



# *Town of Dover*

*Morris County, New Jersey*

## ***2018 Master Plan Reexamination Report***

*October 19, 2018*

*As Adopted By the Planning Board on October 24, 2018*



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# ***Town of Dover*** *Morris County, New Jersey*

## ***2018 Master Plan Reexamination Report***

The original of this report was signed and Sealed in accordance with N.J.S.A. 45:14A-12.

**October 19, 2018**

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Photo Credits: Cover - *Meridia Transit Plaza, a planned \$57 million project that will bring 214 apartments to downtown Dover. Courtesy: Capodagli Property Co.*

## PERIODIC REEXAMINATION OF THE TOWN OF DOVER MASTER PLAN AND DEVELOPMENT REGULATIONS

### *I. Preface*

Every ten years, municipalities are required by law to review their master plan through a reexamination process. Prior reexaminations of the Master Plan occurred on November 22, 1993 and October 27, 1999, which gave way to the entirely new Master Plan adopted by the Town of Dover Planning Board in January of 2007. Since that time, the Town has worked hard to implement the Plan and through that work has determined that a number of issues that have risen that impact this reexamination.

The following is the response to the requirements of the statute. In addition to satisfying the requirements of reexamination, this report is also intended to serve as a basis to amend the Master Plan with specific recommendations for certain tracts of land within the Town that require more detailed analysis and ordinance review.

This document is not a replacement of the Town's Master Plan but rather to review the status of the Master Plan's objectives, outline policy and ordinance changes since its adoption, define objectives moving forward, and recommend changes in response to market pressures and new information. It is broken into five different sections, which answer the five statutory questions required of a Master Plan Reexamination. These sections are:

- Discussion of the objectives of the 2007 Master Plan (NJSA 40:55D-89a);
- Discussion of the status of the 2007 Master Plan's objectives (NJSA 40:55D-89b);
- Discussion of the changes in assumptions, policies and objectives in relation to the 2007 Master Plan and today (NJSA 40:55D-89c);
- Discussion of specific recommendations for change (NJSA 40:55D-89d);
- Discussion of current redevelopment plans (NJSA 40:55D-89e).

This report represents an important step in the continuation of the Town of Dover's economic and community development initiatives. As the Town continues to be in a solid position for major investments given its regional market conditions, redevelopment opportunities, and assets, the progressive review of its vision and associated policies remain vitally important toward insuring opportunities are capitalized upon while community character is protected and quality of life enhanced.

Since the 2007 Master Plan there have been changes in both the Town, state, and country. Although the current economic expansion continues, issues of unemployment or underemployment, residential foreclosures, affordable housing, and the cost associated with aging infrastructure, are issues that continue to be addressed despite recovery. While some of these issues are National and State issues, a municipality can continue to improve its position in the market with solid comprehensive planning and a vision for the future that entices investment - Dover has done just that.

The primary purpose of a Reexamination Report is to evaluate changes in a municipality and to determine whether the Master Plan and the related development regulations are still relevant and appropriate. As noted throughout, the Reexamination Report is not a Master Plan. As required by law, the Reexamination Report has identified significant changes within the Town since the adoption of the 2007 Master Plan. This Report has also begun to explore the unique qualities exhibited in the Town and how they can be leveraged to establish long-term policies to preserve this great community.

## II. Introduction

In accordance with N.J.S.A. 40:55D-89 et. seq., the Town of Dover Planning Board conducted a general reexamination of its development regulations, and its 2007 Master Plan. The statute requires a general reexamination at least every ten years. The Reexamination Report that follows complies with that requirement.

As required by the Municipal Land Use Law, the following requirements of a Reexamination Report have been addressed, pursuant to N.J.S.A. 40:55D-89a through N.J.S.A. 40:55D-89e, as reflected below:

- a. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last Reexamination Report.
- b. The extent to which such problems and objectives have increased or been reduced subsequent to such date.
- c. The extent to which there have been significant changes in the assumptions, policies and objectives forming the basis for the Master Plan or development regulations as last revised.
- d. The specific changes recommended for the Master Plan or development regulations, if any, including underlying objectives, policies and standards, or whether new development regulations or plan elements should be prepared.
- e. The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment and Housing Law", P.L. 1992, c. 79 (C.40A:12A-1 et al.) into the land use plan element of the municipal Master Plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

Additionally, as a separate related step of this Reexamination Report process, critical ordinances will be evaluated and recommended for revision. Selected maps whose information and/or findings require correction or have changed since their 2007 adoption will be recommended for correction.

Appendices are included for some of the background information identified in the Report. They are;

- *Aerial Map*
- *Existing Zoning*
- *Issues in Need of Addressing*
- *Existing Redevelopment/Rehabilitation Areas*
- *Prospective Redevelopment Areas*



### III. NJSA 40:55D-89a

#### *Major Issues & Objectives Outlined in The 2007 Master Plan*

##### A. Overview

A concerted grass-roots effort led to a variety of planning efforts, and ultimately the need to consolidate these efforts into a new Master Plan that reached beyond the statutorily required reexamination. The 2007 Master Plan was designed to conclude this effort with a Land Use Plan that embraced Smart Growth principles in the form of;

- A carefully planned Transit Village area for the Downtown and Dover Station Area;
- Improved planning in the established residential communities that reduced pressures for neighborhoods experiencing illegal conversions of single-family housing stock into multi-family;
- Creating a strong resilient ratable base.

Dover determined at the beginning of the Master Plan process that achieving the right mix of residential and commercial mixed-use development patterns for its Downtown was a vital part of its strategy to accommodate new growth. This led to a redevelopment planning effort that continues today. This Downtown effort seeks to accomplish many different goals. The Downtown would accommodate the Town's desired market upgrades and enhance an already established and vibrant historic place, while continuing to provide affordable housing for families who live in and wish to stay in Dover.

Through an intensive public participation program associated with this Master Plan, the Town of Dover decided to take a comprehensive approach toward solving some of its issues. By looking deep into all the issues, from parks and open space to cultural differences, the Town began stitching a community "quilt of opportunity." Recognizing past and present planning efforts, the Town is building on its diversity by promoting growth that aligns with several key goals. They are;

1. Enhance the socio-economic demography of the town by providing housing options not currently offered in Dover;
2. Capitalize on the Town's cultural strengths by promoting the arts, local cuisine, academic institutions, historic resources, and cultural diversity.
3. Assist all the Town's neighborhoods stabilize, and revitalize through public improvements, creation of neighborhood organizations and education.
4. Further enhance Dover as a "Go to" and "Go do" place through increased economic development opportunities, redevelopment and improvements to the pedestrian realm in Town that capitalize on Dover's uniqueness.
5. Reduce land use conflicts through promoting the Town as a place to do business thereby spurring private sector market forces to seek relocation to Dover

##### B. Regional Planning Initiatives

It is also important to note the regional planning efforts that effect Dover. Although somewhat static over the past 8 years, it is likely the State of New Jersey will begin supporting important regional planning efforts once more.

1. On December 2, 1994, the State Planning Commission officially recognized a Designated Regional Center (Designated 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.
2. The State designated the Highlands region as a special resource area dedicated toward the protection of a major state water supply. This designation was anticipated to create added development pressure in already established communities such as the Town of Dover. 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 Highland region will continue to mount on places with the structural qualities like the Town of Dover.

## C. Land Use Planning

The following areas were cited as part of the 2007 Master Plan recommendations;

### 1. Transit Oriented Development - TOD

The Town commissioned a plan entitled The Town of Dover Transit- Oriented Development Plan. The plan, appended to the 2007 Master Plan, breaks the Downtown and Station Area into (8) eight subareas and performs a detailed analysis of existing land use, zoning, and how new development should be designed, coordinated, and connected into the existing business district. It also works to strengthen the relationship between the Town and NJ TRANSIT as the difficulties in balancing a terminus rail station, rail yard, maintenance facilities, and of course commuter parking needs as apparent.

### 2. Redevelopment -

Areas for potential development, redevelopment or rehabilitation were noted as important considerations within the Master Plan. The 2007 Master Plan foresaw the possibility to utilizing the Local Redevelopment and Housing Law (LRHL) in several places in town; the Basset Highway Area, East Blackwell Street, the area immediately south of Dover Station, and perhaps even the Route 46 Corridor.

While the Town declared itself "An Area in Need of Rehabilitation" which does allow for redevelopment planning albeit without the powers of eminent domain, the following areas were reviewed for their potential as Redevelopment Areas as defined in the LRHL; some of which were eventually designated by the Town as is noted in Section V of this Report.

- a. Basset Highway – Although not designated an Area in Need of Redevelopment, a redevelopment plan was adopted concurrently during the 2007 Master Plan process as part of the Town wide Area in Need of Rehabilitation designation. This development



remains ongoing as the effort to create public spaces intertwined with mixed-use development will work to spark Dover's revitalization efforts. Designation as an Area in Need of Redevelopment could be investigated.

- b. East Blackwell Street - is another area where redevelopment was contemplated. An area of conflicting land uses, it is an area that is a gateway to the Dover Downtown. Numerous parcels in divergent ownership, the area could benefit from strong design standards and financial incentives, especially given the floodplain impacts associated with the Rockaway River.
  - c. Dover Station – The area's location adjacent to the Dover Station allows for tremendous opportunity. Regional market pressures will eventually facilitate the ability to construct the site as envisioned by the TOD plan. Given parking demands and the area topographic challenges, Redevelopment was a tool the Town contemplated to ensure financial feasibility and creative design.
  - d. The Route 46 Corridor - A mix of auto-driven land uses with some conflicting land uses, such as an abundance of auto-related businesses, a comprehensive plan to sort out these land uses while working with the state to calm the roadway from a safety and aesthetics perspective was contemplated. The interface with the surrounding neighborhoods is also an important consideration, particularly in the downtown area as Rt46 divides the neighborhoods to the north from the Town's commercial core making pedestrian and bicycle access difficult.
3. Parking
- The 2007 Master Plan recommended the review of potentially creating a parking authority that would 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 were included in the Transit Oriented Development Plan (TOD), based on the 2004 Parking Study by Wiley. As is detailed later in this report, the Town continues to work to address parking needs and is under study.
4. Gateways, Greenways, and Civic Spaces -
- The Recreation and Open Space Element of the 2007 Master Plan discusses this topic in depth. Key aspects of the plan included:
- Inclusion of public art and public spaces.
  - Provide commuter-waiting areas through public plazas near Dover Station and Bus Stop.
  - Provide Crescent Field with additional space integrated into the Redevelopment of the area. This could include provisions for a community center. Enhance the Morris and Essex rail ROW through landscape improvements.
  - Work with private sector to add to the public parks system, including; St. John's Church, NJ Transit and property owners along the River.
  - Include residential amenities into the design of new larger, mixed-use buildings. This could include pools, playgrounds and sitting areas within the building.
  - Create greenways along the River and abandoned rail ROW.
  - Link public places, such as the post office and Town hall to pedestrian plazas, walkways and open space.

- Enhance the history of Dover while creating new open spaces, the Morris Canal and other historic sites and buildings.
- Creation of gateways to announce Dover to visitors coming to Dover

## 5. Cultural Amenities and Business Recruitment

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. The creation of a “Special Improvement District” or “Business Improvement District” was a consideration to work in concert with, and be ultimately be directed by, an established economic development director. The Town has since worked to initiate this Master plan recommendation as detailed herein.

## 6. Dover’s Neighborhoods and Associated Zoning

Dover’s neighborhoods are diverse, and so too the 2007 Master Plan’s recommendations pertaining to them. Certain neighborhoods and their respective zones experience in-fill housing applications, others, converting from single to multi-family.

- a. R1 and R2 Zoning - In addition to the inclusion of FAR to control the character of new in-fill development, the Master Plan recommended incorporating stricter definition of height of structures.
- b. R1-S Zoning – The zone encompasses land constrained by steep slopes. Adjacent to tracks of open space and parkland, these zones should carefully reviewed for potential inclusion into the park system where appropriate.
- c. R3 and R3A Zoning – These zones provide another layer of housing choice with the town. These zones allow for two- family and duplex. The 2007 Master Plan recommended that the R3 and R3A zones become single-family zones and permit by condition, the ability to create two-family or duplex units.

## 7. St Clare’s Hospital Area

The Dover campus is a 20+/- acre facility with land uses associated with the practice of health care but not owned by the hospital itself. These surrounding uses all within the residential zoning (R2 & R3 zones along Route 46) have migrated into the surrounding neighborhood. These uses consist of doctors’ offices and others ancillary to a hospital. The 2007 Master Plan recommended that land development standards compliment the economic growth opportunities the Hospital brings to the Town.

## 8. Rt 46 – McFarland Avenue

The Route 46 Corridor, McFarland Street is an area that is experiencing an image crisis. Is it a highway, or a main street, a neighborhood commercial center, or a suburban strip center? The Master Plan proposed some short-term recommendations that can assist with the improvement of the corridors image, particularly as the road functions as both a means of facilitating east-west regional travel and as a gateway into the town, although more focused study is necessary.

## 9. Zoning

This Land Use Plan Element also recommended that Dover revise the land development ordinances to correspond to the recommendations identified therein. During this revision, a comprehensive review was recommended to be undertaken to revise and eliminate cross-referencing and ambiguities present in the code. The new ordinance

would also provide an update of the definitions section and work to clarify and/or specify other portions of the ordinance where appropriate.

## ***IV. NJSA 40:55D-89b***

### ***Extent to Which Issues & Objectives Have Been Reduced/Increased***

Dover is not a Town whose Administration sits idly by. Over the last 10 years, Dover has been extremely proactive. As anyone in the community and economic development business will testify, 10 years is not a long time, which makes the Town's progress that much more impressive.

#### **A. Overview**

It is clear that the trend back toward urban places is well underway in the greater New Jersey market. Towns like Dover stand to benefit greatly given the bones of its historic development pattern and infrastructural foundations. Dover continues to move toward improving itself not by reinventing the wheel but making changes that honor its history by capitalizing on its assets, both architecturally and from an infrastructure perspective. This Reexamination Report continues this approach by supporting past and present efforts through an eye on the work necessary to bring it all together.

#### **B. Regional Planning**

The future of "regional" planning is virtually nonexistent at the State level thus leaving municipalities to plan for themselves. Fortunately for Dover, it has the expertise on staff to continue moving things forward more locally; perhaps with the potential to be augmented by the County along the way. Notwithstanding state support, being located in the "Planning Area" of the Highlands, the Town will likely continue to see regional investment focus on it because of the proximity to "Preservation Area" communities and market demands. Dover's development patterns, coupled with strong market forces, will likely continue to keep the Town on the developer radar screen well into the future.

An important issue to explore within this regional planning discussion lies within the system of NJ TRANSIT. Being a terminal station along the Morris & Essex Line, as well as a host to a rail-yard, Dover is an important cog in the regional transportation system. However, a balance must be found between the needs of the host community and the operator of the system. That balance must include a rational approach to commuter parking juxtaposed against what transit-oriented development brings the transit system. While Dover could meet a lot of different, and often competing needs of the system, it must be allowed to redevelop its parking areas to strengthen its economic position, while recognizing the parking needs of the transit system in sensible ways. To date, NJ Transit has not fully embraced this approach from a real estate aspect.

The last piece of the regional planning puzzle lies in the Rockaway River, a great resource both to the town and to the region at-large. Ensuring that efforts both in regional recreational opportunities, as well as solutions to flooding are critical to the wellbeing of this valued resource and must remain a regional effort. As Dover redevelops, its planning efforts have recognized the need to recapture the streams edge for not only aesthetic and passive recreational opportunities, but natural resource protection as well.

## C. Land Use Planning

The following areas were cited as part of the 2007 Master Plan recommendations;

### 1. Transit Oriented Development -

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

The future of TOD in Dover remains in question as a significant portion of land necessary to achieve total success lies in the control of NJ TRANSIT. Changes in state administrations and the commitments made to TOD have fluctuated. It will remain to be seen how the Town fares with the next round of negotiations. All in all, efforts to move forward have been more characterized as difficult at best.

The Town should work to make a case which compels NJ TRANSIT to review their entire parking supply as it relates to Downtown Dover and the needs of the Morris & Essex Line in total – especially as it relates to TOD opportunities and the economic growth potential for the State. As capacity along this transit route is at max capacity into Manhattan, commuter parking may be in-fact a secondary consideration when reviewing the development potential of a community such as Dover. Dover is not just a park and ride, it is a destination!

The Town has offered solutions toward their request to NJ TRANSIT to release of parking restrictions on a lot along the perimeter and rarely used by commuters. Its highest and best use may be for development, particularly toward the production of affordable housing. NJ TRANSIT and the Town of Dover need to come together as partners with common, rather than competing interest because affordable housing near transit opportunities is what the State of NJ should be bending over backwards to help produce. Especially when there is a developer with funding to build it.

Notwithstanding state support, the Town continues to take proactive measures with regard to redevelopment and public parking, which will be described in more depth herein. However, municipalities that host rail stations and maintenance yards should receive special attention and assistance, especially when the transit operator occupies a great deal resources within the Town to support its operation of the entire line. Negotiations need to understand that give and take will yield a better future for both the operator and its host community.

### 2. Affordable Housing

Dover was the first municipality in Morris County, as well as the first within Judge Hansbury's vicinage, to successfully settle its affordable housing with the Fair Share Housing Center. While the Town has been extremely proactive in the delivery of affordable housing, unreasonable demands stands in the way of compliance because of parking rights NJ TRANSIT has yet to release on a perimeter parking lot (Lot D). The Town has a designated redeveloper, Pennrose who is positioned to construct a 71 unit affordable project, and in-fact has obtained HMFA funding but cannot act on it as NJ TRANSIT will not release the parking deed restriction on the lot that the Town wholly owns.

## 3. Redevelopment

Nothing has changed with regard to any issues or objectives in the area of redevelopment other than the aforementioned issues with NJ TRANSIT. The Town has however achieved great success through the use of the redevelopment process with several initiatives being implemented. This is discussed in more depth to follow. Existing Redevelopment Areas are highlighted on Map C in the Appendix of this Report.

## 4. Parking

Issues related to parking are being proactively addressed with the hiring of a parking consultant whose aim is to put together a comprehensive plan for parking in the parking challenged downtown area. The study is assessing parking needs and strategies and how new technology may play a role. The Town is also examining the creation of a PILOP (Payment in lieu of parking) system. The purpose of this would be to recognize that there are many smaller potential redevelopments in the downtown area that are existing buildings that have no ability to provide off-street parking on their own.

## 5. Gateways, Greenways, and Civic Spaces

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

## 6. Cultural Amenities and Business Recruitment

Dover's proactive approach toward implementing its Master Plan in the area of economic development included the hiring of its Economic Development Director. This position engages the business community by initiating and partnering on programs and events that spotlight the economic assets of the Town. These events provide Dover with enhanced economic vitality through the activities and community outreach and marketing that occurs year round.

In addition, the Department facilitates meetings with the business community, establishes communication with civic partners, and functions as the Town liaison between business community and residents who help organize and promote new initiatives. The branding, promotion and program development has attracted new visitors, while providing residents with a wide array of events.

## 7. Dover's Neighborhoods and Associated Zoning

Since the time of the last Master Plan most of undeveloped parcels in the R1S zone have been preserved or deed restricted. Other zones, such as R3 and R3a are mostly built out and the zoning as it stands in regards to areas that are predominately residential seem to have sufficed.

## 8. St Clare's Dover Hospital Area

This area continues to be one that the Town should work on. The opportunities that the hospital places on adjacent parcels can be met with zoning that is more conducive to the healthcare industry while maintaining a respectable relationship with surrounding neighborhoods. This is discussed in more depth to follow.

## 9. Rt 46 – McFarland Avenue

This auto dependent corridor could benefit from zoning changes that could begin to make the district more pedestrian friendly but also aesthetically pleasing as well. This is discussed in more depth to follow.

## 10. Zoning

Zoning changes outlined in the 2007 Master Plan have included the adoption of an award winning Form-Based Code for the downtown area. Further changes will likely result in the systematic review of specific areas, either through the use of Redevelopment or tradition zoning. As indicated in the #7 and #8 above, two such areas include the St.Clare's Hospital Area and Rt 46 McFarland Avenue. This is discussed in more depth to follow. The Existing Zoning - Map A, and Existing Land Use Plan - Map B, can be found in the Appendix of this Report.

### ***V. NJSA 40:55D-89c***

#### ***Significant Changes in Assumptions, Policies & Objectives***

##### **A. Community Profile**

In 2000, the Census Bureau reported that Dover had a population of 18,188 persons. As of the 2010 United States Census, the town's population was 18,157, reflecting a decline of 31 (-0.2%) from the 18,188 counted in the 2000 Census, which had in turn increased by 3,073 (+20.3%) from the 15,115 counted in the 1990 Census. The Northern Jersey Transportation Planning Authority has projected that Dover's population will grow by roughly 12-15% in the next 20 years or roughly by 3,500 persons. As ten (10) years have passed, Dover's projections are not on track to meet the projections forecasted in the 2007 Master Plan.

Dover has a large Hispanic population with the largest concentrations being of Mexican, Colombian, Dominican and Puerto Rican ancestry. As of 2010 Dover has become a majority minority community, with nearly 70% of the population as of the 2010 Census identifying themselves as Hispanic, up from 25% in 1980. 11.27% of Dover residents identified themselves as being of Colombian American.

##### **B. State & Regional Planning**

On December 2, 1994, the State Planning Commission officially recognized a Designated Regional Center (Designated RC) in Dover, which includes the entire 2.7 square miles of the Town. With the collapse of the Office of State Planning and its predecessors, the Regional Center designation has not meant much to the Town. With the State of NJ in such a flux with regarding to regional planning and the associated support thereof, initiative such as the Highlands and the Transit Village program should continue to be monitored but have yielded very little in the way of



State support of the Town.

## C. Redevelopment - Rehabilitation

A number of redevelopment initiatives have taken place since the 2007 Master Plan. While the North Sussex Street Landfill Plan was on the books during the writing of the Plan, implementation was not. The following is a summary of the redevelopment activity since 2007 when the Town declared itself an “Area in Need of Rehabilitation”. A map highlighting the Existing Redevelopment Areas Map C is in the Appendix of this Report.

### 1. *North Sussex Street Landfill Redevelopment Plan - RAD District - (Redevelopment Area)*

Consisting of an ~73.35 acres, the area was divided into two (2) distinct parcels. Parcel 1, which is intended for municipal services, consists of approximately 24 acres and contains the Dover Town Public Works facility. Parcel 2, was planned commercial development, contains approximately forty-nine (49 acres), based on the best available information. The successful implementation of the North Sussex Street Landfill Redevelopment Plan led to the creation of the Federal-Express shipping facility as well as the 108-unit Homewood Suites, and the 102-unit Towne Place Suites, both extended stay hotels. The final project, the CUBE SMART Self Storage development, a 101,850SF, 3-story self-storage facility, has been approved and completes the full build-out of the redevelopment area.

### 2. *Bassett Highway Redevelopment Plan – (Rehabilitation Area)*

Amended in October 2017, the Bassett Highway Redevelopment Plan has seen several projects under review, with one project approved but yet to be built. Arguably the area with the most redevelopment potential, the area encompasses the northern portion of the downtown along the Rockaway River. As discussions continue surrounding larger developments within this area, the Town has approved an LDS Church, which is under construction, as well as preliminary and final site plan approval for the Bassett River Apartments, a 71 unit multi-family residential development. Now the Town will be focused on finding an investor for the lynchpin project that unlocks the remaining parcels thus allowing for the market to absorb the cost of parcels under private ownership while restoring public access to the Rockaway River edge. The “Barnish” Parcel, Block 1201, Lot 6, consisting of 9.36 acres, is considered to be the lynchpin parcel.

### 3. *Scattered Site Redevelopment Plan – (Rehabilitation Area)*

The Scattered site plan has given birth to two major redevelopment projects – Meridia Transit Plaza a 214-unit apartment complex in downtown Dover, that capitalizes on the downtown and Dover Station; and another smaller 9-unit mixed-use development, the Meridia College Campus. Both projects will be great additions to the Dover landscape.

A third parcel within this plan, designated as Subarea 3, is hampered by floodplain issues and needs more thorough review in light of DEP floodplain and stream encroachment issues. These issues obviously make redevelopment more difficult and will likely require a plan amendment as the DEP will not permit residential development without adequate emergency egress in accordance with their regulations.

### 4. *Redevelopment Parcel P-1 Redevelopment Plan – (Rehabilitation Area)*

Difficulties in dealing with NJ TRANSIT and its ability to negotiate parking for Transit Oriented Development at this terminus station has frustrated progress in truly uncapping the Downtown's potential. As discussed earlier in this report, a court settled affordable housing project involving Veteran's Housing has been caught up in this as well. The project proposed for this redevelopment site by Pennrose includes 70 residential units, and completes the Town's affordable housing obligation as settled with the Fair Share Housing Center in February of this year. The project has received preliminary and final site plan approval by the Town of Dover Planning Board. In fact, it is also a fully funded project that includes a HMFA Low-Income Tax Credit allocation. The project includes shared parking, allowing for public parking during the day.

The balance between a railroads needs and its host community, especially one that hosts a rail maintenance facility, should be carefully considered. This redevelopment parcel for affordable housing fits within a plan for Downtown Dover that will surely aide in ridership for NJ TRANSIT while eliminating the need to provide additional parking within the current lots that have legitimate access to the station. Furthermore, Dover's plan for structured parking and redevelopment of the other lots will in fact lead toward a better future for both the Town of Dover and NJ TRANSIT.

## 5. *Guenther Mill Redevelopment Plan – (Redevelopment Area)*

In early 2016, the Town was approached by a developer to remake and remodel the Guenther Mill on King Street. In early 2017, the Agreement was finalized and as we speak, that building is being transformed into market rate housing and flexible space with new windows, a repointed façade and a pedestrian plaza on King Street. This historic restoration project is currently underway and will be a welcomed addition to the community. The Redevelopment Plan was a 2017 Smart Growth Award winner by NJ Future.

## 6. *Redevelopment Parcel P-3 and P7 Redevelopment Plan – (Rehabilitation Area)*

This study included parking lots A and B. The redevelopment study was completed but has yet to be endorsed by the Planning Board as it has been tied up in negotiations with NJ Transit over the same public parking deed restriction noted above.

## ***VI. NJSA 40:55D-89d***

### ***Recommended Changes to Master Plan & Development Regulations***

The 2007 Master Plan focused intently on the Downtown area while highlighting areas surrounding the entire town. This Reexamination Report recommends that since much of the focus on the Downtown has led to projects and more intense redevelopment efforts, subsequent planning and zoning activities should focus on the areas surrounding and the remainder of town. The Master Plan should be updated to reflect this. Specifically, Dover's Master Plan should focus on the issues presented herein below.

#### A. Issue in Need of Address

As Mayor Dodd quoted President Kennedy during his 2017 Economic Address, "Things do not just happen. Things are made to happen." To that end, the Town Planning Board has identified eight (8) areas in specific need of investigation since the 2007 Master Plan was adopted. These areas are depicted on the attached Map D – Areas in Need of Address in the Appendix of this

Report. Those areas are more specifically described herein;

1. Area 1 -

Area 1 encompasses the existing St. Clare's – Dover Hospital Campus property and some adjacent residential uses. These properties are currently within the R-1 (Single Family) Zone. R1 appears to be an inappropriate zoning for the hospital property. A new "Medical" type zone should be created to make the hospital/medical center a specific permitted use and permit other types of medical uses including medical office buildings and other related type uses. It should describe and define the current up to date type medical facility uses and definitions. Representatives of St. Clare's should be consulted concerning this proposed zone to accommodate their current and future land uses. Recommendations should be made for the remaining residential uses.

2. Area 2 -

Area 2 consists of the current C-2 (General Commercial) and C-3 (Light Industrial-Commercial) Zones along the Rt. 46 corridor. For decades these zones prohibited retail type uses in an attempt to protect the downtown business district. This philosophy has long since faded with time and consideration should be given to permitting retail type uses along the corridor that are appropriate for the corridor and surrounding neighborhoods. With many small lots, consolidations and/or cross-access easements should be encouraged whereby surrounding neighborhoods are afforded the change to access retail goods and services without having to make their way to the Downtown.

3. Area 3 -

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

4. Area 4 –

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

5. Area 5 -

Area 5 consists of the properties along the E. Blackwell St. corridor, east of the Rockaway River Bridge. It is currently zoned IND – Industrial. The properties lie in the Flood Hazard Area and Floodway of the Rockaway River, an area where industrial type uses should be discouraged. Most of the existing uses are varied and non-conforming to the IND Zone. The

area should be rezoned accommodate the more appropriate uses for this flood prone area whereby open spaces and setbacks are utilized to ensure both protection from flooding and access to one of the Town's greatest assets, the River.

## 6. Area 6 -

Area 6 has recently been designated an Area in Need of Redevelopment and a Redevelopment Plan has been adopted, Site Plan approved, and Redevelopment Agreement executed. The remaining IND Zone should be reexamined for extent and existing use conformity. Recommendations should be made for this area that ensure integration with and between the transition that is occurring.

## 7. Area 7

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

## 8. Area 8

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

## 9. Medicinal Cannabis

Currently, New Jersey municipalities have the authority to permit or ban medical marijuana operations within their jurisdictions. While the current round of medical expansions has expired, new rounds in the next coming months will present additional opportunities for municipalities, both for dispensaries and the cultivation and manufacturing aspects of the industry. Careful consideration of the potential impacts should be elevated to public discussion as the state is moving forward very quickly on both expanding the medical program and recreational/adult use. However, Medical cannabis presents unique opportunities that recreational/adult use does not, an opportunity to host potentially strong players in what will become a pharmaceutical-based industry. This will mean jobs, additional growth in supporting industries, as well as local tax revenue without the stigma that recreational only facilities present. Recreational cannabis does not possess the same opportunities that medicinal does, while bringing additional challenges. This discussion should focus on the medical program while carefully monitoring the state legislature's progress on recreational/adult use.

## **B. Other Identified Active Development and Issues**

1. In addition to the specific areas identified above, current Redevelopment activities in the downtown area including the Meridia Transit, Gateway and College Campus projects and the Pennrose Redevelopment Projects, all of which are on-going and will require further analysis as additional opportunities aimed at leveraging these investments are brought forward to the Town's attention.
2. Consistent with the 2007 Master Plan, all current Zoning Regulations should be revisited with respect to definitions, uses, criteria and names to make them more current as to what is versus what should be allowed and make them more up to date with current land use practices and standards.
3. The Town has contracted professional planning services to perform the updates to the 2007 Master Plan based on the recommendations outlined in this Reexamination Report.

## ***VII. NJSA 40:55D-89e***

### ***Recommendations Regarding the Incorporation of Redevelopment Plans in Accordance with the "Local Redevelopment and Housing Law"***

In addition to the aforementioned redevelopment areas previously discussed, the Planning Board recommends the following areas be analyzed for consideration under the "Local Redevelopment and Housing Law". These areas are depicted on Map E – Potential Redevelopment Areas in the Appendix of this Report.

1. The area adjacent to the NJ TRANSIT Maintenance Yard at the end of East Dickerson Street
2. The area in and around the Dover Tubular Alloy site along Route 15 Southbound.
3. Block 1315 Lot 3, a vacant restaurant parcel within the Route 46 corridor.
4. Dover Sporting Goods site on Route 46, Block 2024, Lots 3 & 4.
5. Block 2023 Lot 2-4, along the Route 46 corridor, a currently undeveloped contaminated site.
6. Area consisting of Parking Lot A – Currently pending Town review
7. Area consisting of Parking Lot B – Currently pending Town review
8. Block 1206 Lot 2,3,4,5, a currently vacant site due to a recent fire, which completely destroyed it.





### Aerial Map (Map A)

### Legend

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

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

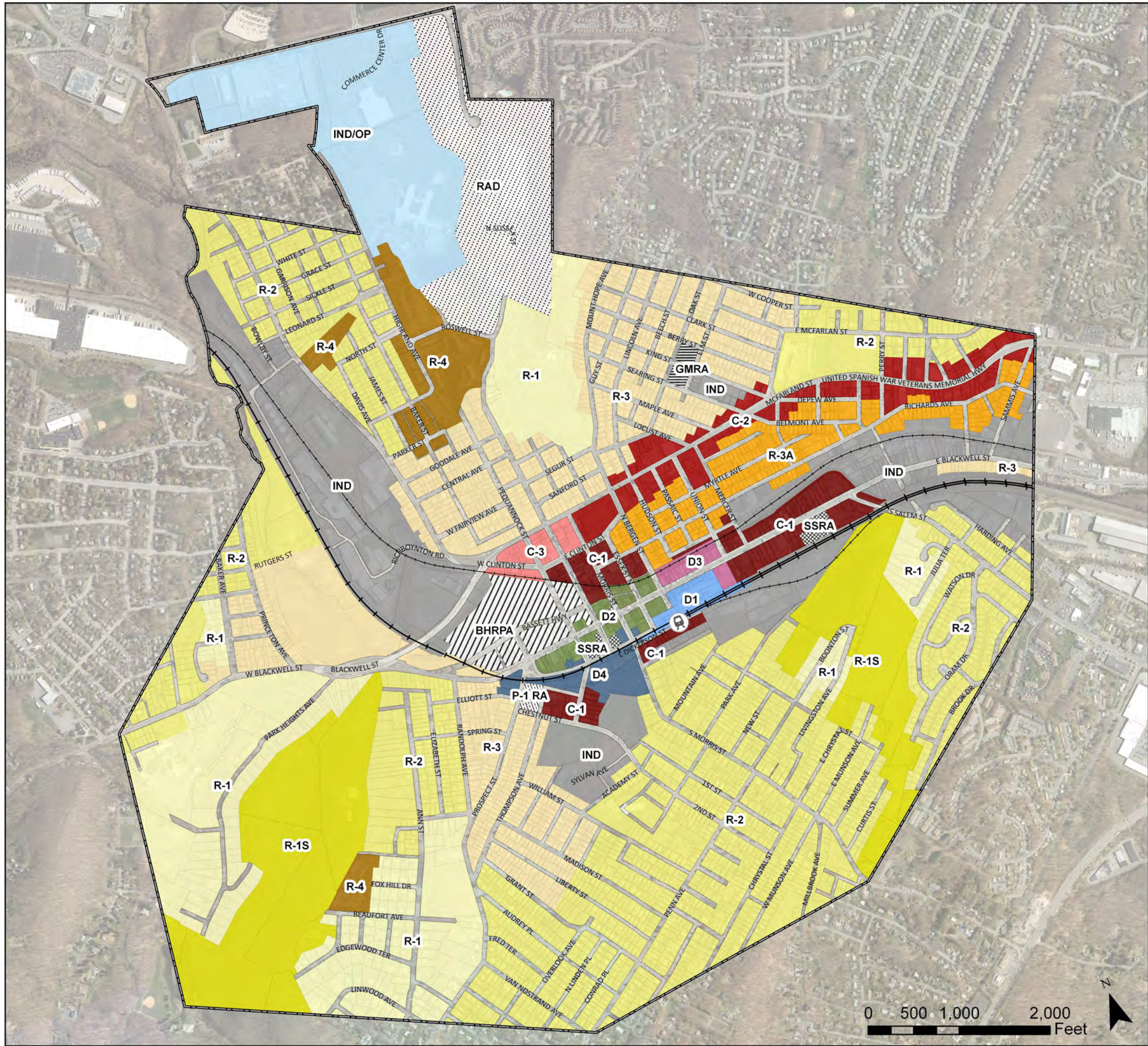
Sources: Town of Dover; Morris County (2018); NJDOT (2016)

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October 2018







## Zoning Map (Map B)

### Legend

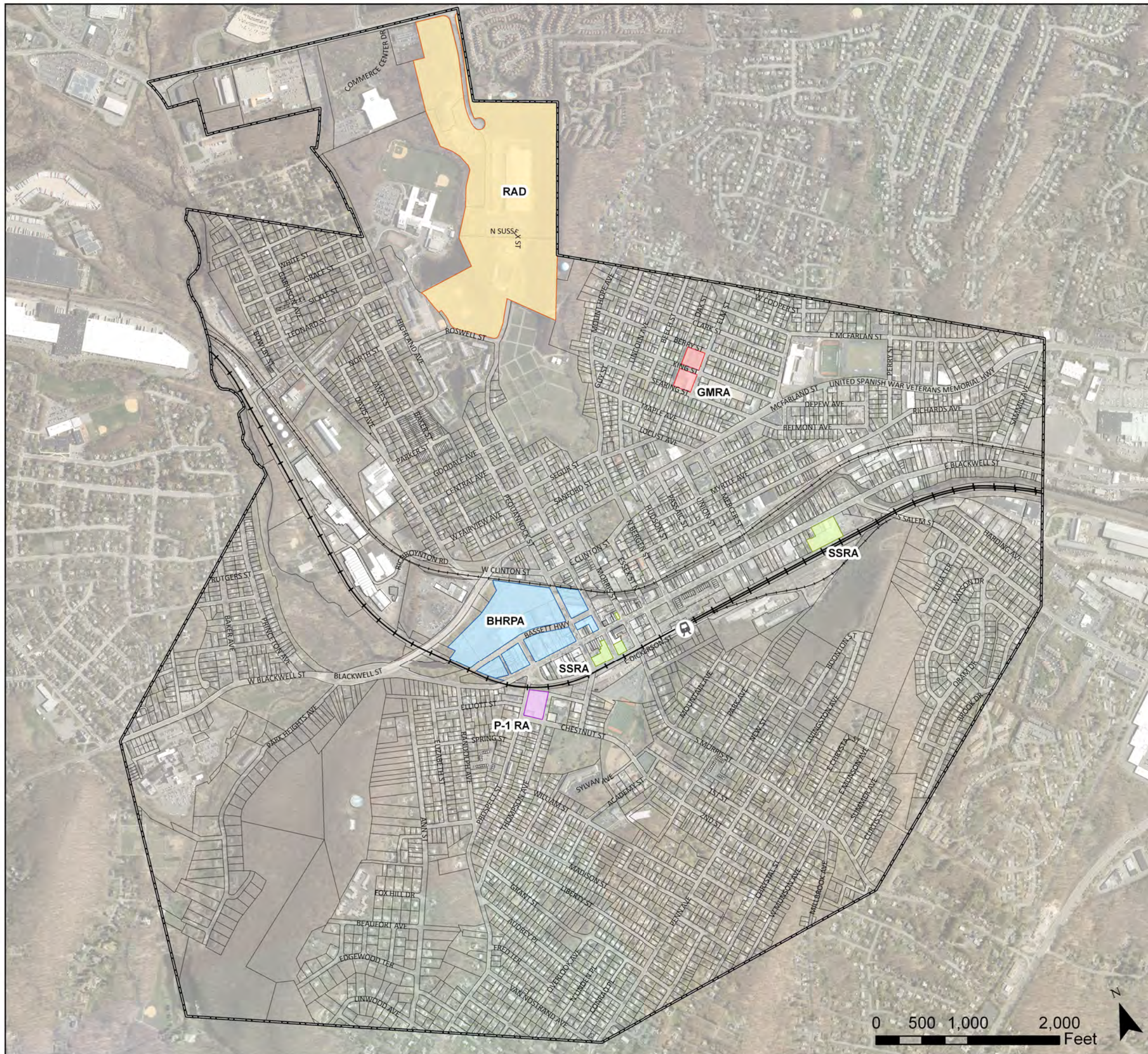
- Dover Station
- Passenger Rail
- Freight Rail
- Municipal Boundary
- Tax Parcels
- Zone**
  - C-1 - Retail Commercial
  - C-2 - General Commercial
  - C-3 - Light Industrial/Commercial
  - IND - Industrial
  - IND/OP - Industrial/Office Park
  - R-1 - Single Family (7,000 SF)
  - R-1S - Single Family/Steep Slope
  - R-2 - Single Family (5,000 SF)
  - R-3 - Double Family
  - R-3A - Double Family/Rooming House
  - R-4 - Multi-Family
  - D1 - Station Area District
  - D2 - Blackwell Street Historic District
  - D3 - East Blackwell Business District
  - D4 - South Downtown District
  - RAD - Redevelopment Area District
  - BHRPA - Basset Highway Redevelopment Plan Area
  - GMRA - Gunther Mill Redevelopment Area
  - SSRA - Scattered Site Redevelopment Area
  - P-1 RA - Parcel P-1 Redevelopment Area

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

Sources: Town of Dover; Morris County (2018); NJDOT (2016)  
1:13,000 October 2018







## Existing Redevelopment Areas and Rehabilitation Areas (Map C)

### Legend

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

### Areas in Need of Redevelopment

- GMRA - Gunther Mill Redevelopment Area
- RAD - Redevelopment Area District
- SSRA - Scattered Site Redevelopment Area

### Areas in Need of Rehabilitation

- BHRPA - Basset Highway Redevelopment Plan Area
- P-1 RA - Parcel P-1 Redevelopment Area

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

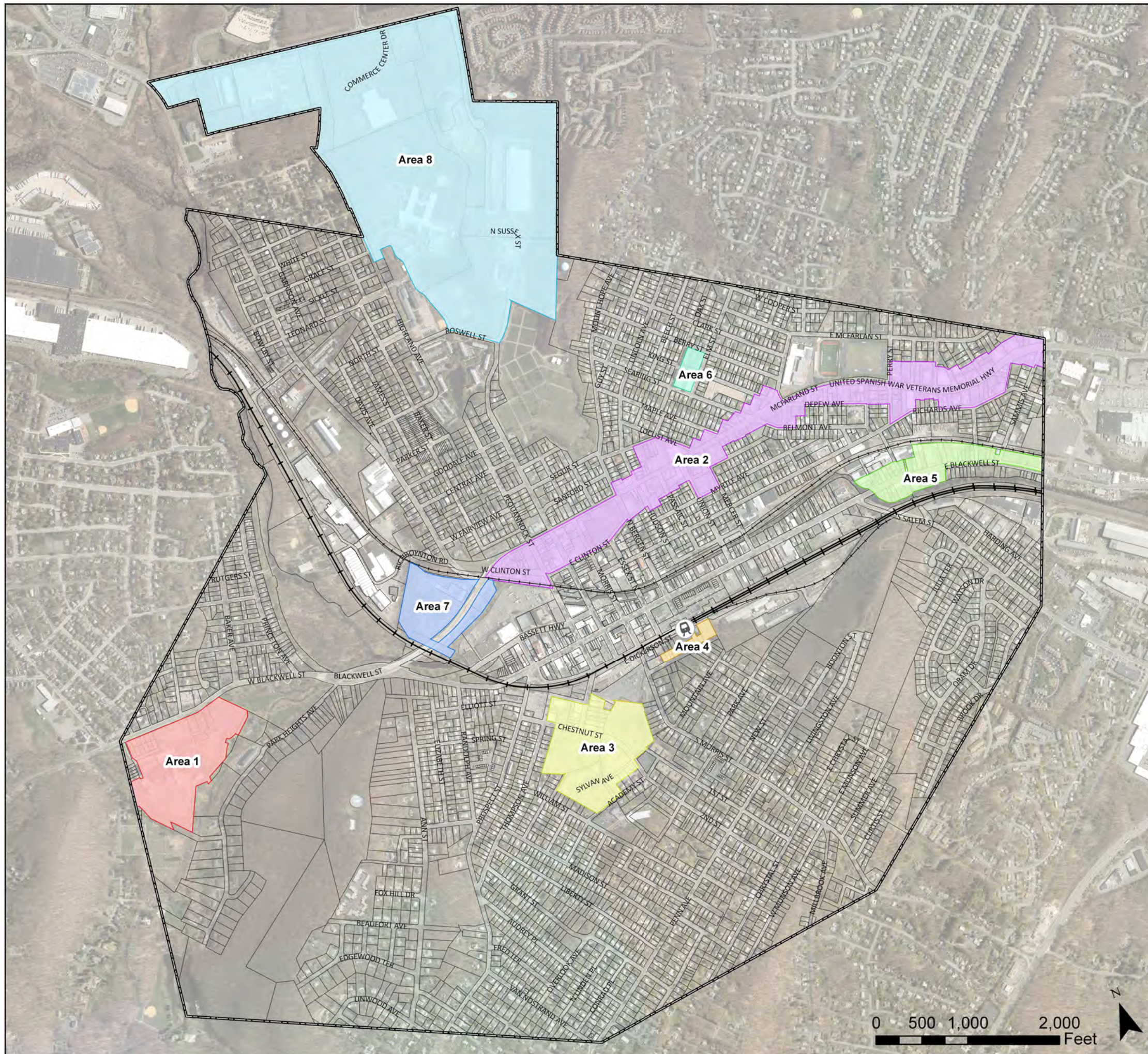
Sources: Town of Dover; Morris County (2018); NJDOT (2016)

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October 2018







## Issues in Need of Addressing Map (Map D)

### Legend

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

### Identified Focus Areas

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

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

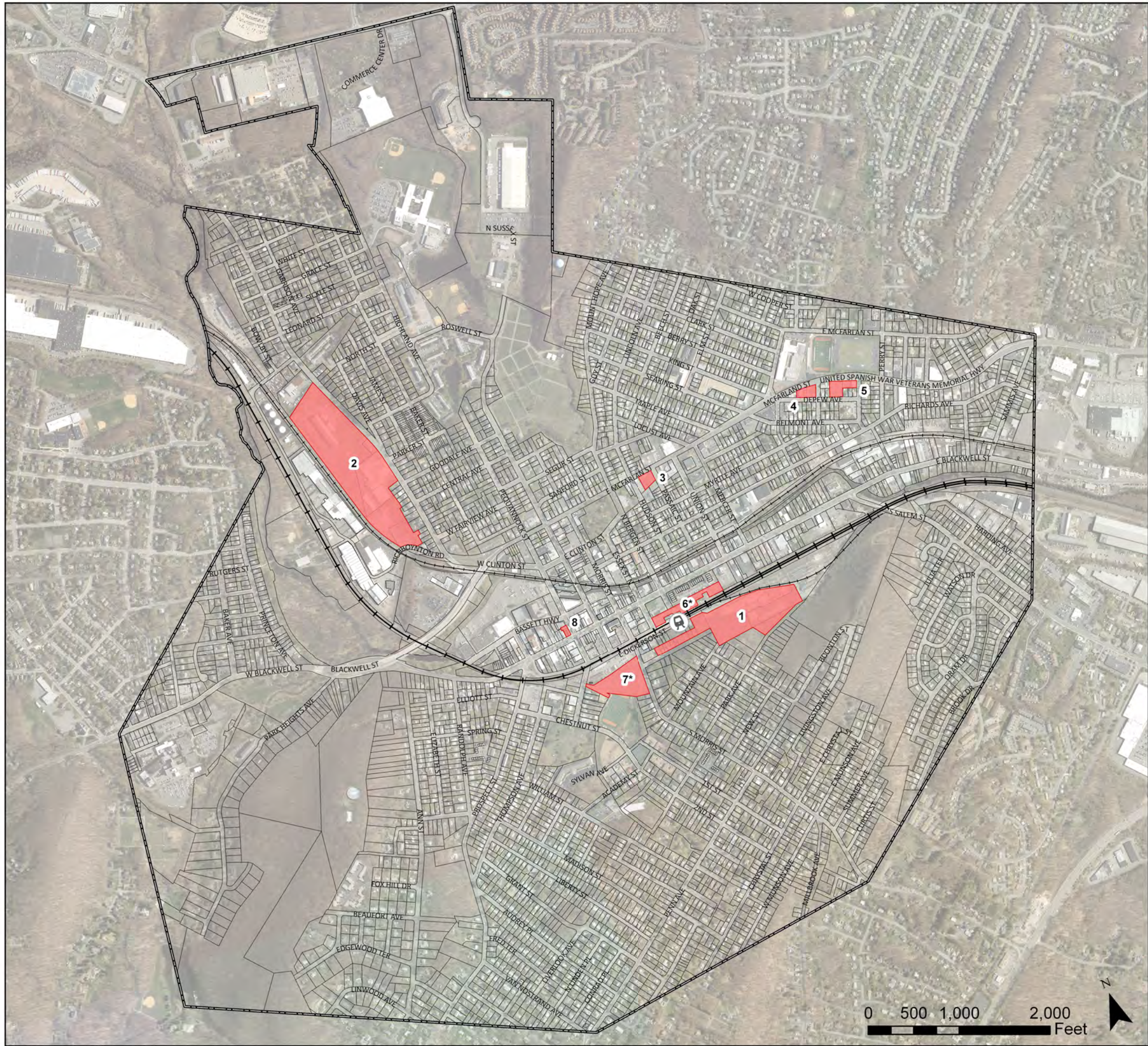
Sources: Town of Dover; Morris County (2018); NJDOT (2016)

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October 2018







## Potential Redevelopment Area Map (Map E)

### Legend

-  Dover Station
  -  Passenger Rail
  -  Freight Rail
  -  Municipal Boundary
  -  Tax Parcels
  -  Potential Redevelopment Areas
- \*Currently pending township review*

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

Sources: Town of Dover; Morris County (2018); NJDOT (2016)  
1:13,000 October 2018







DP03

## SELECTED ECONOMIC CHARACTERISTICS

2012-2016 American Community Survey 5-Year Estimates

Supporting documentation on code lists, subject definitions, data accuracy, and statistical testing can be found on the American Community Survey website in the Data and Documentation section.

Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

**Tell us what you think.** Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Dover town, New Jersey			
	Estimate	Margin of Error	Percent	Percent Margin of Error
<b>EMPLOYMENT STATUS</b>				
Population 16 years and over	14,853	+/-380	14,853	(X)
In labor force	11,366	+/-549	76.5%	+/-2.7
Civilian labor force	11,351	+/-548	76.4%	+/-2.7
Employed	10,747	+/-575	72.4%	+/-2.9
Unemployed	604	+/-180	4.1%	+/-1.2
Armed Forces	15	+/-26	0.1%	+/-0.2
Not in labor force	3,487	+/-384	23.5%	+/-2.7
Civilian labor force	11,351	+/-548	11,351	(X)
Unemployment Rate	(X)	(X)	5.3%	+/-1.6
Females 16 years and over	7,052	+/-403	7,052	(X)
In labor force	4,859	+/-419	68.9%	+/-4.3
Civilian labor force	4,859	+/-419	68.9%	+/-4.3
Employed	4,547	+/-433	64.5%	+/-4.5
Own children of the householder under 6 years	1,073	+/-288	1,073	(X)
All parents in family in labor force	713	+/-250	66.4%	+/-16.7
Own children of the householder 6 to 17 years	2,677	+/-264	2,677	(X)
All parents in family in labor force	1,851	+/-386	69.1%	+/-12.5
<b>COMMUTING TO WORK</b>				
Workers 16 years and over	10,572	+/-579	10,572	(X)
Car, truck, or van -- drove alone	6,568	+/-537	62.1%	+/-4.6
Car, truck, or van -- carpooled	2,413	+/-530	22.8%	+/-4.9
Public transportation (excluding taxicab)	641	+/-188	6.1%	+/-1.8
Walked	357	+/-279	3.4%	+/-2.6
Other means	394	+/-189	3.7%	+/-1.7
Worked at home	199	+/-141	1.9%	+/-1.3

Subject	Dover town, New Jersey			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Mean travel time to work (minutes)	24.4	+/-1.7	(X)	(X)
OCCUPATION				
Civilian employed population 16 years and over	10,747	+/-575	10,747	(X)
Management, business, science, and arts occupations	1,784	+/-312	16.6%	+/-3.0
Service occupations	2,919	+/-415	27.2%	+/-3.8
Sales and office occupations	2,493	+/-367	23.2%	+/-3.0
Natural resources, construction, and maintenance occupations	1,051	+/-269	9.8%	+/-2.4
Production, transportation, and material moving occupations	2,500	+/-396	23.3%	+/-3.3
INDUSTRY				
Civilian employed population 16 years and over	10,747	+/-575	10,747	(X)
Agriculture, forestry, fishing and hunting, and mining	8	+/-12	0.1%	+/-0.1
Construction	845	+/-243	7.9%	+/-2.2
Manufacturing	1,890	+/-344	17.6%	+/-3.1
Wholesale trade	219	+/-108	2.0%	+/-1.0
Retail trade	1,624	+/-460	15.1%	+/-3.8
Transportation and warehousing, and utilities	749	+/-231	7.0%	+/-2.2
Information	94	+/-53	0.9%	+/-0.5
Finance and insurance, and real estate and rental and leasing	338	+/-143	3.1%	+/-1.3
Professional, scientific, and management, and administrative and waste management services	1,520	+/-350	14.1%	+/-3.2
Educational services, and health care and social assistance	1,629	+/-280	15.2%	+/-2.6
Arts, entertainment, and recreation, and accommodation and food services	1,060	+/-277	9.9%	+/-2.6
Other services, except public administration	486	+/-150	4.5%	+/-1.4
Public administration	285	+/-138	2.7%	+/-1.3
CLASS OF WORKER				
Civilian employed population 16 years and over	10,747	+/-575	10,747	(X)
Private wage and salary workers	9,247	+/-657	86.0%	+/-2.8
Government workers	913	+/-224	8.5%	+/-2.2
Self-employed in own not incorporated business workers	567	+/-180	5.3%	+/-1.7
Unpaid family workers	20	+/-33	0.2%	+/-0.3
INCOME AND BENEFITS (IN 2016 INFLATION-ADJUSTED DOLLARS)				
Total households	5,366	+/-207	5,366	(X)
Less than \$10,000	178	+/-71	3.3%	+/-1.3
\$10,000 to \$14,999	297	+/-113	5.5%	+/-2.1
\$15,000 to \$24,999	353	+/-141	6.6%	+/-2.6
\$25,000 to \$34,999	454	+/-154	8.5%	+/-2.8
\$35,000 to \$49,999	741	+/-210	13.8%	+/-3.9
\$50,000 to \$74,999	1,191	+/-259	22.2%	+/-4.7
\$75,000 to \$99,999	750	+/-213	14.0%	+/-3.9
\$100,000 to \$149,999	897	+/-194	16.7%	+/-3.7
\$150,000 to \$199,999	357	+/-134	6.7%	+/-2.5
\$200,000 or more	148	+/-64	2.8%	+/-1.2
Median household income (dollars)	64,310	+/-6,391	(X)	(X)
Mean household income (dollars)	75,222	+/-4,978	(X)	(X)
With earnings	4,476	+/-166	83.4%	+/-2.5
Mean earnings (dollars)	78,121	+/-5,430	(X)	(X)
With Social Security	1,372	+/-178	25.6%	+/-3.1
Mean Social Security income (dollars)	15,787	+/-1,810	(X)	(X)
With retirement income	604	+/-121	11.3%	+/-2.2
Mean retirement income (dollars)	19,163	+/-5,491	(X)	(X)



Subject	Dover town, New Jersey			
	Estimate	Margin of Error	Percent	Percent Margin of Error
With Supplemental Security Income	319	+/-125	5.9%	+/-2.3
Mean Supplemental Security Income (dollars)	7,485	+/-1,715	(X)	(X)
With cash public assistance income	245	+/-136	4.6%	+/-2.6
Mean cash public assistance income (dollars)	3,174	+/-849	(X)	(X)
With Food Stamp/SNAP benefits in the past 12 months	794	+/-182	14.8%	+/-3.4
Families	3,966	+/-194	3,966	(X)
Less than \$10,000	15	+/-26	0.4%	+/-0.7
\$10,000 to \$14,999	52	+/-44	1.3%	+/-1.1
\$15,000 to \$24,999	284	+/-118	7.2%	+/-3.0
\$25,000 to \$34,999	262	+/-131	6.6%	+/-3.2
\$35,000 to \$49,999	558	+/-200	14.1%	+/-5.1
\$50,000 to \$74,999	1,174	+/-246	29.6%	+/-5.9
\$75,000 to \$99,999	556	+/-195	14.0%	+/-4.8
\$100,000 to \$149,999	632	+/-174	15.9%	+/-4.3
\$150,000 to \$199,999	285	+/-107	7.2%	+/-2.8
\$200,000 or more	148	+/-64	3.7%	+/-1.6
Median family income (dollars)	67,591	+/-4,770	(X)	(X)
Mean family income (dollars)	80,695	+/-5,575	(X)	(X)
Per capita income (dollars)	23,901	+/-1,579	(X)	(X)
Nonfamily households	1,400	+/-250	1,400	(X)
Median nonfamily income (dollars)	32,344	+/-8,969	(X)	(X)
Mean nonfamily income (dollars)	42,887	+/-7,997	(X)	(X)
Median earnings for workers (dollars)	26,669	+/-1,584	(X)	(X)
Median earnings for male full-time, year-round workers (dollars)	37,101	+/-2,155	(X)	(X)
Median earnings for female full-time, year-round workers (dollars)	31,360	+/-4,720	(X)	(X)
HEALTH INSURANCE COVERAGE				
Civilian noninstitutionalized population	18,119	+/-81	18,119	(X)
With health insurance coverage	12,926	+/-739	71.3%	+/-4.1
With private health insurance	9,456	+/-956	52.2%	+/-5.3
With public coverage	4,563	+/-576	25.2%	+/-3.2
No health insurance coverage	5,193	+/-734	28.7%	+/-4.1
Civilian noninstitutionalized population under 18 years	3,919	+/-406	3,919	(X)
No health insurance coverage	414	+/-220	10.6%	+/-5.1
Civilian noninstitutionalized population 18 to 64 years	12,510	+/-413	12,510	(X)
In labor force:	10,812	+/-542	10,812	(X)
Employed:	10,257	+/-572	10,257	(X)
With health insurance coverage	6,308	+/-564	61.5%	+/-5.6
With private health insurance	5,793	+/-617	56.5%	+/-6.5
With public coverage	541	+/-280	5.3%	+/-2.7
No health insurance coverage	3,949	+/-682	38.5%	+/-5.6
Unemployed:	555	+/-179	555	(X)
With health insurance coverage	254	+/-114	45.8%	+/-20.6
With private health insurance	132	+/-76	23.8%	+/-14.8
With public coverage	122	+/-84	22.0%	+/-14.3
No health insurance coverage	301	+/-173	54.2%	+/-20.6
Not in labor force:	1,698	+/-322	1,698	(X)
With health insurance coverage	1,169	+/-248	68.8%	+/-10.2
With private health insurance	760	+/-197	44.8%	+/-9.9

Subject	Dover town, New Jersey			
	Estimate	Margin of Error	Percent	Percent Margin of Error
With public coverage	517	+/-178	30.4%	+/-9.5
No health insurance coverage	529	+/-217	31.2%	+/-10.2
PERCENTAGE OF FAMILIES AND PEOPLE WHOSE INCOME IN THE PAST 12 MONTHS IS BELOW THE POVERTY LEVEL				
All families	(X)	(X)	5.1%	+/-2.9
With related children of the householder under 18 years	(X)	(X)	7.1%	+/-5.1
With related children of the householder under 5 years only	(X)	(X)	0.0%	+/-14.7
Married couple families	(X)	(X)	3.8%	+/-2.8
With related children of the householder under 18 years	(X)	(X)	3.9%	+/-4.0
With related children of the householder under 5 years only	(X)	(X)	0.0%	+/-20.9
Families with female householder, no husband present	(X)	(X)	4.1%	+/-4.8
With related children of the householder under 18 years	(X)	(X)	4.3%	+/-7.6
With related children of the householder under 5 years only	(X)	(X)	0.0%	+/-41.5
All people	(X)	(X)	8.5%	+/-2.8
Under 18 years	(X)	(X)	10.5%	+/-7.2
Related children of the householder under 18 years	(X)	(X)	10.1%	+/-7.1
Related children of the householder under 5 years	(X)	(X)	9.8%	+/-8.4
Related children of the householder 5 to 17 years	(X)	(X)	10.2%	+/-7.8
18 years and over	(X)	(X)	7.9%	+/-2.2
18 to 64 years	(X)	(X)	6.3%	+/-2.3
65 years and over	(X)	(X)	19.7%	+/-6.6
People in families	(X)	(X)	5.4%	+/-3.1
Unrelated individuals 15 years and over	(X)	(X)	22.9%	+/-5.8

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

Employment and unemployment estimates may vary from the official labor force data released by the Bureau of Labor Statistics because of differences in survey design and data collection. For guidance on differences in employment and unemployment estimates from different sources go to Labor Force Guidance.

Workers include members of the Armed Forces and civilians who were at work last week.

Occupation codes are 4-digit codes and are based on Standard Occupational Classification 2010.

Industry codes are 4-digit codes and are based on the North American Industry Classification System (NAICS). The Census industry codes for 2013 and later years are based on the 2012 revision of the NAICS. To allow for the creation of 2012-2016 tables, industry data in the multiyear files (2012-2016) were recoded to 2013 Census industry codes. We recommend using caution when comparing data coded using 2013 Census industry codes with data coded using Census industry codes prior to 2013. For more information on the Census industry code changes, please visit our website at <https://www.census.gov/people/io/methodology/>.

Logical coverage edits applying a rules-based assignment of Medicaid, Medicare and military health coverage were added as of 2009 -- please see [https://www.census.gov/library/working-papers/2010/demo/coverage\\_edits\\_final.html](https://www.census.gov/library/working-papers/2010/demo/coverage_edits_final.html) for more details. The 2008 data table in American FactFinder does not incorporate these edits. Therefore, the estimates that appear in these tables are not comparable to the estimates in the 2009 and later tables. Select geographies of 2008 data comparable to the 2009 and later tables are available at <https://www.census.gov/data/time-series/acs/1-year-re-run-health-insurance.html>. The health insurance coverage category names were modified in 2010. See [https://www.census.gov/topics/health/health-insurance/about/glossary.html#par\\_textimage\\_18](https://www.census.gov/topics/health/health-insurance/about/glossary.html#par_textimage_18) for a list of the insurance type definitions.

While the 2012-2016 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



DP05

## ACS DEMOGRAPHIC AND HOUSING ESTIMATES

2012-2016 American Community Survey 5-Year Estimates

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Sample size and data quality measures (including coverage rates, allocation rates, and response rates) can be found on the American Community Survey website in the Methodology section.

**Tell us what you think.** Provide feedback to help make American Community Survey data more useful for you.

Although the American Community Survey (ACS) produces population, demographic and housing unit estimates, it is the Census Bureau's Population Estimates Program that produces and disseminates the official estimates of the population for the nation, states, counties, cities and towns and estimates of housing units for states and counties.

Subject	Dover town, New Jersey			
	Estimate	Margin of Error	Percent	Percent Margin of Error
<b>SEX AND AGE</b>				
Total population	18,317	+/-39	18,317	(X)
Male	9,570	+/-407	52.2%	+/-2.2
Female	8,747	+/-408	47.8%	+/-2.2
Under 5 years	917	+/-255	5.0%	+/-1.4
5 to 9 years	1,252	+/-329	6.8%	+/-1.8
10 to 14 years	1,131	+/-221	6.2%	+/-1.2
15 to 19 years	1,082	+/-205	5.9%	+/-1.1
20 to 24 years	1,259	+/-290	6.9%	+/-1.6
25 to 34 years	2,980	+/-432	16.3%	+/-2.4
35 to 44 years	2,941	+/-393	16.1%	+/-2.1
45 to 54 years	3,024	+/-329	16.5%	+/-1.8
55 to 59 years	988	+/-206	5.4%	+/-1.1
60 to 64 years	892	+/-227	4.9%	+/-1.2
65 to 74 years	984	+/-169	5.4%	+/-0.9
75 to 84 years	615	+/-143	3.4%	+/-0.8
85 years and over	252	+/-117	1.4%	+/-0.6
Median age (years)	36.4	+/-1.2	(X)	(X)
18 years and over	14,398	+/-405	78.6%	+/-2.2
21 years and over	13,660	+/-418	74.6%	+/-2.3
62 years and over	2,251	+/-213	12.3%	+/-1.2
65 years and over	1,851	+/-184	10.1%	+/-1.0
18 years and over	14,398	+/-405	14,398	(X)
Male	7,633	+/-402	53.0%	+/-2.3
Female	6,765	+/-376	47.0%	+/-2.3
65 years and over	1,851	+/-184	1,851	(X)
Male	784	+/-117	42.4%	+/-4.8

Subject	Dover town, New Jersey			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Female	1,067	+/-142	57.6%	+/-4.8
RACE				
Total population	18,317	+/-39	18,317	(X)
One race	17,620	+/-353	96.2%	+/-1.9
Two or more races	697	+/-348	3.8%	+/-1.9
One race	17,620	+/-353	96.2%	+/-1.9
White	9,564	+/-1,196	52.2%	+/-6.5
Black or African American	981	+/-237	5.4%	+/-1.3
American Indian and Alaska Native	16	+/-26	0.1%	+/-0.1
Cherokee tribal grouping	0	+/-19	0.0%	+/-0.2
Chippewa tribal grouping	0	+/-19	0.0%	+/-0.2
Navajo tribal grouping	0	+/-19	0.0%	+/-0.2
Sioux tribal grouping	0	+/-19	0.0%	+/-0.2
Asian	440	+/-213	2.4%	+/-1.2
Asian Indian	191	+/-178	1.0%	+/-1.0
Chinese	77	+/-66	0.4%	+/-0.4
Filipino	124	+/-87	0.7%	+/-0.5
Japanese	0	+/-19	0.0%	+/-0.2
Korean	21	+/-33	0.1%	+/-0.2
Vietnamese	9	+/-20	0.0%	+/-0.1
Other Asian	18	+/-31	0.1%	+/-0.2
Native Hawaiian and Other Pacific Islander	0	+/-19	0.0%	+/-0.2
Native Hawaiian	0	+/-19	0.0%	+/-0.2
Guamanian or Chamorro	0	+/-19	0.0%	+/-0.2
Samoan	0	+/-19	0.0%	+/-0.2
Other Pacific Islander	0	+/-19	0.0%	+/-0.2
Some other race	6,619	+/-1,254	36.1%	+/-6.8
Two or more races	697	+/-348	3.8%	+/-1.9
White and Black or African American	258	+/-268	1.4%	+/-1.5
White and American Indian and Alaska Native	83	+/-98	0.5%	+/-0.5
White and Asian	17	+/-26	0.1%	+/-0.1
Black or African American and American Indian and Alaska Native	7	+/-10	0.0%	+/-0.1
Race alone or in combination with one or more other races				
Total population	18,317	+/-39	18,317	(X)
White	10,143	+/-1,229	55.4%	+/-6.7
Black or African American	1,357	+/-381	7.4%	+/-2.1
American Indian and Alaska Native	106	+/-94	0.6%	+/-0.5
Asian	568	+/-300	3.1%	+/-1.6
Native Hawaiian and Other Pacific Islander	0	+/-19	0.0%	+/-0.2
Some other race	6,840	+/-1,262	37.3%	+/-6.9
HISPANIC OR LATINO AND RACE				
Total population	18,317	+/-39	18,317	(X)
Hispanic or Latino (of any race)	12,931	+/-600	70.6%	+/-3.3
Mexican	2,910	+/-836	15.9%	+/-4.6
Puerto Rican	1,806	+/-564	9.9%	+/-3.1
Cuban	62	+/-71	0.3%	+/-0.4
Other Hispanic or Latino	8,153	+/-998	44.5%	+/-5.4
Not Hispanic or Latino	5,386	+/-594	29.4%	+/-3.3
White alone	3,599	+/-460	19.6%	+/-2.5
Black or African American alone	925	+/-247	5.0%	+/-1.3
American Indian and Alaska Native alone	0	+/-19	0.0%	+/-0.2
Asian alone	440	+/-213	2.4%	+/-1.2
Native Hawaiian and Other Pacific Islander alone	0	+/-19	0.0%	+/-0.2

Subject	Dover town, New Jersey			
	Estimate	Margin of Error	Percent	Percent Margin of Error
Some other race alone	258	+/-201	1.4%	+/-1.1
Two or more races	164	+/-99	0.9%	+/-0.5
Two races including Some other race	0	+/-19	0.0%	+/-0.2
Two races excluding Some other race, and Three or more races	164	+/-99	0.9%	+/-0.5
Total housing units	5,736	+/-235	(X)	(X)
CITIZEN, VOTING AGE POPULATION				
Citizen, 18 and over population	9,423	+/-639	9,423	(X)
Male	4,887	+/-454	51.9%	+/-2.8
Female	4,536	+/-373	48.1%	+/-2.8

Data are based on a sample and are subject to sampling variability. The degree of uncertainty for an estimate arising from sampling variability is represented through the use of a margin of error. The value shown here is the 90 percent margin of error. The margin of error can be interpreted roughly as providing a 90 percent probability that the interval defined by the estimate minus the margin of error and the estimate plus the margin of error (the lower and upper confidence bounds) contains the true value. In addition to sampling variability, the ACS estimates are subject to nonsampling error (for a discussion of nonsampling variability, see Accuracy of the Data). The effect of nonsampling error is not represented in these tables.

For more information on understanding race and Hispanic origin data, please see the Census 2010 Brief entitled, Overview of Race and Hispanic Origin: 2010, issued March 2011. (pdf format)

While the 2012-2016 American Community Survey (ACS) data generally reflect the February 2013 Office of Management and Budget (OMB) definitions of metropolitan and micropolitan statistical areas; in certain instances the names, codes, and boundaries of the principal cities shown in ACS tables may differ from the OMB definitions due to differences in the effective dates of the geographic entities.

Estimates of urban and rural population, housing units, and characteristics reflect boundaries of urban areas defined based on Census 2010 data. As a result, data for urban and rural areas from the ACS do not necessarily reflect the results of ongoing urbanization.

Source: U.S. Census Bureau, 2012-2016 American Community Survey 5-Year Estimates

#### Explanation of Symbols:

1. An '\*\*\*' entry in the margin of error column indicates that either no sample observations or too few sample observations were available to compute a standard error and thus the margin of error. A statistical test is not appropriate.
2. An '-' entry in the estimate column indicates that either no sample observations or too few sample observations were available to compute an estimate, or a ratio of medians cannot be calculated because one or both of the median estimates falls in the lowest interval or upper interval of an open-ended distribution.
3. An '-' following a median estimate means the median falls in the lowest interval of an open-ended distribution.
4. An '+' following a median estimate means the median falls in the upper interval of an open-ended distribution.
5. An '\*\*\*\*' entry in the margin of error column indicates that the median falls in the lowest interval or upper interval of an open-ended distribution. A statistical test is not appropriate.
6. An '\*\*\*\*\*' entry in the margin of error column indicates that the estimate is controlled. A statistical test for sampling variability is not appropriate.
7. An 'N' entry in the estimate and margin of error columns indicates that data for this geographic area cannot be displayed because the number of sample cases is too small.
8. An '(X)' means that the estimate is not applicable or not available.



**RESOLUTION**  
**Town of Dover**  
**Planning Board**  
**In the Matter of**  
**The Adoption of Master Plan Reexamination Report**  
**Decided on October 24, 2018**  
**Memorialized on October 24, 2018**

**WHEREAS,** on October 24, 2018, the Planning Board of the Town of Dover conducted a hearing to consider the adoption of the Master Plan Reexamination Report for the Town of Dover, prepared by Charles W. Latini, Jr., PP/AICP of Latini & Gleitz Planning dated October 19, 2018; and

**WHEREAS,** a public hearing was commenced after the Board determined it had jurisdiction; and

**WHEREAS,** Charles W. Latini, Jr., PP/AICP presented the report dated October 19, 2018, and entitled "Town of Dover Morris County, New Jersey 2018 Master Plan Reexamination Report" (hereinafter "Reexamination Report") to the Board for its review; and

**WHEREAS,** The Municipal Land Use Law N.J.S.A. 40:55D-89 requires that:

The governing body shall, at least every ten (10) years, provide for a general Reexamination of its Master Plan and Development Regulations by the Planning Board, which shall prepare and adopt by resolution the report on the findings of such Reexamination, a copy of which report and resolution shall be sent to the County Planning Board. The reexamination report shall state:

- A. The major problems and objections relating to land development in the municipality at the time of the adoption of the last examination report.
- B. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
- C. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the Master Plan or Development Regulations as last revised with particular regard to density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy

conservation, collection, disposition, and recycling of designated recyclable materials, and changes in state, county and municipal policies and objectives.

- D. The specific changes recommended for the Master Plan or Development Regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulation should be prepared.
- E. The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the "Local Redevelopment Housing Law", into the land use plan element of the Municipal Master Plan, and recommend changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

**WHEREAS**, The Master Plan Reexamination Report, which in effect becomes a component of the Town Master Plan once adopted by the Planning Board, is in fulfillment of the requirement established by N.J.S.A. 40:55D-89; and

**WHEREAS**, in January 2007 the Town of Dover Planning Board adopted a new Master Plan; and.

**WHEREAS**, the Town Planner, Michael Hantson, PE, PP, CME reviewed the 2018 Master Plan Reexamination Report; and

**WHEREAS**, the Board adopts the report prepared by Charles W. Latini, Jr., PP/AICP which was prepared and reviewed by staff; and

**WHEREAS**, there being no members of the public coming forward to present comment, the Board promptly closed the public comment portion of the hearing.

**NOW THEREFORE**, the Planning Board hereby makes the following conclusions of law based on the foregoing findings of fact.

The proposed Master Plan Reexamination Report has been prepared by Charles W. Latini, Jr., PP/AICP of Latini & Gleitz Planning to assist the Town in focusing on the changes that have occurred since 2007 that have affected the community and more importantly to also identify those issues that are either affecting the municipality now and/or will do so in the years ahead.

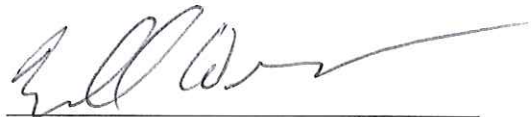
These documents comply with the provisions of N.J.S.A. 40:55D-89 and N.J.S.A. 40:55D-28. The Board specifically concludes that in toto all of these documents will guide the use of lands within the Town in a manner which protects the public health, safety, morals and general welfare pursuant to the purposes of the Act set as forth at N.J.S.A. 40:55D-2 and also N.J.S.A. 40:55D-28 and are, therefore, appropriate for adoption.

**.NOW THEREFORE, BE IT RESOLVED** by the Planning Board of the Town of Dover that the proposed Master Plan Reexamination Report prepared by Charles W. Latini, Jr., PP/AICP of Lantii & Gleitz Planning, dated October 19, 2018 is hereby adopted as required by law.

**BE IT FURTHER RESOLVED** that a copy of this Resolution along with a copy of the Town of Dover Master Plan Reexamination Report shall be forwarded to the Morris County Planning Board, and the Office of Planning Advocacy as required by law; and

**BE IT FURTHER RESOLVED** that a copy of this Resolution along with a copy of the Town of Dover Master Plan Reexamination Report shall be forwarded to the Mayor and Board of Alderman for informational purposes.

The undersigned secretary certifies the within resolution was adopted by this Board on October 24, 2018, and memorialized herein pursuant to N.J.S.A. 40:55D-10(g) on October 24, 2018.



William Shauer, Chairman

**The vote on the Resolution was as follows:**

FOR: 9

AGAINST: 0

ABSTAIN: 0

Board Member(s) Eligible to Vote: COMMISSIONERS ISSELYN, HOFFMAN  
ROMAINE, MILLER, ZANOTTI, MCCOURT,  
ALDERMAN VISIOLI, V. CHAIRMAN RIVERA &  
CHAIRMAN SHAUER

I certify that the above Resolution is a true copy of a Resolution adopted by the Planning Board on  
October 24, 2018.

  
Tamara Gross, Secretary

Dated: October 24, 2018

Prepared by: Glenn C. Kienz, Esq.

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