 2025- 26, a five-year period. In addition, the following tasks were completed:

- analyzed community population trends and age structure, demographic characteristics, birth counts, and fertility rates,
- examined historical enrollment trends, both districtwide and by grade configuration (PK-6, 7-8, and 9-12),
- computed student yields by housing type (e.g., one- to four-family homes, townhouses/condominiums, and apartments),
- compared building capacities to current and projected enrollments, and
- researched new housing starts and analyzed their impact on the school district.

Community Overviews

In 2019, the Town of Dover (“Dover”) was estimated to have 17,725 residents according to the U.S. Census Bureau, which is a loss of 432 persons from 2010. From 1940-1970, Dover’s population increased by more than 4,500 persons before remaining fairly stable in the 1970s and 1980s. Dover experienced its greatest population gain (+20.3%) in the 1990s before stabilizing. In 2040, the population is projected to be 19,975, which would be a 12.7% increase from the 2019 population estimate and a gain of 2,250 persons.

In the Borough of Victory Gardens (“Victory Gardens”), the estimated population in 2019 was 1,470, which is a loss of 50 persons from the 2010 Census. Victory Gardens’ population was fairly stable from 1960-1980 before increasing in the 1980s and 1990s. Victory Gardens experienced its greatest population gain in the 1980s (+26.0%). Forecasts project the population to be stable through 2040. The projected population in 2040, 1,520 persons, would be identical to the 2010 Census count.

Hispanics are the largest race in Dover, representing 68.3% of the population in the 2015-2019 American Community Survey (“ACS”). Whites were the second-largest race at 19.7%. Blacks/African Americans were the third-largest race, consisting of 8.3% of the population. Like Dover, Hispanics are also the largest race in Victory Gardens. In the 2015-2019 ACS, the borough was 58.9% Hispanic. Whites were the second-largest race at 26.8%, while Blacks/African Americans were the third-largest race at 8.7%. When comparing the two communities, the racial composition is fairly similar.

With respect to nativity, 45.9% of Dover residents and 45.5% of Victory Gardens residents are foreign-born, which is nearly double that of New Jersey (23.4%). Colombia is the largest source of foreign-born persons in each community.

Historical Enrollment Trends

Historical enrollments were analyzed from 2011-12 through 2020-21, a ten-year period. Enrollments (PK-12) increased through 2017-18, peaking at 3,241.5 students, before stabilizing. In 2020-21, enrollment is 3,133.5, which is a gain of 159 students (+5.3%) from the 2011-12 enrollment of 2,974.5. In the most recent year, there was a decline of 70 students, which is likely due to the coronavirus pandemic.

For grades PK-6, enrollments increased through 2014-15 before reversing trend and declining. Since 2014-15, elementary enrollments have declined by 291 students. Enrollment declined by 93 students in 2020-21, which is likely due to the coronavirus pandemic.

For grades 7-8 at Dover Middle School, enrollments were fairly stable from 2011-12 to 2014-15 before increasing over the last six years. Enrollment is 566 in 2020-21, which is a gain of 115 students from the 2011-12 enrollment of 451.

At Dover High School, which contains grades 9-12, enrollments have been increasing since the 2013-14 school year. In 2020-21, enrollment is 1,017.5, which is an increase of 169 students from the 2011-12 enrollment of 848.5.

Kindergarten Replacements

Kindergarten replacements were analyzed to determine whether there was any relationship between overall enrollment change and kindergarten replacement, which is the numerical difference between the number of graduating 12th graders and the number of entering kindergarten students. The district has experienced negative kindergarten replacement for the last three years after experiencing positive kindergarten replacement for the six years prior. Negative kindergarten replacement occurs when the number of kindergarten students entering the district is less than the number of graduating twelfth grade students from the prior year. Conversely, positive kindergarten replacement occurs when the number of kindergarten students entering the district is greater than the number of graduating twelfth grade students from the prior year. Positive kindergarten replacement has ranged from 15-84.5 students per year while negative kindergarten replacement has ranged from 13-19.5 students per year. In the last three years, the district has lost an average of 16 students per year due to kindergarten replacement.

Birth Counts

Birth counts were used to project kindergarten enrollments five years later. The number of births in Dover has been generally declining. Births have declined from a high of 335 in 2009 to a low of 205 in 2019. In Victory Gardens, the annual number of births has been much smaller, ranging from 11-30. Combining the data from the two communities, the number of births has been declining. In 2019, there were 223 births, which are 114 fewer births than the 2006 birth count of 337. As a result of the decline in the number of births, kindergarten enrollment has declined from 268 in 2011-12 to 190 in 2020-21, which is not as large a drop (-78) as the decline in the birth count.

Age Distributions

Age-sex diagrams were created from the 2010 Census and the 2015-2019 ACS for Dover and Victory Gardens to show the percentage of males and females in each age class. In Dover, the largest number of individuals in 2010 was aged 25-29 for males and 45-49 for females. In the 2015-2019 ACS, the largest male cohort remained 25-29 while the largest female cohort was aged 10-14, which corresponds approximately with children in grades 5-9. Over this time period, the greatest declines occurred in the 20-24 age group for males and the under-5 age group for females. The greatest gains occurred in the 55-59 age group for males and the 10-14 age group for females.

In Victory Gardens, the largest cohort in 2010 was aged 30-34 for males and was aged 0-4 for females. In the 2015-2019 ACS, the largest cohort was aged 40-44 for males and was aged 35-39 for females. The greatest declines over this time period occurred in the under-5 age group for both genders. The greatest gains occurred in the 55-59 age group for males and the 15-19 age group for females, which corresponds with high school and college-age individuals.

Potential New Housing

Dover and Victory Gardens municipal representatives provided information regarding current and future residential development in each community. In Dover, there is the potential for 283 non age-restricted housing units, all of which are multi-family units. The first development, which has been recently completed, is Meridia Transit Plaza on W. Dickerson Street. The development is to consist of 213 market-rate apartment units with a mix of 1-2 bedrooms. The second development on Thompson Avenue, Dover Veterans Housing Project, is under construction and is to consist of 70 affordable apartment units with a mix of 1-3 bedrooms. Construction may be completed by the end of 2021.

In Victory Gardens, there are currently no residential developments under construction, nor are there applications for residential subdivisions before the planning board. New residential construction is very limited in the borough as Victory Gardens is essentially built out.

An estimate was made of the number of public school children that could potentially come from the proposed housing developments in Dover. In total, 48 public school children in grades PK-12 are projected from the two developments. The baseline enrollment projections were modified to account for additional children from the new housing developments.

Student Yields

Student yields by length of ownership were determined for one- to four-family homes by joining the parcel-level property databases of Dover and Victory Gardens with the 2020-21 student address data from the Dover Public Schools. A total of 2,617 children living in 3,749 one- to four-family homes were identified. Student yields peak at 13 years of ownership with 1.29 children per housing unit. Student yields then decline through 25 years of ownership before stabilizing. The average student yield for one- to four-family homes in Dover and Victory Gardens was computed to be 0.86.

Student yields were also computed for townhouses and condominiums. All of the units are located in Dover. A total of 50 public school children (PK-12) were identified living in 220 units, which is an average student yield of 0.227. The largest student yield, in developments with at least 25 units, was in Fox Hill (0.289), which is a co-op development.

Finally, student yields were computed for apartment complexes in Dover and Victory Gardens. Approximately 71% of the apartment units are located in Dover. A total of 276 public school children (PK-12) were identified living in 650 units, which is an average student yield of 0.425. Most of the apartment complexes had a mix of 1-2 bedrooms. The largest student yields, in developments with at least 25 units, were in Brook Run (1.275) and Dover Hills (0.850).

Home Sales

The number of annual home sales was tabulated for each community from 1994-2020. In Dover, home sales peaked at 308 in 2005 before declining to 89 in 2012 due to the housing market crash and banking crisis. While home sales have since rebounded, the annual number of sales in the last five years has ranged from 113-186, which is far below the peak total that occurred in 2005.

In Victory Gardens, the number of sales peaked at 51 in 1998 before declining to eight (8) in 2011 due to the housing market crash and banking crisis. With the exception of 2017 when there were 24 sales, the annual number of sales has been less than 20 since 2011, which is lower than the number of sales that occurred before the housing market crash and banking crisis.

Enrollment Projections

Due to changes in the district's enrollment trends in 2020-21 (in particular, lower elementary enrollments than expected), which were likely related to the coronavirus pandemic, three separate projections were computed from 2021-22 through 2025-26, a five-year period. As it is unclear when the pandemic will end and how this will affect enrollments in the near term, three different scenarios were modeled. In each instance, enrollments are projected to increase in 2021-22 due to the expansion of the existing pre-kindergarten program before reversing trend and declining. By 2025-26, depending on the scenario, enrollments (PK-12) are projected to range from 3,216-3,408, which would be greater than the enrollment in 2020-21 (3,133.5).

For grades PK-6, enrollments are projected to be higher at the end of the projection period due to the expansion of the existing pre-kindergarten program. For grades 7-8 at Dover Middle School, enrollments are projected to slowly decline throughout the projection period. However, for grades 9-12 at Dover High School, enrollments are projected to increase for the next two years before reversing trend.

Building Capacities

The capacities of the grade configurations (PK-6, 7-8, and 9-12) in the district were compared to the current enrollments in 2020-21 and the enrollment projections in the 2025-26 school year. Using the building capacities from the school district's Long Range Facilities Plan, the differences between capacity and current/projected number of students were computed. Capacities were compared by grade configuration since the enrollment projections were not performed at the school level. Positive values indicate available extra seating while negative values indicate inadequate seating (also known as "unhoused students"). It should be noted that the capacity values are not fixed and can change from year-to-year based on classroom usage. For instance, additional special education classes in a building would reduce a building's capacity. On the other hand, districts with unhoused students can accommodate these children by increasing class sizes, which in turn increases the school's capacity. As such, the capacity of a school is not a fixed value and can be changed depending on how the building is used.

In the elementary configuration and Dover High School, there is currently a shortage of seating, with the largest occurring at the elementary configuration (-366). However, there are currently surplus seats at Dover Middle School (+51). By 2025-26, it is anticipated that there will be a greater number of unhoused students (-633) at the elementary configuration, due to a projected increase in enrollment as a result of the expansion of the existing pre-kindergarten program. Dover Middle School is projected to have a larger surplus in seating (+113) due to a projected decline in enrollment. At Dover High School, the number of unhoused students (-166) is projected to increase due to a projected gain in enrollment.

Final Thoughts

If not for the expansion of the existing pre-kindergarten program in 2021-22, enrollments in the Dover Public Schools would have been projected to decline steadily for the next five years. Net outward migration is evident in the cohort survival ratios, particularly in the birth-to-kindergarten ratios, which has contributed to the recent enrollment decline at the elementary level. In addition, the declining birth rate in Dover is likely to continue to result in smaller kindergarten cohorts in the future. In 2020-21, there were 190 kindergarten students, which are 78 fewer students than in 2011-12 (268 students). In the short term, the elementary and middle school cohorts will decline as the smaller kindergarten grades move through the district. High school enrollments are projected to increase in the next few years as the district's larger existing upper elementary and middle school cohorts move through the system. In the long-term (beyond five years), high school enrollments are likely to decline as well.

As the district's enrollment declined by 70 students in 2020-21, it appears much of this is COVID-related, as some parents may be reluctant to send their child to school or may seek private schools that have full in-person learning rather than hybrid or remote instruction. In an effort to control for housing costs during the pandemic, it is also feasible that some families may have left the district to live with other families or relatives. Most of the impact of the pandemic has occurred at the elementary level in the lower grades.

In closing, it is difficult to measure the impact of the coronavirus on the school district's enrollments moving forward. In the short-term, the coronavirus may have a negative impact on the local economy, new home construction, and rentals, which could lead to outward migration of families with children. If there are a significant number of evictions from rental units, this could have a negative impact on the district's enrollment. In a recent New York Times article¹, families with financial means are leaving large metropolitan areas to reside in their second homes in rural COVID-free areas or are purchasing an existing home in these new locations. These individuals can typically work remotely and are seeking to escape the pandemic. It is not clear whether these households will permanently reside in these locations or return to suburban/urban centers once an effective vaccine is widely implemented. Enrollment in some districts is affected by whether they are currently having in-person or remote instruction. Some parents are pulling their children out of existing districts and seeking schools for their children that provide in-person instruction in favor of those offering hybrid or solely online instruction². In particular, parents are seeking schools that have in-person learning for children in both pre- kindergarten and kindergarten³. While the duration of the pandemic is unknown and available data is limited, we are continuing to monitor data as it becomes available to assess its future impact on enrollments both short- and long-term.

¹ (<https://www.nytimes.com/2020/09/26/us/coronavirus-vermont-transplants.html>)

² <https://www.npr.org/2020/10/09/920316481/enrollment-is-dropping-in-public-schools-around-the-country>

³ *ibid.*

Introduction

Statistical Forecasting LLC (“Statistical Forecasting”) completed a demographic study for the Dover Public Schools, projecting grade-by-grade enrollments from 2021-22 through 2025- 26, a five-year period. In addition, the following tasks were completed:

- analyzed community population trends and age structure, demographic characteristics, birth counts, and fertility rates,
- examined historical enrollment trends, both districtwide and by grade configuration (PK-6, 7-8, and 9-12),
- computed student yields by housing type (e.g., one- to four-family homes, townhouses/condominiums, and apartments),
- compared building capacities to current and projected enrollments, and
- researched new housing starts and analyzed their impact on the school district.

Population Trends

1. Town of Dover

Located in Morris County, the Town of Dover (“Dover”) contains a land area of 2.68 square miles with an additional 0.05 square miles of water area. In the 2010 Census, Dover had 18,157 residents, which is 6,775.0 persons per square mile. Historical and projected populations for Dover from 1940-2040 are shown in Table 1 and Figure 1.

Table 1
Historical and Projected Populations for Dover
1940-2040

| Year | Population | Percent Change |
|-------------------------------|------------|----------------|
| Historical¹ | | |
| 1940 | 10,491 | N/A |
| 1950 | 11,174 | +6.5% |
| 1960 | 13,034 | +16.6% |
| 1970 | 15,039 | +15.4% |
| 1980 | 14,681 | -2.4% |
| 1990 | 15,115 | +3.0% |
| 2000 | 18,188 | +20.3% |
| 2010 | 18,157 | -0.2% |
| 2019 (est.) | 17,725 | -2.4% |
| Projected² | | |
| 2020 | 18,991 | +7.1% |
| 2030 | 19,285 | +1.5% |
| 2040 | 19,975 | +3.6% |

Notes: ¹United States Census Bureau

²North Jersey Transportation Planning Authority, Inc. (2013)

From 1940-1970, Dover’s population increased by more than 4,500 persons before remaining fairly stable in the 1970s and 1980s. Dover experienced its greatest population gain (+20.3%) in the 1990s before stabilizing.

In addition, a population estimate for 2019 is provided in Table 1. The estimated population in 2019 is 17,725 persons, which is a loss of 432 persons from the 2010 Census. The Census Bureau publishes estimates every July 1st following the last decennial census and are computed using the decennial census base counts, number of births and deaths in a community, and migration data (both domestic and international).

Population projections from 2020-2040, which were prepared by the North Jersey Transportation Planning Authority (“NJTPA”), indicate that the population will increase. However, as the 2019 Census estimate reflects a change in trend and a decline in population since 2010, the NJTPA likely needs to revise its projections after the 2020 Census results become available. As it currently stands, forecasts project the population to be 19,975 in 2040, which would be a 12.7% increase from the 2019 population estimate and a gain of 2,250 persons.

2. Borough of Victory Gardens

The Borough of Victory Gardens (“Victory Gardens”), which is also located in Morris County, contains a land area of 0.15 square miles. The borough was incorporated from Randolph Township in 1951. In 2010, Victory Gardens had 1,520 residents, which is 10,133.3 persons per square mile. Historical and projected populations for Victory Gardens from 1960- 2040 are shown in Table 2 and Figure 1.

Table 2
Historical and Projected Populations for Victory Gardens
1960-2040

| Year | Population | Percent Change |
|---------------------------------|------------|----------------|
| Historical^{1,2} | | |
| 1960 | 1,085 | N/A |
| 1970 | 1,027 | -5.3% |
| 1980 | 1,043 | +1.6% |
| 1990 | 1,314 | +26.0% |
| 2000 | 1,546 | +17.7% |
| 2010 | 1,520 | -1.7% |
| 2019 (est.) | 1,470 | -3.3% |
| Projected³ | | |
| 2020 | 1,520 | +3.4% |
| 2030 | 1,520 | 0.0% |
| 2040 | 1,520 | 0.0% |

Notes: ¹United States Census Bureau

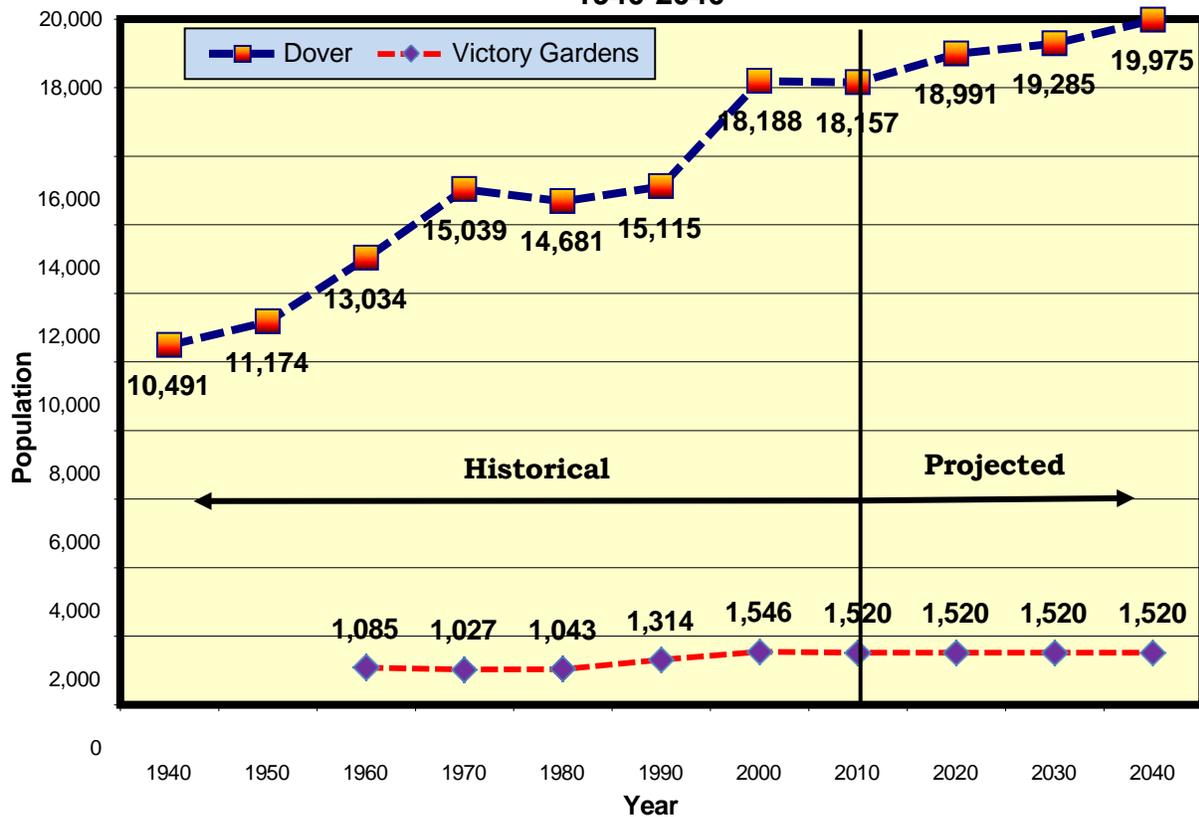
²Victory Gardens was part of Randolph Township prior to 1951.

¹⁰North Jersey Transportation Planning Authority, Inc. (2013)

Victory Gardens’ population was fairly stable from 1960-1980 before increasing in the 1980s and 1990s. Victory Gardens experienced its greatest population gain in the 1980s (+26.0%). After increasing in the 1990s, the population was nearly constant in the 2000s. Victory Gardens’ estimated population in 2019 is 1,470, which is a loss of 50 persons from the 2010 Census.

Forecasts prepared by the NJTPA project Victory Gardens’ population to be stable through 2040. The projected population in 2040, 1,520 persons, would be identical to the 2010 Census count.

**Figure 1
Historical and Projected Populations
1940-2040**



Demographic Profiles

In Table 3, selected demographic characteristics of Dover and Victory Gardens are compared from the 2010 Census and the 2006-2010 and 2015-2019 American Community Surveys (“ACS”). While some Census variables account for everyone in the population (e.g., age and race), other variables are collected from a sample (e.g., median family income, educational attainment, poverty status, etc.). The ACS replaced the long form of the Census, last administered in 2000 to approximately 16% of the population in the United States. For communities with populations lower than 65,000 persons such as Dover and Victory Gardens, ACS data represent a sample collected over a five-year time period, where the estimates represent the average characteristics between January 2015 and December 2019, for example. This information does not represent a single point in time like the long form of earlier Censuses. The five-year ACS contains 1% annual samples from all households and persons from 2015 to 2019, resulting in a 5% sample of the population. Due to the small sample size, the sampling error is quite large, which increases the degree of uncertainty of the estimated values. Therefore, the forthcoming ACS data should be interpreted with caution.

1. Town of Dover

Hispanics are the largest race in Dover. In the 2015-2019 ACS, Dover was 68.3% Hispanic as compared to 69.4% in 2010, which is a loss of 1.1 percentage points. Dover contains 18.0% of Morris County’s Hispanic population. Whites were the second-largest race at 19.7% in the 2015-2019 ACS, which is a loss of 2.7 percentage points from the 2010 percentage (22.4%). Blacks/African Americans were the third-largest race, consisting of 8.3% of the population in the 2015-2019 ACS, which is a gain of 3.6 percentage points from the 2010 percentage of 4.7%.

Regarding nativity, 45.9% of Dover residents were foreign-born in the 2015-2019 ACS, which is a decline of 6.4 percentage points from the 2006-2010 ACS percentage (52.3%). As a point of comparison, New Jersey’s foreign-born resident percentage was 23.4% in the 2019 ACS, which is nearly half that of Dover. While not shown in the table, place of birth, which serves as a proxy for country of origin, indicates that Colombia and Mexico were the largest sources of immigrants in the 2006-2010 ACS, accounting for 31.4% and 17.7%, respectively, of the foreign-born population. In the 2015-2019 ACS, Colombia continues to be the largest source, but accounts for a smaller share (23.5%) of the foreign-born population. Mexico remains the second-largest source at 18.4%.

The median age in Dover has increased from 35.5 years in 2010 to 37.5 years in the 2015-2019 ACS, which is below the median age in New Jersey (40.2 years). During the same time period, the percentage of people under the age of 18 years, which corresponds predominantly to school-age children, increased slightly from 21.6% to 22.2%.

Table 3
Selected Demographic Characteristics

| Race Origin ¹ | Dover | | Victory Gardens | |
|--|------------------------------|---------------|------------------------------|---------------|
| | 2006-2010 ACS 2010 Census | 2015-2019 ACS | 2006-2010 ACS 2010 Census | 2015-2019 ACS |
| White | 22.4% | 19.7% | 18.9% | 26.8% |
| Black or African American | 4.7% | 8.3% | 13.8% | 8.7% |
| Hispanic | 69.4% | 68.3% | 63.0% | 58.9% |
| American Indian and Alaska Native | 0.0% | 0.0% | 0.3% | 0.0% |
| Asian | 2.5% | 1.9% | 2.3% | 2.2% |
| Native Hawaiian and Other Pacific Islander | 0.0% | 0.0% | 0.0% | 0.0% |
| Other Race | 0.2% | 0.8% | 0.3% | 1.7% |
| Two or more Races | 0.8% | 1.1% | 1.4% | 1.7% |
| Place of Birth | | | | |
| Foreign-Born | 52.3% | 45.9% | 43.1% | 45.5% |
| Age | | | | |
| Under 18 | 21.6% | 22.2% | 26.4% | 22.9% |
| 18-64 | 67.9% | 66.7% | 67.3% | 69.3% |
| 65 and over | 10.5% | 11.1% | 6.3% | 7.8% |
| Median age | 35.5 years | 37.5 years | 33.3 years | 37.8 years |
| Educational Attainment | | | | |
| Bachelor's degree or higher | 14.4% | 18.7% | 12.2% | 14.9% |
| Graduate or professional degree | 2.9% | 4.4% | 3.1% | 3.2% |
| Income | | | | |
| Median family income | \$61,187 | \$72,949 | \$52,500 | \$53,906 |
| % of Persons in Poverty aged 5-17 | 11.5% | 13.5% | 19.0% | 27.9% |
| Housing Units | | | | |
| Total number | 5,783 | 6,004 | 566 | 638 |
| Occupied units | 5,562 (96.2%) | 5,548 (92.4%) | 533 (94.2%) | 568 (89.0%) |
| Owner-occupied units | 2,715 (48.8%) | 2,545 (45.9%) | 205 (38.5%) | 244 (43.0%) |
| Renter-occupied units | 2,847 (51.2%) | 3,003 (54.1%) | 328 (61.5%) | 324 (57.0%) |
| Median value of an owner-occupied unit | \$321,800 | \$268,000 | \$237,700 | \$171,100 |
| Average household size | 3.21 | 3.19 | 2.85 | 2.65 |
| Housing Type¹ | | | | |
| Total number | 5,772 | 6,004 | 614 | 638 |
| 1-unit, attached or detached | 3,430 (59.4%) | 3,532 (58.8%) | 334 (54.4%) | 372 (58.3%) |
| Two units | 822 (14.2%) | 1,002 (16.7%) | 62 (10.1%) | 61 (9.6%) |
| Three or four units | 532 (9.2%) | 368 (6.1%) | 5 (0.8%) | 22 (3.4%) |
| Five to nine units | 310 (5.4%) | 300 (5.0%) | 42 (6.8%) | 20 (3.1%) |
| 10 to 19 units | 317 (5.5%) | 258 (4.3%) | 123 (20.0%) | 102 (16.0%) |
| 20 or more units | 361 (6.3%) | 527 (8.8%) | 45 (7.3%) | 61 (9.6%) |
| Mobile home, Boat, Van, RV, etc. | 0 (0.0%) | 17 (0.3%) | 3 (0.5%) | 0 (0.0%) |

Sources: American Community Survey (2006-2010 and 2015-2019), United States Census (2010)

Notes: ¹Data may not sum to 100.0% due to rounding.

Cells shaded orange are from the 2010 Census while cells shaded blue are from the 2006-2010 American Community Survey.

Regarding educational attainment for adults aged 25 and over, 18.7% of the population had a bachelor's degree or higher in the 2015-2019 ACS as compared to 14.4% in the 2006-2010 ACS, which is a gain of 4.3 percentage points. Dover's percentage of persons having a bachelor's degree or higher is much lower than that of New Jersey (41.2%). Persons with graduate or professional degrees increased from 2.9% to 4.4% during this time period.

Median family income increased from \$61,187 in the 2006-2010 ACS to \$72,949 in the 2015-2019 ACS, a gain of 19.2%. By comparison, median family income in New Jersey is \$105,705, which is approximately \$33,000 higher than Dover's. During this time period, the percentage of school-age children (5-17) that are in poverty increased from 11.5% to 13.5%, a 2.0 percentage-point gain.

Regarding housing, there were 6,004 housing units in Dover in the 2015-2019 ACS, which is a gain of 221 units (+3.8%) from 2010. Over this time period, the overall occupancy rate declined from 96.2% to 92.4% and the average household size declined slightly from 3.21 to 3.19 persons. Renter-occupied units accounted for 54.1% of the housing units in the 2015-2019 ACS, which is a gain of 2.9 percentage points from the 2010 percentage (51.2%). As a point of comparison, the percentage of renter-occupied units in Dover is much higher than that of New Jersey (36.7%). Finally, the median home price of an owner-occupied unit in the 2015-2019 ACS was \$268,000, which is a 16.7% decline from the value reported in the 2006-2010 ACS (\$321,800).

With respect to housing type, 58.8% of homes in the 2015-2019 ACS were one-unit, either attached or detached, which is nearly unchanged from the 2006-2010 ACS percentage (59.4%). Homes with two units (duplexes) were the second-largest type of housing in the 2015-2019 ACS and consisted of 16.7% of the housing stock. In general, there has been little change in the housing distribution since the 2006-2010 ACS.

2. Borough of Victory Gardens

In Victory Gardens, Hispanics are also the largest race. In the 2015-2019 ACS, Victory Gardens was 58.9% Hispanic as compared to 63.0% in 2010, which is a loss of 4.1 percentage points. Whites were the second-largest race at 26.8% in the 2015-2019 ACS, which is a 7.9 percentage-point increase from the 2010 percentage (18.9%). Blacks/African Americans were the third-largest race, consisting of 8.7% of the population in the 2015-2019 ACS, which is a loss of 5.1 percentage points from the 2010 percentage of 13.8%.

Regarding nativity, 45.5% of Victory Gardens residents were foreign-born in the 2015-2019 ACS, which is a gain of 2.4 percentage points from the 2006-2010 ACS percentage (43.1%). The foreign-born percentage in Victory Gardens is almost identical to that of Dover (45.9%) and nearly double that of New Jersey (23.4%). While not shown in the table, place of birth, which serves as a proxy for country of origin, indicates that Colombia and Honduras were the largest sources of immigrants in the 2006-2010 ACS, accounting for 42.3% and 8.9%, respectively, of the foreign-born population. In the 2015-2019 ACS, Colombia continues to be the largest source, but accounts for a smaller share (34.9%) of the foreign-born population. Mexico is now the second-largest source at 15.5%.

The median age in Victory Gardens has increased from 33.3 years in 2010 to 37.8 years in the 2015-2019 ACS, which is below the median age in New Jersey (40.2 years). During the same time period, the percentage of people under the age of 18 years, which corresponds predominantly to school-age children, decreased from 26.4% to 22.9%, a loss of 3.5 percentage points.

Regarding educational attainment for adults aged 25 and over, 14.9% of the population had a bachelor's degree or higher in the 2015-2019 ACS as compared to 12.2% in the 2006-2010 ACS, which is a gain of 2.7 percentage points. Victory Gardens' percentage of persons having a bachelor's degree or higher is lower than that of New Jersey (41.2%) and Dover (18.7%). The percentage of persons with graduate or professional degrees was 3.2% in the 2015-2019 ACS, which is nearly unchanged from the 2006-2010 ACS (3.1%).

Median family income increased from \$52,500 in the 2006-2010 ACS to \$53,906 in the 2015-2019 ACS, a gain of 2.7%. By comparison, median family income in New Jersey is \$105,705, which is nearly double that of Victory Gardens. Median family income in Victory Gardens is approximately \$19,000 lower than Dover. During this time period, the percentage of school-age children (5-17) that are in poverty increased significantly from 19.0% to 27.9%, which is more than double the Dover school-age children poverty percentage (13.5%).

Regarding housing, there were 638 housing units in Victory Gardens in the 2015-2019 ACS, which is a gain of 72 units (+12.7%) from 2010. Over this time period, the occupancy rate declined from 94.2% to 89.0% and the average household size declined from 2.85 to 2.65 persons. Renter-occupied units accounted for 57.0% of the occupied units in the 2015-2019 ACS, which is a loss of 4.5 percentage points from 2010. The percentage of renter-occupied units in Victory Gardens is slightly higher than that of Dover (54.1%). The median home price of an owner-occupied unit in the 2015-2019 ACS was \$171,100, which is a 28.0% decline from the value reported in the 2006-2010 ACS (\$237,700).

With respect to housing type, the percentage of one-unit homes, either attached or detached, increased from 54.4% in the 2006-2010 ACS to 58.3% in the 2015-2019 ACS, which is a gain of 3.9 percentage points. Homes with 10-19 units, which typically consist of renters, were the second-largest type of housing in the 2015-2019 ACS and consisted of 16.0% of the housing stock. Homes with 10-19 units also had the largest percentage-point change (-4.0) over this time period.

District Overview

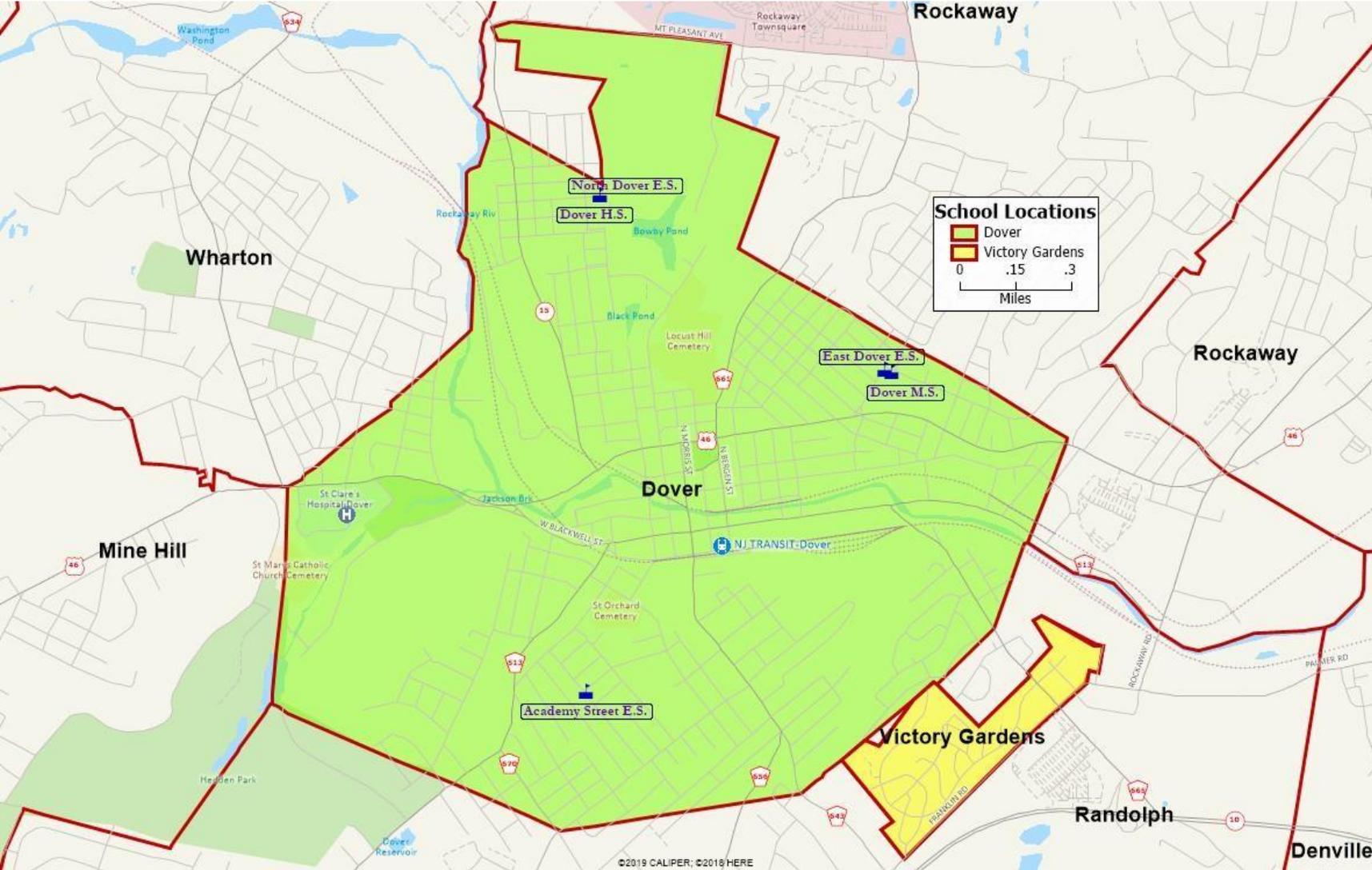
The Dover Public Schools has five (5) schools that serve grades pre-kindergarten through twelfth. In 2010, the Victory Gardens Board of Education and Victory Gardens School District (which was a non-operating school district) ceased to exist, as the Dover Public Schools and the Victory Gardens School District were consolidated by the New Jersey Commissioner of Education. Besides educating students from Dover and Victory Gardens, the Dover Public Schools also receives students in grades 7-12 from Mine Hill Township (“Mine Hill”) through a formal sending-receiving agreement.

In Figure 2, the location of each of the district’s schools is shown with respect to the municipal boundaries. All of the schools are located in Dover. Children attend one of three (3) elementary schools for grades PK-6: Academy Street Elementary School (“Academy Street”), East Dover Elementary School (“East Dover”), or North Dover Elementary School (“North Dover”). Dover Middle School educates children in grades 7-8 while Dover High School educates children in grades 9-12.

According to the district’s Long Range Facilities Plan (“LRFP”), total educational capacity in the district is 2,722 using District Practices methodology and 2,289 using Facilities Efficiency Standards (“FES”) methodology. The District Practices methodology considers how the building is utilized by the school district and its targeted student-teacher ratios. This method does not take into account square footage allowances per student, which is the FES methodology. Capacity using FES methodology is often lower, particularly for middle and high schools, than when using District Practices methodology. Since buildings cannot be 100% utilized, due in part to scheduling conflicts, most districts employ either an 85% or 90% utilization factor to determine school capacity.

In this study, historical enrollments from the New Jersey Department of Education (“NJDOE”) New Jersey Standards Measurement and Resource for Teaching (“NJ SMART”) database were used to project enrollments five years into the future using the Cohort-Survival Ratio method.

Figure 2
School Locations – Dover Public Schools



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Explanation of the Cohort-Survival Ratio Method

In 1930, Dublin and Lodka provided an explicit age breakdown, which enabled analysts to follow each cohort through its life stages and apply appropriate birth and death rates for each generation. A descendant of this process is the Cohort-Survival Ratio (“CSR”) method, which is the NJDOE-approved methodology to project public school enrollments. In this method, a survival ratio is computed for each grade progression, which essentially compares the number of students in a particular grade to the number of students in the previous grade during the previous year. The survival ratio indicates whether the enrollment is stable, increasing, or decreasing. A survival ratio of 1.00 indicates stable enrollment, less than 1.00 indicates declining enrollment, while greater than 1.00 indicates increasing enrollment. If, for example, a school district had 100 fourth graders and the next year had 95 fifth graders, the survival ratio would be 0.95.

The CSR method assumes that what happened in the past will also happen in the future. In essence, this method provides a linear projection of the population. The CSR method is most applicable for districts that have relatively stable increasing or decreasing trends without any major unpredictable fluctuations from year to year. In school districts encountering rapid growth not experienced historically (a change in the historical trend), the CSR method must be modified and supplemented with additional information. In this study, survival ratios were calculated using historical data for birth to kindergarten, kindergarten to first grade, first grade to second grade, etc. Due to the fluctuation in survival ratios from year to year, it is appropriate to calculate an average survival ratio, which is then used to calculate grade-level enrollments five years into the future.

Historical Enrollment Trends

1. Dover Public Schools

Historical enrollments for the Dover Public Schools from 2011-12 through 2020-21, a ten-year period, are shown in Figure 3 and Table 4. Enrollments (PK-12) increased through 2017-18, peaking at 3,241.5 students, before stabilizing. In 2020-21, enrollment is 3,133.5, which is a gain of 159 students (+5.3%) from the 2011-12 enrollment of 2,974.5. In the most recent year, there was a decline of 70 students, which is likely due to the coronavirus pandemic.

Figure 3
Dover Public Schools Historical Enrollments
2011-12 to 2020-21

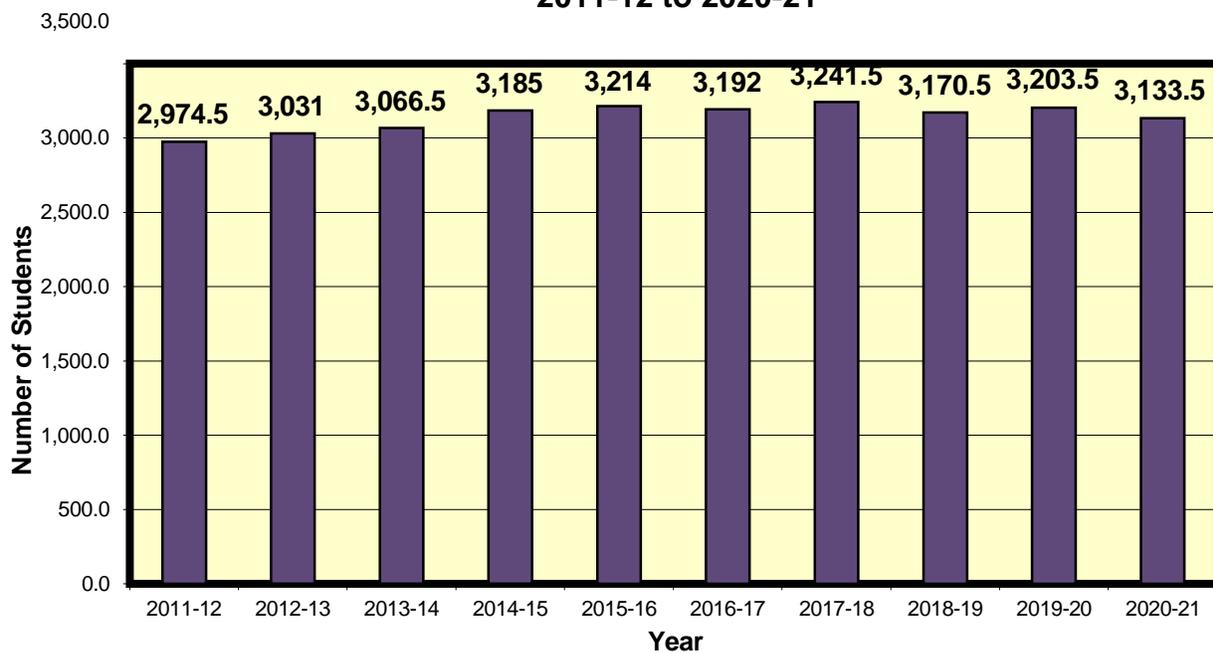


Table 5 shows computed grade-by-grade survival ratios from 2011-12 to 2020-21. In addition, the average, minimum, and maximum survival ratios are shown for the past ten years along with the five-year averages, which were used to project enrollments. The average survival ratios also indicate the net migration by grade, where values over 1.000 reflect net inward migration and values below 1.000 reflect net outward migration. Nine of the 13 average survival ratios in the five-year trend were below 1.000, indicating a general outward migration of students. Of the four average survival ratios that were above 1.000, two were in the middle school grades. In 2020-21, three survival ratios were the lowest value in the last decade. The decline in the ratios is likely due to the coronavirus pandemic, as parents are seeking alternative educational experiences for their children, or may have had to relocate. As such, three five-year average ratios were computed in Table 5. The first considers the 2020-21 enrollment and gives equal weight to all of the historical ratios, the second gives less weight (10%) to the most recent ratio, while the third does not utilize the 2020-21 enrollments in computing the survival ratios. In comparing the five-year averages with the ten-year averages, the differences were very small, demonstrating the long-term stability of the survival ratios over the last decade.

Table 4
Dover Public Schools Historical Enrollments (PK-12)
2011-12 to 2020-21

| Year ¹ | PK | K | 1 | 2 | 3 | 4 | 5 | 6 | SE ² | PK-6 Total | 7 | 8 | SE ³ | 7-8 Total | 9 | 10 | 11 | 12 | SE ⁴ | 9-12 Total | PK-12 Total |
|-------------------|-----|-----|-----|-----|-----|-----|-----|-----|-----------------|---------------|-----|-----|-----------------|--------------|-----|-------|-------|-------|-----------------|----------------|----------------|
| 2011-12 | 112 | 268 | 241 | 211 | 220 | 193 | 186 | 196 | 48 | 1,675 | 208 | 214 | 29 | 451 | 236 | 211.5 | 165 | 190.5 | 45.5 | 848.5 | 2,974.5 |
| 2012-13 | 103 | 258 | 275 | 240 | 195 | 224 | 195 | 189 | 62 | 1,741 | 238 | 208 | 25 | 471 | 219 | 211 | 172 | 169 | 48 | 819.0 | 3,031 |
| 2013-14 | 87 | 237 | 279 | 255 | 231 | 201 | 230 | 190 | 65 | 1,775 | 214 | 228 | 28 | 470 | 211 | 207 | 174.5 | 180.5 | 48.5 | 821.5 | 3,066.5 |
| 2014-15 | 96 | 265 | 255 | 275 | 231 | 232 | 198 | 236 | 53 | 1,841 | 215 | 216 | 31 | 462 | 286 | 203 | 170.5 | 175 | 47.5 | 882.0 | 3,185 |
| 2015-16 | 80 | 246 | 256 | 239 | 262 | 229 | 225 | 196 | 57 | 1,790 | 265 | 215 | 17 | 497 | 231 | 260 | 197 | 185.5 | 53.5 | 927.0 | 3,214 |
| 2016-17 | 68 | 212 | 239 | 226 | 236 | 249 | 214 | 236 | 57 | 1,737 | 231 | 270 | 14 | 515 | 208 | 241.5 | 243.5 | 202 | 45.0 | 940.0 | 3,192 |
| 2017-18 | 89 | 217 | 212 | 229 | 220 | 234 | 257 | 210 | 75 | 1,743 | 251 | 238 | 15 | 504 | 279 | 222 | 236 | 224.5 | 33.0 | 994.5 | 3,241.5 |
| 2018-19 | 71 | 209 | 214 | 205 | 225 | 216 | 230 | 255 | 63 | 1,688 | 223 | 260 | 28 | 511 | 245 | 270 | 205.5 | 224 | 27.0 | 971.5 | 3,170.5 |
| 2019-20 | 39 | 211 | 208 | 220 | 211 | 235 | 222 | 238 | 59 | 1,643 | 303 | 227 | 21 | 551 | 287 | 244 | 250 | 209.5 | 19.0 | 1,009.5 | 3,203.5 |
| 2020-21 | 46 | 190 | 214 | 200 | 205 | 194 | 229 | 217 | 55 | 1,550 | 261 | 286 | 19 | 566 | 225 | 276 | 230 | 258.5 | 28.0 | 1,017.5 | 3,133.5 |

Notes: ¹Data as provided by the New Jersey Department of Education (<http://www.nj.gov/education/data/enr/>) and the Dover Public Schools

²Self-contained special education enrollment/ungraded students at the elementary school level

³Self-contained special education enrollment/ungraded students at the middle school level

⁴Self-contained special education enrollment/ungraded students at the high school level

Table 5
Dover Public Schools Historical Survival Ratios
2011-12 to 2020-21

| Progression Years | B-K | K-1 | 1-2 | 2-3 | 3-4 | 4-5 | 5-6 | 6-7 | 7-8 | 8-9 | 9-10 | 10-11 | 11-12 |
|---|---------------|------------|------------|------------|---------------|------------|------------|------------|---------------|------------|-------------|--------------|--------------|
| 2011-12 to 2012-13 | 0.7350 | 1.0261 | 0.9959 | 0.9242 | 1.0182 | 1.0104 | 1.0161 | 1.2143 | 1.0000 | 1.0234 | 0.8941 | 0.8132 | 1.0242 |
| 2012-13 to 2013-14 | 0.7182 | 1.0814 | 0.9273 | 0.9625 | 1.0308 | 1.0268 | 0.9744 | 1.1323 | 0.9580 | 1.0144 | 0.9452 | 0.8270 | 1.0494 |
| 2013-14 to 2014-15 | 0.7402 | 1.0759 | 0.9857 | 0.9059 | 1.0043 | 0.9851 | 1.0261 | 1.1316 | 1.0093 | 1.2544 | 0.9621 | 0.8237 | 1.0029 |
| 2014-15 to 2015-16 | 0.8754 | 0.9660 | 0.9373 | 0.9527 | 0.9913 | 0.9698 | 0.9899 | 1.1229 | 1.0000 | 1.0694 | 0.9091 | 0.9704 | 1.0880 |
| 2015-16 to 2016-17 | 0.8379 | 0.9715 | 0.8828 | 0.9874 | 0.9504 | 0.9345 | 1.0489 | 1.1786 | 1.0189 | 0.9674 | 1.0455 | 0.9365 | 1.0254 |
| 2016-17 to 2017-18 | 0.7509 | 1.0000 | 0.9582 | 0.9735 | 0.9915 | 1.0321 | 0.9813 | 1.0636 | 1.0303 | 1.0333 | 1.0673 | 0.9772 | 0.9220 |
| 2017-18 to 2018-19 | 0.8261 | 0.9862 | 0.9670 | 0.9825 | 0.9818 | 0.9829 | 0.9922 | 1.0619 | 1.0359 | 1.0294 | 0.9677 | 0.9257 | 0.9492 |
| 2018-19 to 2019-20 | 0.7645 | 0.9952 | 1.0280 | 1.0293 | 1.0444 | 1.0278 | 1.0348 | 1.1882 | 1.0179 | 1.1038 | 0.9959 | 0.9259 | 1.0195 |
| 2019-20 to 2020-21 | 0.6355 | 1.0142 | 0.9615 | 0.9318 | 0.9194 | 0.9745 | 0.9775 | 1.0966 | 0.9439 | 0.9912 | 0.9617 | 0.9426 | 1.0340 |
| Maximum Ratio | 0.8754 | 1.0814 | 1.0280 | 1.0293 | 1.0444 | 1.0321 | 1.0489 | 1.2143 | 1.0359 | 1.2544 | 1.0673 | 0.9772 | 1.0880 |
| Minimum Ratio | 0.6355 | 0.9660 | 0.8828 | 0.9059 | 0.9194 | 0.9345 | 0.9744 | 1.0619 | 0.9439 | 0.9674 | 0.8941 | 0.8132 | 0.9220 |
| Avg. 5-Year Ratios | 0.7630 | 0.9989 | 0.9787 | 0.9793 | 0.9843 | 1.0043 | 0.9964 | 1.1026 | 1.0070 | 1.0394 | 0.9982 | 0.9429 | 0.9811 |
| Avg. 5-Year Ratios (weighted less for 2020-21) | 0.7821 | 0.9958 | 0.9821 | 0.9888 | 0.9973 | 1.0103 | 1.0002 | 1.1038 | 1.0196 | 1.0491 | 1.0055 | 0.9429 | 0.9706 |
| Avg. 5-Year Ratios (not using 2020-21 enrollments) | 0.8110 | 0.9882 | 0.9590 | 0.9932 | 0.9920 | 0.9943 | 1.0143 | 1.1231 | 1.0257 | 1.0335 | 1.0191 | 0.9413 | 0.9790 |
| Avg. 10-Year Ratios | 0.7649 | 1.0130 | 0.9604 | 0.9611 | 0.9925 | 0.9938 | 1.0046 | 1.1322 | 1.0016 | 1.0541 | 0.9721 | 0.9047 | 1.0127 |
| Diff. Between 5-Year and 10-Year Ratios | -0.0019 | -0.0141 | +0.0183 | +0.0182 | -0.0082 | +0.0106 | -0.0081 | -0.0296 | +0.0054 | -0.0146 | +0.0261 | +0.0382 | -0.0316 |

Note: ¹Bolded values reflect survival ratios from 2019-20 to 2020-21.

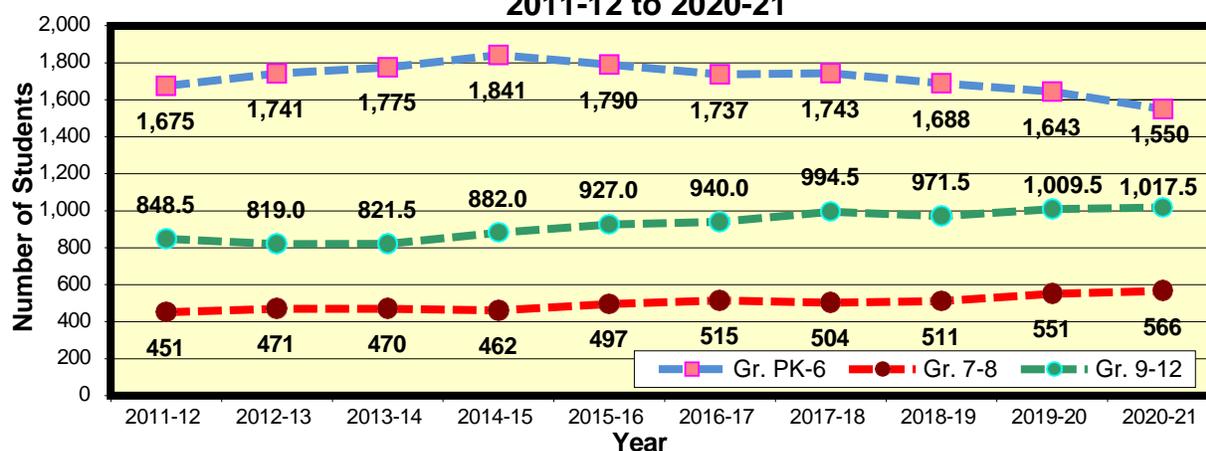
Factors related to inward migration include families with school-age children purchasing an existing home or new housing unit, or renting an apartment. The reasons for families moving into a community vary. For instance, a family could move into Dover for economic reasons and proximity to employment, the presence of affordable housing, or to be near family members. Another plausible reason for inward migration is the reputation of the school district, as the appeal of a school district draws families into a community, resulting in the transfer of students into the district. On the flip side, outward migration is caused by families with children moving out of the community, perhaps due to difficulty in finding employment or affordable housing. Outward migration in the school district can also be caused by parents choosing to withdraw their children from public school to attend private, parochial, or charter schools, to be homeschooled, or to attend a different public school district. In the case of the Dover Public Schools, the reasons for migration are not explicitly known (such as for economic reasons or the appeal of the school district), as exit and entrance interviews would need to be conducted for all children leaving or entering the district.

Historical enrollments are also shown in Table 4 and Figure 4 by grade configuration (PK-6, 7-8, and 9-12). Self-contained special education/ungraded students were incorporated into the totals by grade configuration. For grades PK-6, enrollments increased through 2014-15 before reversing trend and declining. Since 2014-15, elementary enrollments have declined by 291 students. Enrollment declined by 93 students in 2020-21, which is likely due to the coronavirus pandemic.

For grades 7-8 at Dover Middle School, enrollments were fairly stable from 2011-12 to 2014-15 before increasing over the last six years. Enrollment is 566 in 2020-21, which is a gain of 115 students from the 2011-12 enrollment of 451.

At Dover High School, which contains grades 9-12, enrollments have been increasing since the 2013-14 school year. In 2020-21, enrollment is 1,017.5, which is an increase of 169 students from the 2011-12 enrollment of 848.5.

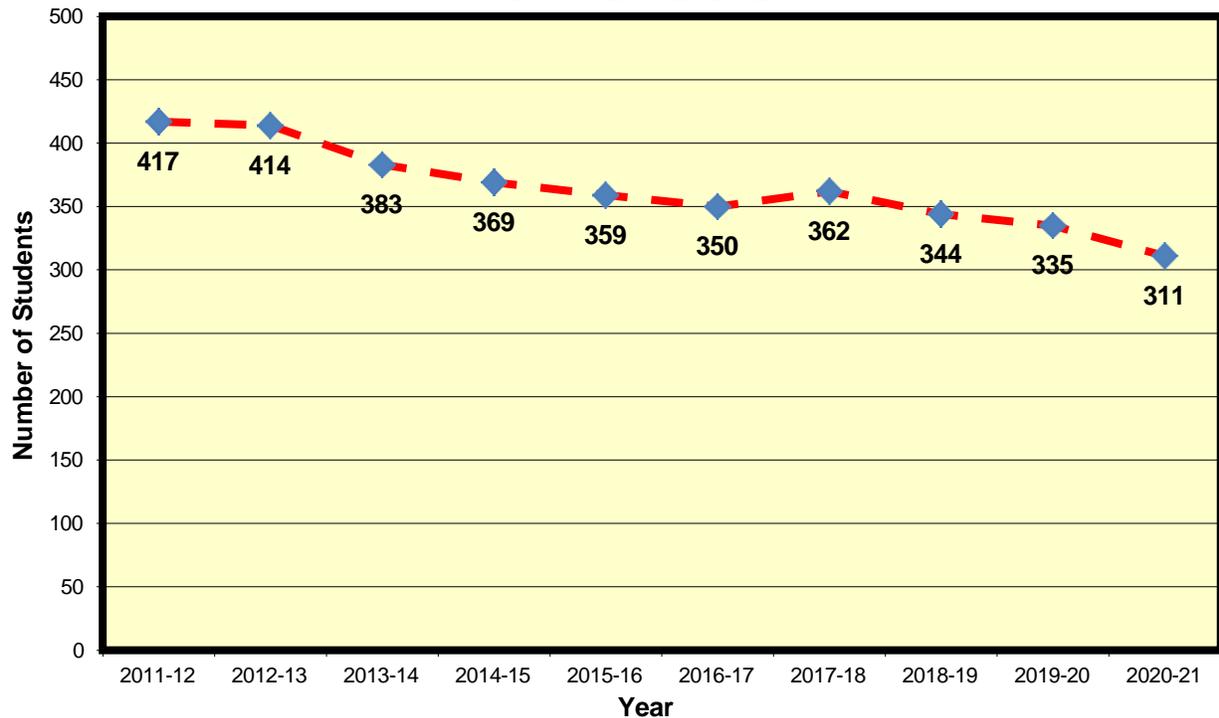
Figure 4
Dover Public Schools
Historical Enrollments by Grade Configuration
2011-12 to 2020-21



2. Mine Hill Township School District

As discussed previously, the Dover Public Schools also receives students in grades 7-12 from Mine Hill through a sending-receiving agreement. Figure 5 displays the PK-6 enrollments from 2011-12 to 2020-21 for the Mine Hill Township School District, which will be used to project the number of Mine Hill students that will attend the Dover Public Schools in the future. Enrollments have been steadily declining in the district over the past decade. In 2020-21, enrollment is 311, which is a loss of 106 students from the 2011-12 enrollment of 417.

Figure 5
Mine Hill Township School District Historical Enrollments (PK-6)
2011-12 to 2020-21



Kindergarten Replacement

Kindergarten replacements were analyzed to determine whether there was any relationship between overall enrollment change and kindergarten replacement, which is the numerical difference between the number of graduating 12th graders and the number of entering kindergarten students. The district has experienced negative kindergarten replacement for the last three years after experiencing positive kindergarten replacement for the six years prior. Negative kindergarten replacement occurs when the number of kindergarten students entering the district is less than the number of graduating twelfth grade students from the prior year. Conversely, positive kindergarten replacement occurs when the number of kindergarten students entering the district is greater than the number of graduating twelfth grade students from the prior year. As shown in Figure 6, positive kindergarten replacement has ranged from 15-84.5 students per year while negative kindergarten replacement has ranged from 13-19.5 students per year. The negative kindergarten replacement in the last three years is due to the smaller entering kindergarten cohorts, ranging from 190-211 students, which are much smaller than the kindergarten cohort in 2011-12 (268). In 2020-21, there was a loss of 19.5 students due to kindergarten replacement, as 209.5 twelfth graders graduated in 2019-20 and were replaced by 190 kindergarten students in 2020-21. In the last three years, the district has lost an average of 16 students per year due to kindergarten replacement.

Figure 6
Dover Public Schools Historical Kindergarten Replacement

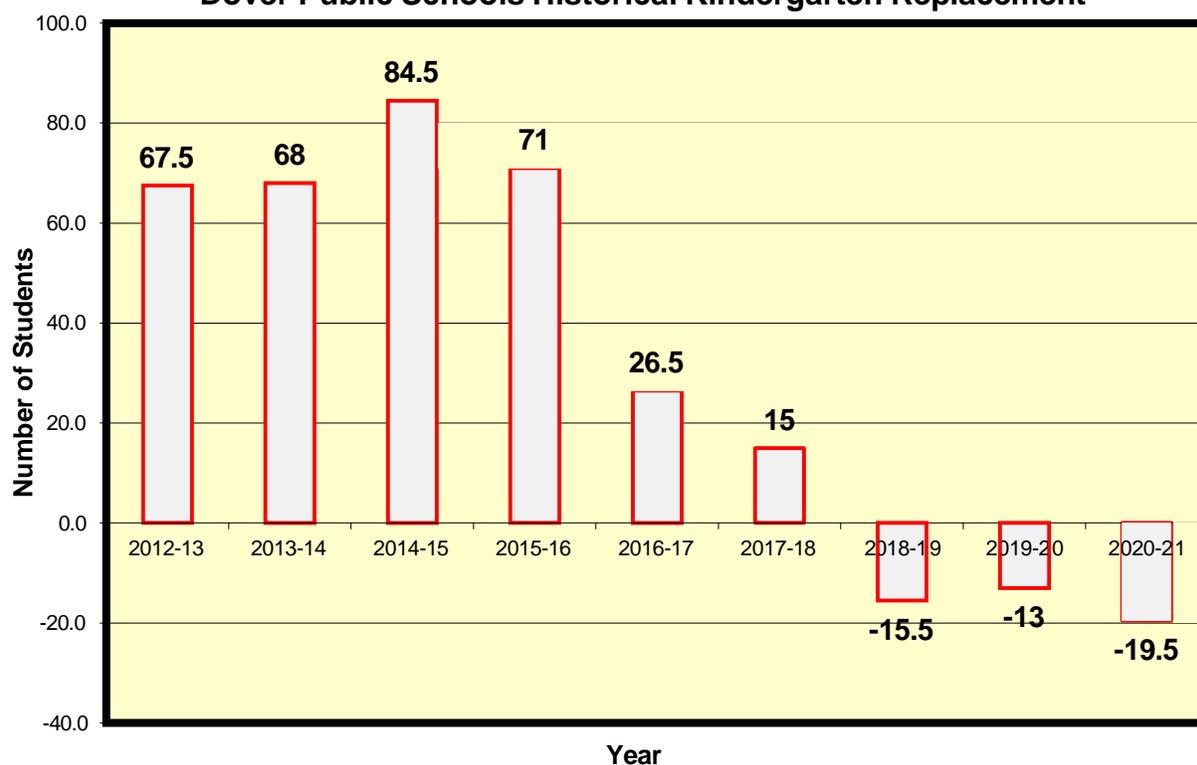
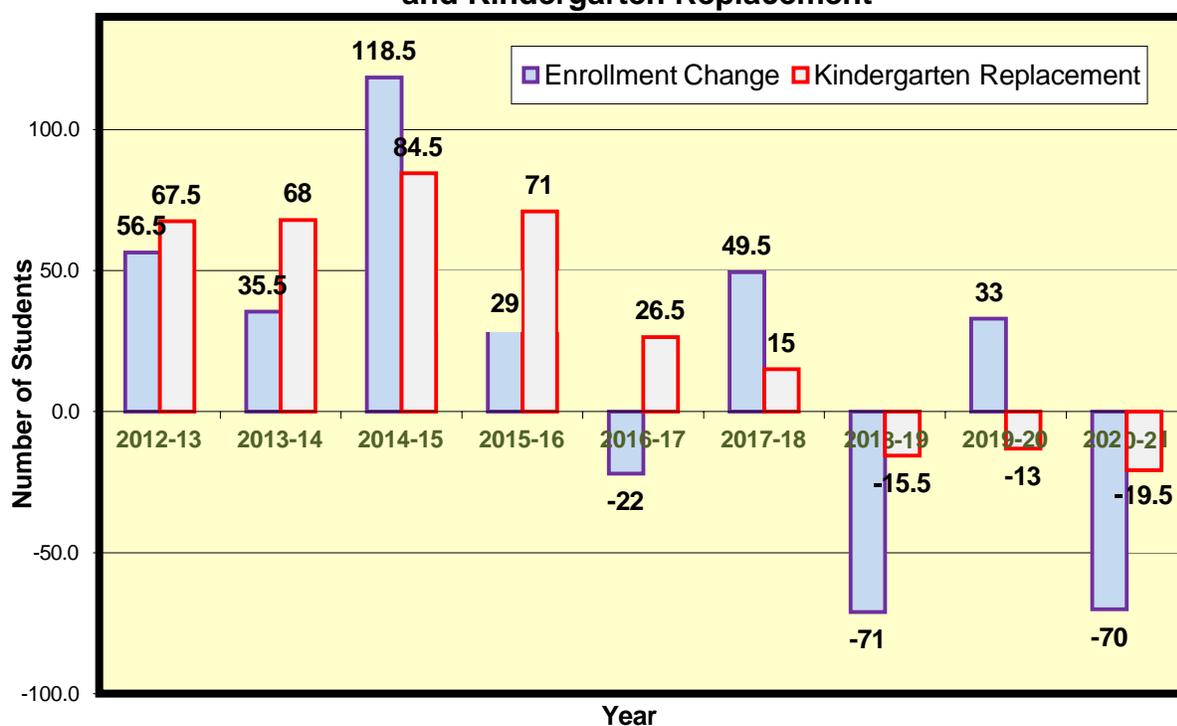


Figure 7 shows the annual change in total enrollment compared to kindergarten replacement. As the figure demonstrates, there appears to be a strong relationship, statistically speaking, between the overall change in enrollment and kindergarten replacement. Although this data represents a very small sample, the correlation coefficient between the two variables was +0.746. Correlation coefficients measure the relationship or association between two variables; this does not imply that there is cause and effect between the two variables. Other variables, known as lurking variables, may have an effect on the true relationship between kindergarten replacement and total enrollment change. Negative correlation coefficients indicate that as one variable is increasing (decreasing), the other variable is decreasing (increasing). Positive correlation coefficients indicate that as one of the variables increases (decreases), the other variable increases (decreases) as well. The computed linear correlation coefficient is always between -1 and +1. Values near -1 or +1 indicate a strong linear relationship between the variables while values near zero indicate a weak linear relationship. Based on the correlation of +0.746, there appears to be a strong relationship between enrollment change and kindergarten replacement in the school district in the last nine years.

Figure 7
Comparison of PK-12 Enrollment Change
and Kindergarten Replacement



Birth Data

Birth data were needed to compute kindergarten enrollments, which were calculated as follows. Birth data, which were lagged five years behind their respective kindergarten classes, were used to calculate the survival ratio for each birth-to-kindergarten cohort. For instance, in 2015, there were 299 births in Dover and Victory Gardens. Five years later (the 2020-21 school year), 190 children enrolled in kindergarten, which is equal to a survival ratio of 0.635 from birth to kindergarten. Birth counts and birth-to-kindergarten survival ratios are displayed in Table 6. Values greater than 1.000 indicate that some children are born outside of a school district's attendance boundaries and are attending kindergarten in the school district five years later, i.e., an inward migration of children. This type of inward migration is typical in school districts with excellent reputations, because the appeal of a good school district draws families into the community. Inward migration is also seen in communities where there are a large number of new housing starts (or home resales), with families moving into the community having children of age to attend kindergarten. Birth-to-kindergarten survival ratios that are below 1.000 indicate that a number of children born within a community are not attending kindergarten in the school district five years later. This is common in communities where a high proportion of children attend private, parochial, charter, or out-of-district special education facilities, or where there is a net migration of families moving out of the community. It is also common in school districts that have a half-day kindergarten program where parents choose to send their child to a private full-day kindergarten for the first year.

Table 6
Birth Counts and Historical Birth-to-Kindergarten Survival Ratios
Dover Public Schools

| Birth Year¹ | Dover Births | Victory Garden Births | Total Number of Births | Kindergarten Students Five Years Later | Birth-to-Kindergarten Survival Ratio |
|-------------------------------|---------------------|------------------------------|-------------------------------|---|---|
| 2006 | 315 | 22 | 337 | 268 | 0.795 |
| 2007 | 321 | 30 | 351 | 258 | 0.735 |
| 2008 | 307 | 23 | 330 | 237 | 0.718 |
| 2009 | 335 | 23 | 358 | 265 | 0.740 |
| 2010 | 256 | 25 | 281 | 246 | 0.875 |
| 2011 | 233 | 20 | 253 | 212 | 0.838 |
| 2012 | 266 | 23 | 289 | 217 | 0.751 |
| 2013 | 242 | 11 | 253 | 209 | 0.826 |
| 2014 | 253 | 23 | 276 | 211 | 0.764 |
| 2015 | 278 | 21 | 299 | 190 | 0.635 |
| 2016 | 242 | 15 | 257 | N/A | N/A |
| 2017 | 229 | 24 | 253 | N/A | N/A |
| 2018 | 206 | 15 | 221 | N/A | N/A |
| 2019 | 205 | 18 | 223 | N/A | N/A |

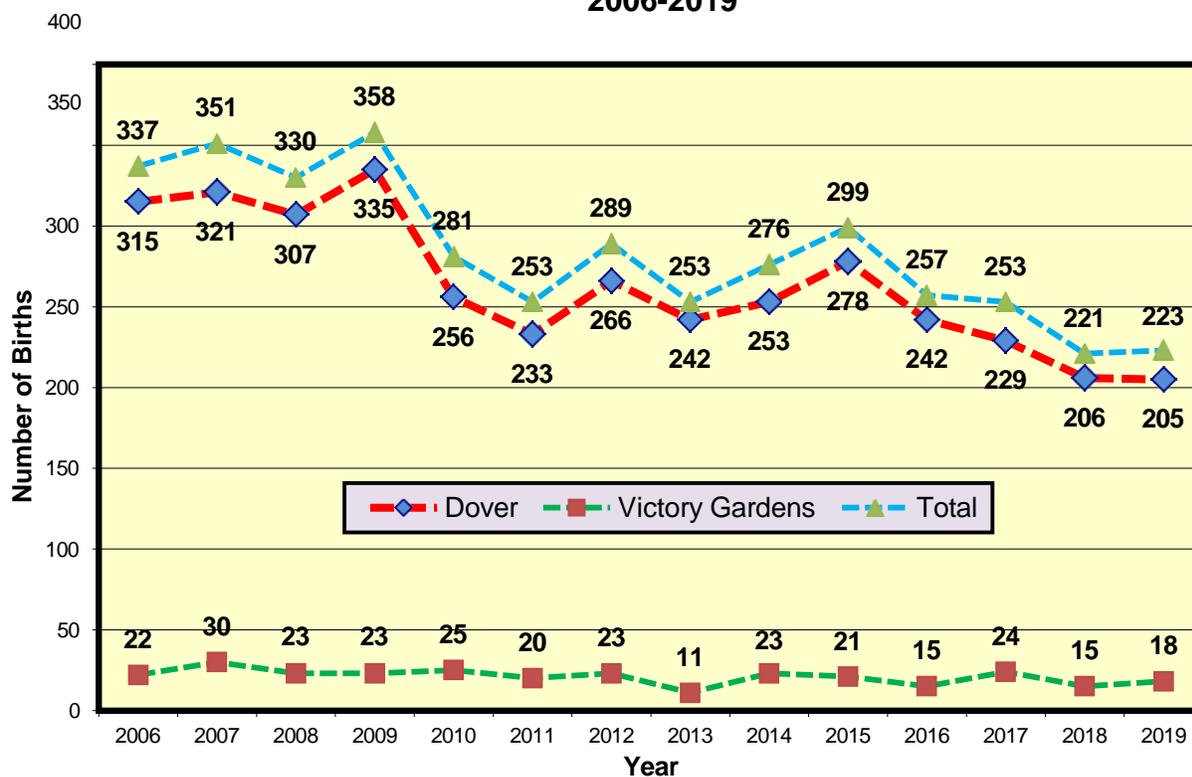
Note: ¹Birth data were provided by the New Jersey Center for Health Statistics from 2006-2019

In each of the last ten years, birth-to-kindergarten survival ratios in the district have been below 1.000. Birth-to-kindergarten survival ratios have been fairly inconsistent over this time period, ranging from 0.635-0.875. As the birth-to-kindergarten survival ratios are below 1.000, this indicates that some children who were born in Dover or Victory Gardens are moving out before school age or are enrolling in other schools/districts besides the Dover Public Schools.

Geocoded birth data were provided by the New Jersey Center for Health Statistics (“NJCHS”) from 2006-2019 by assigning geographic coordinates to a birth mother based on her street address. Births for 2019 are provisional while births for 2020 were not yet available. Since the NJCHS did not have birth data for 2020, an estimate was formulated by averaging historical births. Birth counts were needed for 2020 since this cohort will become the kindergarten class of 2025.

As shown in Figure 8, the number of births in Dover has been generally declining. Births have declined from a high of 335 in 2009 to a low of 205 in 2019. In Victory Gardens, the annual number of births has been much smaller, ranging from 11-30. Combining the data from the two communities, the number of births has been declining. In 2019, there were 223 births, which are 114 fewer births than the 2006 birth count of 337. As a result of the decline in the number of births, kindergarten enrollment has declined from 268 in 2011-12 to 190 in 2020-21, which is not as large a drop (-78) as the decline in the birth count.

Figure 8
Historical Birth Counts
2006-2019



The fertility rate in Dover and Victory Gardens is lower than those of both Morris County and the State of New Jersey. According to the 2015-2019 ACS, the fertility rate of women aged 15 to 50 was 31 births per 1,000 women in Dover and was 38 births per 1,000 women in Victory Gardens. In comparison, as reported by the NJCHS, the 2019 fertility rate in Morris County was 51.8 births per 1,000 women (ages 15-49) and was 59.3 births per 1,000 women in New Jersey. However, it should be noted that while the municipal, county, and state data are all based on a sample, the municipal data has a margin of error that is much higher than the county and state data and may not reflect the “true” fertility rate in the communities.

Figures 9 and 10 show the age pyramids of males and females in Dover from both the 2010 Census and the 2015-2019 ACS. In 2010, the largest number of individuals was aged 25-29 for males and 45-49 for females. In the 2015-2019 ACS, the largest male cohort remained 25-29 while the largest female cohort was aged 10-14, which corresponds approximately with children in grades 5-9. As shown in Table 7, the greatest declines (shaded red) over this time period, both in number and percentage points, occurred in the 20-24 age group for males and the under-5 age group for females. The greatest gains (shaded blue), both in number and percentage points, occurred in the 55-59 age group for males and the 10-14 age group for females.

Figure 9
Population Pyramid of Dover
2010 Census

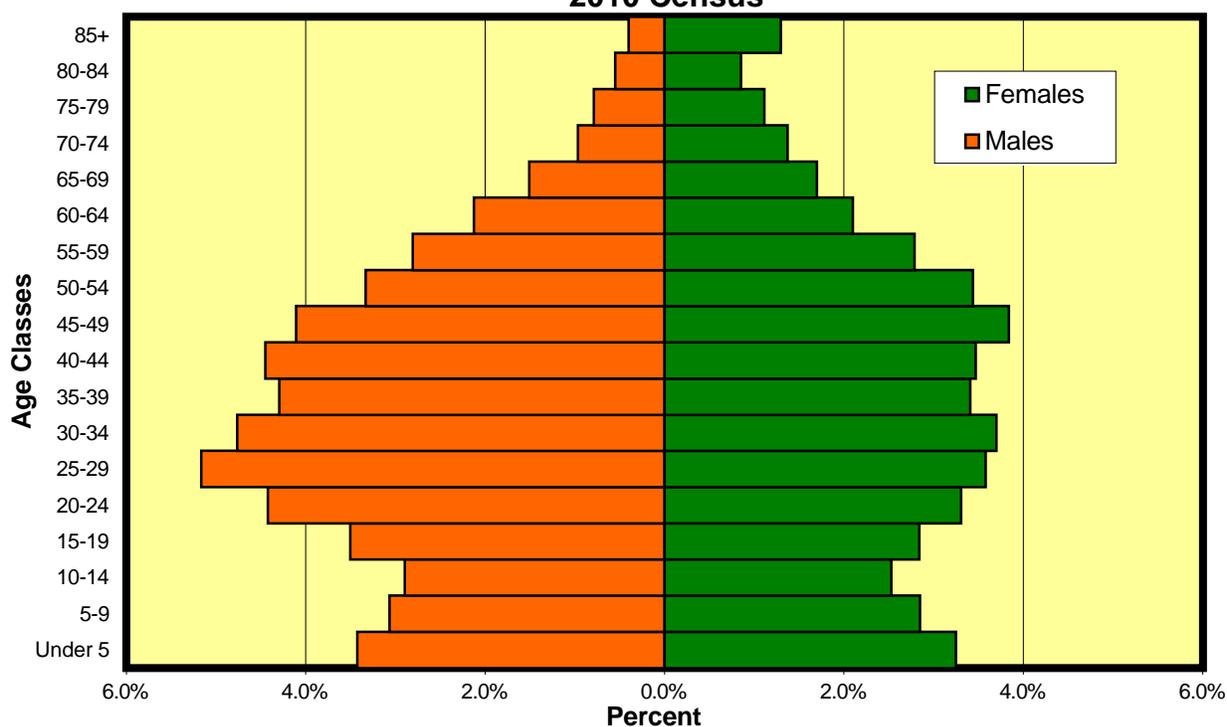


Figure 10
Population Pyramid of Dover
2015-2019 ACS

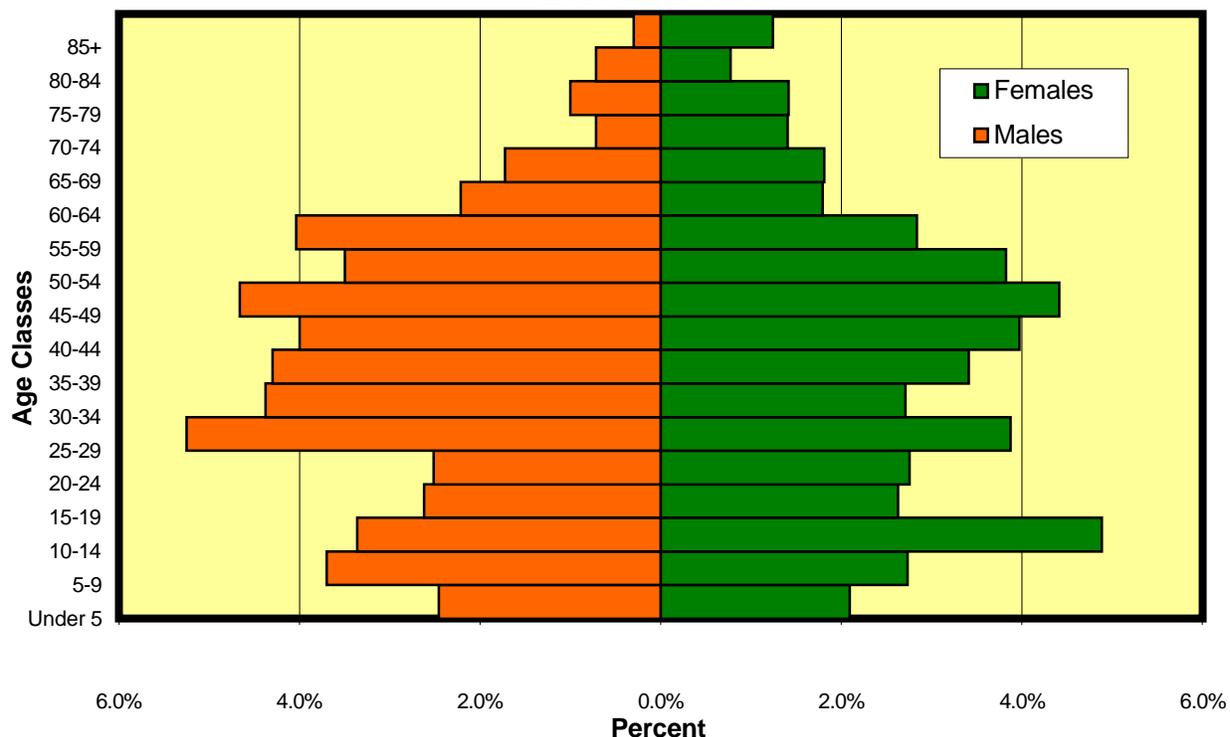


Table 7
Numerical and Percentage Point Changes of Males and Females in Dover
2010 Census to 2015-2019 ACS

| Age Group | Males | | Females | |
|-----------|------------------|-------------------------|------------------|-------------------------|
| | Numerical Change | Percentage Point Change | Numerical Change | Percentage Point Change |
| Under 5 | -180 | -1.0 | -214 | -1.2 |
| 5-9 | +108 | +0.6 | -26 | -0.1 |
| 10-14 | +78 | +0.5 | +419 | +2.4 |
| 15-19 | -165 | -0.9 | -44 | -0.2 |
| 20-24 | -351 | -1.9 | -105 | -0.6 |
| 25-29 | +6 | +0.1 | +46 | +0.3 |
| 30-34 | -78 | -0.4 | -185 | -1.0 |
| 35-39 | -7 | 0.0 | -6 | 0.0 |
| 40-44 | -89 | -0.5 | +84 | +0.5 |
| 45-49 | +92 | +0.6 | +96 | +0.6 |
| 50-54 | +24 | +0.2 | +63 | +0.4 |
| 55-59 | +216 | +1.2 | +4 | +0.1 |
| 60-64 | +12 | +0.1 | -59 | -0.3 |
| 65-69 | +36 | +0.2 | +17 | +0.1 |
| 70-74 | -46 | -0.2 | +3 | 0.0 |
| 75-79 | +37 | +0.2 | +52 | +0.3 |
| 80-84 | +29 | +0.2 | -16 | -0.1 |

Notes: Cells shaded blue reflect the greatest gains over the ten-year period.
Cells shaded red reflect the greatest losses over the ten-year period.

| | | | | |
|-----|-----|------|-----|------|
| 85+ | -19 | -0.1 | -12 | -0.1 |
|-----|-----|------|-----|------|

Notes: Cells shaded blue reflect the greatest gains over the ten-year period.
Cells shaded red reflect the greatest losses over the ten-year period.

Figures 11 and 12 show the age pyramids of males and females in Victory Gardens from both the 2010 Census and the 2015-2019 ACS. In 2010, the largest cohort was aged 30-34 for males and was aged 0-4 for females. In the 2015-2019 ACS, the largest cohort was aged 40-44 for males and was aged 35-39 for females. As shown in Table 8, the greatest declines (shaded red) over this time period, both in number and percentage points, occurred in the under-5 age group for both genders. The greatest gains (shaded blue), both in number and percentage points, occurred in the 55-59 age group for males and the 15-19 age group for females, which corresponds with high school and college-age individuals.

Figure 11
Population Pyramid of Victory Gardens
2010 Census

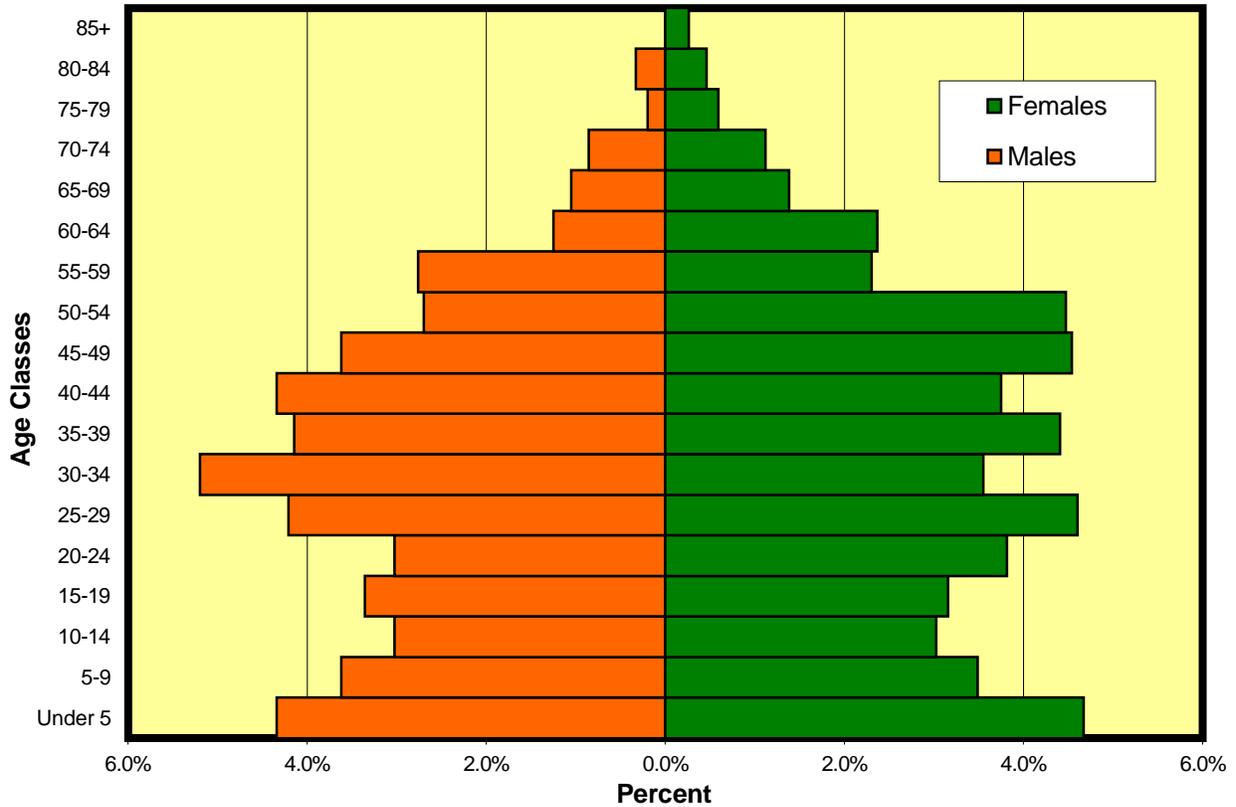


Figure 12
Population Pyramid of Victory Gardens
2015-2019 ACS

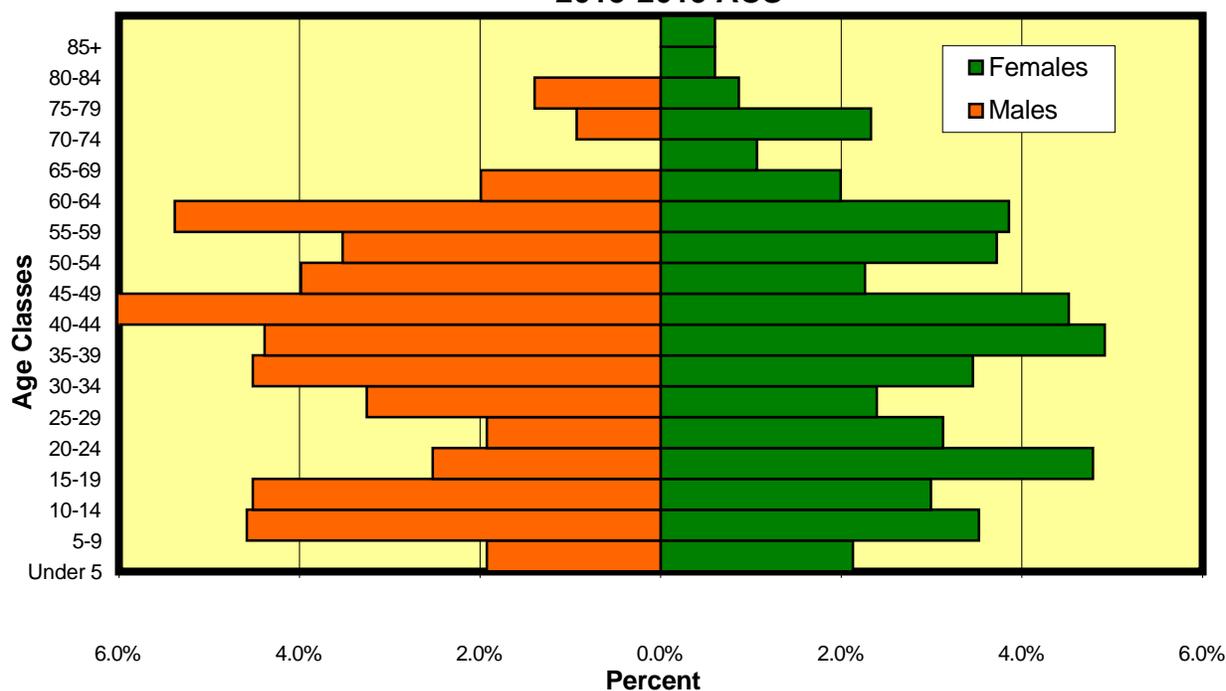


Table 8
Numerical and Percentage Point Changes of Males and Females
Victory Gardens
2010 Census to 2015-2019 ACS

| Age Group | Males | | Females | |
|-----------|------------------|-------------------------|------------------|-------------------------|
| | Numerical Change | Percentage Point Change | Numerical Change | Percentage Point Change |
| Under 5 | -37 | -2.4 | -39 | -2.5 |
| 5-9 | +14 | +1.0 | 0 | 0.0 |
| 10-14 | +22 | +1.5 | -1 | 0.0 |
| 15-19 | -13 | -0.8 | +24 | +1.6 |
| 20-24 | -17 | -1.1 | -11 | -0.7 |
| 25-29 | -15 | -1.0 | -34 | -2.2 |
| 30-34 | -11 | -0.7 | -2 | -0.1 |
| 35-39 | +3 | +0.2 | +7 | +0.5 |
| 40-44 | +25 | +1.7 | +11 | +0.8 |
| 45-49 | +5 | +0.4 | -35 | -2.3 |
| 50-54 | +12 | +0.8 | -12 | -0.8 |
| 55-59 | +39 | +2.6 | +23 | +1.6 |
| 60-64 | +11 | +0.7 | -6 | -0.4 |
| 65-69 | -16 | -1.1 | -5 | -0.3 |
| 70-74 | +1 | +0.1 | +18 | +1.2 |
| 75-79 | +18 | +1.2 | +4 | +0.3 |
| 80-84 | -5 | -0.3 | +2 | +0.1 |

Notes: Cells shaded blue reflect the greatest gains over the ten-year period.
Cells shaded red reflect the greatest losses over the ten-year period.

| | | | | |
|-----|---|-----|----|------|
| 85+ | 0 | 0.0 | +5 | +0.3 |
|-----|---|-----|----|------|

Notes: Cells shaded blue reflect the greatest gains over the ten-year period.
Cells shaded red reflect the greatest losses over the ten-year period.

New Housing

1. Town of Dover

Ms. Tamara Bross, Dover Planning Board Secretary, provided information regarding current and future residential development in the community. A list of approved developments, location, number of units, bedroom distribution, housing type, and project status is shown in Table 9. The table excludes new houses to be built on single in-fill lots, or the subdivision of existing lots, or homes that are built after the demolition of an existing older home. In the latter instance, there is no net gain in the number of housing units. In total, there is the potential for 283 non age-restricted housing units in Dover, all of which are multi-family units.

Table 9
Approved Residential Developments in Dover

| Subdivision/ Developer | Location | Number of Units | Bedroom Distribution | Housing Type | Notes/ Project Status |
|---------------------------------------|-----------------------------|--------------------|------------------------------|-----------------------------|---|
| Meridia Transit Plaza | 1 W. Dickerson Street | 213 | 123 1-BR 90 2-BR | Apartments (market-rate) | Construction is complete but no COs have been issued. Development is in the process of leasing, where rent will range from \$1,595-\$2,650 per month. |
| Dover Veterans Housing Project | 1 Thompson Avenue | 70 | 9 1-BR 44 2-BR 17 3-BR | Apartments (affordable) | Under construction. Could be completed by the end of 2021. 35 units reserved for veterans and five units for formerly homeless residents. |
| Total | 283 Units | | | | |

Source: Dover Planning Department

The first development, which has been recently completed, is Meridia Transit Plaza on W. Dickerson Street. The development is to consist of 213 market-rate apartment units with a mix of 1-2 bedrooms, and is currently in the process of leasing units to prospective tenants. Rent will range from \$1,595-\$2,650 per month based on amenities and number of bedrooms.

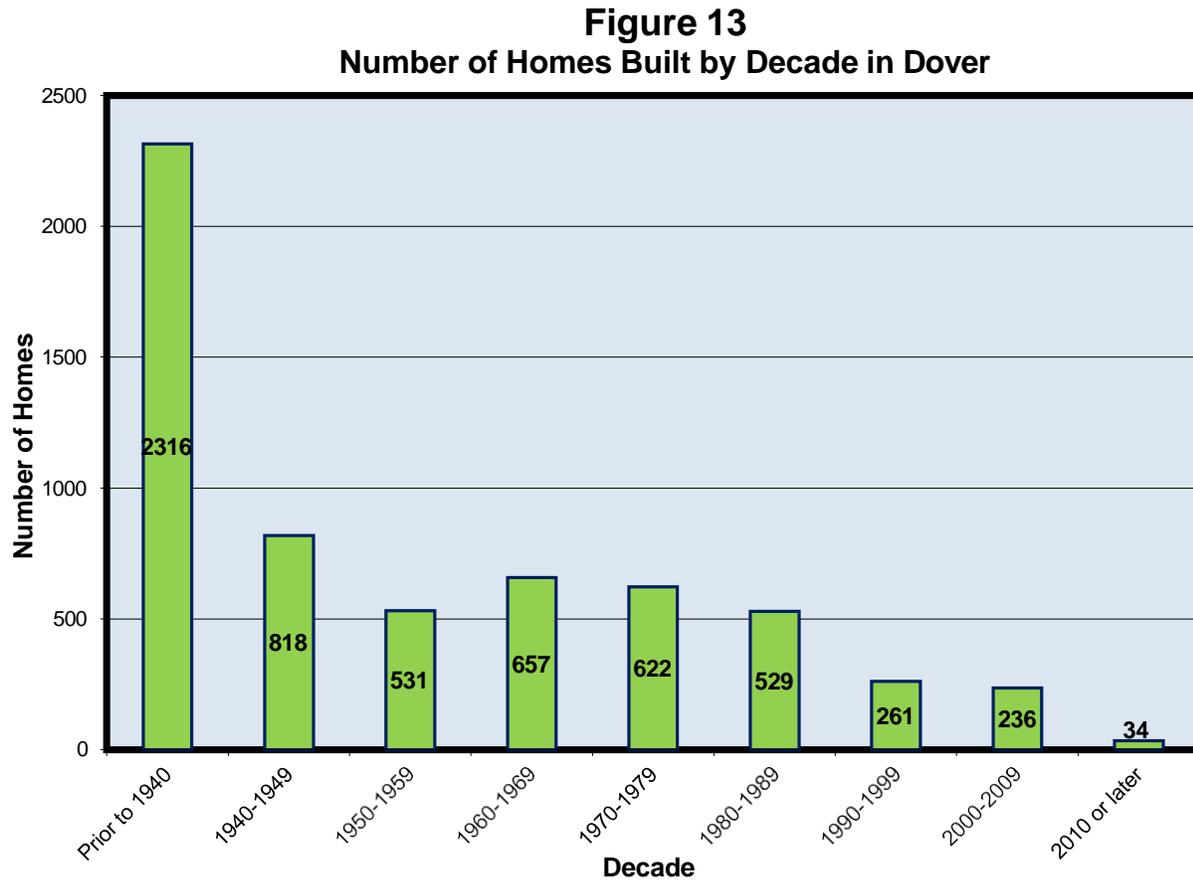
The second development on Thompson Avenue, Dover Veterans Housing Project, is under construction and is to consist of 70 affordable apartment units with a mix of 1-3 bedrooms. Half of the units (35) are reserved for veterans while five units are earmarked for persons who were formerly homeless. Construction may be completed by the end of 2021.

In August 2016, Dover approved a settlement agreement with the Fair Share Housing Center regarding its affordable housing obligation. Potential residential developments were identified to address the obligation, one of which is the Dover Veterans Housing Project. While there is the potential for additional developments to satisfy the conditions of the settlement agreement, there are no definitive plans before the Planning Board at this time.

In addition, a Redevelopment Plan for Bassett Highway was prepared for Dover in 2017 by Schoor DePalma Inc. While there may be residential projects proposed in the future within the Redevelopment Plan Area, there are no definitive plans at this time.

Distribution of Homes by Decade Built

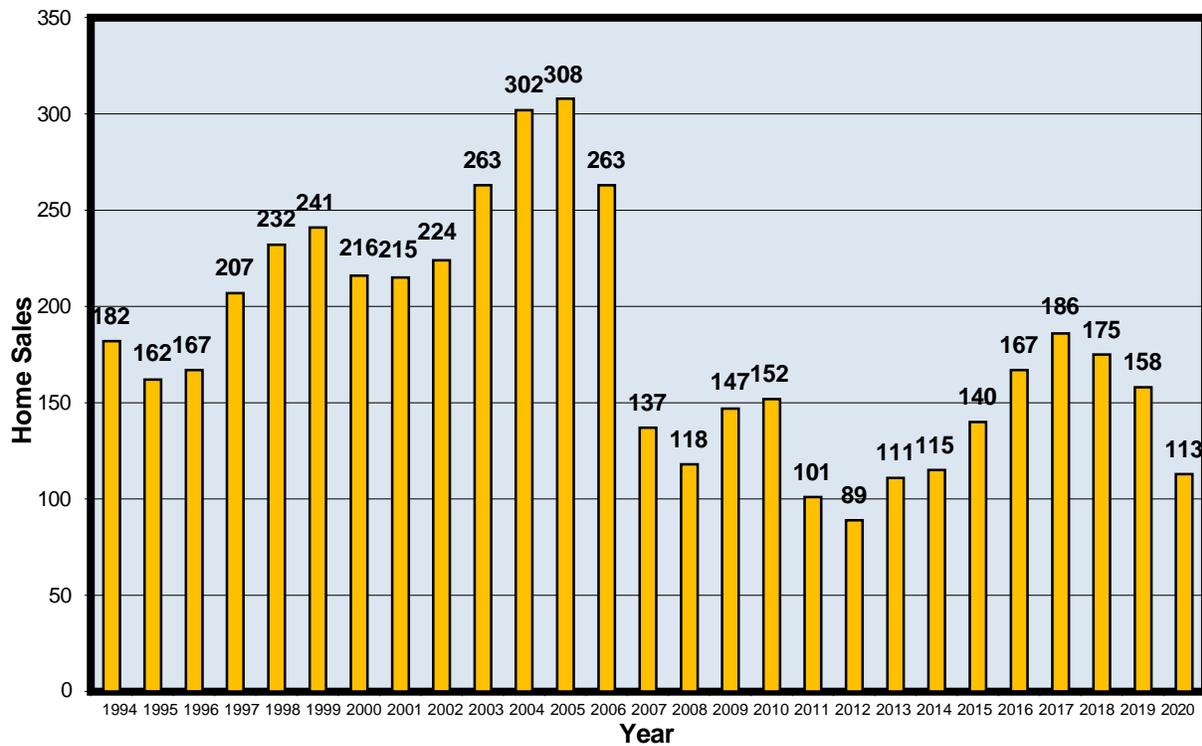
Figure 13 shows the number of homes built by decade in Dover as provided by the 2015-2019 ACS. As shown in the figure, Dover has an older housing stock, as 82% of the homes were built before 1980. Since 1960, the number of homes built per decade has been slowly declining. Of the decades shown, the largest number of homes was built in the 1940s.



Home Sales

In Figure 14, the number of annual home sales in Dover is shown from 1994-2020. The information was retrieved from the Monmouth County Tax Board database, which possesses tax records and home sales for all municipalities in the state. “Paper sales,” which are sales between members of the immediate family for a low price (e.g., \$1 or \$100) and result in a change in title but often not a change of the occupant, were excluded from the totals. Home sales peaked at 308 in 2005 before declining to 89 in 2012 due to the housing market crash and banking crisis. While home sales have since rebounded, the annual number of sales in the last five years has ranged from 113-186, which is far below the peak total that occurred in 2005.

Figure 14
Dover Home Sales
1994-2020

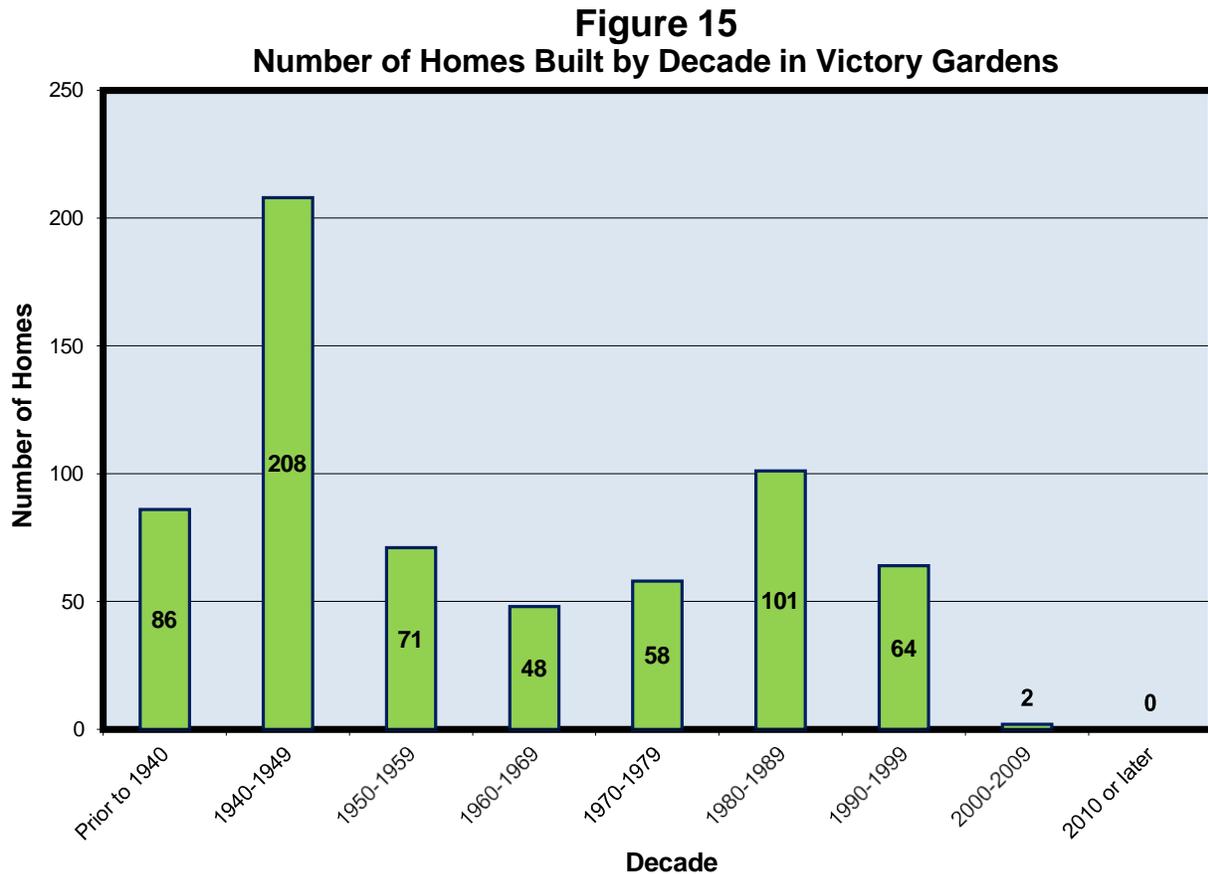


2. Borough of Victory Gardens

Ms. Debbie Dezry, Borough of Victory Gardens Deputy Clerk, provided information regarding current and future residential development in the community. Currently, there are no residential developments under construction, nor are there applications for residential subdivisions before the planning board. New residential construction is very limited in the borough as Victory Gardens is essentially built out. Currently, there is one detached single-family home being constructed on an in-fill lot, which would have no impact on the school district.

Distribution of Homes by Decade Built

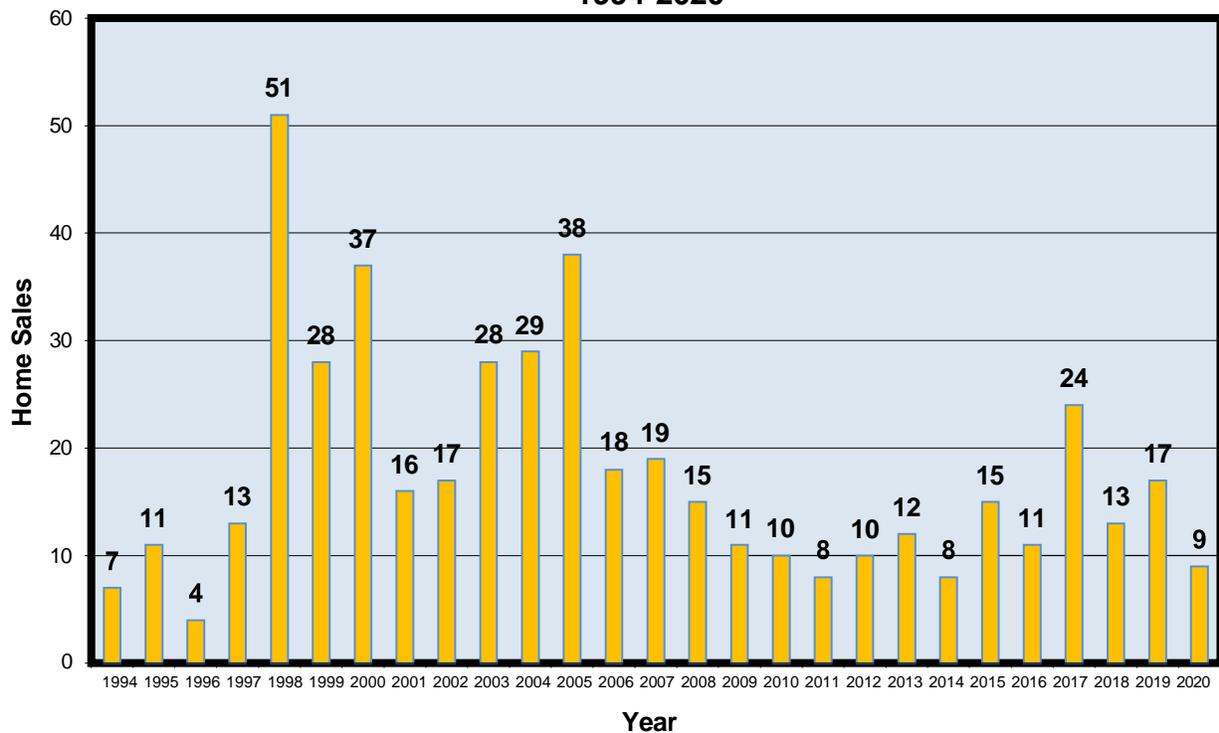
Figure 15 shows the number of homes built by decade in Victory Gardens as provided by the 2015-2019 ACS. Like Dover, Victory Gardens has an older housing stock with 74% of the homes being built prior to 1980. As shown in the figure, the number of homes built per decade from 1950-2000 has been fairly uniform, ranging from 48-101. However, new home construction has been very limited since 2000 with only two units constructed.



Home Sales

In Figure 16, the number of annual home sales in Victory Gardens is shown from 1994-2020. The information was retrieved from the Monmouth County Tax Board database, which possesses tax records and home sales for all municipalities in the state. “Paper sales” were once again excluded from the totals below. The number of sales peaked at 51 in 1998 before declining to eight (8) in 2011 due to the housing market crash and banking crisis. With the exception of 2017 when there were 24 sales, the annual number of sales has been less than 20 since 2011, which is lower than the number of sales that occurred before the housing market crash and banking crisis.

Figure 16
Victory Gardens Home Sales
1994-2020



Historical Residential Construction

With respect to historical new construction, the number of certificates of occupancy (“COs”) issued for new homes in Dover and Victory Gardens from 2015-2020 is shown in Table 10. New residential construction has been limited in Dover, as only 13 COs were issued over this time period, most of which were for single-family or two-family homes. Over this time period, there have been no COs issued in Victory Gardens. While not shown in the table, six housing units were demolished in Dover and none in Victory Gardens during the same time period, which results in a net gain of seven (7) housing units since 2015.

Table 10
Number of Residential Certificates of Occupancy by Year

| Year | Dover | | | | Victory Gardens | | | |
|----------------------------------|------------|--------------|-----------|-----------|-----------------|--------------|-----------|----------|
| | 1&2 Family | Multi-Family | Mixed Use | Total | 1&2 Family | Multi-Family | Mixed Use | Total |
| 2015 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2016 | 6 | 0 | 0 | 6 | 0 | 0 | 0 | 0 |
| 2017 | 4 | 0 | 1 | 5 | 0 | 0 | 0 | 0 |
| 2018 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| 2019 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 |
| 2020 (through October) | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 |
| Total | 12 | 0 | 1 | 13 | 0 | 0 | 0 | 0 |

Source: New Jersey Department of Community Affairs

Student Yield Analysis of One- to Four-Family Homes

To determine the number of children per housing unit (student yield) in Dover and Victory Gardens, each community’s parcel-level MOD IV database was joined to the school district’s 2020-21 student database. Age-restricted housing units, condominiums, townhouses, and apartments were removed from the database, whereby the majority of remaining homes are detached single-family or duplexes. A total of 2,617 children living in 3,749 one- to four-family homes were identified. The remaining children in the school district either live in apartments, townhouses/condominiums, or mixed-use units (commercial and residential properties). Dover has a significant number of students that live in residential units above commercial spaces (approximately 250). In addition, 145 students live in Mine Hill and attend grades 7-12 in the Dover Public Schools.

The simplest way to compute student yields is to divide the total number of students by the total number of homes. However, there are several drawbacks in computing yields in this fashion. First, the *type* of housing unit helps determine the magnitude of the student yield, as yields are typically greatest for detached single-family homes and smallest for multi-family

homes such as apartments and townhouses/condominiums. A second drawback of this computation is that the student yield would include homes owned by all age segments of the population, such as empty-nesters and senior citizens, which would lower the overall student yield. Yields computed in this fashion are likely underestimating the future number of children in proposed developments or from home resales, where families with children are likely to be the buyers, particularly if the school district has an excellent reputation.

Instead, the length of ownership of the housing unit was considered, as student yields are typically highest from 0-10 years of ownership and are lowest at 20 or more years of ownership. As such, a unique student yield distribution by length of ownership was created for Dover and Victory Gardens. It also should be noted that the forthcoming student yield distribution is a snapshot in time. If the percentage of children in the population changes, or the demographics of the communities change where ethnic groups of larger or smaller sizes enter, or if the school district's reputation changes and more or less children attend the district, student yields are likely to change as well.

To determine length of ownership, parcel-level records of all one- to four-family homes in Dover and Victory Gardens were downloaded from the Monmouth County Tax Board⁴ MOD IV database. Besides the property address, other variables include block and lot, sale dates and prices, and in most instances, the year that the home was built. To compute student yields by length of ownership, it was necessary to know the year of the most recent sale, where reliable sales data in the database were available from 1994-2020, a 26-year period. Determining the most recent sale date was not always obvious. Some of the most recent sale dates had a sales price of \$1 or \$100. These "paper sales" were coded as a non-usable deed transaction. These transactions include sales between members of the immediate family, resulting in a change in title but often not a change of the occupant. In these instances, the data were excluded from the analysis and the next most recent sale date was used instead. If there were no secondary sale dates, the length of ownership exceeded 26 years but the exact number of years was unknown.

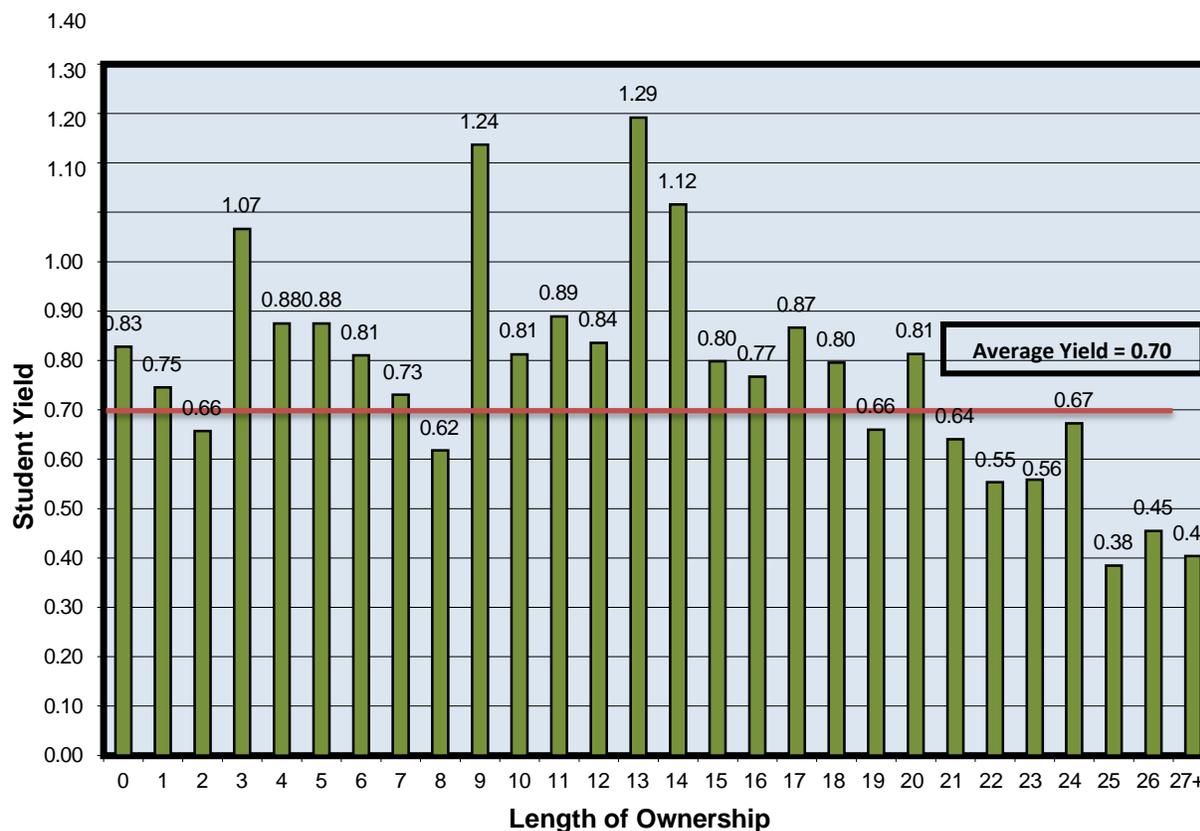
One of the limitations of the database was the lack of recorded sales prior to 1994. Since some of the homes (n = 996) have never been sold since 1994, the earliest sale date recorded, the length of ownership exceeded 26 years for these homes but the exact length of ownership was unknown. Dover and Victory Gardens also had homes constructed after 1994 that had never been sold. However, in these instances, the length of ownership could be computed by simply subtracting the year that the home was built from 2020.

Student Yields by Length of Ownership for One- to Four-Family Homes

Student yields by length of ownership for one- to four-family homes was determined by joining the parcel-level property database with 2020-21 student address data, which was provided by the school district. It is expected that longer-held homes will have fewer children, as they would have graduated from the district. Figure 17 shows that student yields peak at 13 years of ownership with 1.29 children per housing unit. Student yields then decline through 25 years of ownership before stabilizing. Table 11 shows the student yields by length of ownership for the PK-12 student population (public school students only).

⁴ The database provides information for all municipalities in the state.

Figure 17
Student Yields by Length of Ownership
One- to Four-Family Homes



Since the length of ownership is a distribution, how can one determine what is the likely student yield in a home resale or newly constructed unit? Since the distribution is a snapshot in time, what is a reasonable student yield to use? Computing the average over the entire length of ownership underestimates the number of children, since there are so few children at longer lengths of ownership as children graduate from the school district. Unfortunately, there is no research-based metric to determine what part of the distribution should be used to estimate future schoolchildren. Instead, we propose computing an average using all of the years up to the peak student yield, which estimates the maximum impact before student yields begin to decline.

As discussed above, the average student yield computed from the entire housing stock, which is 0.70 children per home, likely underestimates the actual student yield when a family either moves into a new (or resale) one- to four-family home. If the average student yield is computed for the first 13 years of ownership when the peak student yield occurs, the yield increases to 0.86. This is likely a better estimate of the student yield of one- to four-family homes in Dover and Victory Gardens.

Table 11
Student Yields (PK-12) by Current Length of Ownership
Dover and Victory Gardens One- to Four-Family Homes

| Years of Ownership | Housing Units | Students 2020-21 | Student Yield |
|---------------------------|----------------------|-----------------------------|--------------------------|
| 0 | 116 | 96 | 0.83 |
| 1 | 165 | 123 | 0.75 |
| 2 | 169 | 111 | 0.66 |
| 3 | 181 | 193 | 1.07 |
| 4 | 144 | 126 | 0.88 |
| 5 | 112 | 98 | 0.88 |
| 6 | 100 | 81 | 0.81 |
| 7 | 89 | 65 | 0.73 |
| 8 | 68 | 42 | 0.62 |
| 9 | 76 | 94 | 1.24 |
| 10 | 112 | 91 | 0.81 |
| 11 | 99 | 88 | 0.89 |
| 12 | 79 | 66 | 0.84 |
| 13 | 72 | 93 | 1.29 |
| 14 | 95 | 106 | 1.12 |
| 15 | 119 | 95 | 0.80 |
| 16 | 116 | 89 | 0.77 |
| 17 | 112 | 97 | 0.87 |
| 18 | 93 | 74 | 0.80 |
| 19 | 94 | 62 | 0.66 |
| 20 | 91 | 74 | 0.81 |
| 21 | 100 | 64 | 0.64 |
| 22 | 103 | 57 | 0.55 |
| 23 | 86 | 48 | 0.56 |
| 24 | 55 | 37 | 0.67 |
| 25 | 52 | 20 | 0.38 |
| 26 | 55 | 25 | 0.45 |
| 27+ | 996 | 402 | 0.40 |
| Total | 3,749 | 2,617 | 0.70 |

Student Yield Analysis for Townhouses and Condominiums

Student yields were also computed for townhouses and condominiums in Dover and Victory Gardens. In Table 12, student yields are shown for each development. Lengths of ownership were not computed as there is a lot of variation of the student yields based on the development's bedroom distribution and whether it has child-friendly amenities, such as a playground or swimming pool. Through internet research, we were able to identify the approximate sales price, the year the development was built, bedroom distribution, and the number of units. All of the units are located in Dover. A total of 50 public school children (PK- 12) were identified living in 220 units in eight separate developments, which is an average student yield of 0.227. The largest student yield, in developments with at least 25 units, was in Fox Hill (0.289), which is a co-op development.

Student Yield Analysis for Apartments

Student yields were also computed for apartment complexes in Dover and Victory Gardens as shown in Table 13. The table is not an all-inclusive list of all apartment units, as it only includes large apartment complexes. The list does not include small multi-family buildings with fewer than five units or mixed-use properties with apartments above retail space. Through internet research, we were able to identify the rental price, the year the development was built, bedroom distribution, and the number of units. Approximately 71% of the apartment units are located in Dover. A total of 276 public school children (PK-12) were identified living in 650 units, which is an average student yield of 0.425. Most of the apartment complexes had a mix of 1-2 bedrooms. The largest student yields, in developments with at least 25 units, were in Brook Run (1.275) and Dover Hills (0.850).

Table 12
Dover and Victory Gardens Student Yields (PK-12) for Condominiums and Townhouses

| Development | Town | Approx. Price (\$) ¹ | Year Built | Bedrooms | Number of Units ² | PK-6 Students | 7-8 Students | 9-12 Students | PK-12 Students ³ | 2020-21 Student Yield |
|---|-------|---------------------------------|------------|----------|------------------------------|---------------|--------------|---------------|-----------------------------|-----------------------|
| Bowlby Avenue | Dover | 150,000 | 1988 | 2-BR | 5 | 1 | 1 | 2 | 4 | 0.800 |
| Byram Avenue Townhouses | Dover | 220,000 | 1977 | 3-BR | 16 | 4 | 0 | 0 | 4 | 0.250 |
| Dover Town Centre Condos | Dover | 165,000 | 1982 | 1-2 BR | 31 | 0 | 0 | 0 | 0 | 0.000 |
| Fox Hill Cooperative⁴ | Dover | 65,000 | 1965 | 1-2 BR | 76 | 13 | 0 | 9 | 22 | 0.289 |
| Park Plaza Condos | Dover | 165,000 | 1989 | 2-BR | 69 | 3 | 0 | 3 | 6 | 0.087 |
| Prospect Court | Dover | 185,000 | 1989 | 2-BR | 16 | 4 | 2 | 4 | 10 | 0.625 |
| Visions Condos | Dover | 220,000 | 1990 | 2-3 BR | 5 | 1 | 2 | 1 | 4 | 0.800 |
| 20, 24 Garrison Avenue | Dover | 150,000 | 1990 | 2-BR | 2 | 0 | 0 | 0 | 0 | 0.000 |
| Total | | | | | 220 | 26 | 5 | 19 | 50 | 0.227 |

Notes: ¹Sale price information was obtained from www.njcondos.net or public sale records.

²As derived from the Dover Township property database and the Dover Assessor's office

³Based on 2020-21 enrollment in the Dover Public Schools

⁴Co-op development

Table 13
Dover and Victory Gardens Student Yields (PK-12) for Apartments

| Development (Property Address) | Town | Rent (\$)¹ | Year Built¹ | Bedrooms¹ | Number of Units¹ | PK-6 Students | 7-8 Students | 9-12 Students | PK-12 Students² | 2020-21 Student Yield |
|--|-----------------|------------------------------|-------------------------------|-----------------------------|------------------------------------|----------------------|---------------------|----------------------|-----------------------------------|------------------------------|
| Brook Run (309 Washington Avenue) | Victory Gardens | 950+ | 1973 | 1-BR | 40 | 23 | 8 | 20 | 51 | 1.275 |
| Clinton Manor (279 W. Clinton Street) | Dover | 1,200-1,550 | 1966 | 1-2 BR | 50 | 2 | 0 | 2 | 4 | 0.080 |
| Dover Garden Apartments (155 Highland Avenue) | Dover | 1,065+ | 1968 | 1-2 BR | 180 | 19 | 4 | 6 | 29 | 0.161 |
| Dover Hills (99-120 First Street) | Dover | 1,025-1,375 | 1964 | 1-2 BR | 100 | 60 | 13 | 12 | 85 | 0.850 |
| Lion Gate at Granny Brook³ (91 Park Heights Avenue) | Dover | N/A | 2012 | 0-2 BR | 27 | 5 | 1 | 2 | 8 | 0.296 |
| Victory Hill East (369 Washington Avenue) | Victory Gardens | N/A | 1991 | 1-2 BR | 150 | 25 | 9 | 16 | 50 | 0.333 |
| Northside Apartments⁴ (1 W. McFarlan Street) | Dover | 1100 | 1910 | 1-BR | 7 | 0 | 1 | 0 | 1 | 0.143 |
| 2-10 Elizabeth Street | Dover | 1100 | 1960 | 1-2 BR | 5 | 0 | 0 | 0 | 0 | 0.000 |
| 3 W. Cooper Street | Dover | N/A | 1940 | N/A | 6 | 1 | 0 | 0 | 1 | 0.167 |
| 37-39 Elliott Street | Dover | N/A | 1916 | N/A | 11 | 0 | 0 | 0 | 0 | 0.000 |
| 39 Leonard Street | Dover | 1200 | 1950 | 1-2 BR | 12 | 2 | 1 | 1 | 4 | 0.333 |
| 50-56 N. Essex Street | Dover | N/A | 1900 | 1-BR | 5 | 5 | 0 | 1 | 6 | 1.200 |
| 51 Berry Street | Dover | N/A | 1930 | 1-2 BR | 7 | 0 | 0 | 2 | 2 | 0.286 |
| 53-63 First Street | Dover | N/A | 2000 | 2-BR | 12 | 0 | 2 | 0 | 2 | 0.167 |
| 74-86 Prospect Street | Dover | N/A | N/A | N/A | 7 | 5 | 1 | 0 | 6 | 0.857 |
| 108-110 Thompson Ave. | Dover | 1,350+ | 1901 | 1-2 BR | 6 | 0 | 1 | 1 | 2 | 0.333 |
| 112 S. Morris Street | Dover | N/A | N/A | N/A | 8 | 6 | 1 | 3 | 10 | 1.250 |
| 143-147 Richards Avenue | Dover | N/A | 1890 | N/A | 5 | 4 | 1 | 1 | 6 | 1.200 |
| 245 E. Blackwell Street | Dover | N/A | 1900 | N/A | 6 | 2 | 1 | 3 | 6 | 1.000 |
| 288 W. Clinton Street | Dover | N/A | 1920 | N/A | 6 | 3 | 0 | 0 | 3 | 0.500 |
| Total | | | | | 650 | 162 | 44 | 70 | 276 | 0.425 |

Notes: ¹As derived from internet research

²Based on 2020-21 enrollment in the Dover Public Schools

³Contains five affordable units

⁴Estimated as unit count was unavailable

Table 14 summarizes the student yields for townhouses/condominiums and apartments for the PK-6, 7-8, and 9-12 grade configurations. Student yields are greatest for children in grades PK-6, which is not unexpected since there are eight grades.

Table 14
Student Yields by Housing Type in Dover and Victory Gardens

| Housing Type | PK-6 Student Yield | 7-8 Student Yield | 9-12 Student Yield | K-12 Student Yield ¹ |
|-----------------------|--------------------|-------------------|--------------------|---------------------------------|
| Townhouse/Condominium | 0.118 | 0.023 | 0.086 | 0.227 |
| Apartment | 0.249 | 0.068 | 0.108 | 0.425 |

Note: ¹Student yields are based on 2020-21 enrollments in the Dover Public Schools

Estimate of Public School Children from New Housing

An estimate was made of the number of public school children that could potentially come from the proposed housing developments in Dover. Since there are a limited number of affordable housing units in Dover and Victory Gardens, *Who Lives in New Jersey Housing?*⁵, published by the Rutgers University Center for Urban Policy Research (“CUPR”), was utilized instead. The resource provides statewide housing multipliers (student yields) based on housing type, number of bedrooms, housing value, housing tenure (ownership versus rental), and whether the housing units are market-rate or affordable.

In addition, several assumptions were made:

1. The student yield multipliers used from CUPR are from a sample of New Jersey homes and these multipliers would be representative of the families moving into Dover.
2. All affordable apartment units were assumed to have the following student yield multipliers: 1-bedroom = 0.088, 2-bedroom = 0.408, 3-bedroom = 1.087.
3. All market-rate apartment units were assumed to have the average student yield multiplier in Dover and Victory Gardens: 0.425.
4. The full build-out and occupation of each development would occur in the 2021-22 school year.

It should be noted that the forthcoming student estimate for Meridia Transit Plaza (“Meridia”), which will be located near the Dover Train Station, relied on multipliers for market-rate apartment units as derived from the Dover and Victory Gardens property databases.

⁵ Listokin, David, and Voicu, Alexandru. (2018). *Who Lives in New Jersey Housing?* Updated New Jersey Demographic Multipliers. Rutgers University Center for Urban Policy Research.

However, due to the proximity of the development to the train station, the student yield for the units may be more similar to that of a Transit Oriented Development (“TOD”). Historically, TODs have fewer students than housing developments not located near mass transit. In a CUPR study, ten recently constructed TODs were analyzed to determine the number of public school children per housing unit. Nine of the ten developments had yields of 0.10 public school children or less for each housing unit. In the 2,183 units they analyzed, there were a total of 47 public school children, which is a yield of 0.02 students per housing unit. Unfortunately, the existing data are limited in projecting the number of children from a TOD. If a yield of 0.05 students per housing unit is used instead for the proposed units from Meridia (a slightly higher estimate than the CUPR TOD average of 0.02), 11 public school children are estimated to come from the development, which would be significantly less than shown below.

In addition, the student yields from the affordable apartments in the Dover Veterans Housing Project may be different than the values that were assumed since this type of housing targets veterans and persons who were formerly homeless. However, since limited data are available on housing of this type, it was assumed that the student yields from CUPR would best estimate the number of students from this development.

In total, 128 public school children (PK-6 = 71, 7-8 = 19, and 9-12 = 38) in grades PK-12 are projected according to the following distribution:

- Meridia Transit Plaza – 91 (PK-6 = 52, 7-8 = 13, and 9-12 = 26)
- Dover Veterans Housing Project – 37 (PK-6 = 19, 7-8 = 6, and 9-12 = 12)

However, due to Meridia’s proximity to the Dover Train Station, if the TOD multipliers discussed above are used instead of the average apartment multipliers from Dover and Victory Gardens, the projected number of children from Meridia would be greatly reduced (11). Based on our experience with developments located near mass transit, Meridia is not likely to generate a significant number of schoolchildren and therefore the lower number of projected students was used in our analysis. Using this lower number, a total of 48 public school children in grades PK-12 are projected from the two developments.

When determining the impact of future new housing, it should be clearly stated that enrollment projections utilize cohort survival ratios that do take into account prior new home construction growth. Children who move into new homes during the historical period are captured by the survival ratios, as these ratios will be used to project future enrollments. Therefore, it is not appropriate to add all of the new children generated from future housing units without considering the historical period, as double counting would occur, since the survival ratios have already increased due to the new children. The baseline enrollment projections should only be adjusted if the projected housing growth is significantly greater than prior housing growth. From 2015-2019, there was a net gain of seven (7) housing units in Dover and Victory Gardens. Based on this data and that 283 housing units are planned, it appears that future residential construction will be much greater than that which occurred since 2015. Therefore, the baseline enrollment projections were modified to account for additional children from the new housing developments.

Enrollment Projections

Due to changes in the district’s enrollment trends in 2020-21 (in particular, lower elementary enrollments than expected), which were likely related to the coronavirus pandemic, three separate projections were computed from 2021-22 through 2025-26, a five-year period. As it is unclear when the pandemic will end and how this will affect enrollments in the near term, three different scenarios were modeled:

1. The five-year average survival ratios were computed including enrollments from 2020-21. In addition, the 2020-21 enrollments were used as a base to project future enrollments.
2. The five-year average survival ratios were computed including enrollments from 2020-21, but the most recent ratio was given only a 10% weight to give less emphasis on the 2020-21 enrollment counts. In addition, the 2020-21 enrollments were used as a base to project future enrollments.
3. The five-year average survival ratios were computed excluding the 2020-21 enrollments. In addition, the 2020-21 enrollments were *projected* for the purpose of providing a “higher base” for projecting future enrollments, simulating what the enrollments would have been if there had not been a pandemic. This may simulate future enrollments if the pandemic ends within the next year and students return back to the district.

Enrollments for the self-contained special education/ungraded classes were computed by calculating the historical proportions of self-contained special education/ungraded students with respect to the regular education subtotals at each grade configuration (PK-6, 7-8, and 9-12) and multiplying an average proportion by the future regular education subtotals.

On September 10, 2010, former New Jersey Governor Chris Christie signed into law the Interdistrict School Choice Program (“Choice”), which took effect in the 2011-12 school year. This enables students the choice in attending a school outside their district of residence if the selected school is participating in the Choice program. The Choice district sets the number of openings per grade level. The Dover Public Schools does not participate in the program and therefore has no impact on the enrollment projections.

As part of the School Funding Reform Act of 2008 (“SFRA”), all school districts in New Jersey are to provide expanded Abbott-quality pre-school programs for at-risk 3- and 4-year olds as outlined in N.J.A.C. 6A:13A. The State of New Jersey intends to provide aid for the full-day program based on projected enrollments. School districts categorized as District Factor Group⁶ (“DFG”) A, B, and CD with a concentration of at-risk pupils equal to or greater than 40 percent, must offer a pre-school program to all pre-school aged children regardless of income, known as “Universal” pre-school. For all other school districts, a pre-school program must be offered only

⁶ Introduced by the New Jersey Department of Education in 1975, DFG provides a system of ranking school districts in the state by their socio-economic status. While the system is no longer used, the number of pre-kindergarten students was determined by the former DFG rankings.

to at-risk children, known as “Targeted” preschool. School districts may educate the pre-school children in district, by outside providers, or through Head Start programs. School districts were required to offer these programs to at least 90% of the eligible pre-school children by 2013-14.

Due to budgetary constraints, the NJDOE postponed the roll-out of the program, which was scheduled for the 2009-10 school year. According to a recent conversation with Ms. Karin Garver, Educational Program Development Specialist in the NJDOE Early Childhood Education, there are no plans in the imminent future by the State Legislature to fund the program, which would prevent school districts from implementing the program. The pre-school program would have been rolled out over a five-year period according to the following schedule:

- At least 20% of the eligible pre-school universe in Year 1
- At least 35% of the universe in Year 2
- At least 50% of the universe in Year 3
- At least 65% of the universe in Year 4
- At least 90% of the universe in Year 5

The universe of pre-school children in “Universal” districts is computed by multiplying the 1st grade enrollment in 2007-08 by two. The universe of pre-school children in “Targeted” districts is computed by multiplying the 1st grade enrollment in 2007-08 by two and then multiplying by the percentage of students having free or reduced lunch in the district. The Dover Public Schools is a “Universal” district since its DFG is “A”. In Table 15, the number of total eligible pre-school students is provided with the estimated five-year rollout. For the purpose of this study, it has been assumed that the district would educate its pre-school children in-house. As the table shows, there is the potential for 444 pre-kindergarten students as a result of the SFRA. Since it is unclear if and when the program will be funded and subsequently mandated, the forthcoming enrollment projections do not include additional pre-kindergarten students from the SFRA.

Table 15
Estimated Number of Eligible Pre-School Students
as Per School Funding Reform Act of 2008

| DFG (2000) | Total eligible | Year 1 | Year 2 | Year 3 | Year 4 | Year 5 |
|------------|----------------|--------|--------|--------|--------|--------|
| A | 444 | 89 | 155 | 222 | 289 | 400 |

Source: New Jersey Department of Education, Division of Early Childhood Education

In a different pre-school initiative, the administration of Governor Phil Murphy announced the availability of Preschool Education Expansion Aid (“PEEA”) in 2018. In September 2018, the first round of funding (\$20.6 million) was publicized, where 31 districts received aid to expand their pre-kindergarten programs. A second round of funding was announced in January 2019, providing 33 additional school districts with roughly \$27 million in funding. The second round targeted districts whose free and reduced lunch percentage was above 20% and who have not previously received State preschool aid. Some districts that were

eligible to apply for PEEA would fall under the “Universal” category under SFRA while others would be considered “Targeted” districts. However, the main difference with this expansion aid is that districts under SFRA were restricted to serve low-income children where now districts can educate all pre-school age children through PEEA. It appears that the Murphy administration may be moving towards a pre-school program for all children, rather than just for those who are low-income. The Dover Public Schools did receive a PEEA grant whereby the district is funded to educate 372 pre-kindergarten children (three- and four-year olds) for 2021-22. Some of the children will be educated by outside providers. For the purpose of the enrollment projections, it was assumed that 372 pre-kindergarten children would be educated in-district and by outside providers annually throughout the projection period. The forthcoming projections reflect the impact on the district assuming all pre-kindergarten children are educated in-district.

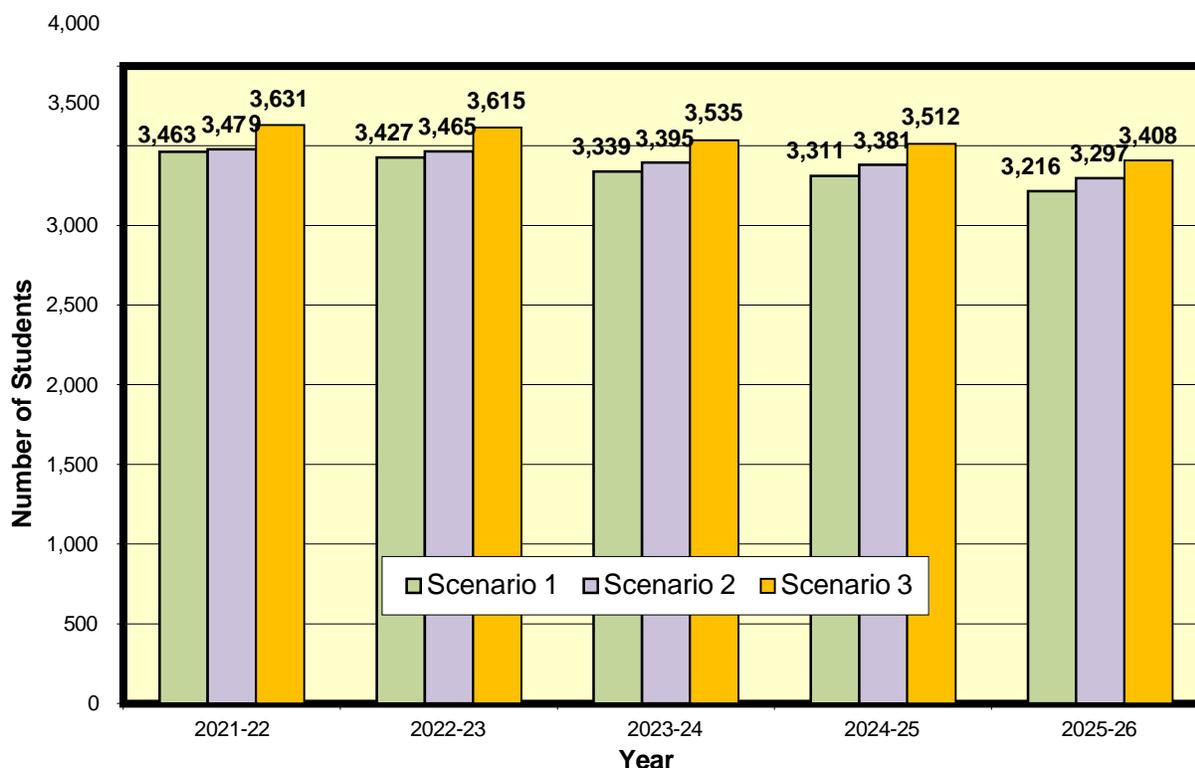
Projected PK-12 enrollments for Scenario 1 follow in Table 16 and Figure 18. After increasing in 2021-22 due to the expansion of the existing pre-kindergarten program, total enrollments are projected to steadily decline throughout the projection period and be 3,216 in 2025-26.

Table 16
Dover Public Schools Projected Enrollments (PK-12)
Scenario 1

| Year | PK | K | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | SE ¹ | PK-12 Total |
|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------------|--------------|
| 2021-22 | 375 | 200 | 193 | 213 | 199 | 205 | 198 | 231 | 244 | 266 | 301 | 229 | 264 | 229 | 116 | 3,463 |
| 2022-23 | 375 | 197 | 200 | 189 | 209 | 196 | 206 | 197 | 246 | 246 | 276 | 300 | 216 | 259 | 115 | 3,427 |
| 2023-24 | 375 | 173 | 197 | 196 | 185 | 206 | 197 | 205 | 220 | 248 | 256 | 275 | 283 | 212 | 111 | 3,339 |
| 2024-25 | 375 | 174 | 173 | 193 | 192 | 182 | 207 | 196 | 236 | 222 | 258 | 256 | 259 | 278 | 110 | 3,311 |
| 2025-26 | 375 | 181 | 174 | 169 | 189 | 189 | 183 | 206 | 220 | 238 | 231 | 258 | 242 | 254 | 107 | 3,216 |

Note: ¹Ungraded special education enrollment for the entire district

Figure 18
Dover Public Schools Enrollment Projections
2021-22 to 2025-26



Projected PK-12 enrollments for Scenario 2 follow in Table 17 and Figure 18. Enrollments are also projected to increase in 2021-22 due to the expansion of the existing pre- kindergarten program before declining, albeit at a slower rate. Enrollment is projected to be 3,297 in 2025-26.

Table 17
Dover Public Schools Projected Enrollments (PK-12)
Scenario 2

| Year | PK | K | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | SE ¹ | PK-12 Total |
|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------------|--------------|
| 2021-22 | 375 | 205 | 192 | 214 | 201 | 207 | 199 | 232 | 245 | 269 | 304 | 230 | 264 | 226 | 116 | 3,479 |
| 2022-23 | 375 | 202 | 204 | 189 | 212 | 200 | 209 | 199 | 248 | 250 | 282 | 306 | 217 | 256 | 116 | 3,465 |
| 2023-24 | 375 | 177 | 201 | 200 | 187 | 211 | 202 | 209 | 222 | 253 | 262 | 284 | 289 | 211 | 112 | 3,395 |
| 2024-25 | 375 | 178 | 176 | 197 | 198 | 186 | 213 | 202 | 241 | 226 | 265 | 263 | 268 | 281 | 112 | 3,381 |
| 2025-26 | 375 | 185 | 177 | 173 | 195 | 197 | 188 | 213 | 227 | 246 | 237 | 266 | 248 | 260 | 110 | 3,297 |

Note: ¹Ungraded special education enrollment for the entire district

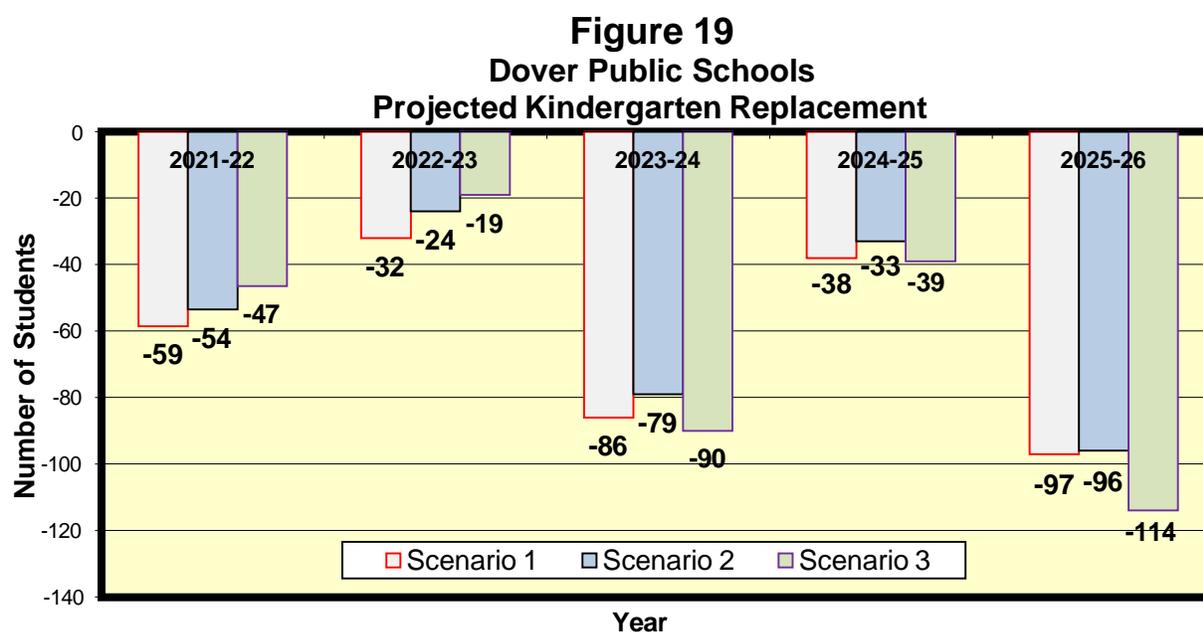
In Scenario 3, projected enrollments (PK-12) are shown in Table 18 and Figure 18. Total enrollments are projected to be higher in 2021-22 due to the expansion of the existing pre-kindergarten program, as well as the anticipated return of students who withdrew in 2020-21 due to the coronavirus pandemic. Enrollments are then projected to slowly decline throughout the projection period. Enrollment is projected to be 3,408 in 2025-26.

Table 18
Dover Public Schools Projected Enrollments (PK-12)
Scenario 3

| Year | PK | K | 1 | 2 | 3 | 4 | 5 | 6 | 7 | 8 | 9 | 10 | 11 | 12 | SE ¹ | PK-12 Total |
|----------------|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----|-----------------|--------------|
| 2021-22 | 375 | 212 | 242 | 204 | 201 | 219 | 211 | 240 | 253 | 278 | 325 | 243 | 279 | 228 | 121 | 3,631 |
| 2022-23 | 375 | 209 | 210 | 232 | 203 | 199 | 218 | 214 | 257 | 259 | 287 | 331 | 229 | 273 | 119 | 3,615 |
| 2023-24 | 375 | 183 | 207 | 202 | 230 | 201 | 198 | 221 | 240 | 264 | 268 | 292 | 312 | 224 | 118 | 3,535 |
| 2024-25 | 375 | 185 | 181 | 199 | 201 | 228 | 200 | 201 | 252 | 246 | 273 | 273 | 275 | 306 | 117 | 3,512 |
| 2025-26 | 375 | 192 | 183 | 174 | 198 | 199 | 227 | 203 | 228 | 258 | 254 | 278 | 257 | 269 | 113 | 3,408 |

Note: ¹Ungraded special education enrollment for the entire district

As discussed earlier in the report, the school district has experienced negative kindergarten replacement in the last three years and positive kindergarten replacement for the six years prior. Negative kindergarten replacement is expected to continue to occur in the future as shown in Figure 19. The magnitude of the negative kindergarten replacements is projected to increase in the last year of the projection period due to a large 12th grade cohort graduating in 2024-25.



Projected Enrollments by Grade Configuration

In Table 19, projected enrollments are shown by grade configuration (PK-6, 7-8, and 9-12) in the Dover Public Schools. Ungraded special education students were reassigned into each of the grade configurations.

Table 19
Projected Enrollments for Grades PK-6, 7-8, and 9-12
2021-22 to 2025-26

| Historical | PK-6 | | | 7-8 | | | 9-12 | | |
|--------------|------------|------------|------------|------------|------------|------------|------------|------------|------------|
| 2020-21 | 1,550 | | | 566 | | | 1,017.5 | | |
| Projected | Scenario 1 | Scenario 2 | Scenario 3 | Scenario 1 | Scenario 2 | Scenario 3 | Scenario 1 | Scenario 2 | Scenario 3 |
| 2021-22 | 1,883 | 1,894 | 1,976 | 529 | 533 | 551 | 1,051 | 1,052 | 1,104 |
| 2022-23 | 1,836 | 1,858 | 1,930 | 511 | 517 | 535 | 1,080 | 1,090 | 1,150 |
| 2023-24 | 1,799 | 1,828 | 1,886 | 486 | 493 | 523 | 1,054 | 1,074 | 1,126 |
| 2024-25 | 1,756 | 1,790 | 1,837 | 475 | 485 | 517 | 1,080 | 1,106 | 1,158 |
| 2025-26 | 1,729 | 1,767 | 1,817 | 475 | 491 | 504 | 1,012 | 1,039 | 1,087 |
| 5-yr. Change | +179 | +217 | +267 | -91 | -75 | -62 | -5.5 | +21.5 | +69.5 |

For grades PK-6, enrollments are projected to increase in 2021-22 due to the expansion of the existing pre-kindergarten program before declining throughout the projection period. In 2025-26, enrollment is projected to be 1,729 in Scenario 1, which would represent a gain of 179 students from the 2020-21 enrollment of 1,550. In Scenario 2, enrollment is projected to be 1,767 in 2025-26, which would be a gain of 217 students from the 2020-21 enrollment. In Scenario 3, enrollment is projected to be 1,817 in 2025-26, which would represent a gain of 267 students from the 2020-21 enrollment.

At Dover Middle School (7-8), enrollments are projected to slowly decline throughout the projection period. In Scenario 1, enrollment is projected to be 475 in 2025-26, which would be a loss of 91 students from the 2020-21 enrollment of 566. In Scenario 2, enrollment is projected to be 491 in 2025-26, which would represent a loss of 75 students from the 2020-21 enrollment. For Scenario 3, enrollment is projected to be 504 in 2025-26, which would be a loss of 62 students from the 2020-21 enrollment.

For Dover High School (9-12), enrollments are projected to increase for the next two years before reversing trend. In Scenario 1, enrollment is projected to be 1,012 in 2025-26, which would be a loss of 5.5 students from the 2020-21 enrollment of 1,017.5. In Scenario 2, enrollment is projected to be 1,039 in 2025-26, which would represent a gain of 21.5 students from the 2020-21 enrollment. Finally, in Scenario 3, enrollment is projected to be 1,087 in 2025-26, which would be a gain of 69.5 students from the 2020-21 enrollment.

Capacity Analysis

Table 20 shows the educational capacities of the grade configurations (PK-6, 7-8, and 9-12) in the Dover Public Schools in comparison to both the current enrollments in 2020-21 and the enrollment projections in the 2025-26 school year. For the elementary grades (PK-6), capacity is shown by grade configuration since the enrollment projections were not performed at the school level. Using the building capacities from the district's LRFP, the differences between capacity and current/projected number of students were computed. Positive values indicate available extra seating while negative values indicate inadequate seating (also known as "unhoused students"). It should be noted that the capacity values are not fixed and can change from year-to-year based on classroom usage. For instance, additional special education classes in a building would reduce a building's capacity. On the other hand, districts with unhoused students can accommodate these children by increasing class sizes, which in turn increases the school's capacity. As such, the capacity of a school is not a fixed value and can be changed depending on how the building is used.

While there were three sets of projections, only the highest projection (Scenario 3) is shown. In the elementary configuration and Dover High School, there is currently a shortage of seating, with the largest occurring at the elementary configuration (-366). However, there are currently surplus seats at Dover Middle School (+51). By 2025-26, it is anticipated that there will be a greater number of unhoused students (-633) at the elementary configuration, due to a projected increase in enrollment as a result of the expansion of the existing pre-kindergarten program. Dover Middle School is projected to have a larger surplus in seating (+113) due to a projected decline in enrollment. At Dover High School, the number of unhoused students (-166) is projected to increase due to a projected gain in enrollment.

Table 20
Capacity Analysis
Dover Public Schools

| Grade Configuration | Capacity ^{1,2} | Current Enrollment 2020-21 | Difference | Projected Enrollment 2025-26 | Difference |
|--------------------------|-------------------------|----------------------------|--------------|------------------------------|-------------|
| Elementary (PK-6) | 1,184 | 1,550 | -366 | 1,817 | -633 |
| Dover M.S. (7-8) | 617 | 566 | +51 | 504 | +113 |
| Dover H.S. (9-12) | 921 | 1,017.5 | -96.5 | 1,087 | -166 |

Notes: ¹District Practices Capacity from the Dover Public Schools Long Range Facility Plan (2019)

²As the capacities were last calculated in 2019, the actual capacities of the buildings in 2021 may have changed if the buildings' instructional spaces are being used differently than in 2019.

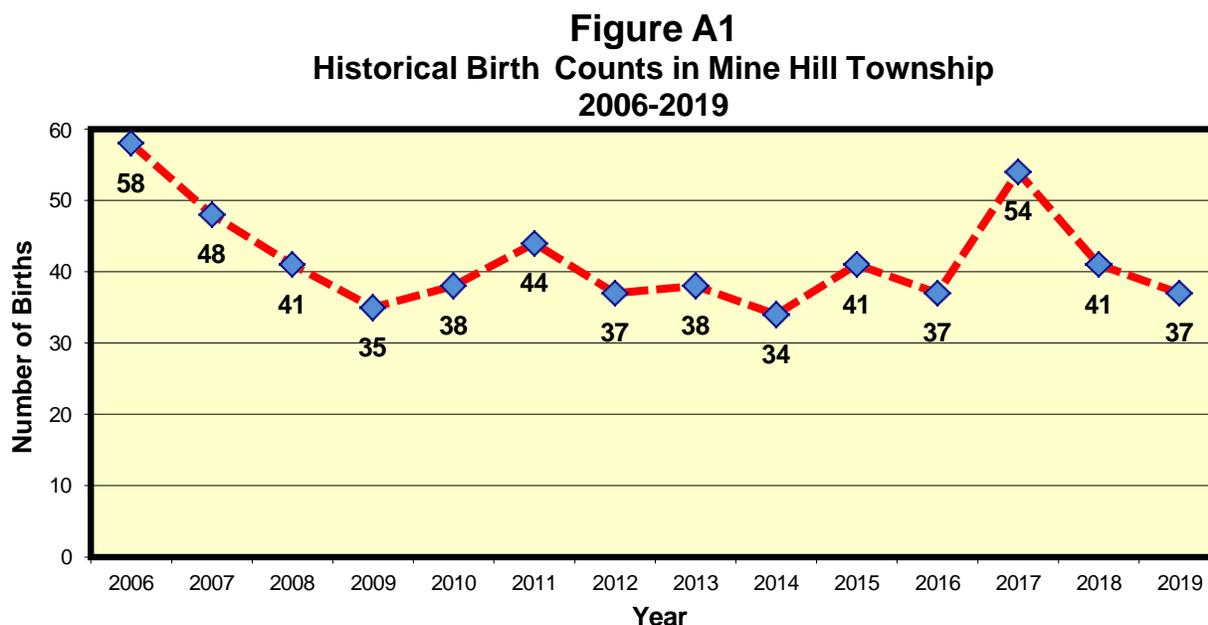
Appendix
Mine Hill Township School District

Mine Hill Township School District

The Mine Hill Township School District has one school, Canfield Avenue School, which educates Mine Hill Township (“Mine Hill”) children in grades pre-kindergarten through sixth.

Birth Counts

The number of births in Mine Hill was used to project kindergarten enrollments five years later. As shown in Figure A1, birth counts in Mine Hill declined from 58 in 2006 to 35 in 2009 before stabilizing. Excluding 2017, the annual number of births in Mine Hill has been very stable, ranging from 34-44.



New Housing

Ms. Marcie Istvan, Mine Hill Township Clerk and Planning Board Secretary, provided information regarding current and future development in the community. In addition, Mine Hill Planning Board applications were reviewed from the Mine Hill Township website. A list of potential developments, number of units, bedroom distribution, housing type, projected number of students, and project status is shown in Table A1. There is the potential for 440 non age-restricted housing units in Mine Hill, all of which are apartment units.

The largest development is proposed by KRE as part of the Redevelopment Plan for Canfield Avenue. While the development has yet to be approved, it is to consist of 390 market-rate and affordable apartment units with a mix of 1-3 bedrooms.

The second development, which is located at 106 Hurd Street, is under construction and is to consist of 50 market-rate and affordable apartment units with a mix of one and two bedrooms.

Table A1
Approved and Proposed Residential Developments in Mine Hill Township

| Developer/ Location | Number of Units | Bedroom Distribution | Housing Type | Projected Number of Students | Notes/Project Status |
|---------------------------------|--------------------|--|---|------------------------------------|---|
| KRE (Canfield Avenue) | 390 | Market-Rate Apts. 110 1-BR 202 2-BR Affordable Apts. 15 1-BR 47 2-BR 16 3-BR | Apartments (market-rate and affordable) | K-6 = 36 7-12 = 30 | Development has yet to be approved. Currently being heard by the Planning Board. 78 units will be set aside for Low-Moderate Income households. |
| 106 Hurd Street | 50 | Market-Rate Apts. 23 1-BR 17 2-BR Affordable Apts. 5 1-BR 5 2-BR | Apartments (market-rate and affordable) | K-6 = 3 7-12 = 2 | Approved and under construction. 10 units will be set aside for Low-Moderate Income households. |
| Total | 440 | | | 71 | |

Source: Mine Hill Township Planning Board Applications
https://ecode360.com/documents/pub/MI3185/Misc_Documents?

An estimate was made of the number of public school children that could potentially come from the new housing developments. In the process of determining how many children will come from the new housing units, *Who Lives in New Jersey Housing?*⁷, published by the Rutgers University Center for Urban Policy Research (“CUPR”), was utilized. The resource provides statewide housing multipliers (student yields) based on housing type, number of bedrooms, housing value, housing tenure (ownership versus rental), and whether the housing units are market-rate or affordable. To project the number of public school children from the new housing units, several assumptions were made:

1. The student yield multipliers used from CUPR are from a sample of New Jersey homes and these multipliers would be representative of the families moving into Mine Hill.
2. All affordable apartment units were assumed to have the following student yield multipliers: 1-bedroom = 0.088, 2-bedroom = 0.408, 3-bedroom = 1.087.
3. All market-rate apartment units were assumed to have the following student yield multipliers: 1-bedroom = 0.018 and 2-bedroom = 0.130.

In total, 71 public school children (K-6 = 39 and 7-12 = 32) in grades K-12 are projected. The impact on the Mine Hill Township School District would be much smaller, as 39 students are estimated in grades K-6.

⁷ Listokin, David, and Voicu, Alexandru. (2018). *Who Lives in New Jersey Housing?* Updated New Jersey Demographic Multipliers. Rutgers University Center for Urban Policy Research.

Historical enrollments from 2011-12 to 2020-21, and projected enrollments from 2021-22 to 2025-26, are shown in Table A2. The table also shows computed average survival ratios based on the last five years of historical data, which will be used to project future enrollments.

Enrollments have been steadily declining in the district over the past decade. In 2020-21, enrollment is 311, which is a loss of 106 students from the 2011-12 enrollment of 417. Enrollment is projected to be fairly stable throughout the projection period, ranging from 308-330. In 2025-26, enrollment is projected to be 320, which would be slightly higher than the 2020-21 enrollment. It should be clear that the projections were not adjusted for the new housing units, as the KRE development has yet to be approved. While the 106 Hurd Street development has been approved and is under construction, its impact is likely to be minimal, as only three (3) students are projected in grades K-6. The total number of new students has been provided to give the Mine Hill Township School District an estimate of the potential impact of the new housing if all proposed units are constructed.

Table A2
Historical and Projected Enrollments of Mine Hill Township School District

| Year | PK | K | 1 | 2 | 3 | 4 | 5 | 6 | SE ² | Total |
|-------------------------------|----|---------------------|--------|--------|--------|--------|--------|--------|---------------------|------------|
| Historical¹ | | | | | | | | | | |
| 2011-12 | 0 | 93 | 56 | 58 | 62 | 45 | 44 | 58 | 1 | 417 |
| 2012-13 | 33 | 60 | 53 | 55 | 61 | 63 | 45 | 43 | 1 | 414 |
| 2013-14 | 21 | 47 | 58 | 52 | 50 | 56 | 59 | 40 | 0 | 383 |
| 2014-15 | 17 | 46 | 43 | 52 | 53 | 46 | 53 | 58 | 1 | 369 |
| 2015-16 | 29 | 46 | 46 | 43 | 52 | 49 | 45 | 49 | 0 | 359 |
| 2016-17 | 30 | 44 | 46 | 49 | 43 | 53 | 46 | 35 | 4 | 350 |
| 2017-18 | 28 | 57 | 50 | 46 | 44 | 46 | 48 | 41 | 2 | 362 |
| 2018-19 | 15 | 50 | 58 | 46 | 43 | 42 | 43 | 39 | 8 | 344 |
| 2019-20 | 15 | 36 | 51 | 56 | 47 | 36 | 41 | 45 | 8 | 335 |
| 2020-21 | 23 | 38 | 33 | 48 | 56 | 42 | 33 | 38 | 0 | 311 |
| CSR 5-Yr. Ratios | | 1.1684 ³ | 1.0226 | 0.9567 | 0.9636 | 0.9388 | 0.9333 | 0.9193 | 0.0131 ⁴ | |
| Projected | | | | | | | | | | |
| 2021-22 | 22 | 43 | 39 | 32 | 46 | 53 | 39 | 30 | 4 | 308 |
| 2022-23 | 22 | 63 | 44 | 37 | 31 | 43 | 49 | 36 | 4 | 329 |
| 2023-24 | 22 | 48 | 64 | 42 | 36 | 29 | 40 | 45 | 4 | 330 |
| 2024-25 | 22 | 43 | 49 | 61 | 40 | 34 | 27 | 37 | 4 | 317 |
| 2025-26 | 22 | 49 | 44 | 47 | 59 | 38 | 32 | 25 | 4 | 320 |

Notes: ¹ Data as provided by the New Jersey Department of Education (<http://www.nj.gov/education/data/enr/>) and the Mine Hill Township School District

² Self-contained special education enrollment/ungraded students

³ Birth-to-kindergarten survival ratio based on birth data five years prior

⁴ Average proportion of self-contained special education/ungraded students with respect to PK-6

Appendix F – Redevelopment and Rehabilitation Area Designation Resolutions

1. Resolution of Designation – Downtown Scattered Sites AINR (2014)
2. Resolution of Designation – Gunther Mill AINR (2016)
3. Resolution of Designation – Bassett Highway AINR (2019)
4. Resolution of Designation – Route 46 Scattered Sites AINR (2019)
5. Resolution of Designation – Affirming Route 46 Scattered Sites AINR (2020)
6. Resolution of Designation - Expanded Block 1902 AINR (2022)

RESOLUTION NO. 2014- 245

RESOLUTION DESIGNATING AN AREA OF THE TOWN OF DOVER, AS MORE PARTICULARLY DESCRIBED HEREIN, AS "AN AREA IN NEED OF REDEVELOPMENT", PURSUANT TO THE LOCAL REDEVELOPMENT AND HOUSING LAW

WHEREAS, on July 22, 2014, the Mayor and Board of Alderman adopted Resolution #183-2014, requesting and authorizing the Planning Board to undertake a preliminary investigation to determine whether the properties identified as:

Block 1261, Lot 3;
Block 1217, Lots 9 & 10;
Block 1208, Lot 7; and
Block 1902, Lots 22, 23 & 24;

as identified on the Official Tax Map of the Town of Dover (the "Study Area") to determine if such properties qualify as a "non-condemnation" area in need of redevelopment pursuant to the Local Redevelopment and Housing Law, *N.J.S.A. 40A:12A-1, et seq.* (the "Redevelopment Law"); and

WHEREAS, the Planning Board retained the services of Maser Consulting, P.A., a professional engineering, planning and design firm ("Maser") to assist in conducting the necessary investigations and analysis to determine whether the Study Area does or does not qualify as an area in need of redevelopment under the criteria set forth in the Redevelopment Law; and

WHEREAS, Maser conducted such investigations and prepared a report of its investigations entitled "*Redevelopment Study Area Determination of Need: Block 1216, Lot 3; Block 1217, Lots 9 & 10; Block 1208, Lot 7; and Block 1902, Lots 22-24*" dated September 24, 2014 (the "Redevelopment Investigation Report"); and

WHEREAS, the Redevelopment Investigation Report concludes that the Study Area and the properties therein exhibit conditions which conform with various redevelopment criterion, including criteria a, b, d, e and h under Section 5 of the Redevelopment Law, *N.J.S.A. 40A:12A-5*, as more specifically set forth in the Redevelopment Investigation Report; and

WHEREAS, on October 22, 2014, the Planning Board conducted a duly-noticed public hearing, pursuant to *N.J.S.A. 40A:12A-6*, at which time it heard a presentation of the Redevelopment Investigation Report by David G. Roberts, AICP/PP, LLA, RLA, the primary author of the Redevelopment Investigation Report, as well as comments from Michael Hantson, PE, PP, CME, the Town Engineer and Planner and members of the public in attendance; and

WHEREAS, Mr. Roberts and Mr. Hantson responded to questions from the Planning Board members and members of the public; and

WHEREAS, based upon the Redevelopment Investigation Report, Mr. Roberts' testimony concerning the Redevelopment Investigation Report and the comments from the public, the Planning Board accepted the findings of the Redevelopment Investigation Report and concluded that the Study Area meets the criteria for designation as a "non-condemnation" area in need of redevelopment under the Redevelopment Law as detailed in the Redevelopment Investigation Report and recommending that the Mayor and Board of Alderman designate the Study Area as an area in need of redevelopment, pursuant to the Redevelopment Law; and

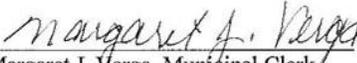
WHEREAS, the Mayor and Board of Alderman accept the conclusions of the Redevelopment Investigation Report and the Planning Board's recommendation and wish to designate the Study Area as a "non-condemnation" area in need of redevelopment.

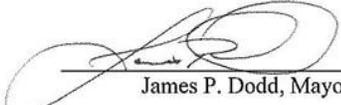
NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Alderman of the Town of Dover that the Study Area described herein be and hereby is designated as a Non-Condensation Redevelopment Area, pursuant to *N.J.S.A. 40A:12A-5* and *N.J.S.A. 40A:12A-6*.

BE IT FURTHER RESOLVED, that the Dover Planning prepare a Redevelopment Plan for said properties in accordance with Resolution No. 183-2014 and N.J.S.A. 40A:12A-7.

ATTEST:

TOWN OF DOVER, COUNTY OF MORRIS


Margaret J. Verga, Municipal Clerk


James P. Dodd, Mayor

ADOPTED: 10/28/2014



TOWN OF DOVER
MAYOR AND BOARD OF ALDERMEN

RESOLUTION 2016- 179

RESOLUTION OF THE MAYOR AND BOARD OF ALDERMEN OF THE TOWN OF DOVER DESIGNATING AN AREA OF THE TOWN OF DOVER, AS MORE PARTICULARLY DESCRIBED HEREIN, AS "AN AREA IN NEED OF REDEVELOPMENT", PURSUANT TO THE LOCAL REDEVELOPMENT AND HOUSING LAW

WHEREAS, on May 10, 2016, the Mayor and Board of Alderman adopted Resolution # 2016-115, requesting and authorizing the Planning Board to undertake a preliminary investigation to determine whether the properties identified as:

Block 2018, Lot 1;
Block 2019, Lot 1;

as identified on the Official Tax Map of the Town of Dover (the "Study Area") to determine if such properties qualify as a "non-condemnation" area in need of redevelopment pursuant to the Local Redevelopment and Housing Law, *N.J.S.A. 40A:12A-1*, et seq. (the "Redevelopment Law"); and

WHEREAS, the Planning Board retained the services of Maser Consulting, P.A., a professional engineering, planning and design firm ("Maser") to assist in conducting the necessary investigations and analysis to determine whether the Study Area does or does not qualify as an area in need of redevelopment under the criteria set forth in the Redevelopment Law; and

WHEREAS, Maser conducted such investigations and prepared a report of its investigations entitled "*Redevelopment Study Area Determination of Need, Guenther Mill Site : Block 2018, Lot 1; Block 2019, Lot 1*" dated July 6, 2016 (the "Redevelopment Investigation Report"); and

WHEREAS, the Redevelopment Investigation Report concludes that the Study Area and the properties therein exhibit conditions which conform with various redevelopment criteria, including criteria a, b, d, and e under Section 5 of the Redevelopment Law, *N.J.S.A. 40A:12A-5*, as more specifically set forth in the Redevelopment Investigation Report; and

WHEREAS, on July 27, 2016, the Planning Board conducted a duly-noticed public hearing, pursuant to *N.J.S.A. 40A:12A-6*, at which time it heard a presentation of the Redevelopment Investigation Report by David G. Roberts, AICP/PP, LLA, RLA, the primary author of the Redevelopment Investigation Report, as well as comments from Michael Hantson, PE, PP, CME, the Town Engineer and Planner and members of the public in attendance; and

WHEREAS, Mr. Roberts and Mr. Hantson responded to questions from the Planning Board members and members of the public; and

TOWN OF DOVER
MAYOR AND BOARD OF ALDERMEN

WHEREAS, based upon the Redevelopment Investigation Report, Mr. Roberts' testimony concerning the Redevelopment Investigation Report and the comments from the public, the Planning Board accepted the findings of the Redevelopment Investigation Report and concluded that the Study Area meets the criteria for designation as a "non-condemnation" area in need of redevelopment under the Redevelopment Law as detailed in the Redevelopment Investigation Report and recommending that the Mayor and Board of Alderman designate the Study Area as an area in need of redevelopment, pursuant to the Redevelopment Law; and

WHEREAS, the Mayor and Board of Alderman accept the conclusions of the Redevelopment Investigation Report and the Planning Board's recommendation and wish to designate the Study Area as a "non-condemnation" area in need of redevelopment.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Alderman of the Town of Dover that the Study Area described herein be and hereby is designated as a Non-Condensation Redevelopment Area, pursuant to *N.J.S.A. 40A:12A-5* and *N.J.S.A. 40A:12A-6*.

BE IT FURTHER RESOLVED, that the Dover Planning Board prepare a Redevelopment Plan for said properties in accordance with *NJSA 40A:12A-7*.

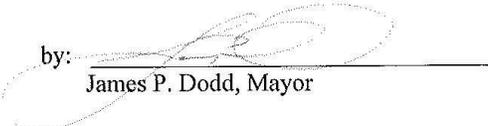
ATTEST:

TOWN OF DOVER, COUNTY OF MORRIS



Margaret J. Verga, Municipal Clerk

by:


James P. Dodd, Mayor

ADOPTED: 08/09/2016



TOWN OF DOVER
MAYOR AND BOARD OF ALDERMEN

RESOLUTION NO. 146-2019

RESOLUTION OF THE MAYOR AND BOARD OF ALDERMEN OF THE TOWN OF DOVER, COUNTY OF MORRIS, STATE OF NEW JERSEY DESIGNATING AN AREA OF THE TOWN OF DOVER, AS MORE PARTICULARLY DESCRIBED HEREIN, AS “AN AREA IN NEED OF REDEVELOPMENT”, PURSUANT TO THE LOCAL REDEVELOPMENT AND HOUSING LAW

WHEREAS, on March 26, 2019, the Mayor and Board of Alderman of the Town of Dover adopted Resolution # 88-2019, requesting and authorizing the Planning Board to undertake a preliminary investigation to determine whether the properties identified as:

Block 1201, Lots 6, 6.01 & 6.04;
Block 1204, Lots 1 & 2;
BLOCK 1205, Lots 1, 2, 8, 9, 10, 11, 12 & 13;
and Block 1206, Lots 1, 2, 3, 4, 5, 6, 7, 8, 9, 10 & 16

as identified on the Official Tax Map of the Town of Dover (the “Study Area”) to determine if such properties qualify as a “non-condemnation” area in need of redevelopment pursuant to the Local Redevelopment and Housing Law, *N.J.S.A. 40A:12A-1*, et seq. (the “Redevelopment Law”); and

WHEREAS, the Planning Board retained the services of David G. Roberts, PP, AICP of dgROBERTS Planning & Design, LLC (Roberts) to assist in conducting the necessary investigations and analysis to determine whether the Study Area does or does not qualify as an area in need of redevelopment under the criteria set forth in the Redevelopment Law; and

WHEREAS, Roberts conducted such investigations and prepared a report of its investigations entitled “*Redevelopment Study Area Determination of Need Report – Bassett Highway Study Area*” dated May 3, 2019 (the “Redevelopment Investigation Report”); and

WHEREAS, the Redevelopment Investigation Report concludes that the Study Area and the properties therein exhibit conditions which conform with various redevelopment criteria, including criteria d, e under Section 5 and Section 3 of the Redevelopment Law, *N.J.S.A. 40A:12A-5*, as more specifically set forth in the Redevelopment Investigation Report; and

WHEREAS, on May 22, 2019, the Planning Board conducted a duly-noticed public hearing, pursuant to *N.J.S.A. 40A:12A-6*, at which time it heard a presentation of the Redevelopment Investigation Report by David G. Roberts, AICP/PP, LLA, RLA, the author of the Redevelopment Investigation Report, as well as comments from Michael Hantson, PE, PP, CME, the Town Engineer and Planner and members of the public in attendance; and

WHEREAS, Mr. Roberts and Mr. Hantson responded to questions from the Planning Board members and members of the public; and

WHEREAS, based upon the Redevelopment Investigation Report, Mr. Roberts’ testimony concerning the Redevelopment Investigation Report and the comments from the public, the Planning Board accepted the findings of the Redevelopment Investigation Report and concludes that the Study Area meets the criteria

for designation as a "non-condemnation" area in need of redevelopment under the Redevelopment Law as detailed in the Redevelopment Investigation Report.

WHEREAS, the Mayor and Board of Alderman accept the conclusions of the Redevelopment Investigation Report and the Planning Board's recommendation and wish to designate the Study Area as a "non-condemnation" area in need of redevelopment.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Alderman of the Town of Dover that the Study Area described herein be and hereby is designated as a Non-Condemnation Redevelopment Area, pursuant to *N.J.S.A. 40A:12A-5* and *N.J.S.A. 40A:12A-6*.

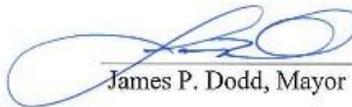
BE IT FURTHER RESOLVED, that the Town Clerk shall transmit a copy of this Resolution to the Commissioner of Community Affairs and serve a notice of determination, within 10 days of this determination upon all record owners of property located within the delineated area, those whose names are listed on the tax assessor's records, and upon each person who filed a written objection thereto and stated, in or upon the written submission, an address to which notice of determination may be sent, all in accordance with N.J.S.A. 40A:12A-6.

BE IT FURTHER RESOLVED, that the Dover Planning Board prepare a Redevelopment Plan for said properties in accordance with N.J.S.A. 40A:12A-7.

ATTEST:



Tara Pettoni, Municipal Clerk



James P. Dodd, Mayor

ADOPTED: 6/11/2019



TOWN OF DOVER
MAYOR AND BOARD OF ALDERMEN

RESOLUTION NO. 198-2019

RESOLUTION OF THE MAYOR AND BOARD OF ALDERMEN OF THE TOWN OF DOVER, COUNTY OF MORRIS, STATE OF NEW JERSEY DESIGNATING AN AREA OF THE TOWN OF DOVER, AS MORE PARTICULARLY DESCRIBED HEREIN, AS "AN AREA IN NEED OF REDEVELOPMENT", PURSUANT TO THE LOCAL REDEVELOPMENT AND HOUSING LAW

WHEREAS, on June 11, 2019, the Mayor and Board of Alderman of the Town of Dover adopted Resolution # 146-2019, requesting and authorizing the Planning Board to undertake a preliminary investigation to determine whether the properties identified as:

Block 1315, Lots 3, 4 & 5;
Block 2023, Lots 1, 2 & 4;

as identified on the Official Tax Map of the Town of Dover (the "Study Area") to determine if such properties qualify as a "non-condemnation" area in need of redevelopment pursuant to the Local Redevelopment and Housing Law, *N.J.S.A. 40A:12A-1*, et seq. (the "Redevelopment Law"); and

WHEREAS, the Planning Board retained the services of David G. Roberts, PP, AICP of DGROBERTS Planning & Design, LLC (Roberts) to assist in conducting the necessary investigations and analysis to determine whether the Study Area does or does not qualify as an area in need of redevelopment under the criteria set forth in the Redevelopment Law; and

WHEREAS, Roberts conducted such investigations and prepared a report of its investigations entitled "*Redevelopment Study Area Determination of Need Report – Route 46 Study Areas – Block 1315, Lots 3, 4 & 5 & Block 2023, Lots 1, 2 & 4*" dated July 31, 2019 (the "Redevelopment Investigation Report"); and

WHEREAS, the Redevelopment Investigation Report concludes that the Study Area and the properties therein exhibit conditions which conform with various redevelopment criteria, including criteria d, e under Section 5 and Section 3 of the Redevelopment Law, *N.J.S.A. 40A:12A-5*, as more specifically set forth in the Redevelopment Investigation Report; and

WHEREAS, the Redevelopment Investigation Report concludes that the Study Areas and the properties therein exhibit conditions which conform with various redevelopment criteria, including criteria d and e under Section 5 and Section 3 of the Redevelopment Law, *N.J.S.A. 40A:12A-5*, as more specifically set forth in the Redevelopment Investigation Report; and

WHEREAS, Mr. Roberts and Mr. Hantson responded to questions from the Planning Board members and members of the public; and

WHEREAS, based upon the Redevelopment Investigation Report, Mr. Roberts' testimony concerning the Redevelopment Investigation Report and the comments from the public, the Planning Board accepted the findings of the Redevelopment Investigation Report and concludes that the Study Area meets the criteria for designation as a "non-condemnation" area in need of redevelopment under the Redevelopment Law as detailed in the Redevelopment Investigation Report.

WHEREAS, the Mayor and Board of Alderman accept the conclusions of the Redevelopment

Investigation Report and the Planning Board's recommendation and wish to designate the Study Area as a "non-condemnation" area in need of redevelopment.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Alderman of the Town of Dover that the Study Area described herein be and hereby is designated as a Non-Condemnation Redevelopment Area, pursuant to *N.J.S.A. 40A:12A-5* and *N.J.S.A. 40A:12A-6*.

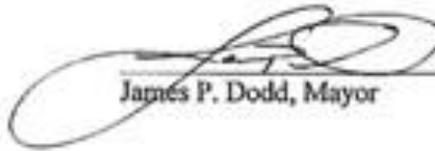
BE IT FURTHER RESOLVED, that the Town Clerk shall transmit a copy of this Resolution to the Commissioner of Community Affairs and serve a notice of determination, within 10 days of this determination upon all record owners of property located within the delineated area, those whose names are listed on the tax assessor's records, and upon each person who filed a written objection thereto and stated, in or upon the written submission, an address to which notice of determination may be sent, all in accordance with *N.J.S.A. 40A:12A-6*.

BE IT FURTHER RESOLVED, that the Dover Planning Board prepare a Redevelopment Plan for said properties in accordance with *N.J.S.A. 40A:12A-7*.

ATTEST:



Erica Vinales, Deputy Clerk



James P. Dodd, Mayor

ADOPTED: 9/10/2019



TOWN OF DOVER MAYOR & BOARD OF ALDERMEN

RESOLUTION NO. 262-2020

RESOLUTION OF THE MAYOR AND BOARD OF ALDERMEN OF THE TOWN OF DOVER, COUNTY OF MORRIS, STATE OF NEW JERSEY DESIGNATING AN AREA OF THE TOWN OF DOVER, AS MORE PARTICULARLY DESCRIBED HEREIN, AS "AN AREA IN NEED OF REDEVELOPMENT" PURSUANT TO THE LOCAL REDEVELOPMENT AND HOUSING LAW

WHEREAS, on June 25, 2019, the Mayor and Board of Alderman of the Town of Dover adopted Resolution # 159-2019, requesting and authorizing the Planning Board to undertake a preliminary investigation to determine whether the properties identified as:

Block 1315, Lots 1, 3, 4 & 5
Block 2023, Lots 1, 2 & 4

as identified on the Official Tax Map of the Town of Dover (the "Study Area") to determine if such properties qualify as a "non-condemnation" area in need of redevelopment pursuant to the Local Redevelopment and Housing Law, *N.J.S.A. 40A:12A-1*, et seq. (the "Redevelopment Law"); and

WHEREAS, the Planning Board retained the services of David G. Roberts, PP, AICP of dgROBERTS Planning & Design, LLC (Roberts) to assist in conducting the necessary investigations and analysis to determine whether the Study Area does or does not qualify as an area in need of redevelopment under the criteria set forth in the Redevelopment Law; and

WHEREAS, Roberts conducted such investigations and prepared a report of its investigations entitled "*Redevelopment Study Area Determination of Need Report – Route 46 Study Areas*" dated July 31, 2019 (the "Redevelopment Investigation Report"); and

WHEREAS, the Redevelopment Investigation Report concludes that the Study Area and the properties therein exhibit conditions which conform with various redevelopment criteria, including criteria d, c under Section 5 and Section 3 of the Redevelopment Law, *N.J.S.A. 40A:12A-5*, as more specifically set forth in the Redevelopment Investigation Report; and

WHEREAS, on August 28, 2019, the Planning Board conducted a duly-noticed public hearing, pursuant to *N.J.S.A. 40A:12A-6*, at which time it heard a presentation of the Redevelopment Investigation Report by David G. Roberts, AICP/PP, IJA, RLA, the author of the Redevelopment Investigation Report, as well as comments from Michael Hantson, PE, PP, CME, the Town Engineer and Planner and members of the public in attendance; and

WHEREAS, Mr. Roberts and Mr. Hantson responded to questions from the Planning Board members and members of the public; and

WHEREAS, based upon the Redevelopment Investigation Report, Mr. Roberts' testimony concerning the Redevelopment Investigation Report and the comments from the public, the Planning Board accepted the findings of the Redevelopment Investigation Report and concluded that the Study Area meets the criteria for designation as a "non-condemnation" area in need of redevelopment under the Redevelopment Law as detailed in the Redevelopment Investigation Report and recommending that the Mayor and Board of Alderman designate the Study Area as an area in need of redevelopment, pursuant to the Redevelopment Law; and

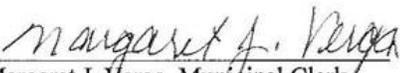
WHEREAS, the Mayor and Board of Alderman accept the conclusions of the Redevelopment Investigation Report and the Planning Board's recommendation and wish to designate the Study Area as a "non-condemnation" area in need of redevelopment.

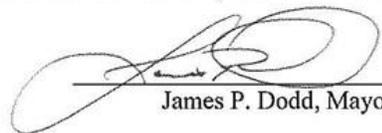
NOW, THEREFORE, BE IT RESOLVED by the Mayor and Board of Alderman of the Town of Dover that the Study Area described herein be and hereby is designated as a Non-Condensation Redevelopment Area, pursuant to *N.J.S.A. 40A:12A-5* and *N.J.S.A. 40A:12A-6*.

BE IT FURTHER RESOLVED, that the Dover Planning prepare a Redevelopment Plan for said properties in accordance with Resolution No. 183-2014 and N.J.S.A. 40A:12A-7.

ATTEST:

TOWN OF DOVER, COUNTY OF MORRIS


Margaret J. Verga, Municipal Clerk


James P. Dodd, Mayor

ADOPTED: 10/28/2014



TOWN OF DOVER MAYOR & BOARD OF ALDERMEN

RESOLUTION NO. 99-2022

A RESOLUTION OF THE BOARD OF ALDERMAN OF THE TOWN OF DOVER DETERMINING THAT THE PROPERTIES GENERALLY KNOWN AS, ALSO KNOWN AS BLOCK 1902, LOTS 19, 20, 21, 25, 26, 27 AND 28 AS SHOWN ON THE OFFICIAL TAX MAP OF THE TOWN OF DOVER QUALIFY AND ARE DETERMINED AS AN AREA IN NEED OF REDEVELOPMENT, SPECIFICALLY A NON-CONDEMNATION REDEVELOPMENT AREA, PURSUANT TO THE LOCAL REDEVELOPMENT AND HOUSING LAW, N.J.S.A. 40A:12A-1 ET SEQ.

WHEREAS, the Board of Alderman of the Town of Dover (the "Town") identified certain properties located on East Blackwell Street and known as Block 1902, Lots 19, 20, 21, 25, 26, 27 and 28 as delineated on the tax map attached hereto and made part of this resolution (the "Properties"), to be considered for designation as an area "in need of redevelopment", pursuant to the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq.; and

WHEREAS, before an area may be declared in need of redevelopment, it is legally necessary for the adoption of a resolution authorizing the Planning Board of a given municipality to undertake a preliminary study to determine whether the Properties meet the criteria for determining as a redevelopment area pursuant to N.J.S.A. 40A:12A-6; and

WHEREAS, on June 15, 2021, the Town adopted a Resolution No. 140-2021, authorizing and directing the Town Planning Board (the "Board") to examine whether the Properties can be determined to be an area in need of redevelopment (specifically a non-condemnation redevelopment area) and that the Town will not have the right to exercise the use of eminent domain; and

WHEREAS, the Town hereby states that any redevelopment area determination shall authorize the municipality to use all those powers provided by the Redevelopment Law for use in a redevelopment area, except the use of eminent domain (hereinafter referred to as a "Non-Condensation Redevelopment Area"); and

WHEREAS, the Board conducted a public hearing on August 25, 2021 to determine whether or not the Properties may be designated as a Non-Condensation Redevelopment, pursuant to the criteria set forth in the Redevelopment Law and the public was provided the opportunity to appear and provide testimony and comments; and

WHEREAS, in advance of the public hearings held by the Board, the Board met the requirements of Redevelopment Law, by providing notice to all persons interested or who would be affected by a determination that the Properties is a Non-Condensation Redevelopment Area, which notice specifically stated that a redevelopment area determination shall not authorize the municipality to exercise the power of eminent domain; and

WHEREAS, a map showing the boundaries and the location of the Properties, as well as the Redevelopment Study Area Determination of Need for the Properties prepared by David G.

Roberts, PP, AICP, LLA, RLA dgRoberts Planning & Design, LLC, dated August 5 2021, (the "Roberts Report") was considered by the Board at the hearing and the Roberts Report and findings therein were incorporated into the record; and

WHEREAS, the Board recommended that the Properties be determined as a Non-Condernation Redevelopment Area pursuant to the Redevelopment Law, based on its preliminary investigation and the factual findings made by the Board, including the Roberts Report and the testimony presented at the hearing by David G. Roberts, PP, AICP, LLA, RLA, a licensed professional planner, who signed and prepared the Roberts Report.

NOW, THEREFORE BE IT RESOLVED, that the Board of Alderman of the Town of Dover accepts the findings and recommendations of the Board as made at a public hearing held on August 25, 2021 as supported by the Roberts Report of the Properties and the testimony of David G. Roberts, PP, AICP, LLA, RLA, a licensed professional planner and as further stated by the Planning Board at the hearing on August 25, 2021 and all are incorporated herein by reference and determines that the Properties located on East Blackwell Street, also known as Block 1902, Lots 19, 20, 21, 25, 26, 27 and 28, referred to herein as the Properties, meets the criteria and qualifies as an "area in need of redevelopment" and which shall be a Non-Condernation Redevelopment Area pursuant to the Redevelopment Law.

BE IT FURTHER RESOLVED that the Town hereby states that any Non-Condernation Redevelopment Area designation shall authorize the municipality to use all those powers provided by the Redevelopment Law for use in a redevelopment area, except the use of eminent domain.

BE IT FURTHER RESOLVED that the Town Council hereby advises that any owner wishing to challenge the designation of the Properties as a Non-Condernation Redevelopment Area must file a complaint in the Superior Court within 45 days of the adoption of that resolution.

BE IT FURTHER RESOLVED that within ten (10) days of the adoption of this Resolution, the Town Clerk shall serve a notice of the determination, including a copy of this Resolution, upon the last owner of each of the Properties according to the assessment records of the Town, which notice shall be in accordance with the requirements set forth in the Redevelopment Law.

BE IT FURTHER RESOLVED that upon adoption of this resolution, the Town Clerk shall transmit a copy of this resolution to the Commissioner of Community Affairs for the State of New Jersey for review pursuant to N.J.S.A. 40A:12A-6.b.(5).

BE IT FURTHER RESOLVED that this resolution shall take effect immediately.

ATTEST:

TOWN OF DOVER, COUNTY OF MORRIS

Reynaldo Julve, Deputy Municipal Clerk

Carolyn Blackman, Mayor

ADOPTED: _____