



TOWN OF DOVER

**MORRIS COUNTY
NEW JERSEY**

MUNICIPAL SELF-ASSESSMENT REPORT



March 2008

ACKNOWLEDGEMENTS

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INTRODUCTION

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 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.

This Self Assessment report will review Dover's plans for consistency with the State Development and Redevelopment Plan (SDRP) and will act as the Township'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 2001, a new Master Plan in 2006 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 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 NJ Transit 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, Mine Hill, 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.

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."

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 Plan's are consistent with the County's Plans.

LOCATION AND REGIONAL CONTEXT

The Town of Dover is located in the heart 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.

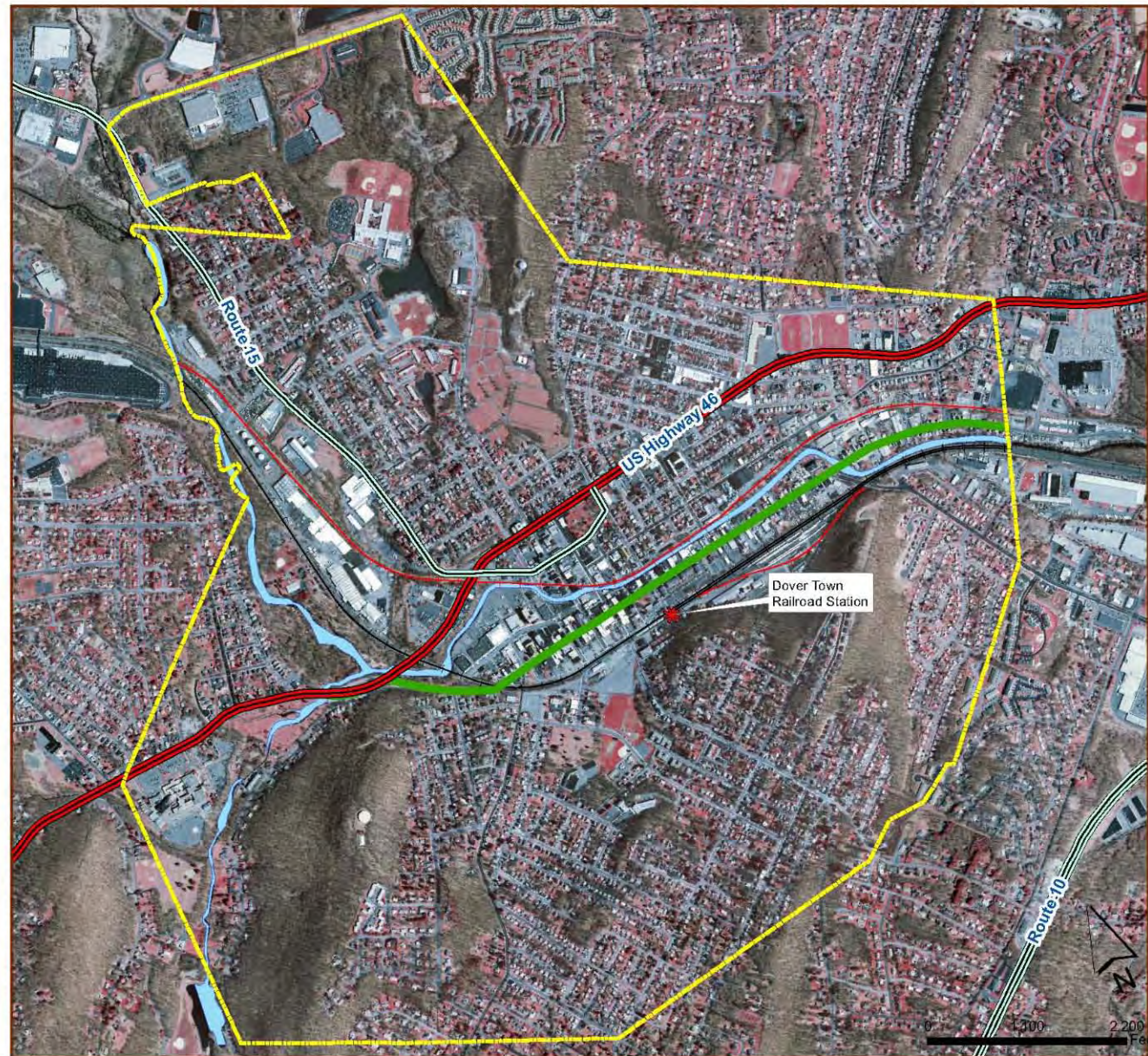
Location within the Highlands Region

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, 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.






FIGURE 1- AERIAL MAP

Source: - Town of Dover Master Plan, 2007



Aerial

Legend

-  Dover Town Railroad Station
-  Freight Railroad
-  Passenger Railroad
-  US Highway 46
-  State Routes

Town of Dover Master Plan
Morris County, NJ

Prepared by -



HEYER, GRUEL
& ASSOCIATES
COMMUNITY PLANNING CONSULTANTS

1:13,000

January 2006

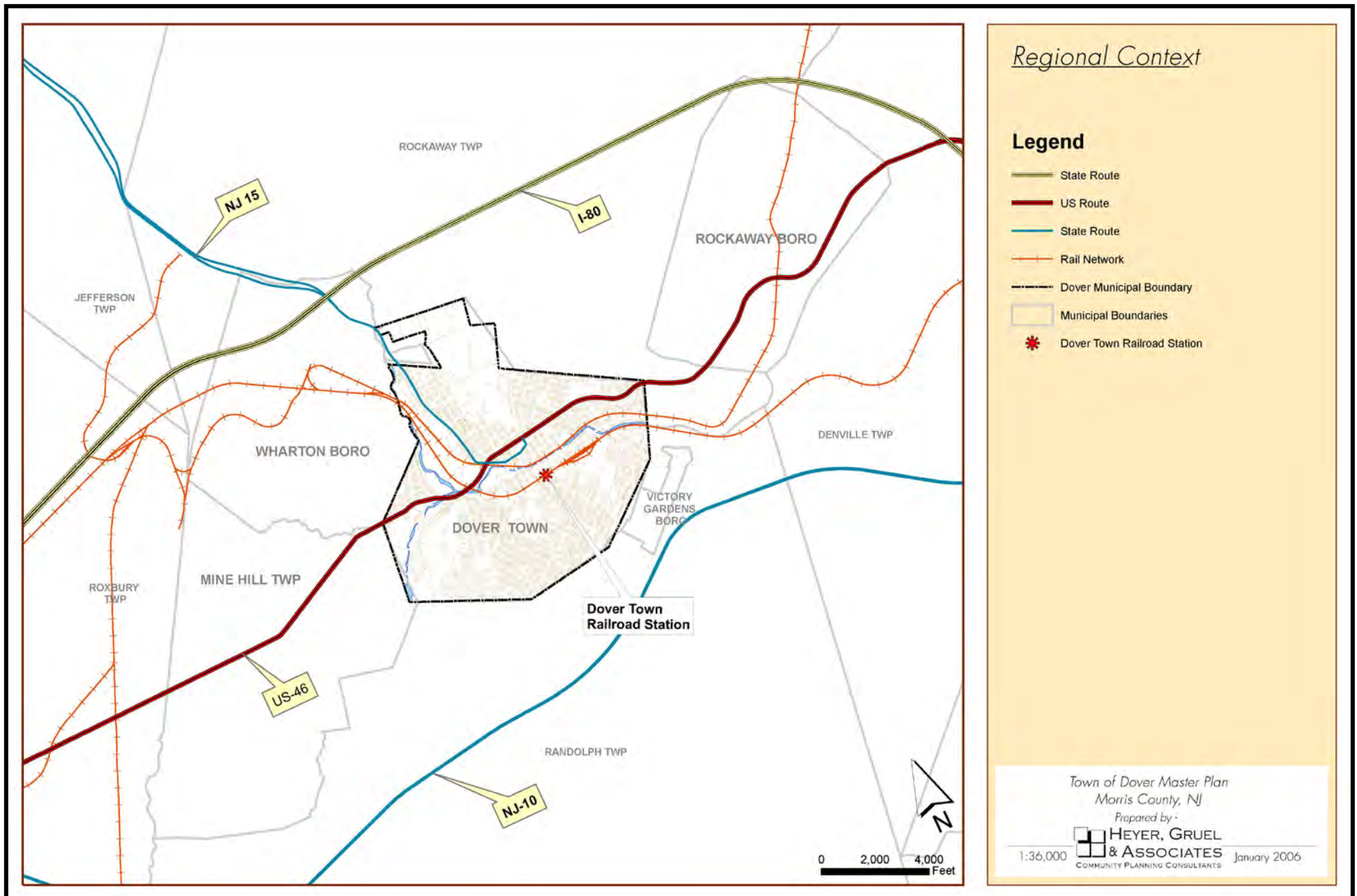


FIGURE 2- REGIONAL CONTEXT MAP

Source: - Town of Dover Master Plan, 2007

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

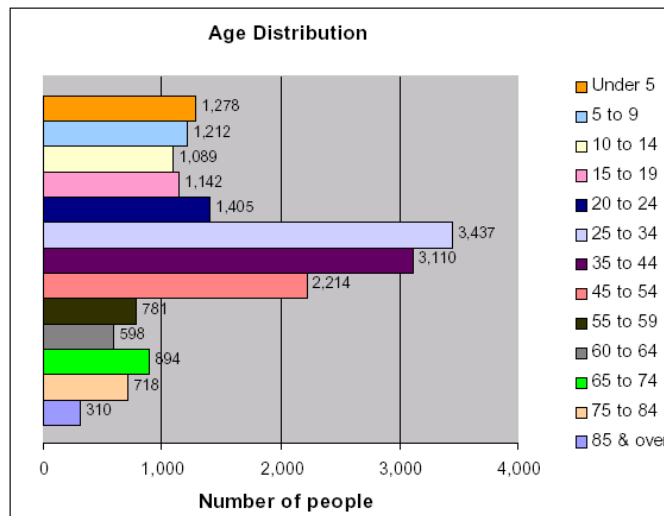
Table-4 POPULATION BY RACE

	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.

Table- 6 Median Income				
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.

Table-10 Current Employment Status

	#	%
OCCUPATION		
Management, professional, and related occupations	1,713	19.4
Service occupations	1,845	20.9
Sales and office occupations	2,262	25.7
Farming, fishing, and forestry occupations	0	0.0
Construction, extraction, and maintenance occupations	789	8.9
Production, transportation, and material moving occupations	2,207	25.0
INDUSTRY		
Agriculture, forestry, fishing and hunting, and mining	18	0.2
Construction	493	5.6
Manufacturing	1,882	21.3
Wholesale trade	275	3.1
Retail trade	1,117	12.7
Transportation and warehousing, and utilities	450	5.1
Information	375	4.3
Finance, insurance, real estate, and rental and leasing	502	5.7
Professional, scientific, management, administrative, and waste management services	1,059	12.0
Educational, health and social services	1,135	12.9
Arts, entertainment, recreation, accommodation and food services	888	10.1
Other services (except public administration)	363	4.1
Public administration	259	2.9

Housing Projections

At the time of The Town of Dover's Second Round certification the Town had a 12-year cumulative fair share obligation of 257 units (251 rehabilitation/6 new). Through prior cycle credits and rehabilitation credits, The Town of Dover's Fair Share obligation was reduced by 66 (sixty-six) rehabilitated units and (3) three units that were constructed at the time the Town received substantive certification. Although the Town is in the midst of updating its Housing Plan, data indicates that other group homes were not originally counted during the second round COAH assisted plan and that these units have brought Dover's Second-Round obligation to a surplus of (3) three units or (-3). However, the Town will seek to satisfy any new obligations through a new Third Round Plan, particularly within its potential redevelopment areas.

Preliminarily, Dover's new Third Round COAH strategy will be met through:

- Second Round affordable development credits
- Alternative Living Arrangements credits
- Continuation of the Town's Rehabilitation Program
- Inclusionary affordable housing in all projects generating at least (3) three units or more.
- Developer fee for all projects
- The realignment of the Dover Housing Authority or outside Administrative Entity

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.

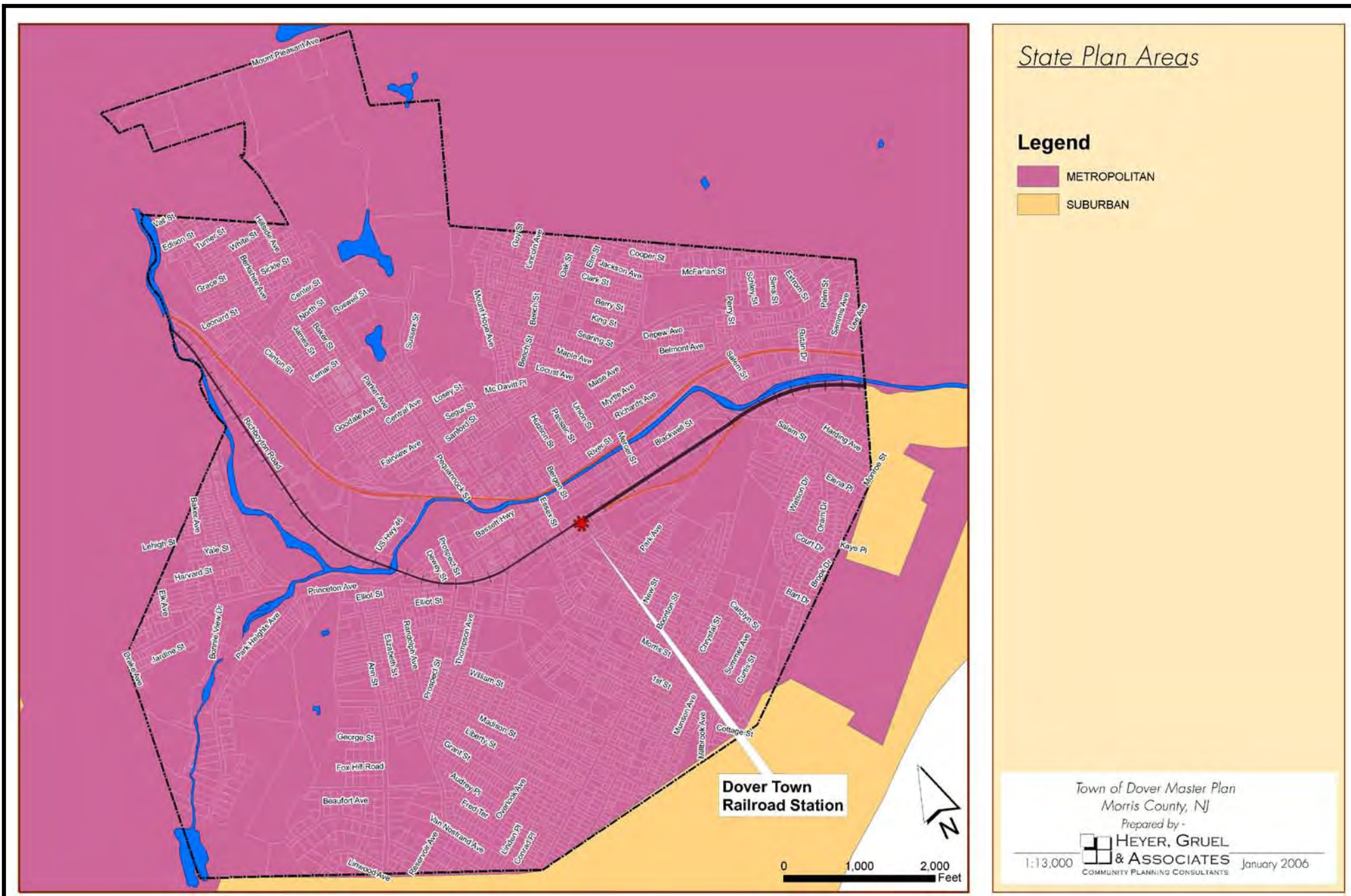


FIGURE 3- STATE PLAN MAP
Source: - Town of Dover Master Plan, 2007

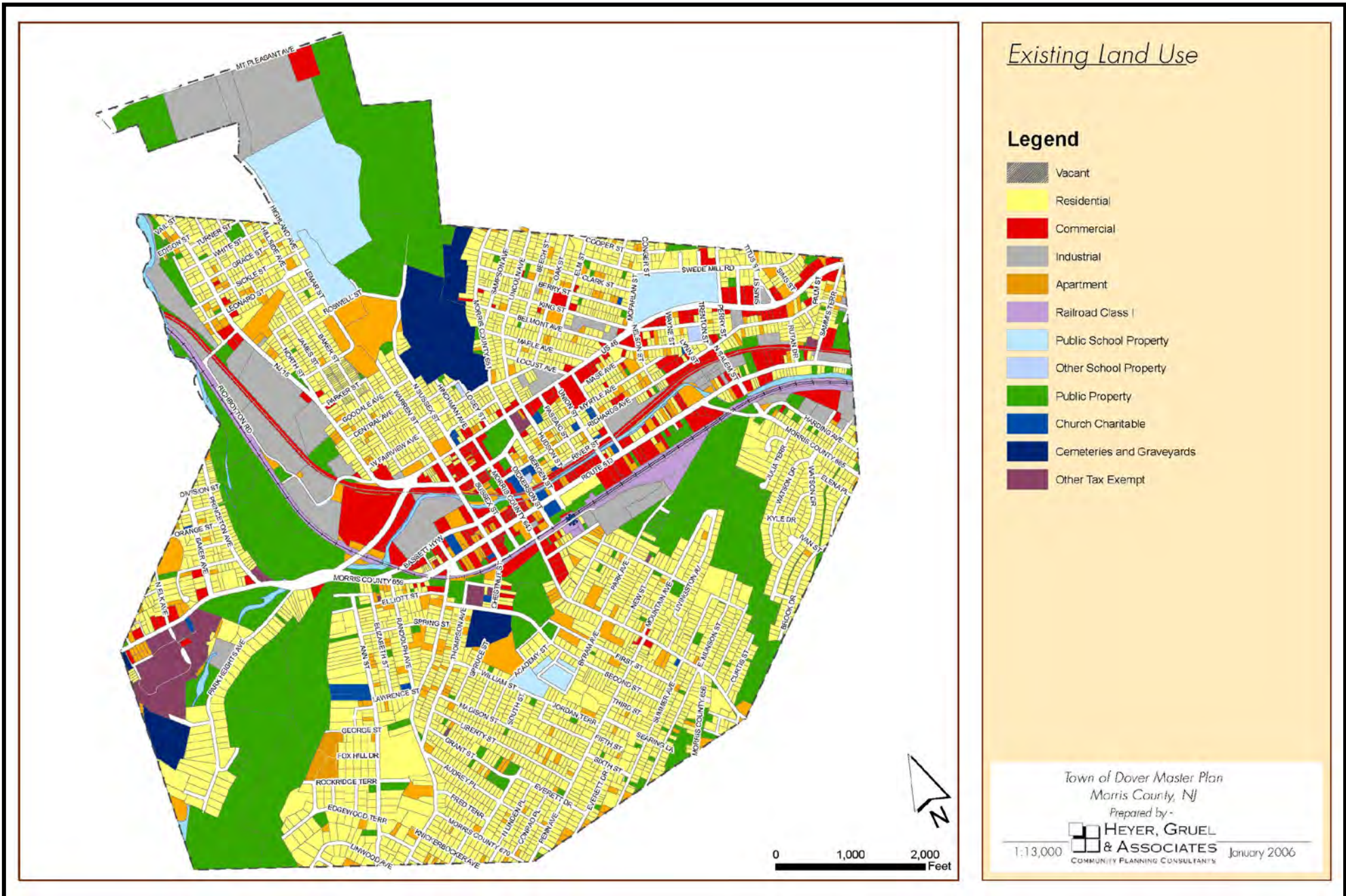


FIGURE 4- LAND USE MAP
Source: - Town of Dover Master Plan, 2007

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 or 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

The "secret spice to the Dover stew" exists within its rich diversity of culture. As stated earlier, Dover consists of White, African American, Asian, and a number of Hispanic and Latino cultures. All told, the number of different cultures reaches around (15) fifteen different races, (9) nine of which are within the Hispanic and Latino category.

As Dover's demographic history evolved, the Town upon a slow down 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.

Notwithstanding the outstanding opportunity in the diverse demographics of Dover, its Arts and Cultural resources are outstanding as well. With Dover Historic Society, Dover Renaissance, the Baker Theater, the Dover Little Theatre, the Children's Museum, Dover Business College, the Kubert School of Cartooning, and others present an additional layer of opportunity to dovetail with the restaurant and Downtown business community.

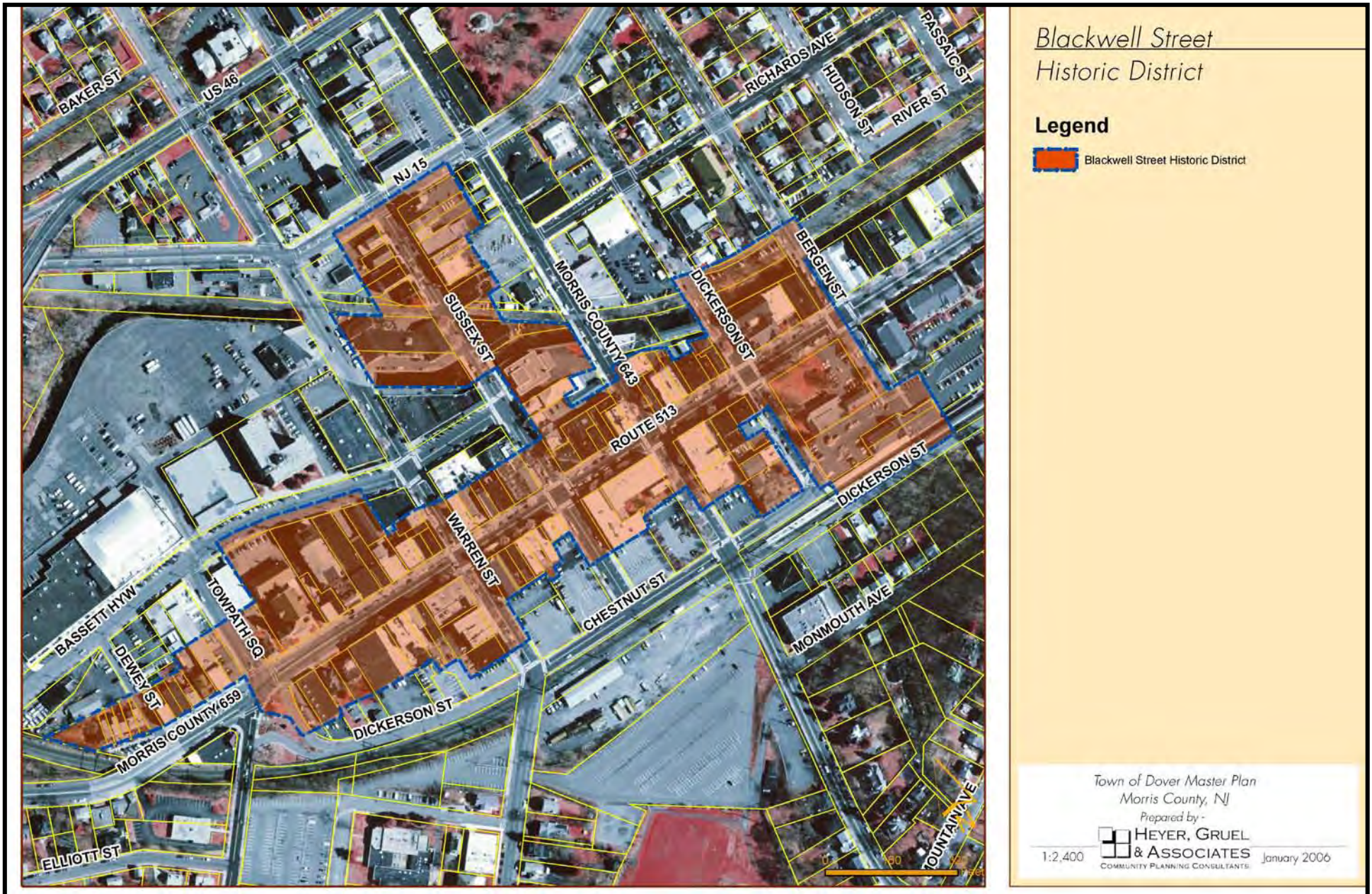


FIGURE 5- HISTORIC DISTRICT MAP

Source: - Town of Dover Master Plan, 2007

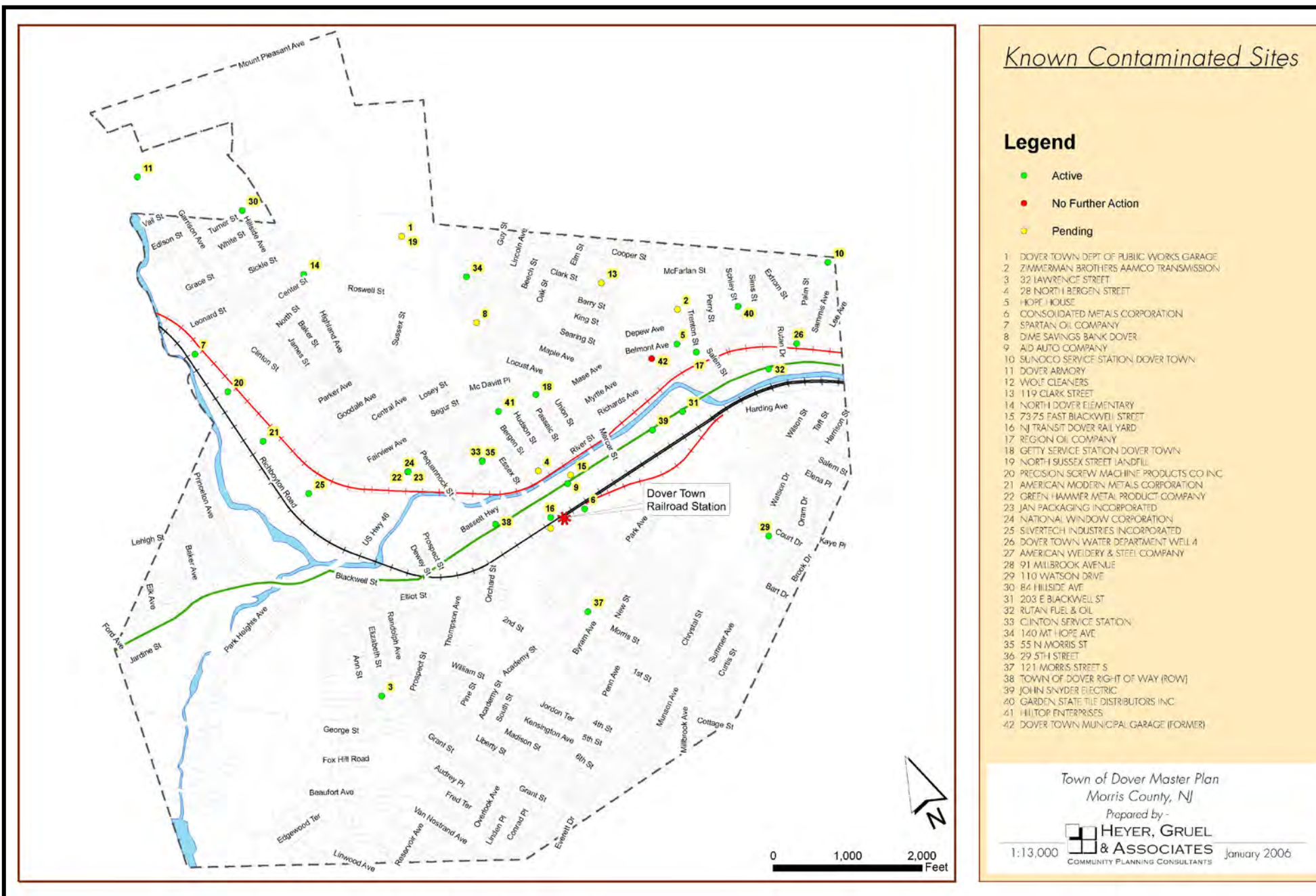


FIGURE 7- KNOWN CONTAMINATED SITES MAP

Source: - Town of Dover Master Plan, 2007

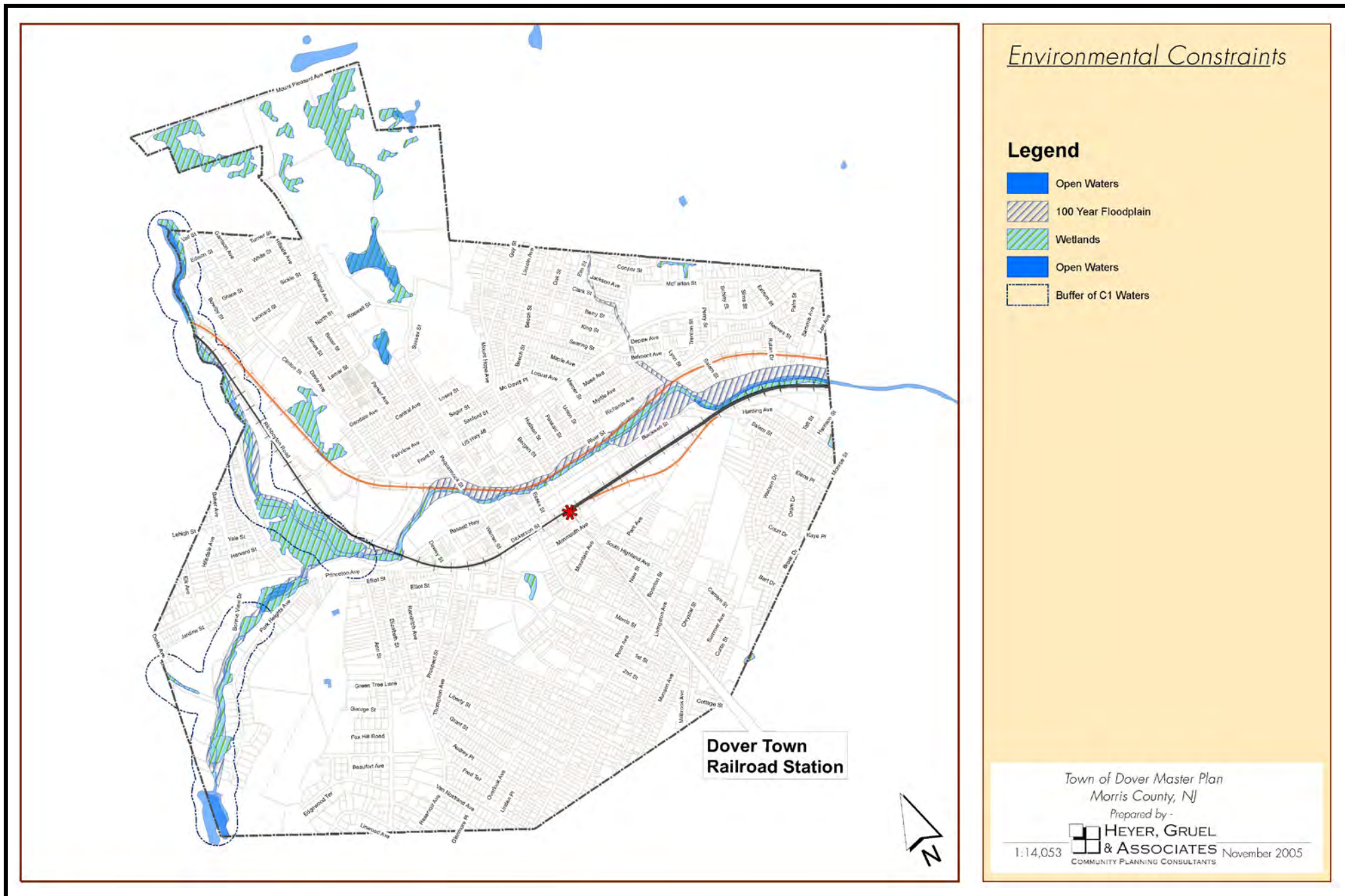


FIGURE 8- ENVIRONMENTAL CONSTRAINTS MAP

Source: - Town of Dover Master Plan, 2007

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							
Based on 2005 Town of Dover database (Dover Main) and MOD IV property tax data.							
Tax Classification		# of Parcels	% of Total	Total Acreage (rounded)	% of Total	Net Taxable Value (mod IV estimate)	% of Total
Vacant Land	1	157	3.6	42.	2.9	\$7,039,100	0.9
Residential	2	3534	83.	634	44.4	\$473,514,200	60.7
Farm	3	0	0	0	0	\$0	0
Commercial	4A	331	7.7	113	7.9	\$116,430,100	14.9
Industrial	4B	48	1.1	130	9.1	\$61,978,300	7.9
Apartments	4C	26	0.6	39.5	2.7	\$22,612,100	2.9
Railroad	5	9	0.2	18	1.2	\$2,569,900	0.3
Schools	15A	7	0.16	58.5	4.1	\$19,077,000	2.4
Other Schools	15B	3	0.07	1.5	0.1	\$1,465,700	0.2
Public Property	15C	93	2.2	306	21.4	\$24,954,400	3.2
Churches & Charitable	15D	27	0.63	9	0.6	\$10,251,600	1.3
Cemetery	15E	5	0.011	47	3.2	\$4,581,100	0.6
Misc. Tax Exempt	15F	15	0.35	26.5	1.8	\$36,151,300	4.6
Total		4255	100	1425	100	\$780,624,800	100

~PUBLICLY-OWNED LAND USES

Public property is the second largest property classification in the Town, comprising 26.8% of the Town's land area or 382.5 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. The majority of public land within Dover lies in Town-owned property or 306 acres of land. This acreage total is inclusive of the 145 acres of parks and dedicated open space. Other publicly held land includes the Dover school system 58.5± acres, and NJ Transit 18+ acres.

~PUBLIC SCHOOLS

The Dover School District serves students in Pre-kindergarten through twelfth grade. Schools in the district (with 2005-06 enrollment data from the National Center for Education Statistics^[17]) are Academy Street Elementary School (K-5, 551 students), East Dover Elementary School (3-6, 188

students), North Dover Elementary School (PreK-5, 815 students), Dover Middle School (7&8, 511 students) and Dover High School (9-12, 888 students).

Students in grades K - 12 from Victory Gardens attend the Dover Public School system as part of a sending/receiving relationship. Students in grades 7-12 from Mine Hill Township also participate in the Dover district as part of a sending/receiving relationship.

-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

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 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. While the Commission is currently working under a NJDEP limit of 112 million gallons a month capacity the plant routinely operates at 85/month. Capacity for the water plant lies at about 125/month. It is believed that adequate capacity does exist for future growth in Dover.

-HIGHWAYS

Dover is located north of Route 10 and South of Interstate 80 with Route 46 traversing through the heart of the Town.

~MASS TRANSIT

Located in the heart of the community is Dover Station. Located at the Station is Dover Rail Yard, a major NJ Transit facility. Bus service is also available to the Downtown and rail facility.

~AIRPORT

Dover is located approximately 15 minutes west of Morristown Municipal Airport, and approximately 25 minutes west Liberty International Airport 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 four commercial buildings fronting Bassett Highway. The four commercial buildings and convenience store fronting North Warren Street are all completely or mostly 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.

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:

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

-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 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.

Table OP-1 Existing Parks and Recreational Facilities

<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

COMMUNITY VISION

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 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 were conducted as detailed herein. Notice, agendas, meeting notes, and outcomes attached in Appendix A;

Public Kick-off Meeting with Planning Board (Open public input meeting)- Advertised on the Town's Kiosk, and Town's Official Website.

Date: January 26, 2005

Agenda: Project Overview, set schedule with the Board

Input Received: initial input and scheduling suggestions.

Master Plan Steering Committee Meeting

Date: February 15, 2005

Agenda: Project kick-off and input.

Invitees: Steering Committee; OSG, NJ Transit, Town Engineer , Mayor's Office

Input Received: Project direction and input/ visioning approach recommendations.
Development of stakeholder questions.

Public Kick-off Meeting (Open public input meeting)- Advertised in the local newspaper, the Town's Kiosk, and Town's Official Website. Flyers sent home with school children. Postings at public places in English and Spanish.

Date: March 2, 2005

Agenda: Project Overview; Visual presentation; Strengths, Weaknesses, Opportunities and Constraints (SWOT) analysis with the public.

Invitees: Public

Input Received: Meeting notes attached. Notes were utilized to form the basis of the Plan and the vision generated.

Stakeholder Meeting- NJ Transit-

Date: March 10, 2005

Agenda: Discussion of NJT Vision for Dover and status of NJT-owned facilities.

Invitees: NJ Transit Planning

Input Received: Information of NJT needs, facility functioning and future projections.

3-full days, Stakeholder Interviews (Invitations to community activists)- See attached list and letter of invitation.

Date: March 22, 2005; March 24, 2005; March 29, 2005

Agenda: One on one interviews specific to the needs of each community representative. Preliminary questions attached. Stakeholders were also asked to respond to visual displays of development types

Invitees: See attached Dover Master Plan Major Stakeholders List. See also Letter of Invitation

Input Received: See attached memo; "General Issues Identified from Stakeholder Meetings" dated May 2, 2005

Public Meeting (Public Meeting; concept review)- Advertised in the local newspaper, the Town's Kiosk, Town's Official Website, flyers sent home with school children. Postings at public places in English and Spanish

Date: April 5, 2005

Agenda: Presentation of the Project and input summary. Review and conduct visual preference discussion of Town-wide assets. Preliminary design concepts presented for public input and reaction.

Invitees: Public

Input Received: See attached notes. Meeting notes were utilized to form the basis of the Plan and the vision generated. Draft Vision Statement for the Plan was developed.

Stakeholder Meeting- Economic Development Commission- Advertising through Commission's Agenda, the Town's Kiosk, and Town's Official Website.

Date: June 1, 2005

Agenda: See attached.

Invitees: The Dover Business Community

Input Received: Specific thoughts on Redevelopment of the Bassett Highway site, impacts on the business community.

Board of Alderman Meeting Open public Meeting/ Status update and input from Governing Body) Advertised as part of Agenda, the Town's Kiosk, and Town's Official Website.

Date: June 14, 2005

Agenda: Presentation of the Project and input.

Input Received: Discussion of community's vision, plan direction and additional issues worth exploring.

Planning Board Meeting (Open public meeting/ Status update and input meeting)- Advertised as part of Board's Agenda, the Town's Kiosk, and Town's Official Website.

Date: June 15th, 2005

Agenda: Review of Stakeholder input. Review and discussion of draft Goals and Objective and Community Profile. Visual preference analysis

Input Received: General comments regarding vision and in-fill development direction.

Stakeholder Meeting- Dover Senior Citizens Advertising through Senior citizen club, posted at Senior Center as well as the Senior Citizen Housing site.

Date: August 1, 2005

Agenda: Presentation of the Project and input.

Invitees: Dover Senior Citizens

Input Received: General comments and issues surrounding the needs of the senior community.

Planning Board Meeting (Open public meeting/ Status update and input meeting)- Advertised as part of Board's Agenda, and Town's Official Website.

Date: August 17th, 2005

Agenda: Presentation of the Housing Element

Input Received: General concerns over COAH regulations.

Board of Alderman Meeting (Open public Meeting/ Status update and input from Governing Body) Advertised as part of Agenda, and Town's Official Website.

Date: August 23, 2005

Agenda: Presentation of the Project and input with focus on Redevelopment.

Input Received: Recommendations for amendments to the Redevelopment Plan.

TOD Steering Committee Meeting

Date: September 16, 2005

Agenda: Project process report and input.

Invitees: Steering Committee Members

Input Received: Feedback on Plan direction.

Planning Board Meeting (Open public meeting/ Status update and input meeting)- Advertised as part of Board's Agenda and Town's Official Website..

Date: October 13th, 2005

Agenda: Presentation of the Project and input with focus on Recreation and Transit Oriented Development Plan Element.

Input Received: Focused on the details of the Plan and clarification on implementation impacts.

Planning Board Meeting (Open public meeting/ Status update and input meeting)- Advertised as part of Board's Agenda and Town's Official Website..

Date: November 21st, 2005

Agenda: Presentation of the Housing Element and Fair Share Plan

Input Received: Final input on the Plan.

Planning Board Hearing (Open public meeting)- Advertised in the local newspaper, the Town's Kiosk, and Town's Official Website.

Date: December 7, 2005

Agenda: Presentation of the Housing Element and Fair Share Housing Plan

Input Received: Adoption Hearing

Board of Alderman Meeting (Open public Meeting of the Governing Body) Advertised in the local newspaper, the Town's Kiosk, and Town's Official Website..

Date: December 13, 2005

Agenda: Presentation of the Housing Element and Fair Share Housing Plan.

Input Received: Resolution of endorsement of transmittal to COAH.

Stakeholder Meeting

Date: December 20, 2005

Agenda: Review of Capital investment projects against the Master Plan with Key stakeholders and Town Officials.

Invitees: Local stakeholders impacted by NJDOT projects

Input Received: See Circulation Plan Element

Public Hearing (Open public meeting)- Advertised in the local newspaper, the Town's Kiosk, and Town's Official Website.

Date: February 22, 2006

Agenda: Review and public input on the Historic Element.

Input Received: General thoughts and concerns regarding the strength of historic preservation regulations.

Planning Board Hearing (Open public meeting)- Advertised in the local newspaper, the Town's Kiosk, and Town's Official Website.

Date: March 22, 2006

Agenda: Presentation of the Historic Element

Input Received: Adoption of Historic Element

Stakeholder Meeting- Board of Education

Date: June 20, 2006

Agenda: Review of Recreation Recommendations and Input from Board of Education.

Invitees: Board of Education, Dover Board of Alderman, Dover Planning Board

Input Received: Comments and input surrounding sharing key recreational facilities.

Planning Board Hearing (Open public meeting)- Advertised in the local newspaper, the Town's Kiosk and Town's Official Website.

Date: July 20, 2006

Agenda: Presentation of the Circulation Element and Recreation Element. Bassett Highway Redevelopment Plan presentation.

Input Received: Referral of the Redevelopment Plan to Governing Body. Discussion and input on Master Plan.

Planning Board Hearing (Open public meeting)- Advertised in the local newspaper, the Town's Kiosk and Town's Official Website.

Date: October 17, 2006

Agenda: Presentation of the Land Use Element and TOD Plan for Adoption.

Input Received: Adoption Hearing

Planning Board Hearing (Open public meeting)- Advertised in the local newspaper, the Town's Kiosk and Town's Official Website.

Date: January 24, 2007

Agenda: Presentation of the Recreation/Open Space and Circulation Element.

Input Received: Adoption Hearing

The Town's planning efforts was legitimized through the extensive public involvement outlined herein. The vision possessed by the Town of Dover – has been validated by the interest of several redevelopers. That interest continues today. The unique approaches employed during the extensive public participation process ensured demographic representation at public input meetings and was integral to garner input from the entire community.

The Town's planning efforts plan developed a true bottom-up approach involving all stakeholders and ethnic groups. In fact, the true purpose of the stakeholder meetings was to invite key Hispanic stakeholders that have long been absent in the Dover planning process. At the Project Kickoff public meeting, (1) one Hispanic individual (employed by the Town) was present. After the invitations to the stakeholder meetings and the one on one sit down interviews, attendance jumped at the next open meeting (the Design charrettes/ concept review meetings), to more than 30 Hispanic individuals.

All in all, the process of developing the community's vision was inclusive, interesting, and fruitful. In fact, the Town kept all the elements of the Master Plan separate, therefore requiring additional meetings to discuss each in detail. This was so that the public had the opportunity to meaningfully take part in all aspects of the plan, from concept to adoption. The Town is respectfully requesting a waiver from any further visioning activities as its extensive process that was legitimized by a new Master Plan and Transit-Oriented Development Plan. Each of these plans not only contains a Smart Growth vision for the future of the Town but also seeks a direction that takes advantage of significant public investments. The State of New Jersey should recognize that the Town of Dover has done everything to forward the State Development and Redevelopment Plan and is a shining example for community planning.

All of Dover's Plans are made available for public review on the Official Website.

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 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

-CURRENT and PLANNED PROJECTS

There are several projects being planned or designed at this time that will have a significant affect on Dover's future. Bridge replacements slated for Prospect Street and Salem Street means that the two main southern entrance points to the downtown are currently undergoing preliminary design. Furthermore, the Town is planning for 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 current planning and design efforts:

~ROUTE 46 – SECTIONS 7L & 8K

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.

The project is in the Draft 2007 Transportation Improvement Program (TIP) for construction in FY2008 and 2009.

~SALEM STREET BRIDGE REPLACEMENT

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.

~PROSPECT STREET BRIDGE REPLACEMENT

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.

~TOWN OF DOVER TRANSIT-ORIENTED DEVELOPMENT PLAN

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.

~BASSETT HIGHWAY REDEVELOPMENT PLAN

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.

RECENT AND UPCOMING DEVELOPMENT ACTIVITIES

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.

Dover Downtown and Station Area

Dover, its leadership, and its residents, through an extensive input process, feels that great opportunity exists within the Downtown business district. As it exists today Downtown is a fully functioning historic “transit village” that can be enhanced in a way that provides the Town an increased ratable base while providing an all-new tier of socio-economic strata. 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 development should be designed, coordinated, and connected into the existing 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 more importantly development regulations, which upon adoption, will guide development applications. The Town of Dover has decided that this approach, where a master plan analysis coupled with a detailed plan for the Downtown and Station area, is the way to proceed with the Town’s future development. All current zoning within this area will then be superceded by the Plan’s ordinances once approved by the Towns Planning Board and Governing Body.

Redevelopment

As described in the Transit Oriented Development Plan, within the 2007 Master Plan areas for potential development, redevelopment or rehabilitation should be carefully considered. Because of the complexity of land owned by different entities, certain areas within the TOD area should undergo intensive study, parcel by parcel, in order to facilitate investment. The redevelopment process according to the New Jersey Local Redevelopment and Housing Law is one such means.

Although Dover does not foresee the need to utilize condemnation powers, it would have to undertake the declaration of “an area in need of redevelopment” should its master planning efforts fail to accomplish the desired results.

- Basset Highway contains a critical parcel of land along the Rockaway River. With pavement up to the rivers edge, multiple parcels of ownership and the ability to create a vital link of the Dover Greenway the area is best suited in comprehensive redevelopment planning. Currently, a redevelopment plan was adopted that will work to solicit developers to construct the entire site with provisions of public spaces, and mixed-use development that will work to spark Dover's revitalization efforts.
- East Blackwell Street is another area where redevelopment may present a logical approach to sorting out some of the areas conflicting land uses. As a vital gateway to the Dover Downtown, this area has numerous parcels in different ownership. While the TOD and its revised land development ordinances may facilitate improvement of the area, redevelopment may ultimately be a tool that the Town may seek to utilize. The flood hazard area of the Rockaway River, which covers most of this area, is an environmental constraint that must be taken into account in any future redevelopment and could cause a significant hindrance to revitalization. Notwithstanding redevelopment, the TOD plan seeks short-term aesthetic improvements to this eastern gateway that will significantly bolster the area.
- Dover Station South is yet another area of multiple land ownership. This area, although topographically challenged, may in the future need the incentives that redevelopment is able to provide. The area's location adjacent to the Dover Station allows for tremendous opportunity once markets in Dover have improved. Strong markets should facilitate the ability to construct the site as creatively envisioned the TOD plan.
- The Route 46 Corridor is another area to consider for redevelopment. While a great deal of this roadway is in fine shape, a lot of it is not. A mix of auto-driven land uses with some conflicting land uses, such as an abundance of service stations, this area could consider a comprehensive plan to sort out the land uses while creating a better-designed roadway from an aesthetics perspective. The interface with the surrounding neighborhoods is also an important consideration- particularly in the downtown area as Rt46 divides the neighborhoods to the north from the Town's commercial core. As such, planning this corridor must be in sections; east, west and Downtown.

Parking Plan

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, the plan recommends that a Parking Authority 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.

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 Township and other similarly designated areas are charged with the goal of providing for much of the states 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 compellation of elements completed over the past thirty years. Some of the areas, such as the Future Land Use element completed in 1977, are largely outdated. More modern components, such as the Bicycle and Pedestrian element completed in 1998, offer a much better context for future Dover planning efforts. While the age of each element is an important facet of its applicability, the 2005 Morris County Cross Acceptance Report indicates that most sections of the plan reflect the designated goals and aims of the State Plan, even if some sections were written before the State Plan was initiated. Therefore, the same general guidelines offered by the State Plan should be considered when thinking about Dover's planning efforts in relation to countywide efforts.

Additional PLANS

~UNITED STATES FOREST SERVICE HIGHLAND REPORT

The Highlands Act was drafted and passed after countless hours of work from concerned citizens and lawmakers in the Highlands Coalition. Many of these citizens used a United States Forest Service report as the scientific cornerstone of their argument. The Highlands Act recognizes that the national Highlands Region has been recognized as a landscape of special significance by the United States Forest Service; that the New Jersey portion of the national Highlands Region is nearly 800,000 acres, or about 1,250 miles, covering portions of 88 municipalities in seven counties; and that the New Jersey Highlands Region is designated as a Special Resource Area in the State Development and Redevelopment Plan.

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.

~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 over all design of the community. Moreover, theses 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.

These are interesting ideas that are considered in the 2006 vision for Dover. The Dover Master Plan seeks to capitalize on these important resources.

ADJACENT MUNICIPALITIES

Dover is border 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 Boro. Wharton Boro. The current land uses bordering Wharton are residential and industrial areas. These land uses generally match Wharton's current zoning along the 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 Dovers 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 with Dover is currently zoned SF-single family residential by the Mine Hill Zone Plan. This zoning is compatible with the current Dover zoning, which is a mix of R-1, R-2, and R-IS. 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 proposed in this 2006 Master Plan. The only point to note is that the Open Space and Recreation Plan recommends stronger connections to Heden 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

Dominating the southern border of Dover is its 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 Heden 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:

R-2, R-IS, and R-1. Randolph's current zoning matches those in Dover, zoning most of the border residential: R-5, R-2, and 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.

~VICTORY GARDENS BORO

Both sides of the small common border between Victory Gardens and Dover are zoned residential, indicating the two are compatible: R2 for Dover, multi-family for Victory Gardens.

~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 northern tip of Dover contains zones for a Redevelopment Area District, an industrial/ office park, and R-2 residential. These uses are generally complementary to the Rockaway zoning, 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 townships is currently zoned C-2 in Dover and B-2 (business highway) by Rockaway. While these current zones are complementary, it is 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

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 is consistent with the Town's Land Use Ordinance. The Town's 2007 Housing Element and Fair Share Plan, needs to be updated in light of the recent Council on Affordable Housing (COAH) Third Round Rule Updates.

The other planning studies and plans, namely the Redevelopment Plans are consistent with the 2007 Master Plan document and were all coordinated through a extensive planning effort.

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.

CONSISTENCY WITH STATE PLAN –

GOALS, POLICIES & INDICATORS

The State Plan is made up of 8 Goals and Strategies and 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.

Goal 1: Revitalize Cities and Towns

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.

Policy on Urban Revitalization –

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.

Key Indicator 5. Progress in socioeconomic revitalization for the 68 municipalities eligible for Urban Coordinating Council assistance

Indicator 6. Percent of jobs located in Urban Coordinating Council municipalities

Indicator 22. Percent of building permits issued in Urban Coordinating Council municipalities

Indicator 27. Number of Neighborhood Empowerment Plans approved by the Urban Coordinating Council

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.

The Town is studying the Bassett Highway Redevelopment Plan Area (BHRPA) which 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.

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 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.

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

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 13 parks, including municipal; and a 380 acre county park open space and park land, 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.

<p>Goal 3: Promote Beneficial Economic Growth,</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 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 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>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>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>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>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>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>
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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. As it exists today Downtown is a fully functioning historic "transit

village” that can be enhanced in a way that provides the Town an increased ratable base while providing an all-new tier of socio-economic strata. 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.

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 unhealthful 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. Once an IND/OP zone along the Mount Pleasant Avenue corridor, a plan was created in order to facilitate the property's return to the tax rolls. As of today, the site is under construction for a 150,000 SF FedEx distribution facility with approval for an additional 20,000 SF addition. The entire North Sussex Street Landfill will be properly closed and capped in accordance with NJDEP requirements under this phase of the redevelopment. Plans have also been recently approved for construction of a hotel and light industrial/office flex building. 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.

<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 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. While the Commission is currently working under a NJDEP limit of 112 million gallons a month capacity the plant routinely operates at 85/month. Capacity for the water plant lies at about 125/month. 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.

<p>GOAL 6: Provide Adequate Housing at a Reasonable Cost</p> <p>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.</p>	<p>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.</p> <p>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.</p>	<p>Indicator 20. Percent of New Jersey households paying more than 30% of their pre-tax household income towards housing</p> <p>Indicator 24. Annual production of affordable housing units</p>
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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 affordable housing plan to be consistent with new COAH rules and regulations.

<p>Goal 7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value</p> <p>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.</p>	<p>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</p>	<p>Key Indicator 2. The amount of land permanently dedicated to open space and farmland preservation</p> <p>Indicator 12. Conversion of land per person</p>
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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-

- 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 as delineated in Map 1 of this plan.

- 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 Township and other similarly designated areas are charged with the goal of providing for much of the states 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 and is the County Seat for Sussex County. Designated a center in 1994, the Town has many assets in its traditional downtown and compact mixed-use neighborhoods. However, much of the housing stock is aging, and abandoned and dilapidated commercial and manufacturing buildings continue to pose development challenges. The Town has prepared a Master Plan to provide a framework for growth, redevelopment and rehabilitation, which focuses on creating dense mixed-use neighborhoods that function consistently with State Plan goals and objectives. In conjunction, the Town is studying proposed areas in need of redevelopment and has designated an area in need of rehabilitation to provide the tools needed to implement the Redevelopment Plan.

The Town has been working in partnership with the State actively since its Regional Center designation in 1994. Dover recognizes the importance of this partnership and, through this document, seeks Plan Endorsement from the State Planning Commission. Dover is planning consistently with the State Plan as outlined in this report. As a result, the Town respectfully requests endorsement of its plans, its Visioning component and therefore a renewal of the Town's Regional Center designation.

APPENDIX A- 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 Iosco - 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.

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 ^{VISION} Mid May
- 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 successful?
- Density & Steep slopes?
- Downtown Revitalization
 - Higher 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		
Dilip Roy	NT	Planning Consultant	clatini@hyapa.
John Bowman	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 Barryck	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 PERBOLA	16 N. SUSSEX ST DOVER	PROF. OWNER	
George Jhusil	93 E Blackwell St. Dover.	phy. owner	973-366-9800
Lee Leviti	43-45 West Blackwell St	Physician	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 Educ Bd	
LEROY M VARGA	27 BEAUFORT AVE	DOVER WATER COM CHILD CARE CONTR	973 366 5098
Kevin Lewthwaite	150 ANN ST		973-445-2690
Maureen Hoffman	30 Babcock Ave	Resident	361-2417
Patrick Fahy	2 E Crystal St.	Resident	973-328-1980
Raymond Santos	279 W. Clinton St Apt 313	Resident	973-722-1233
Narcida Santos	62 Livingston Ave	Resident	973-361-6254

SIGN-IN SHEET

MARCH 2, 2005

[illegible]

03/02/2005

Dover Masterplan Kick-off Meeting

Strengths -

- Down town Area (The Communities) is
- Transportation Center
- Park - (Hedden Park)
- Redeveloped People
- River (Rockaway River)
- 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 12 School District.
- Childrens museum and a
- Historic museum

Chuck

- A great mix of people (People - Not 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 Towntown
 - Parking Lots of New Jersey.
 - Enforcement Authorities.
 - N.J. Transit is a Bad Neighbor
 - Flood Plain S? W? O? T? (Does Town 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 Towntown.
- Note → Homeless people.
- street Connectivity.

Opportunities

Affordability

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

- Opportunity to bring in Big Box into the town.
- Landfill Redevelopment (North, Close to High School)
- 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.
- ~~etc~~ enforcement for housing occupancy.
- Enforcement, not ~~the~~ a central control/management.
- Looting, ~~the~~ 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 Smart Growth Plan by the state.
 - Is Smartgrowth Housing a goal.
-

Ed Hore - Executive Director

Ed Secco → Hatch Mott MacDonald

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
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P.O. BOX 798
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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

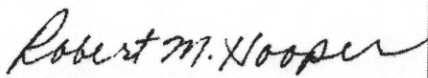
We will schedule a time between the hours of 10:00 a.m. and 7:00 p.m. with the meeting(s) lasting approximately 45 minutes to an hour.

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, reading "Robert M. Hooper", followed by a vertical line.

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	
	Other St. Clare's Hospital / Dover	% Jay Thompson, 15 N. Morris Street	Dover	NJ	07801	Jay Thompson	(973) 366-0010
Major Property Owners	Woodmont Properties	400 W. Blackwell St.	Dover	NJ	07801	Jeffrey Snyder	
	DOVER TUBULAR ALLOYS INC.	119 Cherry Hill Road, Suite 110	Passippany	NJ	07054	Lewis Zlotnick	973-316-9400
	NICHOLAS ARCHIBALD JR & NANCY	P O BOX 915	DOVER	NJ	07801		
	AVRES-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
	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
School Organizations	JOE KUBERT SCHOOL OF CARTOON	158 W CLINTON ST	DOVER	NJ	07801		
	Academy St. School PTSA	37 MYRTLE AVE	DOVER	NJ	07801	Richard Cloughley	
	Dover Board of Education	4 4th. St.	Dover	NJ	07801	Elizabeth Corsetto, Pres.	973-989-2034
	Dover Middle School PTSA	53 New St.	Dover	NJ	07801	Eileen Beighly, Pres.	
Town/Gov. Commissions	East Dover Elem. School PTSA	E. McFarlan St.	Dover	NJ	07801	President	
	North Dover Elementary School PTSA	Highland Ave	Dover	NJ	07801	Michael Scameo	
	Friends of Rockaway River	66 First St.	Dover	NJ	07801	Bob Hooper	973-366-2200 Ext. 154
	Dover Board of Adjustment	Town Hall	Dover	NJ	07801	Michael Hanson	973-366-2200 Ext. 152
Municipal Departments	Dover Planning Board	77 W. Munson Ave.	Dover	NJ	07801	William Isselin	973-366-2200 Ext. 119
	Engineering/Planning/Construction	37 N. Sussex Street	Dover	NJ	07801	Donald Costanzo	973-366-2200 Ext. 130
	Code Enforcement	37 N. Sussex Street	Dover	NJ	07801	Robert Sweeney	973-366-2200 Ext. 168
	Health	37 N. Sussex Street	Dover	NJ	07801	Harold Valentine	973-366-2200 Ext. 179
	Tax Assessor	37 N. Sussex Street	Dover	NJ	07801	Walker Michalski	973-366-2200 Ext. 140
	Police	37 N. Sussex Street	Dover	NJ	07801	Judge George Kopitka	
	Fire	37 N. Sussex Street	Dover	NJ	07801	Betty Ingles	
	Court	328 Richards Ave.	Dover	NJ	07801	Connie Foster	
	Dover Area Historical Society	90 Penn Ave.	Dover	NJ	07801	Director	
	Dover Renaissance, Inc.	215 E. Blackwell St.	Dover	NJ	07801	Alan Ritter	973-366-2200 Ext. 143
Religious Groups	Dover Housing Authority	100 Princeton Ave.	Dover	NJ	07801	Luis Acevedo	973-366-2203
	Water	211 N. Sussex Street	Dover	NJ	07801	President	
	Public Works	51 W. Blackwell St.	Dover	NJ	07801	President	
	Casa Puerto Rico	P. O. Box 812	Dover	NJ	07801	Javier Mann	973-366-4770
	Club Columbia	97 Bassett Highway	Dover	NJ	07801	David Heimer - Exec. Dir.	
	Morris County Hispanic Affairs	Feltinghuysen Afboretum, 53 E. Hanover Ave., PO Box 1295	Morristown	NJ	07801	Tom Iwicki	
	Morris County Park Commission	213 Baker Ave.	Dover	NJ	07801	Robin Foster	
	Dover Recreation Commission	90 Penn Ave.	Dover	NJ	07801	Commissioner	
	Dover Shade Tree Commission	100 Princeton Ave.	Dover	NJ	07801	Robin Kline	973-442-4664
	Dover Water Commission	49 Jackson Ave.	Dover	NJ	07801	Frank Podlas	
Social Clubs	Dover Vision	16 Highland Ave.	Dover	NJ	07801	Larry Huss: Carolyn Bishop	
	Dover Memorial Association	32 E. Clinton St.	Dover	NJ	07801	Rev. Cheryl Johnson	
	Dover Free Public Library	123 E. Blackwell St.	Dover	NJ	07446		
	Dover Cherry Association	275 N FRANKLIN TURNPIKE PO BOX 369	RAMSEY	NJ	07446		
	W BARNSH CHILDRENS TEST TRUST	71 BASSETT HIGHWAY	DOVER	NJ	07302	Jim Walsh	(201) 836-4500
	FOX DOVER TENANTS CORP %PW FUNDING	101 HUDSON ST. 39TH FLR	JERSEY CITY	NJ	07666	President	
	SPRUCE SENIOR HOUSING LP	PO BOX 309	TEANECK	NJ	07801	Jay Thomson	(973) 366-0010
	American Legion Post No. 21	1 Legion Place	Dover	NJ	07801	President	
	Dover Kiwanas	15 N. Morris St.	Dover	NJ	07801	President	
	Dover Lions Club	101 Baker Ave.	Dover	NJ	07801	Worshipful Master	
Other Organizations	Elks Lodge	4 Princeton Ave.	Dover	NJ	07801	President	
	Masonic Temple	20 Thompson Ave.	Dover	NJ	07801	President	
	Moose Lodge	21 Sammis Ave.	Dover	NJ	07801	President	
	Woman's Club	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?
- *is needed*

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
Kiddie? **

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/ OPPORTUNITIES

- 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



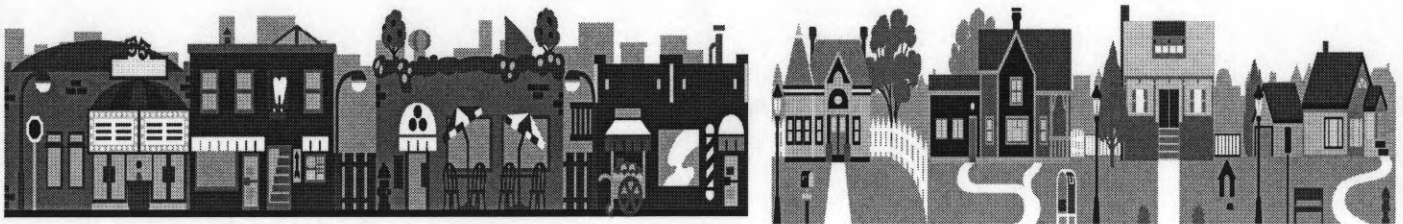
- The public is invited to participate in a meeting to discuss the Master Plan for the Town including; open space and recreation, the downtown, housing and historical preservation.
- The new plan will serve as the basis for revisions to the Town's Land Development Regulations.
- Everyone is welcome and 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 CONTRADICTORY STATEMENTS. (OFFICE VS. TOWN)
* ABSORB 600-700 UNITS. (300-325 VISIN 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 / ~~foot~~ ^{pedestrian} ~~connections~~
- pedestrian "connections" for new devel't
• 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 → Branding. & 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.
- Prototyping 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
- Brookhu'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

→ Streetscape!
Furniture

→ Regulate Parking establish Authority / Shared Parking

TO → Shuttle Bus.

→ 4 lanes on 46 out of character.

→ More Community Policing.

→ Taxi regulations!

→ Need programs to attract larger employers to come downtown.

→ Outreach

→ Community Center

→ Cultural programs

✓ ✓ un.

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

CM'

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 as 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.

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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..

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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.

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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 re-use.
- 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 of 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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