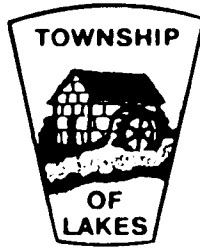


# TOWNSHIP OF BYRAM

## NEW JERSEY

MAILING ADDRESS:  
10 MANSFIELD DRIVE  
STANHOPE, NJ 07874  
Phone: 973-347-2500  
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WEBSITE ADDRESS:  
[www.byramtwp.org](http://www.byramtwp.org)

June 30, 2006

Eileen Swan, Executive Director  
NJDC Office of Smart Growth  
P.O. Box 204  
Trenton, NJ -9625-0204

Re: Sussex County Strategic Growth Plan Petition for Plan Endorsement

Dear Ms. Swan:

Thank you for the opportunity to comment again on the Sussex County Strategic Growth Plan. The Township has commented several times on the SCSGP including:

- June 6, 2005 to Maura McManimon, Executive Director Office of Smart Growth
- December 10, 2004 to Peter Vaughn, Sussex County Division of Planning
- December 7, 2004 to Peter Vaughn, Sussex County Division of Planning
- December 6, 2004 to Sussex County Division of Planning

The Township reiterates its original comments (see the attached documentation). The most recent version of the SCSGP contains errors in the sections pertaining to Byram Township. The Township also still has concerns regarding a variety of issues in the Plan, including habitat and species protection, the size and number and location of Centers within the County, transportation, wastewater, and how these issues influence the vision of the County.

Errors in sections pertaining to Byram Township:

- Although the Township supplied to County planners information regarding its new 2004 Master Plan and the complete revision of its zoning map and ordinances, these are not reflected in the SCSGP.
- The Byram section on the *Farmland Preservation, Open Space—Open Space Project Areas* map is not accurate.
- The section on the Byram Township Village Center contains inaccuracies on commercial zoning including permitted and prohibited uses, square-footage requirements, in addition to the proposed number of housing units within the Center. This information was submitted to the County Planning Department in December 2004.

### Habitat and Species Protection

Biodiversity and threatened/endangered species should be given more attention for their own intrinsic value and considered in other County landscapes outside of the Highlands. Such attention lends further support to the idea of preserving extensive, contiguous tracts to protect important habitats, such as upland forests or riparian corridors. Biodiversity and threatened/endangered species must be considered as part of County wide build out analyses and discussions about developable lands.

### Designation of County Centers

Very large Centers will bring many of the same problems as too much sprawl development—congestion, high taxes, the destruction of the County’s natural resources and its way of life. It is likely that the current zoning in many towns was put in place without a full understanding of the impact of the ultimate build-out that could be generated by that zoning. These excessive build-outs will not be ameliorated simply by moving all those units into Centers.

### Transportation

Byram Township has many times commented on its differences with the County on transportation issues. While municipalities supporting these transportation proposals are cited in the Plan, Byram’s opposition, particularly the reactivation of the Lackawanna Cutoff, is nowhere noted. Greater emphasis should be placed on integrating the County’s proposed transportation projects with the NJDOT Smart Growth Consistency Criteria.

Byram’s continued opposition to the reactivation of the Lackawanna Cutoff focuses on issues that will have a detrimental impact on residents’ quality of life. Specifically this project will create air and noise pollution and create opportunities for freight, solid waste, and hazardous materials through residential neighborhoods. This is particularly troubling when a more beneficial opportunity exists to use this Right-Of-Way.

Byram’s proposal for an interim or permanent walking and biking trail on the Lackawanna Cutoff Right-Of-Way complements the section in the SCSGP on Rail Trails. A Cutoff walking/biking trail would also help spur the kind of ecotourism promoted in the SCSGP, as it would be a spectacular, one-of-a-kind, historic attraction.

### Infrastructure and Utility Planning

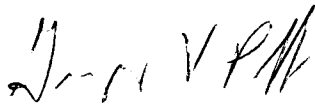
Consideration should be given to limiting or reducing the expansion of infrastructure and utilities in areas targeted for preservation. Reducing the size of a utility service area, for example, should be a strategy to be considered as part of the County Plan.

The Vision of Sussex County

The Township's comments as attached here also go to the heart of the vision for Sussex County. The SCSGP's emphasis on certain recommendations seems to promote an aggressive development vision for the County. In its past comments, Byram Township has questioned whether such an aggressive development vision comports with the preferences of most Sussex County residents. The SCSGP is a very large document and not easy to access making it difficult for residents and municipalities to discern the vision as proposed.

Thank you again for receiving and reviewing our comments.

Very truly yours,

A handwritten signature in black ink, appearing to read 'Gregory V. Poff'.

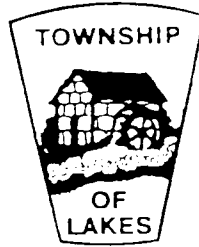
Gregory V. Poff  
Township Manager

cc: Mayor and Council, Byram Township  
Chris Hellwig, Director of Planning, Byram Township  
George Shivas, Chair, Byram Township Land Use Board  
Christiana Foglio, Chair, State Planning Commission  
John Eskilson, Administrator, Sussex County  
Eric Snyder, Director of Planning, Sussex County

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June 6, 2005

Maura McManimon, Executive Director  
Office of Smart Growth  
Department of Community Affairs  
101 South Broad Street  
PO Box 204  
Trenton, NJ 08625-0204

RE: Byram Township Comments on Sussex County Cross Acceptance Report & Strategic Growth Plan

Dear Ms. McManimon:

The Township of Byram is submitting the following comments regarding Sussex County's Cross Acceptance Report to the State Planning Commission. This letter is submitted in the spirit of the cross acceptance process and should not be interpreted as critical of the County's Plan. The purpose of these comments is to establish and clarify the Township's position regarding development and preservation in relationship to Sussex County's Report.

This letter highlights areas from both the County's Cross Acceptance Report and Strategic Growth Plan. The County in its Cross Acceptance Report states, "The Sussex County Strategic Growth Plan is ... a substantial element of the County's Cross Acceptance response." The items contained within this letter therefore refer to both County documents.

In addition to the comments contained within this letter, the Township has attached copies of correspondence previously sent to Sussex County detailing comments on maps included in the County's Plans and qualifying the Township's position as it pertains to transportation and circulation issues.

### Biodiversity and Threatened/Endangered Species

The “Landscapes” that further define Planning Areas within the County Plan do not directly mention natural habitats or threatened/endangered species. While the County’s Report mentions biodiversity and threatened/endangered animals within the Highlands area of the County, biodiversity and threatened/endangered species should be given more attention for their own intrinsic value and considered in other County landscapes outside of the Highlands.

Greater attention to threatened or endangered species lends further support to the idea of preserving extensive, contiguous tracts to protect important habitats, such as upland forests or riparian corridors. Biodiversity and threatened/endangered species must be considered as part of County wide build out analyses and discussions about developable lands.

### Open Space Preservation

The Township encourages regional open space planning as an effective tool to maximize the effect of limited funding. Regional planning, however, must not restrict the ability of municipalities to preserve open spaces in accordance with local priorities.

There is an element of collaboration now, in the form of funding opportunities—municipalities may seek federal, State, or County open space funding to help carry out their plans. This functions quite well to promote collaboration, as most municipalities cannot fund preservation plans on their own. The County Plan emphasizes local control and home rule, and that emphasis should extend to each municipality’s right to conduct its own planning and preservation activities.

### Preservation and Growth

The County Plan encourages the use of the Transfer of Development Rights (TDR) to preserve outlying lands and promote centers. TDR should only be used as a component of land preservation that should also include comprehensive zoning analysis and open space preservation.

Using TDR to retain maximum build-out numbers and to shift those future residential units into Centers does not address one of the most serious issues in the County—the threat of over-development. It is likely that the current zoning in many towns was put in place without a full understanding of the impact of the ultimate build-out that could be generated by that zoning. These excessive build-outs will not be ameliorated simply by moving all those units into Centers.

Very large Centers will bring many of the same problems as too much sprawl development—congestion, high taxes, the destruction of the County’s natural resources and its way of life.

### Quality of Life

This term should be better defined. The Township encourages development strategies that reduce ultimate build out and take into account the natural and man made carrying-capacity of Township lands.

### Transportation and Circulation

The Township opposes the reactivation of the Lackawanna Cutoff and the construction of the Route 605 extension. Neither of these projects should receive public funding until there has been a full local discussion, including all the affected municipalities and their residents, of these proposals.

Because rail lines and bigger roads will attract development, they will not help resolve the County's traffic problems but rather exacerbate them. If public transit is needed and would be used, bus service is a less expensive, more flexible, and less disruptive way to accommodate that need.

The Township Council has also asked NJDOT to review the 5-lane proposal for Route 206, based on new NJDOT strategies that avoid such major widenings and on other recent changes in municipal and regional planning, including the Highlands Act and the Township's new Master Plan.

The County Plan notes that major highway widenings are no longer viable solutions, citing environmental and financial reasons, and that "both County and State officials realize that history has shown that one cannot build one's way out of congestion, nor should one." As numerous studies show, major highway widenings are no longer viable because they attract traffic and promote development, thus generating an endless cycle of future widenings.

Transportation planning must take place in a collaborative manner incorporating new planning methods such as the State's New Jersey Future in Transportation (NJFIT), Context Sensitive Design and Hyper-build programs.

### Infrastructure and Utility Planning

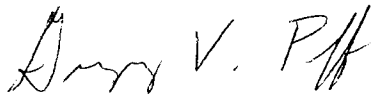
Consideration should be given to limiting or reducing the expansion of infrastructure and utilities in areas targeted for preservation. Reducing the size of a utility service area, for example, should be a strategy to be considered as part of the County Plan.

Conclusion

These comments are proposed to clarify the Township's position regarding development and preservation in relationship to the County's Cross Acceptance Report and Strategic Growth Plan. In submitting these comments to the State Planning Commission, Byram continues to emphasize to both the County and State the importance of incorporating environmental sensitivity and smart growth planning principles into the Township's development.

Thank you for your consideration of the aforementioned. Should you require further information or clarification, please do not hesitate to contact me.

Very truly yours,

A handwritten signature in black ink, appearing to read "Gregory V. Poff". The signature is fluid and cursive, with the first name "Gregory" and last name "Poff" being clearly legible.

Gregory V. Poff  
Township Manager

Cc: Mayor and Council, Byram Township  
Christiana Foglio, Chair, State Planning Commission  
Paul Drake, Office of Smart Growth  
John Eskilson, Administrator, Sussex County  
Eric Snyder, Director of Planning, Sussex County  
George Shivas, Chair, Byram Township Land Use Board  
Doris Flynn, Director of Planning, Byram Township

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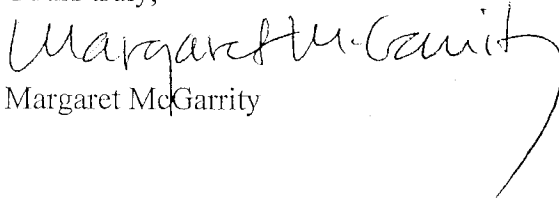
December 10, 2004

Peter Vaughan  
Sussex County Division of Planning  
One Spring Street  
Newton, N.J. 07860

Dear Peter:

I forgot to include this in the packet I sent yesterday containing Byram's comments on the County and State plans. It is our Planning and Implementation Agenda from our Center Designation, with updates for each of the tasks.

Yours truly,

  
Margaret McGarrity



BYRAM VILLAGE CENTER  
BYRAM TOWNSHIP, SUSSEX COUNTY, NJ  
PLANNING AND IMPLEMENTATION AGENDA – JANUARY, 2004

Updated  
comments.

ACTIVITY	LOCAL EFFORT	STATE/COUNTY/ OTHER ASSISTANCE	TIMEFRAME
<b>Land Use</b>			
Continue to support and refine procedures for increasing local participation, input and support for the Village Center concept plan and for implementation.	Planning Board, Municipal Committee, Smart Growth advisory group to generate public support for plan implementation.	OSG, SCPD USEPA Env. Education Grants Program.	Ongoing
Enact down zoning in Environs in combination with other zoning changes as detailed within the Lakefront plan and this PIA.	Township to identify areas and revise Master plan and zoning map.		June 2004 New Master Plan to be adopted c. Jan 05 and ordinances to follow.
Continue with the ongoing opens space acquisition efforts in the environs and Lakefront areas, in combination with other growth management practices.	Assess targeted preservation areas and acquire properties, development rights or easements.	NJ Green Acres Program; Sussex County Farmland Preservation Program, Planning Incentive Grants, Non-Profit Partners	Ongoing Open Space Committee and NJ DEP will finalize several purchases in early 2005.
Maintain and update GIS database	Township to acquire relevant, existing GIS data layers. Contract or develop services for the maintenance of parcels, zoning, septic management areas and others.	OSG, SCPB, Conservation Technology Support Program.	Ongoing
Develop Visual Design Guidelines for Town Center and other areas as part of Master Plan process.	Complete review of design guidelines and adopt as municipal ordinance.	SID Challenge grants; Smart Growth Future Grants; Sustainable Dev. Challenge Grants.	June 2004 Village Center draft Design Guide being prepared by Architectural Review Comm
Consider Redevelopment to implement Village Center concept.	Consider authorizing redevelopment study		June 2004 Not a strategy recommended in the new Master Plan.
The designs throughout the Town Center should seek to create a mixed- use environment offering enhanced social, environmental, economic and aesthetic development design; create a pedestrian friendly village, easily accessible from neighboring residential areas; provide essential services to residents; encourage housing on upper floors above retail stores in order to provide the necessary residential critical mass to make the center feasible; develop a Center at a density that creates a sense of place, encourages pedestrian activity and uses infrastructure	Township to continue to support this SDRP policy relative to this center.	SPC to continue to review effectiveness of this policy to support center-based growth with a goal of encouraging and supporting positive human-scale community design.	Ongoing Village Center Ordinance stipulates same. Design Guide being prepared.

**BYRAM VILLAGE CENTER**  
**BYRAM TOWNSHIP, SUSSEX COUNTY, NJ**  
**PLANNING AND IMPLEMENTATION AGENDA - JANUARY, 2004**

efficiently; and create distinct gateways into to the Village Center area.			
Continue working with NJDOT on design and implementation of State Route 206 improvements to ensure pedestrian and bikeway linkages to Village Center and surrounding neighborhoods	Planning Board, Municipal Committee and Smart Growth advisory group to continue monitoring and advising NJDOT	NJDOT, Sussex County Planning Board	Ongoing <i>Township is to begin Context Sensitive Design meetings w. NJDOT in early 2005.</i>
<b><i>Housing</i></b>	<b><i>LOCAL EFFORT</i></b>	<b><i>STATE/COUNTY/ OTHER ASSISTANCE</i></b>	<b><i>TIMEFRAME</i></b>
Continue the housing rehabilitation program as needed to meet rehabilitation needs.	Coordinate with housing code enforcement; coordinate with local banks; process applicants and administer program.	Technical and financial assistance from DCA and HMFPA such as the 100% mortgage program.	Ongoing
Adopt bulk standards to control scale of home conversion activity throughout Byram by establishing maximum building coverage per lot area.	Adopt new bulk standards proposed by Lakefront plan		<del>June 2004</del> <i>Recommendations in new Master Plan (c. Jan '05).</i>
Support the Fair Housing Act through compliance with COAH certification.	Receive COAH certification.	COAH	Achieved December 2003
Evaluate the continuing need for Senior & Affordable Family Housing in light of new COAH regulations	Planning Board, Municipal Committee and Smart Growth advisory group to continue monitoring and advising.	COAH staff, county planning dept.	Ongoing
Support construction of Affordable Family Housing within the Town Center consistent with the SDRP policies	Adopt Village Center Ordinance to require 20% or 34 affordable units (25 for-sale affordable units and 9 non-age restricted rental units)		Achieved December 2003
Adopt bulk standards that require any new lot proposed to utilize on site well and septic systems be a minimum of 40,000 square feet in size. Any new lots created or new home construction on lots less than 40,000 square feet in size are required to connect to a potable water supply.	Adopt new bulk standards proposed by Lakefront plan		<del>June 2004</del> <i>Recommendations in new Master Plan (c. Jan '05).</i>
Support mixed -use designs that encourage housing on upper floors above retail stores in order to provide the necessary residential critical mass to make the center feasible	Township ordinances to continue to support mixed-use second residential homes throughout Town Center.	DCA: Upstairs-downtown Mortgages; Downtown Living Initiative Program.	<del>June 2004</del> <i>Village Center Ordinance and Recommendations in new Master Plan (c. Jan '05)</i>

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BYRAM TOWNSHIP, SUSSEX COUNTY, NJ  
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<i><b>Transportation</b></i>	<i><b>LOCAL EFFORT</b></i>	<i><b>STATE/COUNTY/ OTHER ASSISTANCE</b></i>	<i><b>TIMEFRAME</b></i>
Implement the Byram township Village Center Bicycle and Pedestrian Accessibility Plan .	Adopt plan, secure right of ways and funding sources.	DOT Ped. & Bike planning; Local Aid for Centers; TEA-21; NJ Tree Planting; Livable Communities; Smart Growth Future Grants. National Recreation Trails Program.	Fall 2004 <i>Two bike trails underway = Mansfield and 206/Sussex Branch connection. Highlands Trail route established</i>
Promote flexible transportation design standards & flexible application of standards, which take into consideration the needs of people and the design & natural characteristics of adjacent areas.	Township to continue to support this SDRP policy relative to this center	SPC to continue to review effectiveness of this policy to support center-based growth with a goal of encouraging and supporting positive human-scale community design.	<i>Ongoing</i> <i>Recommendations in new Master Plan (c. Jan. '05)</i>
Develop & adhere to highway access management plans & programs that protect system capacity & provide for safe travel. Control local access to highway capacity through plans, regulations & negotiated agreements between appropriate levels of government in ways that ensure that regional needs, adequate system capacity and public health & safety are protected & minimize sprawl. Encourage parallel service roads, shared driveways & parking, and pedestrian access between neighboring uses.	Coordinate Route 206 plans with NJDOT; develop plan; implement plan with supplemental funding.	DOT to evaluate availability of supplemental funds; See also Transportation and Community Preservation Program.	<i>Ongoing</i>
Traffic calming on Route 206	Present plans to NJDOT and Sussex County.	DOT Ped. & Bike planning; Local Aid for Centers; TEA-21; NJ Tree Planting; Livable Communities; Smart Growth Future Grants.	Spring 2004 <i>Ongoing.</i> <i>Twp. + DOT Context Sensitive Design meetings beg.</i>
Gateway treatments on Route 206	Acquire right of way and construct improvements.	DOT Ped. & Bike planning; Local Aid for Centers; TEA-21; NJ Tree Planting; Livable Communities; Smart Growth Future Grants.	Fall 2004 <i>Ongoing</i> <i>Twp. + DOT Context Sensitive Design meetings begin early 2005.</i>
Scenic Byways Program	Identify scenic byway candidates; solicit funding; preserve viewsheds with conservation easements.	TEA 21; Local Aid for Centers; Planning Incentive Grants; Green Acres.	Fall 2005

**BYRAM VILLAGE CENTER**  
**BYRAM TOWNSHIP, SUSSEX COUNTY, NJ**  
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Improve transportation systems by coordinating transportation & land-use planning; integrating transportation systems; developing & enhancing alternative modes of transportation; improving management structures & techniques; and utilizing transportation as an economic development tool.	Township to continue to support this SDRP policy relative to this center. Coordinate with County transportation.	SPC to continue to review effectiveness of this policy to support center-based growth with a goal of encouraging coordinated transportation systems.	Ongoing <i>Recommendation in new Master Plan (c. Jan '05)</i>
Develop and adopt a 6 year Transportation Improvement Plan, as a part of the Capital Improvements Plan. TIP to be reviewed at least every second year.	Municipal Committee and Planning Board to review recommend and adopt.	Technical assistance from DOT and County Planning Department Financial assistance from DOT.	<del>Fall 2004</del> <i>Ongoing.</i>
<b><i>Environmental Protection</i></b>	<b><i>LOCAL EFFORT</i></b>	<b><i>STATE/COUNTY/ OTHER ASSISTANCE</i></b>	<b><i>TIMEFRAME</i></b>
Prohibit new connections to sewer service outside of center. Use sewer service and water service infrastructure to limit development outside of the center, as a growth management tool.	Planning Board and Municipal Committee to adopt Master Plan and update waste water management plan.	SCMUA Assistance NJDEP to monitor and regulate this issue within the scope of their statutory and regulatory authority.	Ongoing <i>Work underway to limit sewer using ANJEC Smart Growth grant.</i>
Revise Wastewater Management Plan to ensure consistency with Smart Growth Plan and Lakefront Plan.	Planning Board and Municipal Committee to adopt Master Plan and update waste water management plan.		Ongoing <i>(ditto)</i>
Review and evaluate changes to Stormwater Management Regulations and the new ordinances required by those rules.  Develop and Adopt revised DEP-approved Stormwater Management Plan  Develop and Adopt revised DEP-approved Stormwater Control Ordinance.	Municipal Committee and Planning Board to prepare Stormwater plan and adopt storm water ordinances pursuant to DEP NJPDES Rules.	OSG, SCPD, DEP. Watershed assistance grants, non-point source pollution control grants, watershed education grants.	Ongoing <i>Township engineer handling these tasks.</i>
Identify the surface water quality resource classification (i.e. C1, FW2-TP) of all streams within the Township Master Plan.	Planning Board and Municipal Committee to adopt Master Plan		<del>June 2004</del> <i>ongoing — awaiting Highlands regulations</i>
Adopt new Minimum Setback of Building Envelope from existing lakes, ponds, streams or wetlands in the Lakefront Plan; 50 feet, measured from 100-year flood line including a 10 foot wide vegetated buffer along at least 80% of water's edge. This is	Planning Board and Municipal Committee to adopt Lakefront Plan		<del>June 2004</del> <i>Recommended in 2003 Lakefront Development Plan + new Master Plan (c. Jan '05)</i>

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designed to protect & maintain appropriately vegetated buffers along streams, rivers, wetlands, reservoirs & scenic waterways to protect the natural functions & quality of surface water resources.			
Note: Stream buffers up to 300' may be required adjacent to Category One waters as part of a DEP Stormwater plan.			
Continue with negotiations and acquisitions of properties identified within the township's Open Space Plan. Whenever possible focus on retention of large contiguous open space and forested areas.	Planning Board and Municipal Committee have already adopted the Open Space Plan and the Open Space Advisory Committee is active.	NJDEP Green Acres Acquisition Program, Sussex County.	Ongoing Several acquisitions pending. Partnership w. NJDEP Green Acres + NJCF.
Enact the measures outlines in the Lubbers Run Greenway Plan, including acquisitions, easements, trail work, and best management practices including minimum setbacks and buffers.	Planning Board and Municipal Committee have already endorsed the Lubbers Run plan and the Open Space Advisory Committee is active.	NJDEP Green Acres Acquisition Program, Sussex County, Watershed Protection Grants, non-profit partners.	Ongoing Open Space Committee actively pursuing — is negotiation on several parcels
Maintain the existing and support the expansion of the septic system management program by ordinance that requires inspections and upgrades to individual systems to include the entire township as proposed in the Lakefront Plan.	Planning Board and Municipal Committee to adopt Lakefront Plan	Sussex County Health Dept., Lake Mohawk.	Ongoing Extending septic management to Lake Luelcawanaung under ANJEC
Delineate prime & locally important aquifer recharge areas and include them in the Township Master Plan Conservation Element. Investigate a wellhead/aquifer recharge protection program in order to insure a safe and adequate supply of potable water.	Planning Board and Municipal Committee to adopt Master Plan		Ongoing Smart Grant Grandwater Recharge Map in 1994 NRI. Master Plan recommendations June 2004 (c. Jan '05)
Initiate a Septic Failure and Improvement Monitoring Program since neither the County health department nor the Township keeps a database to track the numbers and locations of failed septic. This will allow Byram to identify areas in need of improvement and to inform the Township of possible water quality testing and monitoring needs as proposed in the Lakefront Plan.	Planning Board and Municipal Committee to adopt Lakefront Plan. Environmental Commission or Public Health Advisory Board would likely facilitate and manage this monitoring effort		Ongoing 2003 Lakefront Development Plan + new Master Plan contain recommendation
Initiate a Dam Safety Management Plan as proposed in the Lakefront Plan. With the exception of the state-owned dam at Cranberry Lake, the Township's dams remain in private ownership and need to be monitored and maintained. A dam	Planning Board and Municipal Committee to adopt Lakefront Plan Environmental Commission would likely facilitate and manage this monitoring effort		June 2004 Recommendations in new Master Plan (c. Jan '05)

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safety management plan should be implemented to assess the condition of each of the dams and identify improvements or repairs necessary as outlined in <i>N.J.A.C 7:20</i> .			
Initiate a Water Quality Monitoring Program as proposed in the Lakefront Plan. The Sussex County Health Department conducts regular tests for fecal coliform at Township lake beaches throughout the summer. Individual lake community groups also engage in some limited water quality monitoring, such as the Lake Mohawk monitoring program. These existing testing regimes need to be formalized as a Township function and expanded to more sites. The testing regime needs to occur at regular time intervals and be diverse in the types of tests administered.	Planning Board and Municipal Committee to adopt Lakefront Plan. Environmental Commission would likely facilitate and manage this monitoring effort		<del>June 2004</del>  Recommendations for lake management plans for all lakes mentioned in Lakefront Development Plan + new Master Plan.
Initiate a Lake Management Plans for Each Lake as proposed in the Lakefront Plan. The lake management plan is a citizens' document, crafted by the Lake District residents. It is an examination of each lake's current condition, current and future recreational uses and a list of steps necessary to maintain the quality of the lake for its continued recreational use.	Planning Board and Municipal Committee to adopt Lakefront Plan. Environmental Commission would likely facilitate and manage this planning effort		Ongoing  ditto
<b><i>Economic Development</i></b>	<b><i>LOCAL EFFORT</i></b>	<b><i>STATE/COUNTY/ OTHER ASSISTANCE</i></b>	<b><i>TIMEFRAME</i></b>
Support year round recreational/ environmental tourism in the NJ Skylands region.	Township's primary planning goals align with this statewide goal.	Grants to support NJ History; Community Stewardship Incentive Program.	Ongoing
Pursue opportunities for inter-local agreements with surrounding municipalities. Participate in the Sussex County Strategic Plan workgroup.	Municipal Committee to continue dialogues with surrounding municipalities to examine possibility of additional joint services.	Technical assistance from DCA and SCPD.	Ongoing
Maintain viability of the commercial core of the Village Center.	Limit neighborhood retail and service uses permitted outside of the Village Center.	OSG, SCPD technical assistance.	Ongoing Village Center Ordinance +

Recommendations in new Master Plan for zoning changes.

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**BYRAM TOWNSHIP, SUSSEX COUNTY, NJ**  
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Enforce design standards to ensure that new development is attractive and compatible with the character of the Village Center. Design standards should look to incorporate the concept of developing a mixed-use pedestrian scale community within the Village Center.	Continue to refine and adopt design and historic preservation guidelines for the Village Center and the township; provide tax incentives for historic property owners; increase the role of the local historic preservation commission to provide design assistance.	OSG, SCPD technical assistance.	1. Smart Growth Plan. Ongoing 2. Village Center Ordinance 3. Draft Village Center Design Guide being prepared by Architectural Review Committee. Fall 2004 Ongoing
Develop indicators and targets to measure progress of the current center designation and to be used to support and evaluate an application for plan endorsement.	Planning Board, with local participation of advisory committees, public hearings, etc.	SCPD, OSG technical assistance.	Fall 2004 Ongoing
Byram will continue to participate in the development of the Sussex County Strategic Plan and will consider the submission of a municipal petition for Plan endorsement within one year of the endorsement of the Sussex County Smart Growth Strategic Plan, if not submitted simultaneously with the county's plan.		OSG technical assistance.	Fall 2005 Byram continues to participate in the Sussex County Strategic Development process.
<b><i>Agriculture/Silviculture</i></b>	<b><i>LOCAL EFFORTS</i></b>	<b><i>STATE/COUNTY/OTHER ASSISTANCE</i></b>	<b><i>TIMEFRAME</i></b>
Preserve forestland in the environs of Byram.	Support Lot averaging development pattern; forestland preservation.	DOA, SCADB, SCBOA.	Ongoing Recommendations in new Master Plan (Jan. 05) and Tree Protection ordinance provisions being discussed by Planning Board, Environmental Commission, and Council.

COAH - New Jersey Council on Affordable Housing  
DCA - New Jersey Department of Community Affairs  
DEP - New Jersey Department of Environmental Protection  
DOT - New Jersey Department of Transportation  
HMFA - New Jersey Housing and Mortgage Finance Agency  
NJEDA - New Jersey Economic Development Authority  
OSG - New Jersey Office of Smart Growth  
SCPD - Sussex County Planning Department  
DOA - New Jersey Department of Agriculture  
SCBOA - Sussex County Board of Agriculture  
SCADB - Sussex County Agriculture Development Board  
SCHD - Sussex County Health Department

# TOWNSHIP OF BYRAM

## NEW JERSEY

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December 7, 2004

Peter Vaughan  
Sussex County Division of Planning  
Sussex County Administration Center  
One Spring Street  
Newton, N.J. 07860

Dear Peter:

Attached are documents containing Byram's comments on SDRP Cross Acceptance and the Sussex County Strategic Growth Plan.

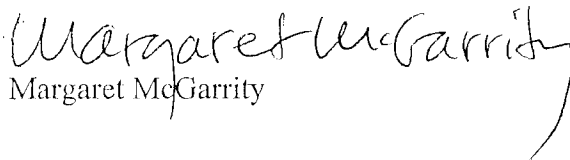
These are:

1. The Byram section from the SCSGP, with our edits for accuracy. Our new Master Plan will probably be adopted by December or January; I will send you a copy when it is finally published.
2. Map comments and corrections for the SDRP, dated December 7, 2004.
3. Map comments and corrections for the SCSGP, dated December 6, 2004.
4. A memo dated December 6, 2004 from the Township to the County Division of Planning reciting the Township's opposition to the 605/Acorn Connector and the Lackawanna Cut-off reactivation, including excerpts from the Township's new Master Plan explaining this position.

If you prefer to receive these documents electronically, please call me at 973-347-2500 ext. 138.

Township representatives will be attending the meeting on Monday, December 13, at the Byram Lakes School. We look forward to continued opportunities to participate in this planning process.

Yours truly,

  
Margaret McGarrity



## **BYRAM TOWNSHIP**

### **Village Center and Environs**

In May 2004, Byram Township received a Village Center Designation for the commercial parcels along Route 206 and the undeveloped parcel at the Route 206/Lackawanna Drive intersection. This mixed-use center will provide basic services to the community, including economic growth and housing needs. It will offer residents a variety of retail stores and restaurants in a pedestrian-friendly environment. Township ordinances establish requirements for architectural design, open space and landscaping, and more compact bulk standards to produce a village-like area.

The Byram Designated Village Center is consistent with SDRP criteria and projects a maximum population of 4,500 in 2020. The center is located near an arterial highway (Route 206) and is 165 acres, of which 60 are zoned to include residential development.

The center is designed to accommodate the majority of future residential and commercial growth in Byram. Much of the land outside the center is environmentally constrained. Some land outside the center is zoned for industrial/office uses but is severely limited by steep slopes and rocky terrain.

Except for the Designated Village Center, the entire township lies within the Highlands Core Preservation Area.

### **Relationship to the SDRP**

#### **Goal #1: Revitalize the State's Cities and Towns.**

The wastewater facilities serving Byram are a critical element in the Township's efforts to reorganize development patterns and move toward center-based, mixed-use, moderate density development. The village center will accommodate most of the Township's residential and economic growth. Nearly all the remainder of the Township is heavily wooded or occupied as lake communities.

Redevelopment of mine and quarry sites is addressed through the new Master Plan (draft 2004 and adoption by 2005) and new zoning ordinances.

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

Beyond the Village Center, the Highlands Core Preservation Area dramatically limits growth. The Township has also adopted a Tract Disturbance Ordinance that prohibits the disturbance of sensitive environmental features.

Lake pollution from septic and storm water runoff in the residential communities is a concern. The Township's Smart Growth Plan (2000), Lakefront Development Plan (2003), and new Master Plan (2004-2005) make several recommendations to remediate these problems, including extending the Township's septic management programs to all lake communities, revising bulk standards, and BMPs.

Cluster and lot-averaging options are allowed under the new Master Plan in residential zones.

An open space plan was completed by the Township in 2000 to identify lands for future acquisition. The plan recommends several strategies to acquire open space, which the Township Open Space Committee is actively pursuing. All preserved parcels—existing and future—will be included in a new Open Space Zone, recommended in the new Master Plan.

In 2004, the Council authorized a bond that allows municipal Open Space Trust funds to be leveraged for acquisitions today.

**Goal #3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey.**

Sewer service within the village center will help promote more business expansion in compact service patterns.

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

Prevention of lake pollution from septic and stormwater in the lake communities is addressed in the Lakefront Development Plan and new Master Plan. Septic management districts exist at two of the Township's largest lake communities (Cranberry and Mohawk) and is being extended to a third (Lackawanna). New bulk standards and BMPs for lake communities will help limit impacts.

The Village Center Ordinance requires a 200-foot buffer along the Township's most important stream; and the Tract Disturbance Ordinance require buffers around water features ranging from 40 to 100 feet from the 100-year flood line.

Separation of recyclables is mandatory, with some picked up at curbside and drop off of materials at the municipal recycling center.

**Goal #5: Provide Adequate Public Facilities and Services at a Reasonable Cost.**

The Lakeland Rescue Squad shares services with the Andovers. Byram fields an excellent volunteer Fire Department and a full-time Police Department. The equipment for these services also undergoes continuous upgrades.

The new Master Plan addresses circulation needs and recommends various transportation improvements, while also calling for greater planning that serves Township needs without promoting excessive development or destroying the Township's rural atmosphere.

**Goal #6: Provide Adequate Housing at a Reasonable Cost.**

Affordable housing is to be located within the 60-acre Village Center Zone. No other areas are designated for affordable housing. The Township has rehabilitated 28 units, and will provide 34 new units in the Village Center Zone. The Township has also adopted a developer fee ordinance to offset the costs associated with affordable housing. The Township has received 'substantive certification' from COAH for this plan.

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

Historic sites are listed, but no plan is in place to make sure they remain intact. The new Master Plan contains a preservation element that makes recommendations.

A major open space goal is to preserve open space through acquisition of land along the Lubbers Run stream corridor and several other project areas. The Open Space Committee is aggressively pursuing these goals and partnering with state, county, and non-profit preservation groups.

The Township now has a full-time recreation director. Renovation and expansion of its largest recreation facility, C.O. Johnson Park, is currently underway.

**Goal #8: Ensure Sound and Integrated Planning and Implementation Statewide.**

The new Master Plan addresses regional planning and the impact of Byram's new development patterns on the region and neighboring towns. Byram has hosted regional open space meetings and has taken initiatives to open dialogues with neighboring towns about development and transportation proposals. Byram has been active in discussions about county-wide issues as well and continues to seek regional discussions.

'Byram Island' is separate from the rest of the Township. Currently, all of the land in 'Byram Island' is owned by NJDOT as part of the proposed Lackawanna Cutoff project. The new Master Plan discusses the zoning of this parcel.

The new Master Plan assesses Byram's proposed zoning as compared to zoning in neighboring towns and mentions the Township's desire to participate in inter-municipal and regional discussions on important development and transportation issues.

Zoning of adjacent municipalities includes:

- The border with Allamuchy consists of parkland.

- Sparta's border matches up with lake communities and residential zones.
- Green and Andover's borders match up with similar residential zoning.
- Hopatecong has nearly all residential to residential, but there are three commercial recreation zones in Byram next to residential zones in Hopatecong.
- Stanhope has commercial highway areas bordering residential and business areas in Byram, as well as a planned industrial zone that borders residential and industrial uses in Byram. (The new Byram Master Plan proposes rezoning this industrial area to residential.)

### **Byram Township Zoning Files**

<u>Document</u>	<u>Date</u>
Master Plan	April 1989
Natural Resources Inventory	June 1994
Master Plan Amendment	June 1995
Master Plan Amendment	April 1996
Lubbers Run Greenway	June 1997
Housing Element	May 1998
Zoning Code Book	February 1999
Open Space Plan	October 2000
Master Plan Re-examination	June 2002
Lakefront Development Plan	September 2003
New Master Plan	2004-2005

### **Zoning (per new Master Plan)**

<u>Zone</u>	<u>Type</u>	<u>Lot Size</u>
R-1	Residential	10-acre density zoning
R-2	Residential	5-acre density zoning
R-3	Residential	40,000 square feet
R-4	Residential	20,000 square feet
R-5	Residential	10,000 square feet
FTP	Family Theme Park	80 acres
CR	Commercial Recreation	20 acres
VC	Village Center	60 acres
VB	Village Business	40,000 square feet
IPR	Industrial, Professional, Recreation	(by site plan)
NC	Neighborhood Commercial	40,000 square feet

#### **Notes:**

Part of the Designated Village Center is zoned IPR.

The FTP district permits a number of uses, including restaurants, but no housing.

It will be appropriate to discuss the Plan Implementation Agenda that was included within the Center Designation report with respect to its integration with the new Master Plan and new land development codes.

December 6, 2004

From: Byram Township

To: Sussex County Planning Department

Re: our comments on maps in the Strategic Growth Plan

1. Trails map: Several trails in Byram are not shown. These include the Highlands Trail, the Morris Canal Trail, and two bike trails (currently engineered but not yet constructed).
2. Zoning map: The colors are very hard to distinguish. Thus, we are unsure whether the map is accurate for current zoning. Since that zoning is to change in almost all areas of the Township within the next month with the adoption of our new Master Plan, we are requesting that Byram's zoning be based on this new scheme.
3. Sewer service: Our sewer service area is in the process of being changed to limit future sewerage to our Designated Village Center, as called for in the State Office of Smart Growth's Center Designation Report. The Township would like this revised district shown on the map, in place of the current district.
3. Landscapes: Our Village Center area is mapped incorrectly. The maps in the reflect Byram's initial Center Designation Petition and NOT the petition that was officially designated by the State Office of Smart Growth. Please correct the map to show only our officially designated Village Center.

The Highlands map is accurate, showing that our officially designated Village Center is the only part of Byram not in the Highlands Preservation Core.

December 7, 2004

To: Sussex County Division of Planning  
From: Byram Township

Re: preliminary cross acceptance maps for State Plan

In the summer, when we first reviewed these maps at County offices, they contained several inaccuracies:

- Byram's Designated Center is not shown.
- Our Sewer District is not shown. There is one red dot at the elementary school parcel that may show the old sewer plant there—no longer on-line.
- C.O. Johnson Park is not shown as open space. There are small inaccuracies in the Allamuchy Mt. State Park boundary (along and near Sussex Branch Trail).
- The only C-1 streams shown are most of Dragon Brook from Cranberry Lake to Jefferson (the sections left out are due in part to inaccuracies in mapping the State Park boundary), the Jefferson exit stream (which goes to Lubbers Run, but Lubbers Run is not marked C-1), a very small part of the largest Cranberry Lake tributary (only the part nearest the Lake).
- There were no historic-cultural sites shown for Byram. The Township believes that several sites, including the Lackawanna Cutoff, Lockwood Village area, the old iron mine district along Sussex Branch Trail, Columbia Valley, Roseville Mine, should be mapped.
- There are no critical or potential critical environmental sites shown for Byram.
- The Allamuchy Boy Scout Camp has been changed from parkland to Planning Area 5.

In addition, the 605/Acorn Street connector and the Cut-off reactivation and the Transit Oriented Development on the Cut-off at Roseville Road were not shown on the maps. *This is consistent with Byram's request to keep these projects off the maps until public discussion and review has been completed.*

December 6, 2004

From: Byram Township  
To: Sussex County Planning Department

Re: transportation issues in Sussex County Strategic Growth Plan

The Township's positions on the Route 605/Acorn Connector and the Lackawanna Cut-off differ from those of the County. The Township's positions are described in Byram's new Master Plan, which is now in the process of adoption.

The sections from that document are included here:

#### *Acorn Street/Route 605 Connector*

This project will investigate alternatives for connecting CR 605 (Sparta-Stanhope Road) to Route 206/183. This Sussex County project will affect Byram Township, Stanhope Borough, Hopatcong Borough, and Sparta Township.

#### Current Status:

- Sussex County is in final scoping for the project.
- The report on this project is not complete, including the lack of an EIS.
- The Phase One Needs Assessment is complete.
- Phase Two is to consider alignment options. Various alignments are still under consideration, according to the information available to Byram Township.
- Stakeholder meetings will begin soon to discuss the project.

The Byram Township Council passed a resolution opposing this project. The Council sees no benefit to this road. Please see the discussion of the Acorn Street/Route 605 Connector later in this Circulation Element for further explanation.

#### **New Jersey Transit – Lackawanna Cut-off Re-opening**

The objective of the Lackawanna Cutoff proposal is to institute passenger service on this abandoned rail right-of-way, originally largely a freight line, and over existing freight rail in Pennsylvania. The project includes complete reconstruction of the line, including track and signal improvements to approximately 60 miles of right-of-way, new stations, parking facilities, a train storage yard, and additional rail rolling stock. It is assumed NJ Transit would operate the new service. The two proposed stations in New Jersey would be in Blairstown and Andover Township, with the latter located immediately behind the Forest Lakes neighborhood on the Byram Township line.

In 2000, the Draft Major Investment Study estimated the project cost at \$200-\$230 million; in 2004, the estimate was \$350 million. This estimate does not include property acquisition costs, including the \$21 million the State paid in May 2001 to repurchase the right-of-way from a private

owner who bought it 10 years earlier for \$1 million. The construction is not yet funded, although substantial federal, State, and county dollars have been spent on studies and promotion thus far.

In October 2002, NJ Transit's Board of Directors authorized consultant work for conceptual design, completion of the environmental assessment, and preparation of the documentation required by the FTA for new transit lines. The completion of the Environmental Assessment and conceptual design was scheduled for June 2004 but not completed.

#### Current Status

- Public sessions held by NJDOT are expected for the Lackawanna Rail Project. Byram Township has been seeking such meetings since 2000; although they were originally targeted for the end of 2003, no progress has occurred. Current estimates expect only 60 New Jersey riders, with more getting on in Pennsylvania, and only 2,800 riders within 20 years.

The Township sees no real benefit to this project; and in October 2004, the Council passed a resolution opposing the project. Please see the discussion of the Lackawanna Cut-off later in this Circulation Element for further explanation.

#### Route 605/Acorn Street Connector

The Byram Township Council, Planning Board, and Environmental Commission have each held a long-standing position of objecting to a Route 605 Connector at the Acorn Street traffic jug handle. While the currently proposed route is not within the borders of Byram Township, the effects of such a transportation project would greatly affect Byram for years to come. If the project were completed, it would open Sparta-Stanhope Road (County Route 605) to more development. There are already several large subdivisions planned in neighboring Hopatcong along this Route, which will increase traffic on Byram's local roadways and Route 206, especially during rush hour. The residents of the East Brookwood neighborhood are especially concerned about increased traffic and the potential of increased light industrial development directly behind their neighborhood in the adjacent areas of Stanhope.

Byram has worked very hard with NJ DOT and Sussex County to keep the Route 206 improvements within an appropriate scale for the Township. The completion of the 605



Connector could undo that effort by introducing a much higher traffic volume to that section of Route 206. The project also is proposed on very rugged terrain, which will increase the publicly funded costs for construction. In response to Council objections to not having been kept fully informed about this project and not being included in open discussions to examine the positive and negative effects, stakeholder meetings are now scheduled to come in 2005.

#### **Lackawanna Cut-off Re-opening**

Over the course of the last several years, the Byram Township Council, Planning Board, and Environmental Commission have raised serious concerns about the re-opening of the Lackawanna Cut-off. The total project calls for complete reconstruction, including track and signal improvements to approximately 60 miles of right-of-way (the Cut-off is 28 miles of this), new stations, parking facilities, a train storage yard, and additional rail rolling stock.

Ridership in New Jersey is projected to be 60 people. Most ridership is projected to be from Pennsylvania, where commuters would make the three-hour journey to New York City. The proposed New Jersey stations in Blairstown and Andover Township are proposed for Transit Oriented Developments (TOD). While TODs are often an element of smart growth, they typically occur in urban or denser suburban areas where high-density development and walkable communities grow up in proximity to commuter lines. The TOD in Andover Township would be a 'green fields' development, creating instant density right along the border with Byram Township, where Byram has zoned for very low 10-acre density. The Andover TOD would back up to Byram's Forest Lake community; and the Cut-off line would also pass next to the Lackawanna community, C.O. Johnson Field, and the East Brookwood neighborhood.

New Jersey ridership is projected to be very low and the public costs for study, construction, and operating costs are very high (\$22 million per year, with a projected \$5.5 million annual loss). The number of commuters that are projected to be removed from Interstate 80 by the re-opening will not begin to counterbalance the increased number of commuters on local roads traveling to the projected station locations. Byram is concerned that the line might be used to haul freight from the planned four-fold expansion of the New York-New Jersey ports and to haul New York City garbage to Pennsylvania landfills. In September 2004, the Township Council called its own meeting about the project, where 75% percent of those in attendance opposed the project. Following that meeting, the Council passed a resolution officially opposing the Cut-off reactivation.

## BYRAM TRAIL AND BIKEWAY PLAN

The Village Center vision incorporates a community green, recreational amenities, and spaces for town-wide community interaction. In order to further the vision and promote pedestrian and bicycle travel throughout the Township, Byram has developed and mapped a system of existing and proposed trails to link the residential neighborhoods with the Village Center, school and municipal complexes, recreation areas, open spaces, neighboring towns, and the several regional or national trails that traverse the Township.

However, the Township's Smart Growth Plan identified potential obstacles to establishing this town-wide trail system. To help overcome these obstacles, the Township obtained a grant from the U.S. Environmental Protection Agency to study and improve the pedestrian and bicycle connections in and around the proposed Village Center. The Bicycle and Pedestrian Feasibility Study for Byram Township was published in October 2003.

The study focused on making Byram pedestrian-friendly, as well as on open space and recreational opportunities associated with the trail plan. Some of the plan's goals include:

- Reunite Byram Township and establish a sense of community.
- Increase the recreational opportunities in Byram Township.
- Provide pedestrian access to the historical landmarks and natural resources in and around the Township.
- Link together and improve existing pedestrian/bicycle paths, including the Mansfield Drive and Route-High Glen bicycle paths.
- Via bicycle and walking paths, connect Byram Township neighborhoods to each other and to the proposed Village Center, area businesses, amusement parks, Allamuchy Mountain State Park, and other local parks and recreational areas.

The plan outlined the Township's existing trail system, including:

1. Sussex Branch Trail.
2. Lackawanna Cut-off.
3. Morris Canal Greenway.
4. Lubbers Run Trail/Greenway.
5. Allamuchy Mountain State Park.
6. Paper streets, bridle paths and utility rights-of-way.

The plan recommended a four-phased approach:

5. Link the Route 206-High Glen bicycle path to the Mansfield Drive bicycle path.
6. Link the proposed pedestrian tunnel under Route 206 at Lubbers Run to the Mansfield Drive bicycle path and the Route 206-High Glen bicycle path.
7. Connect the proposed Village Center to adjacent neighborhoods and businesses.
8. Link existing sections of trail systems and improve access to surrounding neighborhoods, schools, and parks.

For further details concerning the Byram Trail and Bikeway Plan, please refer to the original document.

## **Bikeways and Pedestrian Paths**

To further the Village Center vision and maintain a pedestrian-friendly atmosphere throughout the Township, a system of trails is proposed to link residential neighborhoods with the Village Center, school system, recreation areas, open spaces, regional trails, and neighboring towns. The Smart Growth Plan identified potential obstructions to this town wide trail plan, and, as a result, the Township obtained a grant from the U.S. Environmental Protection Agency to study and improve the pedestrian and bicycle connections in and around the proposed Village Center. In October 2003, Suburban Consulting Engineers, Inc. prepared the Bicycle and Pedestrian Feasibility Study for Byram Township.

The study addressed the Township's vision of becoming more pedestrian-friendly and identified the following goals:

- Emphasize pedestrian-friendly streetscapes and access trails for the proposed Village Center, so that this new village-like neighborhood is easily accessible by foot and bicycle from surrounding residential and commercial areas.
- Link together and improve existing pedestrian/bicycle paths, including the Mansfield Drive and Route 206 (High Glen) bicycle paths (both are in engineering stage at the time of this Master Plan).
- Connect Byram's neighborhoods to each other and to the proposed Village Center, area businesses, amusement parks, Allamuchy Mountain State Park, and other local parks and recreational areas via bicycle and walking paths.
- Provide access points to the proposed Village Center and the proposed *Vita Course* exercise circuit via linkages to the East Brookwood neighborhood, Wild West City, Lackawanna Drive, and Route 206.
- Reunite Byram Township and establish a sense of community.
- Provide pedestrian access to the historic landmarks and natural resources in and around the Township.
- Provide a safe alternative to automobile transportation in the Township.

- Provide appealing non-automotive alternatives to Route 206 for transportation in and around Byram Township.
- Increase recreational alternatives to busing for students and staff of the Intermediate and Lakes Schools and Lenape Valley Regional High School.
- Develop a pedestrian-friendly transportation network throughout Byram that connects to neighboring towns.
- Use the proposed pedestrian tunnel underneath Route 206 along Lubbers Run to provide a safe and aesthetically appealing way for pedestrian and bicycle traffic to cross 206 and to get to the proposed Village Center.

The Bicycle and Pedestrian Feasibility Study recommended a phased approach to meeting its goals, divided into four steps:

1. Link the Route 206 (High Glen) bicycle path to the Mansfield Drive bicycle path.
2. Link the proposed Lubbers Run pedestrian tunnel under Route 206 at Lubbers Run to the Mansfield and Route 206 (High Glen) bicycle paths.
3. Connect the proposed Village Center to adjacent neighborhoods and businesses.
4. Link existing sections of trail systems and improve access to surrounding neighborhoods, schools, and parks.

For more about the Byram Bicycle and Pedestrian Feasibility Study, please refer to the original document.

There are several existing trails and bikeways in the Township. The Sussex Branch Trail is a Rail-to-Trail project using the abandoned Sussex Branch right-of-way of the Delaware, Lackawanna, and Western railroad, stretching for twenty miles from Netcong to Branchville. The trail's main southern access point is on Waterloo Road in Byram; from there it passes just west of Jefferson Lake and proceeds through Allamuchy Mountain State Park and between Route 206 and Cranberry Lake. The Highlands Trail links the Hudson River to the Delaware River, crossing Morris, Sussex, Warren and Hunterdon Counties. In Byram, the Highlands Trail enters from Hopatcong near the Hudson Farm (formerly Hudson Guild), travels the ridgeline above Lackawanna Drive, swings southeast to pass behind Lake Lackawanna, crosses Route 206 on a route to be finally established through the new Village Center, enters Allamuchy Mt. State Park at the High Glen neighborhood, goes south of Jefferson Lake, crosses the Sussex Branch Trail, and goes through the State Park to Waterloo Village. The Liberty Trail also passes through Byram by using the Sussex Branch Trail.

One of the most scenic rail lines in New Jersey, the Lackawanna Cut-off, was the last mainline built in the State, constructed between 1908 and 1911. The Cut-off starts at Port Morris and travels

west through Morris, Sussex and Warren Counties on its way to the Delaware Water Gap, across some of the world's largest rail embankments. In Byram, the Cut-off halves the Township, running from its border with Hopatcong and Stanhope near Lenape Valley Regional High School, northwest along the Township border to Lake Lackawanna, and west past Wolf Lake, Roseville Pond, and Forest Lakes to the Andover Township border. NJ Transit is proposing to re-open the Lackawanna Cut-off. Byram's opposition to this proposal is discussed in detail later in this chapter. Byram would prefer to move the Cut-off into a Rails-to-Trails program.

The Morris Canal Greenway is a trail project proposed for the right-of-way of the historic Morris Canal—a part of which near Waterloo Village is in Byram—and is a cooperative effort of the New Jersey Division of Parks and Forestry, the Canal Society of New Jersey, Waterloo Village, and Friends of the Morris Canal. The Greenway's purpose is to preserve the remains of the Morris Canal and its associated natural environment, to interpret the Canal's history for the public, and to offer recreation.

Other trails in the Township include the Lubbers Run Greenway trail, only partially in place, and various hiking trails in Allamuchy Mountain State Park. The Township would like to convert some of the undeveloped paper streets in Byram's forested areas into hiking trails to link other parts of the town-wide trail plan.

TOWNSHIP OF BYRAM  
RESOLUTION NO. 143 2004

**A RESOLUTION OPPOSING THE RECONSTRUCTION  
AND RESTORATION OF THE LACKAWANNA CUT-OFF  
PROJECT**

**WHEREAS**, the New Jersey Transit Corporation proposes the reconstruction and restoration of the Lackawanna Cut-off mainline from Scranton, Pennsylvania to Port Morris, New Jersey; and

**WHEREAS**, the capital cost to reactivate this rail service is estimated at \$350 million and an annual operating cost of \$22 million; and

**WHEREAS**, rail service on the Lackawanna Cut-off was abandoned in the 1970s and the track was removed; and

**WHEREAS**, since the time the mainline was abandoned, significant residential development has occurred within the vicinity of the proposed project; and

**WHEREAS**, the reactivation of this rail service will create air pollution and noise pollution; and


**WHEREAS**, opportunities are being created with the reactivation of this rail line to carry freight, solid waste, and hazardous materials through residential neighborhoods; and

**WHEREAS**, this project will have a detrimental impact on the quality of life of thousands of Byram Township residents;

**NOW, THEREFORE, BE IT RESOLVED** by the Byram Township Council that this Council does hereby oppose the reconstruction and restoration of the Lackawanna Cut-off mainline from Scranton, Pennsylvania to Port Morris, New Jersey; and


**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Township Clerk forward certified copies of this resolution to the Federal Senators and Representatives representing New Jersey, Governor James E. McGreevey, New Jersey Transit Corporation Executive Director George Warrington, the State Senators and Assemblypersons representing Sussex County, and the Sussex County Board of Chosen Freeholders.

BYRAM TOWNSHIP COUNCIL

  
Eskil S. Danielson, Mayor

ATTEST:

I certify that the foregoing resolution was adopted by the Byram Township Council at a meeting held on October 4, 2004.

  
Mary Johnson, RMC, Township Clerk