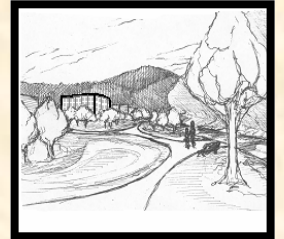


Town of Dover Rehabilitation Area: Bassett Highway Redevelopment Plan



*Prepared for:
The Town of Dover
Morris County, New Jersey*

Issued: June 14, 2006



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Section 1.0 Introduction

Dover Town is a residential community in Morris County and totals 2.7 square miles. The Town is developed in a dense and compact manner. Dover is landlocked by Wharton Borough, Mine Hill Township, Randolph Township, Rockaway Township, Victory Gardens Borough and Rockaway Borough. The Rockaway River flows from west to east, dividing the town in half. The Rockaway River empties into the Boonton Reservoir. In 2000, there were 18,188 residents in Dover with 6,788 persons per square mile. Dover Town is second to the Borough of Victory Gardens for being the most densely populated town in Morris County.

The statutory basis for the Bassett Highway Redevelopment Plan (BHRP) is based on the designation by the Dover Town Governing Body of all land within the municipal boundaries of the Town of Dover as an “Area in Need of Rehabilitation” pursuant to the Local Housing and Redevelopment Law (LRHL).

1.01 Statutory Basis for the Redevelopment Plan

In accordance with Section 15 of the Local Redevelopment and Housing Law of New Jersey (N.J.S.A. 40A:12A-1 et. seq.), a municipality may proceed with a redevelopment project in an “Area in Need of Rehabilitation” upon adoption of a Redevelopment Plan adopted pursuant to the provisions of Section 7 of the Local Redevelopment and Housing Law.

In implementing an adopted redevelopment plan for a Rehabilitation Area, the Town of Dover may perform any of the actions allowed by Section 8 of the redevelopment statute (Effectuation of Redevelopment Plan) **except**, the Town of Dover shall not have the power to take or acquire property by condemnation in furtherance of a redevelopment plan.

The Town’s Governing Body adopted a Resolution on August 9, 2006 declaring all land within the municipal boundaries of the Town of Dover as meeting the statutory criteria for designation as an “Area in Need of Rehabilitation” as defined in the Local Redevelopment and Housing Law. This declaration was based on the fact that more than 50 percent of the housing stock is at least 50 years old, and the majority of the water and sewer infrastructure is at least 50 years old and is need of repair or substantial maintenance (a copy of the resolution designating the Town of Dover as an "Area in Need of Rehabilitation" is included as Appendix A).

The BHRP has been prepared to guide the revitalization and redevelopment of properties in the Bassett Highway Redevelopment Plan Area (BHRPA), and is intended to meet the requirements of Section 7 and Section 14 of the Local Redevelopment and Housing Law.

1.02 Description of the Redevelopment Plan Area

The Bassett Highway Redevelopment Plan Area (BHRPA) is comprised of Block 1201, Lots 6, 6.01, 6.03 and 6.04 in the northern section and lot 2 of block 1203 and all of Blocks 1204, 1205 and 1206 (see Table 1). According to municipal tax records, the properties situated in the BHRPA total 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.

Table 1
LIST OF PROPERTIES IN THE
BASSETT HIGHWAY REDEVELOPMENT PLAN AREA (BHRPA)

Block	Lot(s)	Address	Zone	Land Use	Historic District?	Lot Size (Acres)	Flood Zone
1201	6	63-105 Bassett Highway	C-3	Industrial	No	9.36	Yes
1201	6.01	107 Bassett Highway	C-3	Commercial	No	1.42	Yes
1201	6.02	45 Bassett Highway	C-3	Public	No	1.07	Yes
1201	6.03	47 Bassett Highway	C-3	Commercial	No	0.67	Yes
1201	6.04	25 Bassett Highway	C-3	Commercial	No	0.60	Yes
1203	2	1-21 Bassett Highway	C-3	Commercial	No	0.56	No
1204	1	90 Bassett Highway	C-1	Commercial	No	0.26	No
1204	2	4-6 Dewey Street	C-1	Commercial	No	0.40	No
1204	3	79 W. Blackwell Street	C-1	SFR	Yes	0.05	No
1204	4	81 W Blackwell Street	C-1	SFR	Yes	0.04	No
1204	5	83 W Blackwell Street	C-1	SFR	Yes	0.04	No
1204	6	85 W Blackwell Street	C-1	SFR	Yes	0.04	No
1204	7	87 W Blackwell Street	C-1	SFR	Yes	0.04	No
1204	8	89 W Blackwell Street	C-1	SFR	Yes	0.17	No
1205	1	63 W Blackwell Street	C-1	Commercial	Yes	0.13	No
1205	2	65 W Blackwell Street	C-1	Commercial	Yes	0.19	No
1205	3	67 W Blackwell Street	C-1	SFR	Yes	0.14	No
1205	4	69 W Blackwell Street	C-1	Commercial	Yes	0.06	No
1205	5	71 W Blackwell Street	C-1	Commercial	Yes	0.05	No
1205	6	73 W Blackwell Street	C-1	Commercial	Yes	0.05	No
1205	7	75 W Blackwell Street	C-1	Commercial	Yes	0.07	No
1205	8	3 Dewey Street	C-1	SFR	No	0.06	No
1205	9	5 Dewey Street	C-1	SFR	No	0.06	No
1205	10	Dewey Street	C-1	Vacant	No	0.06	No
1205	11	Dewey Street	C-1	Vacant	No	0.06	No
1205	12	Bassett Highway	C-1	Vacant	No	0.14	No
1205	13	70 Bassett Highway	C-1	Commercial	No	0.13	No
1206	1	11 N Warren Street	C-1	Commercial	No	0.15	No
1206	2	57-9 N Warren Street	C-1	Commercial	Yes	0.06	No
1206	3	3 N Warren Street	C-1	Commercial	Yes	0.03	No
1206	4	17 W Blackwell Street	C-1	Commercial	Yes	0.04	No
1206	5	19 W Blackwell Street	C-1	Commercial	Yes	0.04	No

Block	Lot(s)	Address	Zone	Land Use	Historic District?	Lot Size (Acres)	Flood Zone
1206	6	21-23 W Blackwell Street	C-1	Commercial	Yes	0.05	No
1206	7	25-29 W Blackwell Street	C-1	Commercial	Yes	0.11	No
1206	8	28 Bassett Highway	C-1	Commercial	Yes	0.12	No
1206	9	31 W Blackwell Street	C-1	Commercial	Yes	0.16	No
1206	10	33 W Blackwell Street	C-1	Commercial	Yes	0.28	No
1206	11	39 W Blackwell Street	C-1	Commercial	Yes	0.31	No
1206	12	43-45 W Blackwell Street	C-1	Commercial	Yes	0.11	No
1206	14&15	51-55 W Blackwell Street	C-1	Religious	Yes	0.83	No
1206	16	58-60 Bassett Highway	C-1	Commercial	No	0.16	No
						18.37	

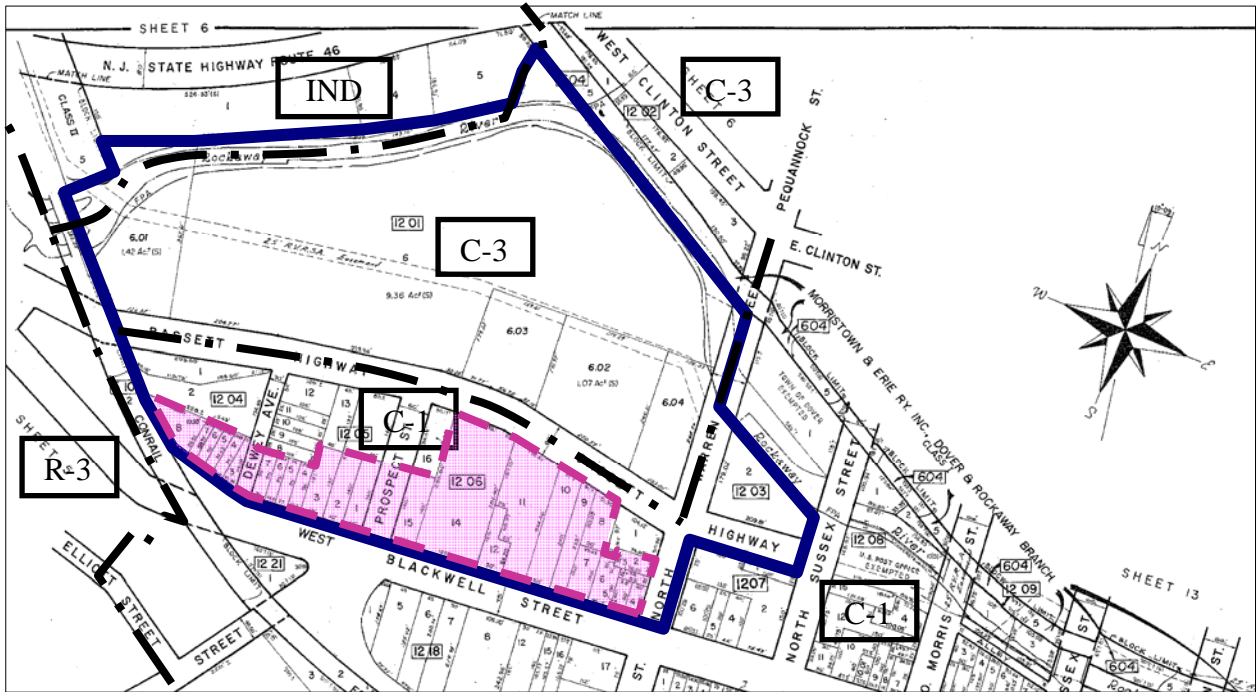
The BHRPA has sewer infrastructure in place; however, the results of the Dover Rehabilitation Investigation discovered that a majority of the water and sewer infrastructure in Dover Town is at least 50 years old and in need of repair or substantial maintenance.

A number of factors have come together to support revitalization and redevelopment of the properties in BHRPA. The Town has designated all land within its municipal boundaries as an “Area in Need of Rehabilitation”. Moreover, the Town's pending Master Plan envisions Transit Oriented Development for much of the Downtown area including the BHRPA. Also, in 1999, the Friends of the Rockaway River (FORR), who formally organized in 1990, received grants from several foundations to conduct a study of the River. “The Rockaway River and its Treasured Resources-Visions and Strategies for their Recovery” Study specifically discusses recommendations for the enhancement and protection of the BHRPA, including the development of a Riverfront Park, and replica of a short canal section that would celebrate Dover’s history and ironworks past, along with retail, office, music and entertainment venues, and possibly a hotel. The BHRP requires the creation of a Riverfront Park to be situated along the southerly bank of the Rockaway River as a mandatory use, and provides design standards that utilize traditional neighborhood design principles to help conserve environmental resources and further strengthen the sense of community in Dover.


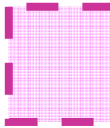

The BHRPA is characterized by excessive surface parking partly in disrepair and largely undefined areas of asphalt between the edge of the Rockaway River and the rear of four commercial buildings fronting Bassett Highway. The four commercial buildings and convenience store fronting North Warren Street 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.

The bridge located at the intersection of Route 46 and Route 15 will be demolished and reconstructed as an at-grade intersection. The current design scheme has been developed in consultation with the local officials and stakeholders, and supported by the community. There are however several access relocation/modification issues, and right-of-way acquisition issues that remain to be resolved. Construction is expected to begin in FY 2008-09.

Map 1
BASSETT HIGHWAY REDEVELOPMENT PLAN AREA (BHRPA)



Map Legend

- BHRPA Boundary  Properties Jointly Located in the BHRPA & the Blackwell Street Historic District 
- Zoning District Boundary 
- C-1 = Retail Commercial District
- C-3 = Light Industrial-Commercial District
- IND = Industrial District
- R-3 = Double-Family District

Section 2.0 Public Purpose

2.01 Goals and Objectives

The Plan is based on the following smart growth planning principles:

- Revitalizing the commercial district;
- Strengthening neighborhoods;
- Providing economic development opportunities;
- Providing housing opportunities;
- Providing a mixture of land uses;
- Providing a pedestrian oriented environment; and
- Utilizing form-based requirements and high quality design standards.

Goals of this Bassett Highway Redevelopment Plan (BHRP) are to:

1. Return vacant, non-productive properties to full productivity by creating new development opportunities for a balance of private and public-private investment.
2. Provide a range of quality commercial, residential, and civic uses that will capitalize on the property's strategic location.
3. To provide a catalyst for the continued redevelopment of the transit village in the Town of Dover.
4. To provide a site for a New Town Hall and municipal parking garage.
5. To create a vibrant, affordable, safe, walkable, and transit-oriented urban neighborhood with sufficient new housing, retail, parking and public spaces to instill new economic and social vitality into the Town of Dover.
6. To facilitate the construction of streets, infrastructure, open space and other public investments that will benefit the residents of Dover Town as a whole.
7. To encourage innovative mixed-use blocks of development allowing greater variety in type, design, and layout of building types, and by the creation of and the more efficient use of open space, inviting, interesting streetscapes, and by integrating parking ancillary to these new uses.
8. To provide for infrastructure improvements including sewer, water, storm water, underground electric, gas, and telecommunications.
9. To establish an integrated, healthy, vibrant, livable district, incorporating traditional mixed-use Town block development while rejecting the suburban imposed building typologies and open surface parking.
10. To provide for the creation of places which promote citizen security, pedestrian activities, and social interaction.
11. To implement development where the physical, spatial, and visual characteristics are established and reinforced through the consistent use of streets, architectural design and urban components.
12. To provide a range of local and regional retail needs.
13. To increase the tax base for the Town of Dover.

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14. To promote sustainable architecture that includes, environmentally conscious buildings, using renewable materials and relying on natural means for ventilation and illuminating interiors, provisions of green spaces green roofs, solar energy and energy production.
 15. To eliminate underutilization of the designated Area and to eliminate blighting influences.
 16. To provide a variety of high quality market-rate housing types and neighborhood retail (i.e., smaller shops, services and restaurants) through new construction.
 17. To maximize the advantages provided by the Area's proximity to the Dover Train station, thereby attracting Manhattan, Newark, and Morristown commuters, as well as people who can live and work within the Town of Dover.
 18. To expand the level of residential and commercial activity in the BHRPA, thereby increasing the potential for economic activity and job creation.
 19. To facilitate timely, phased improvements to sidewalks, streets, streetscape features and other public improvements through private and public investments.
 20. To provide safe and adequate garaged parking using architectural design techniques that conceal the visibility of parking structures and to provide ample on-street parking along as many streets as possible.
 21. To integrate this new development to the extent possible with the existing structures and uses on the periphery of the BHRPA, and other redevelopment areas within the Town of Dover.

The objectives of this Plan are to:

1. Provide a catalyst for the continued revitalization of the Town of Dover.
2. Provide parcels of land of sufficient size and dimension to enable an orderly arrangement of new land uses.
3. Provide a New Town Hall which will be integrated into a new mixed-use development.
4. Provide a public parking garage structure with street level retail to enhance the downtown.
5. Provide opportunities for regional and neighborhood retail services.
6. Provide new housing opportunities.
7. Develop land use and building requirements specific to the redevelopment plan area that are sensitive to the adjoining neighborhoods.
8. Undertake infrastructure improvements involving streets, curbs, sidewalks, parking, and public spaces.
9. Ensure a long-term productive use/reuse of each of the parcels situated in the redevelopment plan area.

2.02 Relationship to Local Objectives

Dover Town Master Plan

The Dover Town Master Plan Land Use Element was adopted 1993. The Dover Town Master Plan Reexamination was adopted in 1999. The Housing Element & Fair Share Affordable Housing Plan and Historic Preservation Elements were recently adopted. Adoption of updated

Land Use, Recreation, Open Space, and Circulation Plan Elements as well as a Transit Oriented District Plan is anticipated in the near future.

The majority of the BHRPA is located within the C-1 Downtown Commercial District Zone. In the Town of Dover's 1999 Master Plan Reexamination and Amendment, the C-1 Downtown Commercial District was identified as a zone that was intended to promote non-residential development to help revitalize the area. The BHRPA will result in a strengthened and revitalized commercial base in Dover and therefore is consistent with that Master Plan Reexamination objective. Furthermore, the BHRPA is intended to further the goals and objective of the master plan documents awaiting adoption by the Town.

Dover Town Zoning Ordinance

The BHRPA is partially located within the C-1 (Retail Commercial District) and partially situated in the C-3 (Light Industrial-Commercial District).

The C-1 Zone is basically south of Bassett Highway and permits a variety of uses including: retail establishments, open space and recreation, and governmental buildings. The C-1 permitted uses are as follows:

- **Principal Permitted Uses:** food stores, markets, clothing and apparel stores, book stores, sporting good stores, department stores, banks, drugstores, barber shops, beauty salons, cleaners, stationary stores, jewelry stores, office supply stores, furniture stores, luncheonettes, restaurants, transportation centers, hotels, high rise apartments, government buildings, offices, libraries, museums, photographer's studios, music and dance studios, package good stores, computer and electronics stores, florists, taverns, newspaper publishers, parks and playgrounds, buildings exclusively for federal state county or local governments, shopping centers, motor vehicle parking lots and parking garages, and flea markets.
- **Permitted Accessory Uses:** private garages for commercial vehicles associated with permitted principal uses.
- **Permitted Conditional Uses:** Public utility buildings, satellite antennas, hospitals, churches, rest homes, public parks and playgrounds, libraries and museums, professional occupations, cemeteries, schools, community centers, community centers for the developmentally disabled, fraternal organizations, clubs, lodges and meeting rooms of nonprofit organizations, apartment units, limousine service businesses and taxicab service business.

The C-3 Zone is found north of Bassett Highway and west of North Warren Street. The C-3 Zoning District permits a variety of retail, office, light manufacturing and residential uses, as follows:

- **Principal Permitted Uses:** motor vehicle repair garages, tire sales, sales of automobile parts, hardware stores, retail lumberyards for the storage, sale and minor milling of

materials, offices, motor vehicle service stations, restaurants and drive-in restaurants, computer, audio and video electronic stores, funeral homes, parks and playgrounds, buildings used exclusively for federal, state, county or local government, apartment buildings, hotels and motels, light manufacturing and indoor recreation uses limited to indoor tennis courts, skating rinks, handball courts, paddleball courts, bowling alleys and swimming pools.

- Permitted Accessory Uses: garages for house delivery trucks and other commercial vehicles, restaurants, meeting place facilities and retail stores accessory to hotels and motels and warehousing accessory to permitted principal uses.
- Permitted Conditional Uses: Public utility buildings, structures or facilities, and adult entertainment establishments, adult bookstores, adult picture theaters, adult mini-motion picture theaters, and adult cabarets.

Section 3.0 Redevelopment Plan Requirements

3.01 General Provisions

Each parcel is to be rehabilitated and/or redeveloped in a manner that is complementary to the surrounding environment. To that end, the proposed land use for each parcel will contain an appropriate mixture of commercial and residential uses designed in accordance with the standards contained in this plan, which are primarily intended to create a transit-oriented mixed-use development.

The Dover redevelopment entity will review concept plans provided by the redeveloper. These plans will be able to be adjusted before submission to the Town Planning Board. This process will help ensure that the redeveloper and the Town's redevelopment entity that the redeveloper is following the design standards appropriately. In addition, through this Redevelopment Plan and as recommended in the Town's Master Plan, the Town will be able to offer five-year tax abatements as an added incentive for restoration and rehabilitation of older structures and actively seek public funding to assist owners in preserving and restoring historic properties.

3.02 Revitalization Activities

The major activities planned for the BHRPA include the rehabilitation and redevelopment of properties performed in accordance with the standards contained herein, as well as related activities to be specified as part of a redeveloper agreement between the Town and a designated redeveloper.

3.03 Land Use and Development Requirements

3.03.01 Definitions

All terms used herein shall have the same meaning as defined in the Dover Zoning Ordinance unless otherwise specified in this redevelopment plan.

3.03.02 Waivers

Any deviations from the use requirements or affordable housing provisions set forth in Sections 3.03.03 and 3.04 of this Redevelopment Plan shall be addressed as an amendment to the Redevelopment Plan rather than via variance relief through the Zoning Board of Adjustment or Planning Board of the Town of Dover.

The Planning Board may grant design exceptions or design waivers from the bulk requirements and design standards set forth in Sections 3.03.04 & 3.03.05 of this Redevelopment Plan as applicable to site plan and subdivision applications for projects in the BHRPA if the exception or waiver is reasonable and within the general purpose and intent of the provisions for site plan and subdivision review in the Town of Dover land use Ordinances and in this Redevelopment Plan and if the literal enforcement of one or more provisions of this Redevelopment Plan or the Town of Dover land use Ordinances is impracticable or will exact undue hardship because of peculiar conditions pertaining to the land in question.

3.03.03 Use Requirements

a. Mandatory Uses

The following are mandatory use requirements within the BHRPA:

1. *Riverfront Park.* A riverfront park situated along the southerly bank of the Rockaway River shall be a mandatory use. All lands of the BHRPA that are situated within the delineation of the “NJDEP Floodway”¹ shall be exclusively developed as a public park and public open space, subject to parkland improvements, layout and amenities as stipulated in a redeveloper’s agreement. The public park shall be dedicated to the Town of Dover within ninety (90) days after the acceptable completion of the required park improvements pursuant to an inspection prepared by an authorized agent of the Town of Dover.
2. *Pedestrian Plaza.* For major redevelopment projects on tracts larger than 5 acres or on tracts between 1 and 5 acres if deemed appropriate by the Planning Board, a centrally-located public plaza consisting of a pedestrian-only courtyard shall be a mandatory use, which shall be exclusive of and situated outside of the area of the Riverfront Park.

¹ As used in this Redevelopment Plan, the “NJDEP Floodway” shall be defined as the regulatory floodway delineation as depicted on a map of the New Jersey Department of Environmental Protection entitled “Delineation of Floodway and Flood Hazard Area; Rockaway River; Sta. 1184+90 To Sta. 1284+00; Wharton Borough, Dover Town, Morris County, New Jersey” labeled Sheet C-17 and dated December 1985.

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- a. The pedestrian plaza shall be a permanently dedicated civic space situated entirely outside the limits of rights-of-way dedicated for vehicular and/or pedestrian traffic (i.e. exclusive of streets and adjacent streetside sidewalks).
 - b. The minimum land area of a pedestrian plaza shall be no less than 8,000 contiguous square feet.
 - c. In plan view, the shape and size of the mandatory pedestrian plaza shall be such that at least one contiguous location in the plaza must have sufficient space to contain a circle having a minimum diameter of no less than eighty (80) feet.
 - d. The pedestrian plaza shall include an interpretive/educational display or kiosk of the historic turn of the century uses located in the BHRPA including the Morris Canal that formerly traversed the BHRPA; the former Ulster Iron Works and its mill pond and dam; and any other uses deemed historically significant.
 - e. Public dedication of the pedestrian plaza is optional; however, any dedication shall be as stipulated in a redeveloper's agreement.
3. *New Town Hall and Public Parking Garage.* Sufficient land shall be identified in a concept plan for the BHRPA by a designated redeveloper so as to facilitate the construction of: (1) a New Town Hall; and, (2) a public parking garage (with street level retail uses) to serve the Dover's downtown district. The preferred location for these two public uses is on parcels situated at the intersection of Bassett Highway and Warren Street. These two public uses may or may not be on contiguous parcels.

b. Permitted Principal Uses

The following are permitted principal uses within the BHRPA:

1. Residential dwelling units contained in a variety of building types, such as but not limited to townhouses, zero-lot-line dwellings, apartment buildings (renter- or owner-occupied), provided that no residential dwelling unit shall be permitted at the street level unless:
 - a. Such residential use fronts on a "Neighborhood Street" as classified elsewhere herein; or,
 - b. The location of street level residential use does not run contrary to the goals and objectives of this redevelopment plan as reviewed and approved by Planning Board.
2. Mixed-use buildings containing both residential and non-residential uses provided that:
 - a. The non-residential uses shall be as specifically permitted by this redevelopment plan; and,
 - b. All dwelling units shall be situated at a building story located above the street level.
3. Retail sales and service establishments such as food stores, retail banks, bakeries, markets, clothing and apparel stores, book stores, music stores, video stores (retail and/or rentals), sporting good stores, department stores, drugstores, stationary stores, jewelry stores, office supply stores, furniture stores, package good stores, computer and electronics stores, florists, hobby shops and other similar establishments.
4. Libraries, museums, and cultural establishments.
5. Photographer's studios, music and dance studios.
6. Indoor recreation uses and health clubs.
7. Business, medical and professional offices.
8. Barbershops, beauty shops and similar service establishments.

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9. Restaurants, luncheonettes, taverns and other eating and drinking establishments wherein food and drink are consumed within the principal building or within a formally designated outdoor dining area situated adjacent to the principal building. Such uses shall not be interpreted to include and are hereby defined to exclude drive-in restaurants.
 10. Church, synagogue, house of worship and similar religious facility.
 11. Fraternal club or organization registered with the state of New Jersey as a nonprofit corporation.
 12. Indoor theaters.
 13. Hotel containing no less than eighty (80) transient rental rooms and motel/convention center.
 14. Retail laundromats and retail dry cleaning.
 15. Offices for executive or administrative personnel, or computation centers.
 16. Day care centers.
 17. Public schools and/or private schools conducted for profit.
 18. Transportation centers.
 19. Government uses and buildings.
 20. Motor vehicle parking garages.
 21. Walking promenades, pedestrian plazas, parks and playgrounds.

c. Accessory Uses

1. Any accessory use that is clearly customary and incidental to any principal use permitted in the BHRPA shall be permitted on the same or on a contiguous lot.

d. Prohibited Uses

The following uses are specifically prohibited within the BHRPA:

1. On the lands of the BHRPA that are situated in the “NJDEP Floodway”, no use other than the mandatory public park and public open space shall be permitted. In addition, it shall be prohibited to re-grade any of the lands currently mapped as the “NJDEP Floodway” in order to alter the extent of the floodway, the flood hazard area and/or to alter the base flood elevations.
2. Motor vehicle repair garages, motor vehicle service stations, auto body repair and painting, tire sales, sales of automobiles, sales of automobile parts, or similar automotive uses.
3. Automotive or car wash establishments.
4. Shopping Centers (i.e. large format or big box, etc.).
5. Large format hardware stores, retail lumberyards for the storage, sale and minor milling of materials, or similar building supply establishment.
6. Drive-in establishments.
7. Automotive Fleet Parking.
8. Heavy manufacturing, light manufacturing, assembly or production uses or similar establishment.
9. Adult entertainment establishments, adult bookstores, adult picture theaters, adult mini-motion picture theaters, and adult cabarets
10. Any other use not specifically permitted shall be prohibited.

e. Required Mix of Uses

In order to ensure that a mixed-use development is fulfilled, the following standards shall apply to major redevelopment projects on tracts larger than 5 acres or on tracts between 1 and 5 acres if deemed appropriate by the Planning Board:

1. In addition to the construction of residential dwelling units, completion of a redevelopment project shall include at least six other categories of permitted principal non-residential uses as listed herein.
2. For every newly constructed dwelling unit proposed in the redevelopment project, not less than 150 square feet of net floor area shall be devoted to nonresidential uses of which with at least 100 square feet per dwelling unit shall be devoted to retail sales and service uses. Net floor area shall be the sum of total leaseable area for nonresidential uses; net floor area does not include parking garages, basements for storage or utilities, common elements and common hallways.
3. Not less than fifty percent (50%) of the total net leaseable newly constructed non-residential floor area in the redevelopment project shall be situated in a mixed-use building that contains both residential and nonresidential uses.
4. Specifically excluding the dwelling units which are made affordable to low- and moderate-income households (as required in Section 3.04 herein), none of the newly constructed market-rate dwelling units in the redevelopment project shall consist of dwelling units containing three (3) or more bedrooms.
5. No less than twenty-five percent (25%) of the gross land area of the redevelopment shall be devoted to outdoor recreation, common open space, pedestrian plazas, contiguous greenways or riverwalks, and/or land devoted to community facilities.

3.03.04 Bulk Requirements

a. Number of Stories and Height Limitations

The number of stories and height of buildings and structures shall be regulated by all of the following requirements (See Appendix C for Building Height Exhibits):

1. Any portion of a building or structure that is situated within 125 feet of the “NJDEP Floodway” shall be no taller than four stories or 55 feet in height above the grade of the street line.
2. Any portion of a building or structure that is situated within 175 feet of the Blackwell Street right-of-way line shall be no taller than four stories or 55 feet in height above the grade of the street line.
3. Any portion of building or structure that is not situated in the areas as governed above shall be no taller than seven stories or 96 feet in height above the grade of the street line, further subject to the following additional requirements:
 - a. No greater than 15 percent of the proposed number of dwellings in a redevelopment project shall be situated above the fifth story (i.e. at the sixth and seventh stories of a building). If multiple story dwellings are proposed then the height of the dwelling shall be based on the story height of the entrance into the dwelling unit.

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4. Height limitations shall be exclusive of any roof top mechanical equipment and/or equipment penthouse/screening provided that the area of such equipment occupies no greater than thirty percent of the roof plan area and further provided the equipment shall be no taller than 14 feet in height above the finished elevation of the roof surface.
 5. Parking decks shall not exceed five above-grade parking levels in height, further subject to architectural design standards set forth elsewhere herein.

b. Residential Density

The maximum permitted residential density shall be based upon compliance with all of the bulk requirements contained herein; however, each redevelopment project may be conditioned upon a negotiated maximum residential density, to be negotiated between the redevelopment entity and the designated redeveloper. The maximum permitted residential density shall be specifically set forth in an executed redeveloper's agreement prior to a development application being deemed complete for review before the Planning Board. The maximum permitted residential density shall include all housing units affordable to low- and moderate income household that are provided in accordance with this plan's provisions related to affordable housing (Section 3.04 herein).

c. Build-to Line

A build-to line runs parallel to the pavement edge of a street or interior roadway and is established to create an even (or more or less even) building facade line on a street:

1. Purpose. The intent of a build-to line is to pull the building facade close to the street and streetside sidewalk. By doing so, building facades along a block face will be aligned to form a street edge that frames the public realm, while retaining sufficient width for people to walk, and sufficient space to provide a formal landscape created by street trees. The street edge shapes the public realm to provide a sense of comfort and safety in the public space.
2. Standards and regulations. The build-to line at which construction of a building facade or structure is to occur on a lot shall conform to the following requirements:
 - a. The maximum build-to line shall be no greater than 20 feet from the face of the curb (or edge of street pavement where no curb exists).
 - b. The minimum build-to line shall be no less than 10 feet from the face of the curb (or edge of street pavement where no curb exists).
 - c. Buildings may have a build-to line that exceeds (is deeper than) the above maximum requirement in order to create a recessed building entry, a courtyard or outdoor sidewalk café etc. if a low-lying screening wall or wrought iron fence, or a hardscape (i.e. paving detail) design element is provided at the required build-to line.
3. These build-to line standards shall not apply to the rehabilitation of existing buildings.
4. These build-to line standards shall not be construed to permit the construction of buildings that encroach into a right-of-way.

d. Interior Yards/Setbacks

All buildings in the BHRPA may be attached; however, in the event that buildings are not attached, the separation between buildings shall be a minimum of 15 feet in order to provide access to the rear of the property by fire apparatus. Such opening or alley shall be lighted and kept free of debris and may serve as pedestrian access to parking areas and streets.

e. Rockaway River Buffer Requirements

A landscaped buffer with a minimum width of 50 feet shall be provided along the entire length of the Rockaway River, measured from the upper bank of the River. No buildings or structures shall be situated in this buffer, except that a pedestrian pathway and associated park furniture may be constructed in the buffer area.

f. Building Massing

1. In order to relieve the negative visual effect of a single, long wall, no new building or structure, when viewed in plan view, shall have an overall length or overall width dimension that exceeds 150 linear feet, unless sufficient architectural design techniques are implemented (singly or in combination) such as breaks in the wall plane facing a public street, vertical articulation, building wall offsets, recessed entries, public alcoves and/or alleys.
2. The maximum building footprint of a single building or structure or attached grouping of buildings or structures shall not exceed 50,000 square feet.
3. The ground level of a nonresidential or mixed-use building shall be separated from the second floor by a horizontal architectural element such as a sash, cornice, frieze, molding, etc.

g. Blocks

1. The BHRPA shall be divided into blocks bound by streets so as to promote efficient pedestrian and vehicular movement throughout the planned mixed-use neighborhood. The physical arrangement of blocks shall be accomplished by directly extending existing streets and/or when necessary new street alignments may be introduced that are consistent with the existing grid pattern of the neighborhood.
 - a. The northerly end of Prospect Street shall be extended into the lands north of Bassett Highway and shall provide an alignment that will facilitate a connection to North Warren Street. The desired alignment is conceptually illustrated in Appendix D included as part of this Redevelopment Plan. The required roadway extending Prospect Street to North Warren Street is mandatory but the exact alignment will be subject to review and approval based on engineering, site layout and traffic safety considerations of the site and surrounding roadway network.
2. The maximum length along any block face shall be no greater than 300 feet, unless shortened with cross-access sidewalks, arcades or alleys, so that the block face is no more than 300 feet.
3. The maximum block area shall be no greater than 60,000 square feet.

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4. Blocks shall be measured to rights-of-way (pedestrian or vehicular) or, where no right-of-way is established, to the curbline or edge of the block defining pavement.

h. Lots

Lots within individual blocks may be further subdivided for the purpose of enabling individual sections of a block to be rehabilitated and/or redeveloped by separate entities. No minimum area or dimensional requirements shall be imposed on such lots, provided that the block requirements as set forth herein are complied with.

i. Streets

Streets shall be classified as a “Boulevard”, an “Avenue”, or a “Neighborhood Street” depending upon their respective function.

1. The following minimum requirements shall be imposed for Boulevards:
 - a. Number of travel lanes: minimum of 2 maximum of 4.
 - b. Minimum travel lane width: 12 feet
 - c. Minimum landscaped median width: 8 feet
 - d. Minimum sidewalk lane width (mandatory on both sides of the street): 10 feet
 - e. On-street parking shall be provided only where feasible. If provided minimum parking lane width shall be no less than 9 feet.
 - f. Minimum right-of-way width: 70 feet
 - g. Left turn lanes, if provided or needed, shall be provided within medians.
2. The following minimum requirements shall be imposed for Avenues:
 - a. Number of travel lanes: 2 (minimum and maximum)
 - b. Minimum travel lane width: 11 feet
 - c. Minimum sidewalk lane width (mandatory on both sides of the street): 10 feet
 - d. On-street parking shall be provided on both sides of the street; the parking lane width shall be no less than 9 feet.
 - e. Minimum right-of-way width: 60 feet.
3. The following minimum requirements shall be imposed for Neighborhood Streets:
 - a. Number of travel lanes: 2 (minimum and maximum)
 - b. Minimum travel lane width: 11 feet
 - c. Minimum sidewalk lane width (mandatory on both sides of the street): 10 feet with ground level retail or 5 feet without ground level retail
 - d. On-street parking shall be provided on both sides of the street; the parking lane width shall be no less than 9 feet.
 - e. Minimum right-of-way width: 50 feet.

j. Parking

Parking facilities in the BHRPA shall comply with all of the following standards:

1. Parking shall be based upon the sum of the parking required for the various uses contained in a proposed development, based upon New Jersey Residential Site Improvement Standards (RSIS) for residential uses and the Town of Dover Zoning Ordinance for nonresidential uses.

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2. In the case of a development proposal in which there are efficiencies derived by shared parking for uses which have complementary peak demands, the applicant shall submit parking generation data, based upon standard methodology (such as that published by the Urban Land Institute) sufficient for the reviewing board of jurisdiction to determine the appropriate reduction.
 3. In the case of a development proposal consisting solely of two (2) or more contiguous uses of the same classification, the reviewing board of jurisdiction may permit a reduction of the aggregate amount of required parking based upon a determination that greater efficiency is effected by joint use of a common parking area, but in such case the required number of off-street parking spaces shall not be reduced by more than twenty-five (25) percent.
 4. In determining any proposed reduction in parking requirements, the applicant shall affirmatively demonstrate the parking spaces will be made available to share among the multiple uses and that the shared parking spaces will be distributed over the site in a manner to ensure that all spaces will be situated at a reasonable distance for the intended users of the parking spaces.
 5. For major redevelopment projects on tracts larger than 5 acres, no more than 10% of the total number of off-street parking spaces provided shall be located or situated in off-street surface parking lots (i.e. at least 80% of the total number of off-street parking spaces shall be contained within a structured multi-level parking deck or private enclosed parking garage).
 6. All streets and interior roadways shall be designed to accommodate parallel on-street parking situated on both sides of all streets and/or roadways.
 7. No parking space shall be permitted in the area between the build-to line and the edge of pavement of a street or roadway, except for parking spaces situated along an alley and serving a townhouse with a rear-loaded garage.
 8. No surface level parking lot shall extend for a width or length of more than 100 feet along any street or interior roadway frontage. No contiguous surface level parking lot shall be larger than 10,000 square-feet in area.
 9. The parking plan may also take into account the proximity of mass transit and the potential for pedestrian access.

3.03.05 Design Standards

a. Architectural

The following standards shall be applied to all types of development in the BHRPA:

1. General. The exterior walls of buildings, as seen from a public right-of-way, shall be designed to provide a visual diversity that is consistent with the vernacular architecture found throughout the Town. Exterior walls shall include windows, doors, porches, pilasters, horizontal/vertical building elements and/or other similar architectural features to relieve the monotony of a blank wall and to achieve a human scale. Large blank walls are prohibited along any street.

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2. **Mix of Styles.** For major redevelopment projects on tracts larger than 5 acres or on tracts between 1 and 5 acres if deemed appropriate by the Planning Board, a redevelopment project shall include a diversity of traditional forms of building façade styles, incorporating at least five identifiable architectural style periods. Such styles may include (not in order of preference): Colonial Revival, Greek Revival, Queen Anne, Second Empire, Romanesque, Italianate, Tudor, Victorian, Gothic Revival, Art Deco, 19th Century Industrial Style Mill Buildings, Vernacular Commercial-Mixed Use, and/or other identifiable architectural style proposed by the designated redeveloper and deemed acceptable by the Planning Board with advice from the Town of Dover Historic Preservation Commission. Styles of non-traditional forms are discouraged (such as the International Style, the Post-modern or Deconstructivism etc.)
 3. **Rhythm and Patterns.** The rhythm of entrances, store fronts, windows, canopies, and awnings of new or renovated facades shall be consistent with the prevailing rhythm and patterns of such elements along the block. The upper floor façade of buildings should have an evenly spaced window pattern.
 4. **Exterior Building Materials.** Building materials shall be compatible with the predominant materials already used on structures on the site and adjacent to it. In the absence of such precedent, the exterior walls of buildings shall be made of traditional downtown building materials with proven record of performance of over 25 years such as stone, brick, horizontal siding, or decorative masonry veneer. Aluminum siding, vinyl, or vinyl coated siding, metal panels, common concrete block and mirrored glass exterior surfaces are prohibited. Pole barns or prefabricated metal buildings are prohibited.
 5. **Scale and Form.** Façades of larger buildings should be divided into typical “building block units” to establish a sense of human scale and overall streetscape form. For example, the typical building block unit may be three-stories high by five windows wide. The overall form is created by building upon multiples of this unit. Where a building is intended to be a more significant structure (i.e. focal point) in the overall development, then such a building may be differentiated through the use of a contrasting unit of scale and form.
 6. **Proportion.** Proportion in architecture is the relationship among the dimensions of the various building elements and the individual features to each other. For new buildings in the BHRPA, building façade harmony should be achieved through the use of façade elements that are proportional to each other and to the overall façade. Implementation of the “Golden Section” is encouraged, which is a rectangle with a width to height ratio of 1:1.618 (approximately 5:8). The resulting proportions of the Golden Section are recognized in traditional western architecture and art as an ideal ratio. To the greatest extent possible, the height of various building elements to their widths shall employ the use of the Golden Section. Architectural elevation plan submissions must graphically depict how the use of the Golden Section ratio is used in the design of the building façade and the individual elements.

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7. Windows. Fenestration shall be architecturally compatible with the style, materials, colors and details of a building. Windows shall be vertically proportioned wherever possible. The location of the windows on the upper stories shall be vertically aligned with the location of windows and doors on the ground level of the building. The use of uninterrupted horizontal and/or vertical bands of windows, creating a “ribbon” effect, shall be strictly prohibited. Except for retail uses, all windows shall be double-hung sash or casement types with the glass area divided by horizontal and/or vertical muntins. Such muntins or divided light grids may be the snap-on type, if fitted on the exterior side of the window or between the glazing of the window units.
 8. Entrances. All entrances to a building shall be defined and articulated by utilizing elements such as lintels, pediments, pilasters, columns, porticoes, porches, overhangs, railings, balustrades, and other such elements, where appropriate. Any such element shall be architecturally compatible with the style, materials colors and details of such building. Upper floor uses are to be provided with separate exterior entrances unless a large common lobby or atrium is provided.
 9. Storefront Standards. Each street-level retail sales and/or service establishment shall have its own storefront subject to the following standards:
 - a. General. The design of storefronts shall be consistent with a traditional downtown storefront. The components of a storefront area shall have an entrance (recessed is preferred), display windows, a paneled bulkhead under the display windows, a transom window over the storefront entrance, a frieze for the placement of wall signage and a cornice which covers the horizontal beam. A storefront shall be separated from the roofline or a second floor by a horizontal architectural element such as a sash, cornice, frieze, molding, etc.
 - b. Windows. First floor facades intended for retail use must have large, clear storefront glass areas (50% to 70% of the area) to display the nature of the business and to produce an interesting streetscape. Storefront windows may be either typical large, single pane display windows separated by pilasters or multiple smaller panes (approximately 2 foot square) separated by mullions.
 - c. Continuity of Treatment. If several storefronts are located in one building, they shall be unified in design treatment (e.g. the design of windows and door openings, the use of style, materials and colors).
 10. Side and rear elevations of buildings shall be given appropriate architectural treatment which shall be comparable to that of the front facade, if visible to the public.
 11. Roofs and Rooflines. The type, shape, pitch, texture and color of a roof and the roofline shall be considered as an integral part of the design of a building and shall be architecturally compatible with the styles, materials, colors and details of such building. A flat roof may be permitted on a building of two stories or more in height, provided that a parapet wall extends above the height of the roof surface. A mansard roof may be

permitted, but only if such is located at or above the third story of a building, completely and integrally enclosing such story. Roofline heights shall vary as appropriate to the architectural style in order to provide architectural interest and variety to the massing of a building, and relieve the negative visual effect of a single, long roof. Flat, shed, gambrel, and mansard roofs are prohibited on all one-story buildings unless pre-existing or demonstrated to be consistent with the traditional architectural style of buildings on and adjacent to the property. Architectural embellishments that add visual interest to roofs, such as dormers, belvederes, masonry chimneys, cupolas, clock towers, and such similar elements shall be permitted provided that such are architecturally compatible with the style, materials, colors and details of the buildings.

12. Mechanical Equipment. All air-conditioning units, HVAC systems, exhaust pipes or stacks, and elevator housing shall be shielded from view to the greatest extent possible. Such shielding shall be accomplished by utilizing the roof or parapet walls of the building or a penthouse-type screening device that shall be designed to be architecturally compatible with the style, materials, colors and details of such building.

b. Parking Garage Façade Design Standards

The architectural design of the exterior front façade of a parking garage structure shall be identical to the overall design of the principal building. The façade of a parking garage structure that is visible to the public shall provide continuity of treatment by incorporating identical elements of design such as, but not limited to: architectural style, fenestration details, proportion, scale and spacing; vertical and horizontal proportions of primary building design elements; building colors; and, building materials.

c. Street Furniture and Lighting

1. All street furniture (benches, newspaper boxes, phone booths, trash receptacles, etc.) shall be consistent in scale and architectural design and constructed of or enclosed with materials reflecting the style of the buildings on and adjacent to the property. Lighting shall be subdued and shielded so as to prevent spillage onto adjoining properties unless specifically approved for that purpose by the Board. Lighting fixtures shall be mounted at the lowest appropriate height.
2. Street and site furnishings shall be incorporated, such as flower boxes, arbors, planters, benches, and waste receptacles. All utility boxes and HVAC exterior equipment shall be screened by architectural elements or landscape plantings.

d. Signage Permitted in the BHRPA

All signs shall comply with general sign provisions set forth in Section 236-38 of the Town's Code except as specifically modified herein. If there is any conflicting standard, the standards set forth herein shall prevail.

1. General Requirements. Where a building requires several different signs, they shall be thematically linked and shall be similar in materials, color and method of lighting.

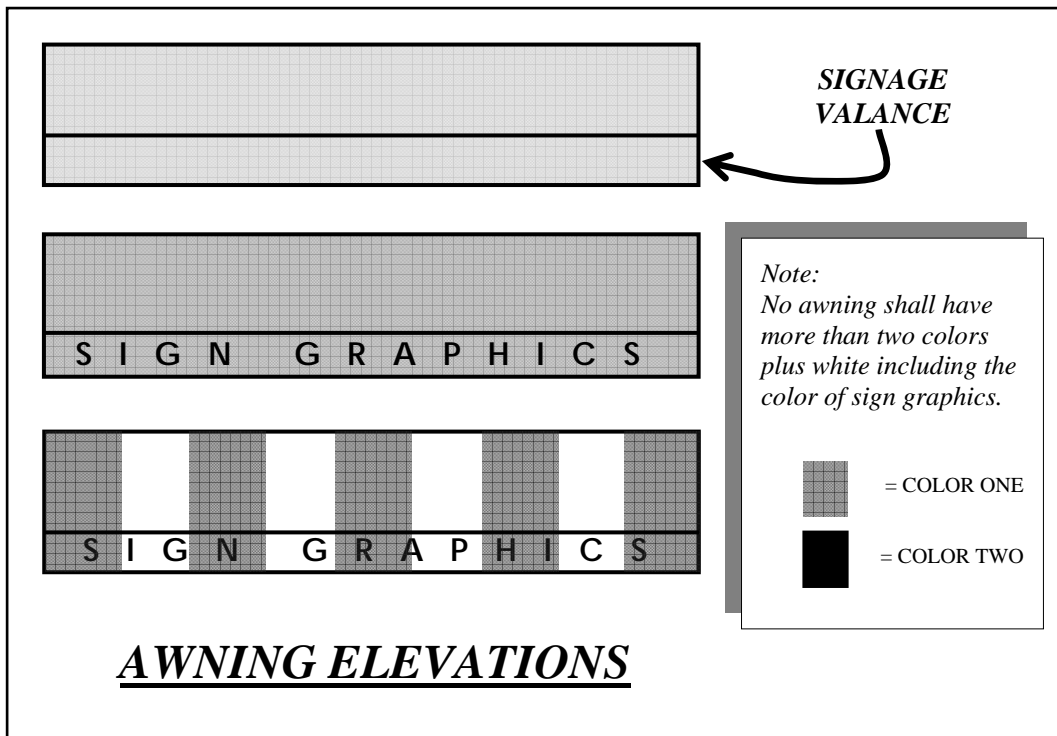
Internally illuminated signs (i.e. backlit signs) consisting of a box-style sign frame shall not have a white sign face background or a sign face background color that is lighter than the sign message.

2. Wall Signs. Each nonresidential use located on the ground floor and having a street level entrance along a public sidewalk may install wall signage in accordance with all of the following requirements:
 - a. The maximum quantity of wall signs for each ground floor business use shall be no more than one (1) wall sign per street frontage.
 - b. The sign shall be located on the wall area situated near the main public entrance or centered along the street frontage.
 - c. The maximum height from ground-level to uppermost portion of the sign shall not exceed the height of the sill or bottom of any second story window or sixteen (16) feet, whichever is less. In the case of single-story buildings, the maximum height shall not exceed fourteen (14) feet or the top of the wall face, whichever is less.
 - d. The minimum height from ground-level to lowermost portion of the sign shall be no less than eight (8) feet.
 - e. Maximum permitted sign area shall be no greater than one square-foot per lineal foot of building frontage occupied by the use on that particular building frontage, not to exceed forty (40) square feet.
 - f. Maximum permitted horizontal sign dimension (width) shall be no greater than seventy-five percent (75%) of the width of the building frontage occupied by the use on that particular building frontage, not to exceed thirty (30) feet.
 - g. Maximum vertical dimension (height) of the sign face shall not exceed three (3) feet.
 - h. No wall sign shall not project more than eight (8) inches from the wall face upon which it is attached.
 - i. The sign may be internally or indirectly illuminated.
3. Parking Garage Signs. Wall signs identifying an entrance of a parking garage may be permitted but shall be in conformance with regulations set forth above for wall signs.
4. Awning Signs. Non-residential uses located on the ground floor may display signs on awnings, provided that the following standards are met:
 - a. Awning signs shall only be permitted on first-story awnings that provide roof-like shelter and/or solar shielding above doorways and windows.
 - b. The dimensions of the awning shall be in conformance with applicable regulations set forth elsewhere herein for awnings.
 - c. The sign shall only be located on the front portion of the awning that is generally parallel to the building wall face to which it is attached. This portion is more commonly known as the “valance” (see Figure 1). In the case of an awning shape where a traditional valance might not be provided, the sign text and graphic characters shall be restricted to the lowest fourteen (14) inches of the awning,

which must be shown to be nearly parallel to the building wall face. In the case of dome awnings, the sign graphics shall additionally be restricted to the middle one-fifth (1/5th) of the awning, when viewed from the front elevation, which must be shown to be nearly parallel to the building wall face.

- d. All awning signs shall be professionally sewn or painted.
- e. The maximum vertical dimension of the sign face (valance) shall not exceed fourteen (14) inches.
- f. The maximum height of letters, individual numbers or other characters or images on the awning shall not exceed twelve (12) inches.
- g. Maximum width of individual letters, numbers, or other characters or images on the awning shall not exceed eighteen (18) inches.
- h. The total aggregate horizontal dimension (width) of all individual letters, numbers or other characters shall not exceed twenty (20) feet, or seventy-five (75%) of the width of the awning, as viewed in front elevation, whichever is less.
- i. The awning shall be limited to a total of two (2) colors plus white as approved by the Planning Board, including the color of sign lettering and all other graphics (see Figure 1).
- j. No single awning shall contain sign messages for more than two (2) business establishments.
- k. The maximum quantity of awning signs for each nonresidential use located on the ground floor shall be no more than two (2) awning signs per street frontage.
- l. Awning signs shall not be internally illuminated.

Figure 1 – Awning Signs



5. Permanent Window Signs. Only retail or personal service business uses located below the third story of a building shall be permitted to display a permanent window sign. Such sign may be professionally painted on the interior side of a window or may consist of a professionally printed permanent decal(s) installed on the interior side of a window, provided that the following standards are complied with:
 - a. No window sign shall be permitted in a window above the second-story of a building.
 - b. Maximum area of any and all such sign shall not exceed twenty-five percent (25%) of the total window area, not to exceed six (6) square feet in area per window.
 - c. One (1) sign per business establishment per window shall be permitted, up to a maximum of two (2) signs per business on any wall frontage.
 - d. The sign(s) shall be limited to the name and/or type of business, the address and phone number.
 - e. The sign(s) may be internally illuminated.
6. Wall-mounted Directory Sign. For buildings containing non-residential tenant(s) located above the ground level, one (1) wall-mounted directory sign for each ground floor public entrance into a building shall be permitted whether such entrance fronts on a street or a parking lot.
 - a. The maximum size of the wall-mounted directory sign shall not exceed eight (8) square feet in sign area.

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- b. The maximum height from the ground-level to uppermost portion of the sign shall not exceed nine (9) feet if situated directly above the doorway entrance, or six (6) feet if not situated directly above the doorway entrance.
 - c. The minimum height from ground-level to lowermost portion of the sign shall be no less than two (2) feet.
 - d. Such sign may identify all building occupant names and their addresses, however, no sign message for an individual business shall occupy greater than six (6) square feet in area of such a sign.
 - e. A wall-mounted directory sign may only be externally illuminated with a shielded fixture.
 - f. All lettering on a wall-mounted directory sign shall be of the same type-face (font) style.
7. Projecting Sign. Each nonresidential use located on the ground floor and having a direct street level entrance may install one (1) projecting sign subject to the following:
- a. The sign shall be attached to the wall along the frontage such use occupies.
 - b. Such sign face and all signage must be oriented in a position that is perpendicular to the wall to which it is attached.
 - c. No such sign shall have a thickness that exceeds eight (8) inches.
 - d. Maximum size of each sign face shall not exceed eight (8) square feet in area.
 - e. Minimum height from ground level to lowermost portion of sign shall be no less than eight (8) feet.
 - f. Maximum height from ground level to uppermost portion of sign shall not exceed the height of the sill or bottom of any second story window or sixteen (16) feet, whichever is less. In the case of single-story buildings, said maximum height shall not exceed fourteen (14) feet or the top of the wall, whichever is less.
 - g. Maximum horizontal projection from the building wall, including any sign appurtenances, shall not exceed four (4) feet. Such sign may project over a public sidewalk only and shall not extend over any other portion of any other public right-of-way.
 - h. Maximum horizontal dimension (width) of the sign face shall not exceed three and one-half (3 ½) feet.
 - i. Maximum vertical dimension (height) of the sign face shall not exceed five (5) feet.
 - j. Maximum height of letters, individual numbers or other characters or images on the signboard shall not exceed eighteen (18) inches.
 - k. Maximum width of letters, individual numbers or other characters or images on the signboard shall not exceed eighteen (18) inches.
 - l. A projecting sign may be internally or externally illuminated.

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8. Temporary Window Advertising Signs. Temporary window advertising signs for ground level retail and personal service business uses located in the BHRPA are exempt from approval requirements, subject to the following conditions:
- a. Such signs may be constructed of paper, cardboard or plastic, and any written, numerical, graphic or photographic material or information shall constitute such a sign.
 - b. Such signs shall be removed after a period of thirty (30) days and shall have the date of installation printed clearly in the lower right-hand corner of such, as viewed from the exterior.
 - c. Such signs shall be contained solely within the ground level window of the subject business.
 - d. Maximum total area of such signs shall not exceed 40% of the total area of ground level windows, excluding window portions of doors, fronting on a public street. For the purposes of this subsection, any window area covered with a permitted permanent window sign, pursuant to this article, shall be excluded from the calculation of the total area of all ground floor windows.
 - e. Information on such signs shall be limited to advertisements for special promotions, temporary sales and other such similar nonpermanent sales promotions.
 - f. Such signs shall be maintained in an orderly manner at all times.
 - g. This section shall not be interpreted in such a manner as to limit or prohibit any business from displaying merchandise in an interior window display area.
9. Portable Sidewalk Sign. Only retail and personal service business uses and eating and drinking establishments shall be permitted to display sandwich board signs and other types of portable signs, subject to the following conditions:
- a. Maximum size of such signboard shall not exceed five (5) square feet in area. If such sign is two-sided, only one (1) side of such shall be used for the purpose of calculating the permitted sign area.
 - b. Maximum height and width of letters, numbers or other characters or images on the signboard shall not exceed twelve (12) inches.
 - c. Such signs shall be located within four (4) feet of an entrance to the business they advertise and shall not be placed so as to interfere with pedestrian or vehicular traffic on a street, sidewalk, walkway or public right-of-way. An unobstructed pathway of at least four (4) feet in width must be maintained on a sidewalk at all times.
 - d. Such signs shall be constructed of wood, slate board and/or finished metal.
 - e. Information contained on such signs shall be limited to advertisements for special promotions, sales and other such similar non-permanent sales promotions.
 - f. Such signs shall be maintained in an orderly manner at all times.

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- g. In a building with multiple business occupants who share a common entrance, no more than two (2) such signs shall be permitted, which may be shared among the applicable businesses entitled to a portable special promotion sign under the provisions of this section.
 - h. Any business use that places or installs such sign, pursuant to this section, shall be required to conform to all other applicable provisions of this article, otherwise, such business shall be prohibited from displaying such sign.
 - i. No such sign shall be displayed when the business it relates to is not open for business.
 - j. Such signs shall not be illuminated.
10. Freestanding Sign. Nonresidential uses may be permitted to install a freestanding sign only if the depth of the yard in which the sign is located is at least twenty (20) feet deep, measured from the front lot line to the nearest part of a building located on a lot. Such freestanding sign shall be regulated as follows:
- a. No more than one (1) such sign shall be permitted on any lot.
 - b. The sign shall be located in the front yard; however, no element of the freestanding sign shall be located within four (4) feet of any property line.
 - c. The area of the sign shall not exceed sixteen (16) square feet.
 - d. The maximum height to the top of the sign shall not exceed sixteen (16) feet.
 - e. The minimum mounting height to the bottom edge of the sign face shall not be less than seven feet and six inches (7'-6").
 - f. Neither the horizontal (width) nor the vertical dimension (height) of the sign face shall exceed six (6) feet.
 - g. The sign may be indirectly illuminated, or may be lit by an internal source.
11. Residential Use Signage. Signage pertaining to residential uses shall be in accordance with the signage requirements set forth in the Town's Code for residential uses.

e. Awnings and Canopies

Awnings and canopies are encouraged in the BHRPA at the street level of a building when occupied by a nonresidential use. For all uses, awnings and canopies may be used on the upper floors of a building, where appropriate. The design of awnings and canopies shall be architecturally compatible with the style, materials, colors and details of such buildings and should not conceal significant architectural features, such as cornices, columns, pilasters or other trim details. All of the following standards for street-level awnings and canopies shall additionally apply:

1. The highest point of a street-level awning or canopy shall not extend above the top of the first-story windows by more than four (4) feet or fourteen (14) feet above the sidewalk grade elevation, whichever is less.
2. The minimum height clearance between the sidewalk and the lowest point of an awning or canopy shall be no less than seven feet six inches (7'-6").

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3. The maximum horizontal projection dimension of an awning from the building wall, including any appurtenances, shall not exceed six (6) feet from the building face. Awnings may project over a public sidewalk but shall not be closer than two (2) feet to the vertical plane of the curb line or the edge of any other public right-of-way. No awning shall project over a public sidewalk when the business it relates to is not open for business.
 4. No permanent canopy structure with a projection greater than eight (8) inches from the building wall face shall project over a public right-of-way (including a public sidewalk), unless approved by the governing body of the Town.
 5. When fully extended and viewed in side elevation, the height dimension of an awning shall not exceed the projection from the wall face (see Figure 2 below).
 6. The surfacing material of awnings shall be made of canvas or modern materials that mimic canvas with traditionally dyed colors in solids or stripes. Metal and vinyl awnings are prohibited. Canopies shall be made of materials permitted for awnings or may be made of architectural materials found on the façade of the building.
 7. No awning shall contain more than two (2) colors plus white. The color of any sign messages or other graphic features shall be included in the number of colors. The colors must be compatible with the architectural color scheme of the entire building.
 8. On buildings with multiple storefronts, coordinating awning and canopy frame styles shall be used as a means of unifying the structure (see Figure 3 below for examples of frame styles).
 9. All signage on awnings shall be in conformance with applicable regulations set forth elsewhere herein for awning signs.
 10. All signage mounted, affixed or displayed directly on a fixed-position canopy shall be regulated as wall-mounted signs in accordance with applicable regulations set forth elsewhere herein for wall signs.
 11. Internally illuminated or backlit awnings and canopies are not appropriate and are therefore strictly prohibited. No awning or canopy shall have illumination which permits the passage of light or allows light to be seen through the surface material of the awning or canopy so as to illuminate the exterior of the awning or canopy.

Figure 2 – Awning Proportion

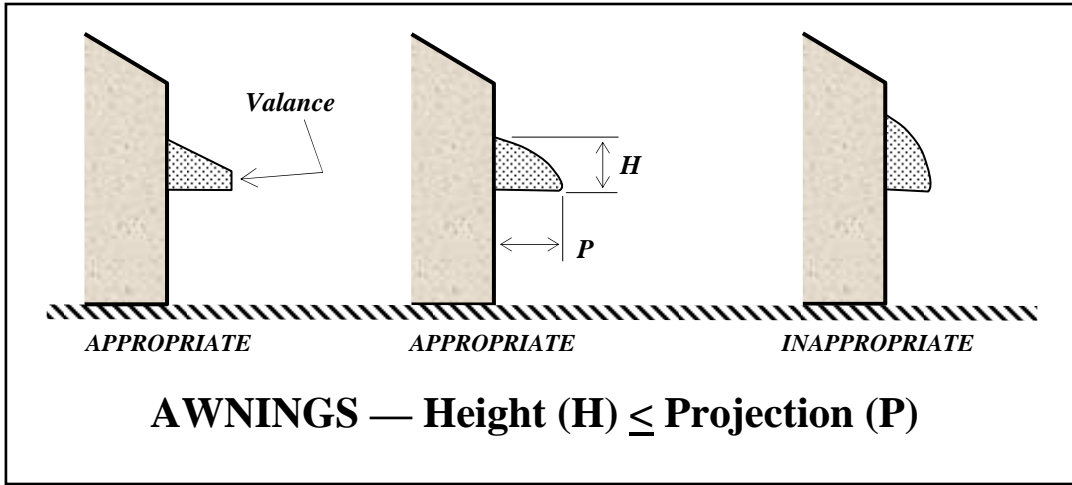
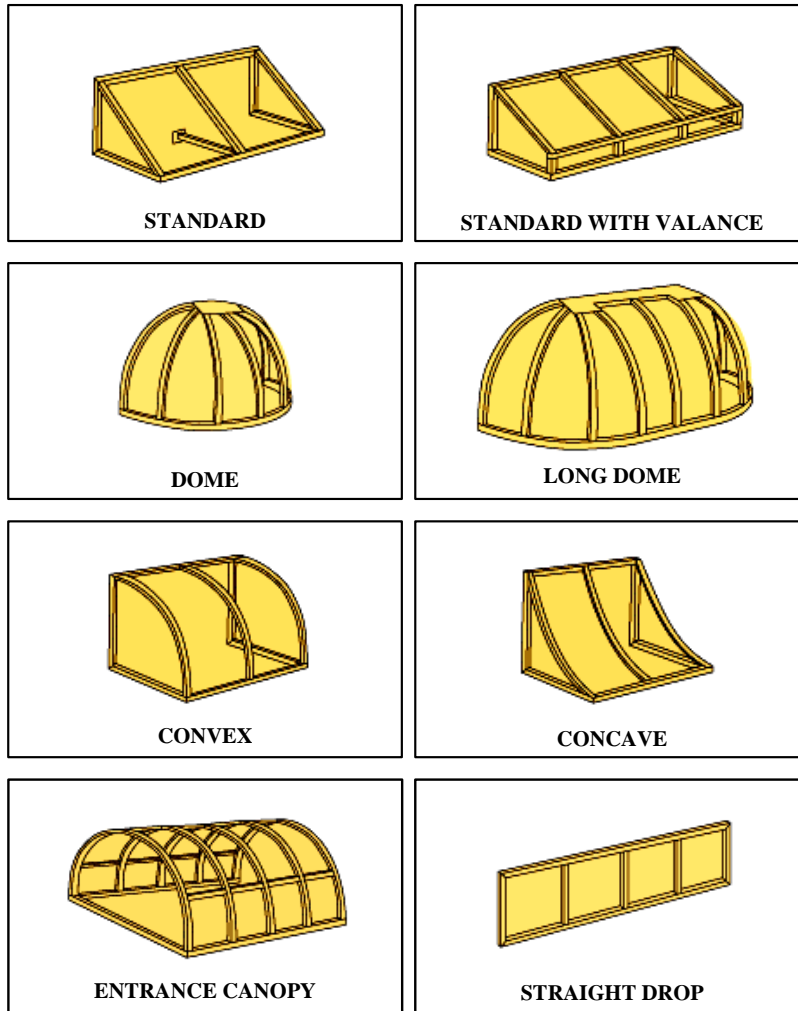


Figure 3 – Popular Awning & Canopy Frame Styles



f. Landscaping and Street Trees

1. Landscaped buffers between non-residential and residential uses shall be provided when necessary. When space permits, foundation plantings shall be used to soften the corners and edge of the buildings, and interior alleys.
2. All street frontages should be planted with street trees of medium size such as Amur Maple (*Acer ginala*), Japanese Scholar Tree (*Sophora japonica*), Green Ash (*Fraxinus caroliniana*), etc. at an average spacing of 25 to 30 feet. Final species selection shall be reviewed and approved by the Town's Shade Tree Commission.

g. Vehicular/Pedestrian Circulation

1. All buildings are required to have entrances accessed directly from a public or semi-public pedestrian walkway. Pedestrian walkways shall be provided between all commercial buildings. Parking lots and pedestrian walkways shall be designed as attractive elements of the site by their own right with the use of trees, landscaping, and various building materials and textures. Sidewalks shall be connected where there are gaps and missing links. Sidewalks shall extend from the building facade or interior alleys or mews to the curb for the purpose of facilitating pedestrian movement and creating opportunities for outdoor eating and shopping areas, placement of street furniture, etc.
2. The minimum width for sidewalks shall be in compliance with the requirements set forth herein regarding streets. Where a sidewalk or pedestrian path does not border a street, the minimum width shall be no less than four feet.

h. Historic Preservation

There are many buildings in Dover's Central Business District that date back to the 18th through the 20th century. The standards presented herein recognize the unique heritage and historic character of development that has evolved in Dover and seek to preserve the historic character of the properties located jointly within the Blackwell Historic District and the BHRPA.

The following design standards shall be applicable to redevelopment and rehabilitation activities in the BHRPA on properties identified: in the Historic Preservation Element of the Town's Master Plan; and/or, on the National or State Register of Historic Sites. In assessing the design of any proposed addition to, alteration of, or demolition of a structure located within a historic district or listed on the National and/or State Registers, or any new construction on property occupied by a historic structure or within a historic district, the Town of Dover's Historic Preservation Commission shall be referred to conduct a "certificate of historic review" in accordance with applicable provisions of Chapter 236 of the Code of the Town of Dover. The Historic Preservation Commission shall consider the following design criteria:

1. General Criteria. The following general factors should be considered:
 - a. The impact of the proposed change on the historical, archeological, architectural, cultural, and/or aesthetic significance of the historic site or historic district;

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- b. The importance of the historic site or the building, structure, object, or site located in a historic district to the nation, state, region, or municipality, and the extent to which its historical, archeological, architectural, cultural, and/or aesthetic interest would be adversely affected to the detriment of the public interest;
 - c. The use of any historic site or historic district involved in the proposed change; and
 - d. The visual compatibility of the proposed change with adjacent buildings, structures, objects, and sites in accordance with the requirements for design compatibility set forth herein.
 2. Criteria For Existing Buildings, Structures, Objects and Sites. The Town of Dover's Historic Preservation Commission should make its determination as to whether the application should be (1) approved, (2) approved with conditions, or (3) denied on the basis of the purposes of this section and the applicable standards for review which are set forth in Chapter 236 of the Code of the Town of Dover.
 3. Criteria for Additions, Alteration, And New Construction. It is the intent of this Redevelopment Plan that any design standards for additions and new construction should not discourage technical innovations in processes or materials or creativity of design. It is acknowledged that structures must meet the needs of today's inhabitants. In assessing the design of any proposed addition or new construction, the Town of Dover's Historic Preservation Commission, should consider the applicable design criteria set forth in Chapter 236 of the Code of the Town of Dover..
 4. Criteria for Demolition. Demolition of any structure shall be discouraged in the BHRPA. If necessary, the applicable standards set forth in Chapter 236 of the Code of the Town of Dover should be considered regarding applications to demolish any part of a historic site or any building, structure, object, or site located within a historic district:
 5. Criteria for Relocation of Historic Building or Structures. The following factors should be considered regarding an application to move to a new location or site any building, structure, or object located on a historic site or historic district:
 - a. The impact of the loss of integrity suffered as a result of removal from the original and/or historic location and, if located within a historic district, the impact of that loss of integrity upon the district as a whole.
 - b. The relative value to the applicant of the proposed relocation contrasted with the value to the community as a whole in allowing it to remain at its original and/or historic site.
 - c. The compatibility, nature, and character of the areas adjacent to both the present site and the proposed site relating to the protection of historic properties and districts.

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- d. If a proposed new location is in a preservation zone, the impact on the visual compatibility of adjacent buildings, structures, objects, or sites as set forth above.
 - e. The likelihood of significant damage to the physical integrity of the building, structure, or object itself due to its relocation.
 - f. The compelling reasons for not retaining the building, structure, or object at its present location.

3.04 Provisions Related to Affordable Housing

The Town of Dover acknowledges that the construction of a redevelopment project within the BHRPA will result in additional fair share affordable housing requirements pursuant to the regulations promulgated by the Council on Affordable Housing (“COAH”), N.J.A.C. 5:94 & 5:95. The affordable housing provisions of this Plan are intended to implement the Fair Share Affordable Housing Plan of the Town of Dover which has been submitted to COAH with a petition for substantive certification. The following provisions shall apply to all development in the BHRPA until such time the Town adopts a “growth share ordinance”, at which time the Town’s growth share Ordinance shall supersede the following provisions:

1. For any development proposal which generates a “growth share obligation” of less than three (3) affordable dwelling units, the Redeveloper shall comply with the Town’s Development Fee Ordinance as approved by COAH.
2. For any development proposal which generates a “growth share obligation” of three (3) or more affordable dwelling units, the Redeveloper shall satisfy onsite, the Town of Dover’s entire “growth share” affordable housing obligation which results directly from the redevelopment project and shall do so in accordance with the COAH regulations.
3. The project-induced growth share obligation shall be represented by a ratio of one affordable housing unit for every eight market-rate units constructed in the development proposal plus one affordable housing unit for every 25 newly created jobs as measured by new or expanded non-residential construction within the development proposal in accordance with Appendix E of the COAH regulations. The affordable housing obligation shall be calculated as the sum total of the affordable housing obligations which result directly from both residential and non-residential development.
4. At least 30% of the affordable units shall be rental dwelling units that are available to the general public (non-age-restricted rental housing).
5. None of the affordable units may be age-restricted housing.
6. In calculating the project-induced growth share obligation:
 - a. Any decimal/fractional amount shall be rounded to the next highest whole number; and,
 - b. The project-induced growth share obligation shall be based on the net residential and/or net nonresidential growth (i.e. any demolition that will be undertaken by the developer may be credited based on the loss of dwelling units and the loss of jobs as a result of such demolition, calculated pursuant to Appendix E of COAH’S regulations).

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7. All affordable dwelling units shall be specifically included in the residential density calculation for any particular redevelopment project.
 8. All affordable housing units shall fully comply with all applicable “Substantive Rules” and policies of COAH including, but not limited to, bedroom distribution, controls on affordability, household income qualification and eligibility, range of affordability, affirmative marketing and the construction phasing of the market versus the affordable housing units.
 9. All costs associated with the implementation of the affordable housing provisions of this redevelopment plan shall be the responsibility of the designated Redeveloper.
 10. Prior to an application being deemed complete for review by the Planning Board, a developer shall submit an affordable housing production plan and phasing schedule which demonstrates the developer’s/redeveloper’s ability to comply with the affordable housing requirements of this Redevelopment Plan as well as applicable “Substantive Rules” and policies of COAH including, but not limited to, bedroom distribution, controls on affordability, household income qualification and eligibility, range of affordability, affirmative marketing and the construction phasing of the market versus the affordable housing units.

3.05 Provisions Related to Off-Site Improvements

The designated redeveloper or other such party responsible for the development of a redevelopment parcel covered by this redevelopment plan shall be at least responsible for his/her fair share of any installation or upgrade of infrastructure related to their project whether on-site or off-site. Infrastructure items include but are not limited to gas, electric, water, sanitary and storm sewers, telecommunications, recreation or open space, streets, curbs, sidewalks, street lighting and street trees or other circulation improvements as identified in the Circulation Element of the Town’s Master Plan. The extent of the redeveloper’s responsibility will be outlined in the redeveloper’s agreement with the Town. Off-site responsibility for properties not covered under the redeveloper’s agreement will be determined during the permit and/or site plan review phases.

All infrastructure improvements shall comply with applicable local, state and federal codes including the Americans With Disabilities Act. All utilities shall be placed underground.

3.06 Provisions Related to State and Federal Regulations

Certain redevelopment activities proposed in this plan may be subject to state and federal standards, regulations and permit requirements. The redeveloper is responsible for ensuring compliance with all applicable standards and obtaining necessary state and federal permits.

Section 4.0 Relationship to Zoning Ordinance

4.01 Superseding Provisions

This Redevelopment Plan supersedes the Zoning Ordinance of the Town of Dover. In the case where a particular land use or site standard is not covered in this Redevelopment Plan however, compliance with the Town of Dover Zoning Ordinance or other applicable municipal code or ordinance will be required, subject to the approval of the Planning Board of the Town of Dover.

4.01.01 Effect of Plan

The entire BHRPA previously identified herein at Section 1.02 shall be governed by all of the provisions contained in this Redevelopment Plan. The Town recognizes that a variety of factors will influence the final design of a particular project and has not attempted, in these and other controls of this Plan, to anticipate every possible design solution.

4.01.02 Terms and Definitions

Unless otherwise defined herein, the use of terms in this Redevelopment Plan shall be consistent with the terms as defined in the Town's Zoning Ordinance, unless specified otherwise herein.

4.01.03 Other Applicable Design and Performance Standards

Other applicable design and performance standards listed in the Town's Land Use Ordinance shall apply unless specifically modified by this Plan.

4.01.04 Conflict

Wherever there is a conflict between the Zoning Ordinance of the Town of Dover and the standards in this Plan, the standards in this Plan shall apply.

4.02 Zoning Map Revision

The Official Zoning Map of the Town of Dover is hereby amended in accordance with Map 1 to indicate the boundaries of the Redevelopment Plan Area and to identify it as the "Bassett Highway Redevelopment Plan Area".

Section 5.0 Acquisition and Relocation

5.01 Identification of Real Property to be Acquired

Properties within the Rehabilitation Area may only be acquired through negotiated purchase between a designated redeveloper and current property owner(s). Municipally owned property may be conveyed to a designated redeveloper by the Town of Dover following adoption of a Rehabilitation Plan and execution of a redeveloper agreement. The LRHL does not allow a municipality to acquire private property through eminent domain/condemnation in a Rehabilitation Area.

The redeveloper shall develop the properties pursuant to the terms and conditions of the Redeveloper Agreement. However, should the parcels recommended for rehabilitation remain vacant or unimproved for a period of 5 (five) or more years from the date of initial adoption of this redevelopment plan, the Mayor and Board of Alderman can direct the Planning Board to investigate these parcels to determine if they meet the criteria for “An Area in Need of Redevelopment”. If so designated by the Mayor and Board of Alderman, then this redevelopment plan may be amended at a later date to enable the acquisition of these parcels.

5.02 Relocation Proposal

No relocation will be required by the implementation of this Plan, as eminent domain cannot be exercised in a Rehabilitation Area.

Section 6.0 Relationship to Other Plans

6.01 Plans of Adjacent Municipalities

The Town of Dover is located in Morris County and is landlocked by Wharton Borough, Mine Hill Township, Randolph Township, Rockaway Township, Victory Gardens Borough and Rockaway Borough. As the redevelopment parcels total less than 20 acres, the BHRPA is unlikely to have a notable impact on any of the adjacent municipalities.

Of the towns bordering Dover, Wharton Borough would have the greatest impact from the redevelopment of the BHRPA. The Wharton Master Plan was adopted in 1994 and contains a Land Use and Recycling Plan Element, and background information on land use, population, income, housing, employment, the Borough's physical features, and public utilities.

It is Wharton's intention to preserve and enhance its Main Street Central Business District (CBD) for retail and commercial uses, and to expand upon the CBD to allow for increased shopping development. Wharton's enhancement and revitalization goals for their CBD are similar to that of Dover's BHRPA goals in that both municipalities want to use rehabilitation and redevelopment strategies to recapture their past success as a traditional downtown mixed-use core.

The Riverfront Park aspect of the BHRPA is similar to the Goals of the Wharton Borough 2001 Open Space and Recreation Plan Element in that it intends to provide areas throughout the Borough for passive recreation activities by limiting activity that may adversely affect the environment. All lands in the BHRPA that are situated in the "NJDEP Floodway" will be the site of the public park and public open space.

6.02 Morris County Master Plan

Morris County Future Land Use Plan Element

The Morris County Future Land Use Plan Element was adopted in 1975, and has not been updated since that time. The land use plan does include, however, a goal that states, "Balanced and diversified economic growth, coordinated with transportation, utilities, and environmental limitations." The BHRPA will result in a mixed-use development that is proximate to mass transit and sensitive to any environmental limitations that may exist on the land, and therefore is consistent with that Land Use Plan Element goal.

Morris County Open Space Master Plan Element

The Morris County Open Space Master Plan Element identifies lands along the Rockaway River in Dover, which are mainly floodplain areas, as proposed open space. The BHRP establishes a park/public space along the Rockaway River in recognition of this area's sensitivity.

Bicycle and Pedestrian Master Plan Element

In 1998, Morris County adopted the Bicycle and Pedestrian Element to improve conditions for bicyclists and pedestrians. One of the County's objectives is to develop an integrated system of bicycle and pedestrian facilities for both recreation and commuting purposes. To that end, the County identified a network of existing and proposed multi-use paths or trails, walking trails, bicycle lanes and shared roadways. There are no proposed bike trails in the BHRP.

6.03 New Jersey State Development and Redevelopment Plan (SDRP)

In 2004, the State released the Preliminary State Development and Redevelopment Plan, and the Preliminary State Plan Policy Map for the third round of Cross Acceptance. The Map features Planning Areas, Centers and Environs, and parkland which are intended to help implement the goals and policies of the State Plan, and guide future growth and development in New Jersey.

The State is divided into Planning Areas that are guided by differing planning goals including desirable population densities, maintenance of infrastructure, infill development and the like. The Metropolitan Planning Area (PA1) is intended to provide much of the State's future redevelopment, and revitalize cities and towns. The Suburban Planning Area (PA2) is intended to provide for much of the State's redevelopment, and preserve the character of existing residential communities. The Fringe Planning Area (PA3) is intended to accommodate growth in the Centers, protect the Environs as open land, and to provide a buffer between more developed PA1 and PA2 and less developed PA3, PA4 and PA5. The Rural Planning Area (PA4) and Rural/Environmentally Sensitive Planning Area (PA4B) are intended to maintain farmland as contiguous areas, to accommodate growth in the Centers, to promote agriculture as a viable industry, and to confine sewer and water service to Centers. Environmentally Sensitive Planning Area (PA5) is intended to protect environmental resources through the preservation of large tracts of land, accommodate growth in Centers, protect existing communities, and confine water and sewer service in Centers.

Dover is a designated Regional Center and located entirely within Planning Area 1 (PA1), the Metropolitan Planning Area. There are no proposed Planning Area boundary changes in Dover. The Policy Map proposes to designate Bowlby Park, a municipal park, and 60 acres of land in the Hedden County Park, which stretches into Randolph and Mine Hill Townships, as Parks and Natural Areas (PA 6, 7, 8).

The 2004 Cross-Acceptance Manual approved by the State Planning Commission recommends on Page 27 that the following key concepts and policy objectives of the State Plan be considered when evaluating municipal consistency with the SDRP and the proposed amendments thereto, i.e., the Preliminary Plan:

- Planning that is comprehensive, citizen-based, collaborative, coordinated, equitable and based on capital analysis is essential to achieving the goals of the State Plan.
- Planning should be undertaken at a variety of scales and should focus on physical or functional features that do not necessarily correspond to political jurisdictions.

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- Planning should be closely coordinated with and supported by investments, programs and regulatory actions.
 - Planning should create, harness and build on the power of market forces and pricing mechanisms while accounting for full costs of public and private actions.
 - Planning should maintain and revitalize existing communities.
 - Planning, designing, and constructing development and redevelopment projects, that are residential, commercial, industrial or institutional and that contribute to the creation of diverse, compact human scale communities (i.e., communities of place).
 - Identifying cores and nodes as places for more intensive redevelopment in metropolitan New Jersey.
 - Emphasizing public support for physical design, public investment and government policy through access to information, services, jobs, housing, and community life.
 - Planning for the protection, restoration, and integration of natural resources and systems.

During the third round of Cross Acceptance, Morris County interviewed the participating municipalities to determine each municipality's consistency with the Key Concepts of the State Preliminary Plan, the goals of the Metropolitan Planning Area, and the goals of the Environmentally Sensitive Planning Areas where applicable. The BHRPA will maintain and revitalize Dover Town. The BHRPA will be designed to be residential, commercial, industrial and institutional in nature, and work to create a diverse, compact, and human-scaled community. Therefore, Dover Town and the BHRPA are substantially consistent with the key concepts and policy objectives of the SDRP.

Section 7.0 Amendments to and Duration of Redevelopment Plan

7.01 Amendments to Redevelopment Plan

This plan may be amended from time to time in accordance with the procedures of the Local Redevelopment and Housing Law, except that amendments affecting a redevelopment parcel addressed in an agreement, duly executed by a redeveloper and the Town of Dover's redevelopment entity shall be contingent on the written approval of such redeveloper.

7.02 Certificates of Completion

Upon the inspection and verification by the Town of Dover's redevelopment entity that the redevelopment of a parcel subject to a redeveloper agreement has been completed, a Certificate of Completion and Compliance shall be issued to the redeveloper and such parcel shall be deemed no longer in need of rehabilitation.

This redevelopment plan shall remain effective until the entire area has been redeveloped and/or rehabilitated and deemed no longer in need of rehabilitation by the Mayor and Board of Alderman of the Town of Dover.

Section 8.0 Redeveloper Selection

In order to assure that the vision of the BHRP will be successfully implemented in an effective and timely way in order to achieve the public purpose goals of the Plan, the Town of Dover redevelopment entity will select the redeveloper for any redevelopment/rehabilitation project on lands, which, at the time of the adoption of this Plan or at any time thereafter, comprise five (5) or more gross contiguous or non contiguous acres.

In addition, the Town of Dover redevelopment entity may also exercise its discretion to select the redeveloper for any redevelopment/rehabilitation project on lands, which at the time of the adoption of this Plan or thereafter, comprise not less than one (1) nor more than five (5) gross contiguous or non contiguous acres.

The selected redeveloper will be required to execute a redevelopment agreement with the Town of Dover redevelopment entity.

It is anticipated that the implementation of this Redevelopment Plan will require a competitive selection of one or more redeveloper(s). In order to achieve successful implementation of this Redevelopment Plan, the Town of Dover's redevelopment entity will have the ability to select the most appropriate redeveloper(s) for projects within the BHRPA based upon a competitive selection process.

The intent of this section of the Plan is to set forth the procedural standards to guide redeveloper selection. The Redevelopment Entity may, at any time, entertain an unsolicited proposal from a prospective redeveloper for redevelopment of one or more redevelopment parcels. The Town of Dover may also proactively solicit potential redevelopers by utilizing appropriate methods of advertisement and written communication.

Since this Redevelopment Plan governs the lands of an Area in Need of Rehabilitation, the present owners of property within the BHRPA may be given an opportunity to participate in the redevelopment program through the reinvestment, rehabilitation, and/or redevelopment of their properties in accordance with the land uses, building and design requirements of this Plan. To that end, the present property owners of properties within the BHRPA are encouraged to present their own proposals for redevelopment in accordance with this Plan. Each owner shall have the opportunity to become their own redeveloper provided that all requirements have been abided by, and approvals of submitted applications have been granted.

The selection of a redeveloper by the Town of Dover's redevelopment entity for any redevelopment and/or rehabilitation project on lands comprising five (5) or more gross contiguous or noncontiguous acres shall be based on a competitive selection process. At the discretion of the Town of Dover's Redevelopment Entity, the selection of a redeveloper for a redevelopment and/or rehabilitation project on lands comprising between one (1) and five (5) gross contiguous or noncontiguous acres may be based on a competitive selection process.

Under a competitive selection process, an applicant for selection as a redeveloper must submit materials to the Town of Dover's redevelopment entity that specify their qualifications, financial resources, experience and design approach to the property in question. The competitive selection process is recommended to include the submission of some or all of the following materials (additional submission materials may be requested by the Town of Dover's Redevelopment Entity as deemed appropriate to the lands in question):

- Conceptual plans and elevations sufficient in scope to demonstrate that the design approach, architectural concepts, number and type of dwelling units, parking, traffic circulation, landscaping, recreation space and other elements are consistent with the objectives and standards of this Redevelopment Plan.
- Anticipated construction schedule, including estimated pre-construction time period to secure permits and approvals
- Documentation evidencing the financial responsibility and capability with respect to carrying out the proposed redevelopment and/or rehabilitation including but not limited to: type of company or partnership, disclosure of ownership interest, list of comparable projects successfully completed, list of references with name, address and phone information, list of any general or limited partners, and financial profile of the redeveloper entity.
- If land acquisition is contemplated or necessary, specific identification of land requiring acquisition. The estimated offering price and status of negotiation to purchase the lands in question should be provided.

Appendix A – Governing Body Resolution

**RESOLUTION DESIGNATING
THE TOWN OF DOVER
AS AN AREA IN NEED OF REHABILITATION**

WHEREAS, the Town of Dover has a significant aging housing stock; and

WHEREAS, the water and sewer system of the Town of Dover is aging and in need of repair or substantial maintenance; and

WHEREAS, the Town Engineer and Planner has prepared a report of findings in a memo dated June 22, 2005, indicating that more than half the housing stock in the Town of Dover is at least 50 years old and the majority of the water and sewer infrastructure is at least 50 years old and is need of repair or substantial maintenance and

WHEREAS, the Economic Development Committee of the Mayor and Board of Aldermen has investigated a number of areas in the Town for redevelopment or rehabilitation; and

WHEREAS, the Economic Development Committee of the Mayor and Board of Aldermen has received a report commissioned by them prepared by David Roberts, PP recommending consideration by the Mayor and Board of Aldermen of designating the Town as an Area in Need of Rehabilitation; and

WHEREAS, NJS A 40A:12A-14.a sets forth criteria that must be met in order for a delineated area to qualify as an "Area in Need of Rehabilitation"; and

WHEREAS, criteria number 2 of said statute has been determined to have been satisfied by the above noted report of the Town Engineer and Planner with respect to both the age of the housing stock and the age of the water and sewer systems; and

WHEREAS, it is believed that a program of rehabilitation can be expected to prevent further deterioration and help promote the overall development of the Town of Dover; and

WHEREAS, the Mayor and Board of Aldermen have referred this resolution prior to adoption to the Planning Board for review and comment as required by law;

NOW, THEREFORE, BE IT RESOLVED, by the Mayor and Board of Alderman of the Town of Dover that all land within the municipal boundaries of the Town of Dover are hereby designated as an "Area in Need of Rehabilitation."

BE IT FURTHER RESOLVED that the Redevelopment Entity of the Town of Dover shall investigate the need for the preparation of Redevelopment Plans at appropriate locations in the Town of Dover and recommend same to the Governing Body.

Adopted: 8/9/2005

Attest: 
Paul C. McDougall, Town Clerk


Javier Marin, Mayor

Appendix B. Architectural Definitions

Awning = An awning is a moveable roof-like structure consisting of a framing covered with cloth, canvas or vinyl or other material that projects from the wall of a building for the purpose of shielding a doorway or window from the outdoor elements which is installed so as to permit it to be raised into a relatively flat position against the building when not in use.

Awning Sign = A sign that is mounted, painted, or attached to an awning.

Awning, window = A specific type of awning that provides a permanent roof-like shelter over an upper-story window, either installed to be retractable or in a fixed-position.

Baluster = Any of a number of closely spaced supports for a railing.

Balustrade = A railing with supporting balusters.

Canopy = A canopy is a structure, in a **fixed position**, made of canvas, cloth, plastic, metal, wood or other architectural materials and provides a permanent street-level roof-like shelter over a public or quasi- public right-of-way.

Canopy Sign = A sign that is mounted, painted, or attached to a canopy.

Cornice = A continuous, molded projection that crowns a wall or other construction, or divides it horizontally for compositional purposes.

Cupola = A small roof tower, usually rising from the roof ridge.

Directory Sign = A ground or wall sign listing the tenants or occupants of a building or group of buildings and that may indicate their respective professions or business activities.

Dormer = A projection from a sloping roof that contains a window.

Flat Roof = A roof without a slope, or one with only a slight pitch so as to drain rainwater.

Frieze = A decorative band, as one along the top of an interior wall, immediately below the cornice or a sculptured one in a string course (a horizontal course of brick or stone flush with or projecting beyond the face of a building) on an outside wall.

Gabled Roof = A roof sloping downwards in two parts from a central ridge, so as to form a gable at each end (the triangular portion of wall enclosing the end of a pitched roof)

Gambrel Roof = A ridged roof divided on each side into a shallower slope above a steeper one.

Hip (or Hipped) Roof = A roof with sloping ends and sides meeting at an inclined projecting angle.

Lintel = A beam supporting the weight above a door or window opening.

Mansard Roof = A roof with a steeper lower part and a shallower upper part on each side.

Mew = An interior street fronted by stores or apartments.

Molding = Any of various long, narrow, ornamental surfaces with uniform cross sections and a profile shaped to produce modulations of light, shade, and shadow.

Mullions = A vertical member between the lights of a window.

Parapet = The extension of the main walls of a building above the roof level.

Pediment = A wide, low-pitched gable surmounting a colonnade or a major division of a façade.

Pilaster = A shallow rectangular feature projecting from a wall, having a capital and a base and architecturally treated as a column.

Pole barns = A structure or building using a system of construction employing a vertical structure of pressure-treated wood poles which are firmly embedded in the ground as a pier foundation.

Portable Sign = A sign that is not securely affixed to the ground or otherwise affixed in a permanent manner to a building or other structure.

Portico = A porch having a roof supported by columns, often leading to the entrance of a building.

Projecting Sign = A sign that is wholly or partly dependent upon a building for support and that projects more than eight (8) inches from such building or a sign that is in a plane other than parallel to the face of the wall.

Sash = The fixed or removable framework of a window or door in which panes of glass are set.

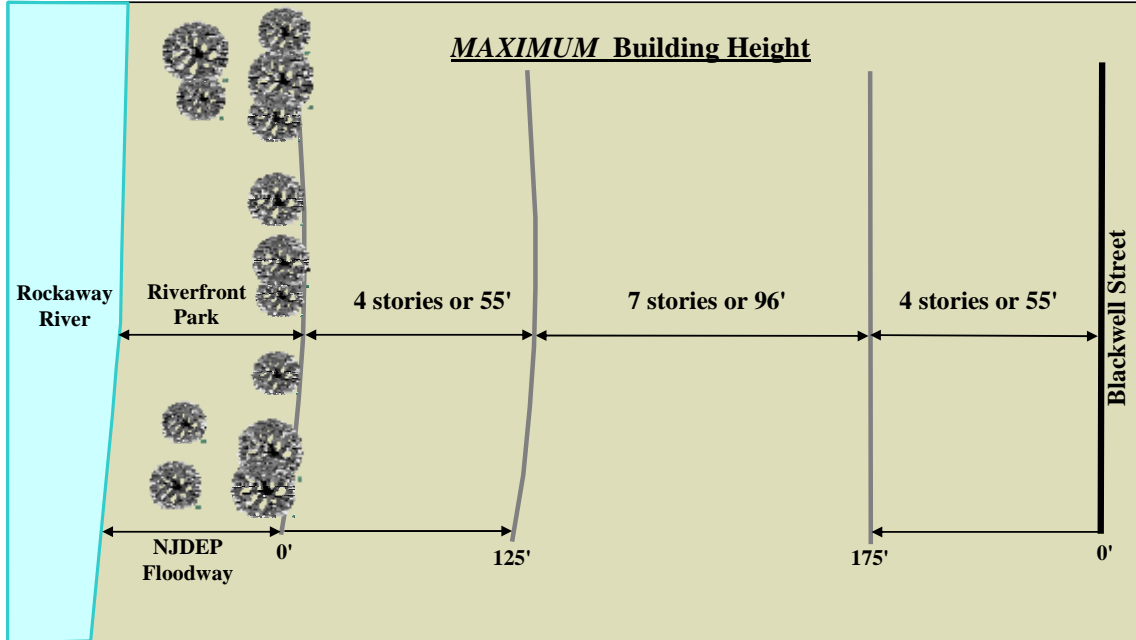
Shed Roof = A roof with a single slope.

Sidewalk Sign = A temporary, moveable, non-illuminated sign located within the public right-of-way that is not permanently affixed to a wall, structure or to the ground.

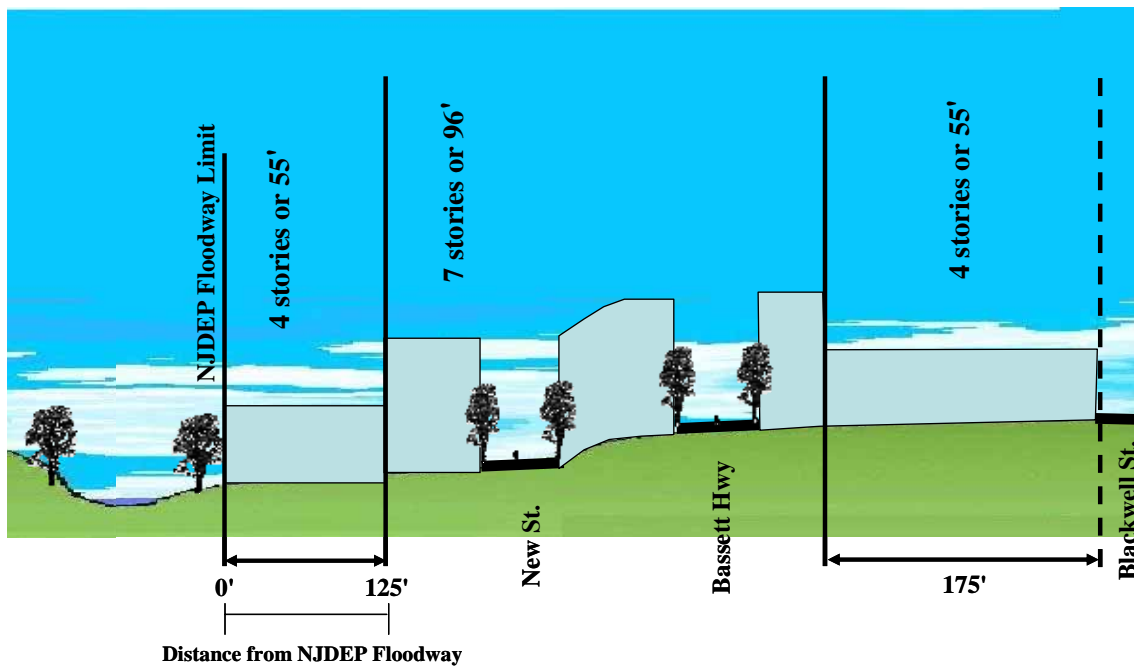
Wall Sign = A sign attached to, painted on, or erected flat against the wall of a building, structure, or canopy with the exposed face of the sign in a plane parallel to the face of the wall that projects not more than eight (8) inches from the building wall or parts thereof.

Appendix C - Building Height Exhibits

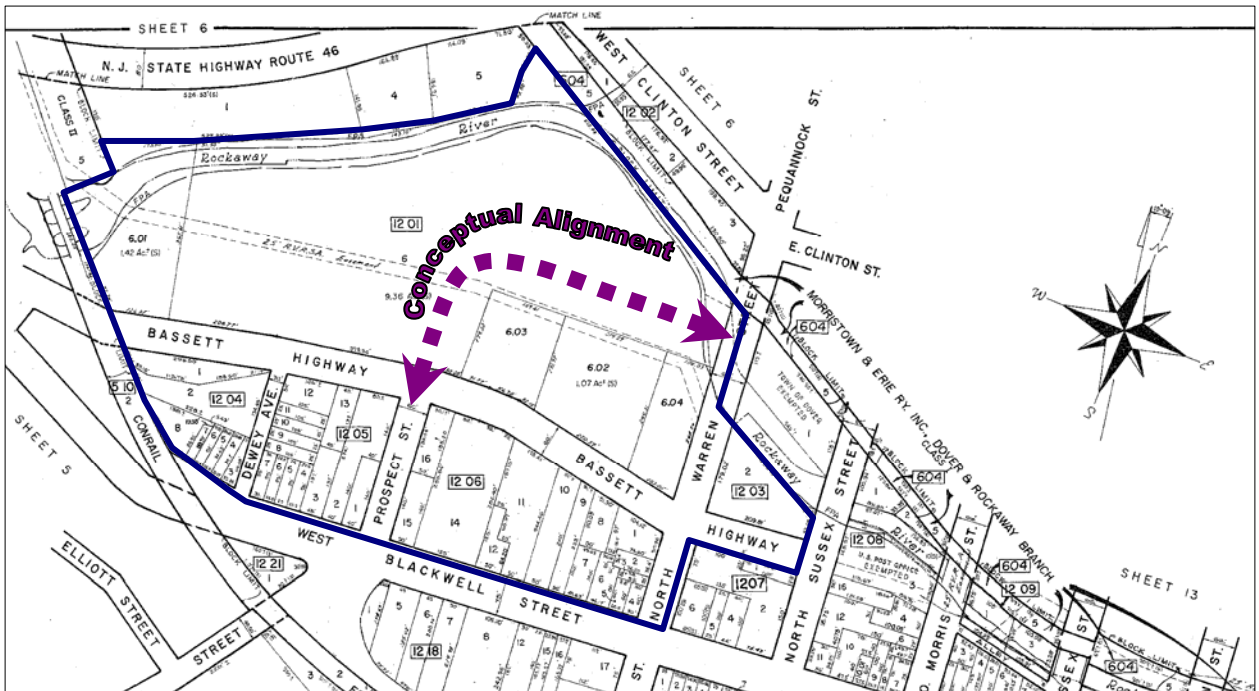
Regulating Building Stories & Height: *Plan View*



Regulating Building Stories & Height: *Section View*



Appendix D – Conceptual Extension of Prospect Street



NOTE: The required roadway extending Prospect Street to North Warren Street is mandatory but the exact alignment will be subject to review and approval based on engineering, site layout and traffic safety considerations of the site and surrounding roadway network.