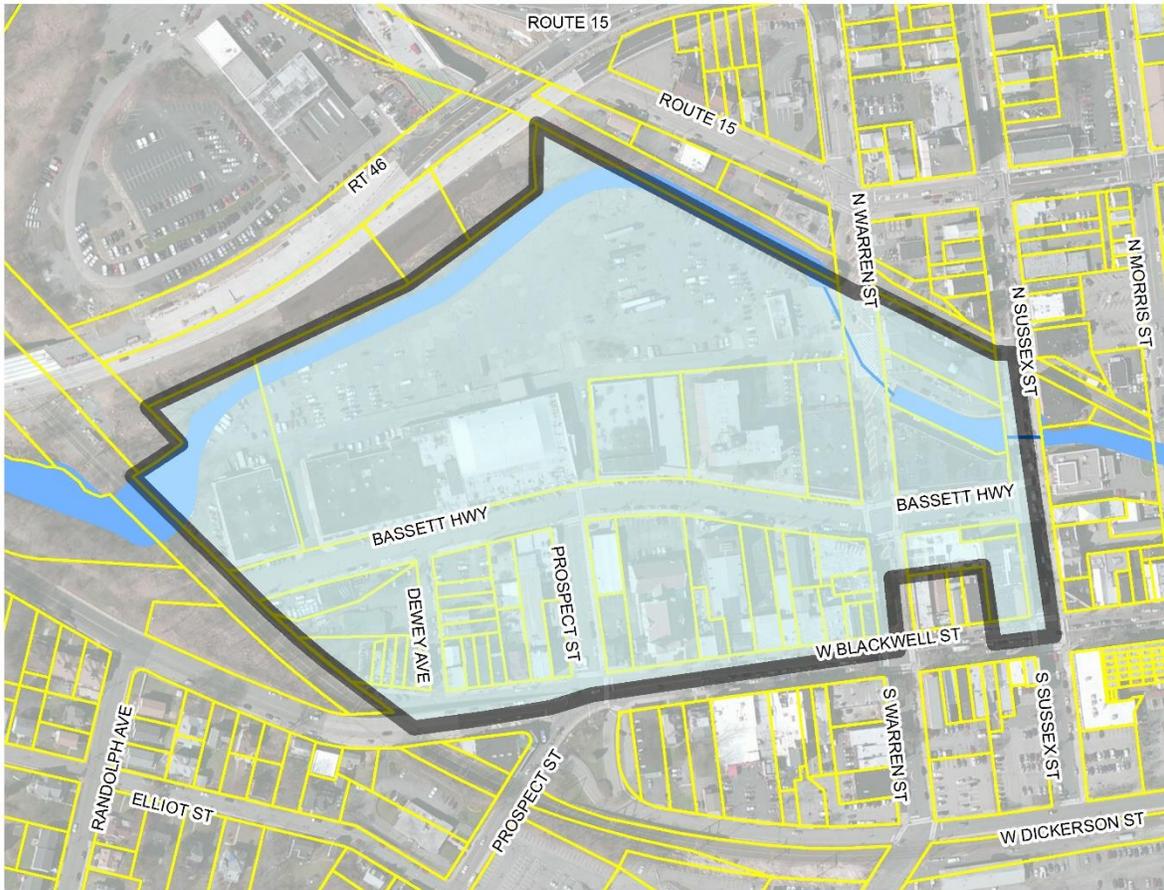


Town of Dover Rehabilitation Area: Bassett Highway Redevelopment Plan



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

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Issued: May 8, 2006

Latest Revision Re-Issued October 24, 2017 by Ordinance 26-2017
Revised by Michael Hantson, PE, PP, CME
September 27, 2017

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Section 1.0 Introduction

The Town of Dover 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. The Town of Dover 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 Town of Dover 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.

The Town of Dover recognizes that some of the parcels within this Redevelopment Plan Area may be eligible to be classified as an “Area in Need of Redevelopment” under the Local Redevelopment and Housing Law, but that would be a separate investigation to be conducted in the near future and is not part of this Plan. Those parcels could include Block 1201, Lots 6, 6.03 and 6.04, Block 1205, Lots 1, 2 & 8 through 13, Block 1204, Lots 1 & 2 and Block 1206, Lot 16.

1.02 Description of the Redevelopment Plan Area

The Bassett Highway Redevelopment Plan Area (BHRPA) is comprised of Block 1201, Lots 6, 6.01, 6.02, 6.03 and 6.04 and all of Block 1203 in the northern section and all of Blocks 1204, 1205, 1206 and Block 1207 Lots 1 & 2 (see Table 1). According to municipal tax records, the properties situated in the BHRPA total approximately 20.7 acres, with some of the properties located in the Flood Hazard Area of the Rockaway River and some properties jointly situated in the Blackwell Street Historic District.

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

Block	Lot	Location	Prior Zoning	Historic District?	Acreeage	Flood Hazard Area?	Land Use	Dwelling Units
1201	6	63-105 BASSETT HIGHWAY	C-3	No	9.36	Yes	Industrial/Commercial	
1201	6.01	107 BASSETT HIGHWAY	C-3	No	1.42	Yes	Commercial	
1201	6.02	45 BASSETT HWY	C-3	No	1.07	No	Multiple Dwelling	128
1201	6.03	47 BASSETT HIGHWAY	C-3	No	0.67	No	Commercial	
1201	6.04	25 BASSETT HIGHWAY	C-3	No	0.60	No	Commercial	
1203	1	37 N SUSSEX ST	C-1	Yes	0.64	Yes	Municipal	
1203	1.01	ALONG RIVER	C-1	No	0.65	Yes	River	
1203	2	1-21 BASSETT HWY	C-3	No	0.56	Yes	Commercial	
1204	1	90 BASSETT HIGHWAY	C-1	No	0.26	No	Commercial	
1204	2	4-6 DEWEY ST	C-1	No	0.40	No	Commercial	
1204	3	79 W BLACKWELL ST A&B	C-1	Yes	0.05	No	Two Family Residential	2
1204	4	81 W BLACKWELL ST A&B	C-1	Yes	0.04	No	Two Family Residential	2
1204	5	83 W BLACKWELL ST A&B	C-1	Yes	0.04	No	Two Family Residential	2
1204	6	85 W BLACKWELL ST A&B	C-1	Yes	0.04	No	Two Family Residential	2
1204	7	87 W BLACKWELL ST A&B	C-1	Yes	0.04	No	Two Family Residential	2
1204	8	89 W BLACKWELL ST A&B	C-1	Yes	0.17	No	Two Family Residential	2
1205	1	63 W BLACKWELL ST	C-1	Yes	0.13	No	Commercial	
1205	2	65 W BLACKWELL ST	C-1	Yes	0.38	No	Commercial	
1205	3	67 W BLACKWELL ST A&B	C-1	Yes	0.14	No	Two Family Residential	2
1205	4	69 W BLACKWELL ST A&B	C-1	Yes	0.06	No	Mixed Use	2
1205	5	71 W BLACKWELL ST A,B & C	C-1	Yes	0.05	No	Mixed Use	2
1205	6	73 W BLACKWELL ST & A&B	C-1	Yes	0.05	No	Mixed Use	2
1205	7	75 W BLACKWELL ST & AB &1	C-1	Yes	0.07	No	Mixed Use	4
1205	8	3 DEWEY ST A&B	C-1	No	0.06	No	Two Family Residential	2

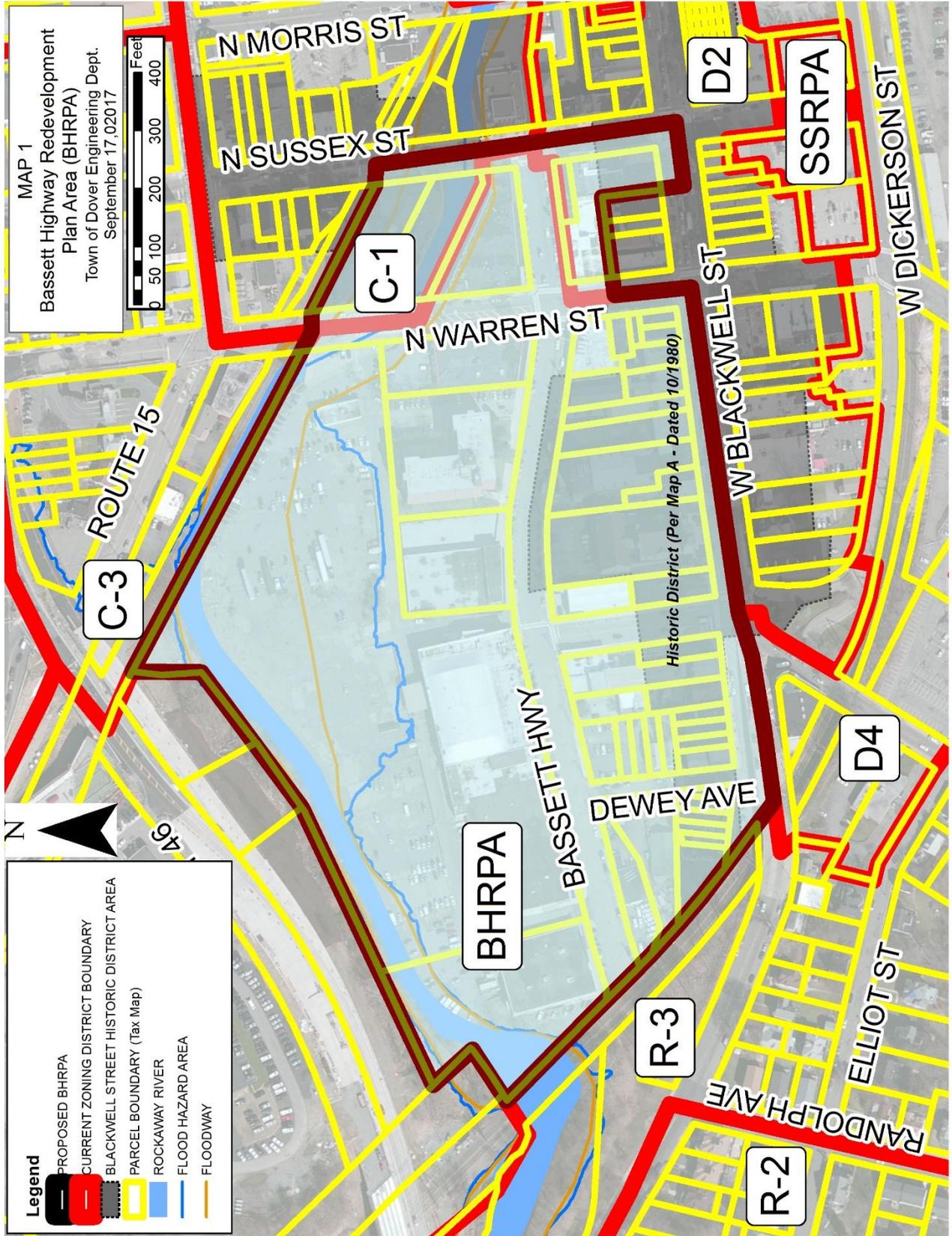
Block	Lot	Location	Prior Zoning	Historic District?	Acreeage	Flood Hazard Area?	Land Use	Dwelling Units
1205	9	5 DEWEY ST A&B	C-1	No	0.06	No	Two Family Residential	2
1205	10	DEWEY ST	C-1	No	0.06	No	Commercial	
1205	11	DEWEY ST	C-1	No	0.06	No	Commercial	
1205	12	BASSETT HWY	C-1	No	0.14	No	Commercial	
1205	13	70 BASSETT HIGHWAY	C-1	No	0.13	No	Commercial	
1206	1	11 N WARREN ST & 20-24BAS	C-1	No	0.16	No	Commercial	
1206	2	5-7-9 N WARREN ST & ABCD	C-1	Yes	0.06	No	Mixed Use	4
1206	3	3 N WARREN ST & A&B	C-1	Yes	0.03	No	Mixed Use	4
1206	4	17 W BLACKWELL ST & ABCD	C-1	Yes	0.04	No	Mixed Use	4
1206	5	19 W BLACKWELL ST	C-1	Yes	0.04	No	Commercial	
1206	6	21-23 W BLACKWELL ST A-F	C-1	Yes	0.10	No	Mixed Use	12
1206	7	25-29 W BLACKWELL ST A-D	C-1	Yes	0.11	No	Mixed Use	11
1206	8	28 BASSETT HIGHWAY	C-1	Yes	0.12	No	Commercial	
1206	9	31 W BLACKWELL ST & AB & 3	C-1	Yes	0.16	No	Commercial	
1206	10	33 W BLACKWELL ST	C-1	Yes	0.28	No	Commercial	
1206	11	39 W BLACKWELL ST & ABCDE	C-1	Yes	0.49	No	Mixed Use	5
1206	12	43-45 W BLACKWELL ST & A-D	C-1	Yes	0.11	No	Mixed Use	4
1206	14	51 W BLACKWELL ST	C-1	Yes	0.83	No	Church	
1206	15	55 W BLACKWELL ST	C-1	Yes	0.16	No	Museum	
1206	16	58-60 BASSETT HWY	C-1	No	0.16	No	Commercial	
1207	1	15 N SUSSEX ST & 8 BASSETT	D2	No	0.06	No	Commercial	
1207	2	1-3-5 W BLACKWELL ST & 10-12-14-16-18 BASSETT HWY & 6-8-10 N WARREN ST	D2	Yes	0.38	No	Commercial	
				TOTALS	20.71			200

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 The Town of Dover 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 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 within Block 1201 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 in Block 1201. 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.



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 the Town of Dover 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 or existing 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

Town of Dover Master Plan

The Town of Dover Master Plan, including, the Land Use Element and Transit Oriented Development Plan were adopted in October 2016, Historic Preservation Element, The Recreation and Open Space Element and Circulation Element, were adopted in January 2007. The Housing

Element and Fair Share Plan was adopted in 2016. The Recycling Element was adopted in 2008. The majority of the BHRPA is located within the C-1 Downtown Commercial District Zone and “Subarea 2” of the TOD Plan. In the Town of Dover’s TOD Plan, key principles of “Subarea 2” include:

- Provide a River Walk and public space along the Rockaway River utilizing the floodway;
- Buildings should rule the edge of Riverwalk with no streets and lush greenscape plantings between buildings and River;
- Work to compliment the Historic District through architectural design and layout;
- Establish a street grid to guide building layout and use;
- Act as an extension of Downtown Core;
- Include the existing senior citizen housing into the design;
- Contain mixed-use retail/office/residential;
- Include structured public parking within site development;
- Pedestrian amenities and strong streetscape with strong connections to the River and Downtown Core.

Town of Dover 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 goods 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 Variations

Variation from one or more of the specific development requirements set forth in this Redevelopment Plan may be necessary in certain circumstances for the effective redevelopment of the Redevelopment Area, or to meet state or federal permit requirements. In such an instance, the Dover Planning Board may waive specific bulk, parking or design requirements, provided the designated redeveloper demonstrates that such waiver is necessary for the feasibility of the project, will not substantially impair the intent of the Redevelopment Plan and will not present any detriment to the public health, safety and welfare.

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 for parcels within Block 1201 shall be a mandatory use. Lands developed as a public park and public open space, shall be 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 a period of time specified in the Redeveloper's Agreement 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.

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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.

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. The location of street level residential use is contrary to the goals and objectives of this redevelopment plan, or is in a geographic location (such as at the end of a dead end street) that makes planning sense to not support the viability of first floor retail uses.
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 unless the location of the site meets the criteria in b.1 above.
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 goods 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.
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.

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12. Indoor theaters.
 13. Hotel containing no less than eighty (80) transient rental rooms and motel/convention center.
 14. 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 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. Laundromats that are not accessory to an approved Residential Use and used exclusively for that on-site Principal Residential Use
11. Any other use not specifically permitted shall be prohibited.

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:

1. Any portion of a building or structure that is situated within 125 feet of the “NJDEP Floodway” on lots greater than five (5) acres, 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 100 feet of the Blackwell Street right-of-way shall be no taller than 4 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 may 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.
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 25 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.

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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.
 - b. The existing portion of the public street between Block 1205 and 1206, which is that portion of Prospect Street between E. Blackwell St. and Bassett Highway, may be considered for vacation as part of a redevelopment of portions of adjacent properties provided:
 - i. The proposed development is a comprehensive, single phase project that minimally includes all of Block 1206, Lot 16, and Block 1205, Lots 1, 2, 10, 11, 12 & 13.
 - ii. It can be shown by the Developer through expert testimony and studies, that it will have little impact on the necessary traffic circulation of the area.
 - iii. A Public Pedestrian Plaza is created along a portion of the public street facing E. Blackwell St.
 - iv. All development along the frontage of the Public Pedestrian Plaza on the street/plaza level is for retail sales/service, restaurant use or other similar non-residential use.
 - v. A public pedestrian walkway is created between the Public Pedestrian Plaza Area and Bassett Highway.
 - vi. Dewey Ave. is reconstructed for its full length.
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.
4. Blocks shall be measured to rights-of-way (pedestrian or vehicular) or, where no right-of-way is established, to the curblineline 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. Residential Uses shall provide parking at the rate of 1.2 spaces for one (1) bedroom units, 1.5 spaces for two (2) bedroom units and 2.0 spaces for three (3) bedroom units or more.
2. For redevelopment of an existing lot, in which the cost of new improvements exceeds 50% of the value of existing improvements, as determined by the Town Engineer, and site plan review is required, off-street parking for non-residential uses shall be in

accordance with § 236-43. For all other permitted nonresidential uses, there shall be no off-street parking requirements.

3. 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.
4. 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.
5. 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.
6. 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).
7. All streets and interior roadways shall be designed to accommodate parallel on-street parking situated on both sides of all streets and/or roadways.
8. 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.
9. 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.
10. 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 Architectural Standards shall be those required in the Downtown Districts as provided in §236-17.1.I

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 (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
2. Street and site furnishings shall be incorporated, such as flower boxes, arbors, planters, and waste receptacles. Waste receptacles shall be in accordance with The Town of Dover Standards and shall be Model SD-242 Recycling Stations, as manufactured by Victor Stanley. All utility boxes and HVAC exterior equipment shall be screened by architectural elements or landscape plantings.
3. Street Lighting shall be Holophane Aluminum SiteLink Poles with double Boston Harbour Style Decorative Arms with Type 5 LED 30K fixtures and GlassWerks Flat LED 2 Heads, all in black. Lighting shall be in accordance with the Town of Dover details.

d. Signage Permitted in the BHRPA

All signs shall comply with the requirements of §236-38.1

e. Awnings and Canopies

Awnings and canopies shall comply with §236-38.1

f. Landscaping, Streetscape 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 shall be developed with street lighting, and street trees as specified herein. The street lighting and street trees shall be placed within a streetscape consisting of:
 - a. A stamped, colored concrete strip at a minimum width of 5' adjacent to the street curbing, in accordance with the standard details of the Town of Dover
 - b. Street trees placed within the strip as specified elsewhere.
 - c. Street Lighting placed within the strip as specified elsewhere
 - d. The remaining sidewalk adjacent to the strip shall be 4" concrete sidewalk (6" in vehicular traffic areas) finished consistent with adjacent sidewalk finishes.

Typical details of the sidewalk and strip are available at the office of the Town Engineer.

3. All street frontages should be planted with street trees, Street Trees shall be Columnar Sargent Cherry, 2.5" caliper or other species approved by the Town of Dover consistent with the streetscape of Blackwell St. at an average spacing of 25 to 30 feet. Final species selection shall be reviewed and approved by the Town's Shade Tree Commission. The street tree planting detail shall be in accordance with the Town of Dover standards including root barriers, tree grates and structural soil.

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. This Plan recognizes 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. All development that fall within areas regulated by §236-96 Article VIIA, Historic Preservation, shall meet the requirements of §236-96 Article VIIA, Historic Preservation.

3.04 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.

3.05 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 the Town of Dover. 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, the Town of Dover 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 developers 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, NJSA 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

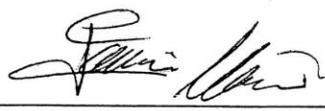
WHEREAS, the Mayor and Board of Aldermen have referred this resolution prior to adoption to the Planning Board for review and comment as required by law;

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.

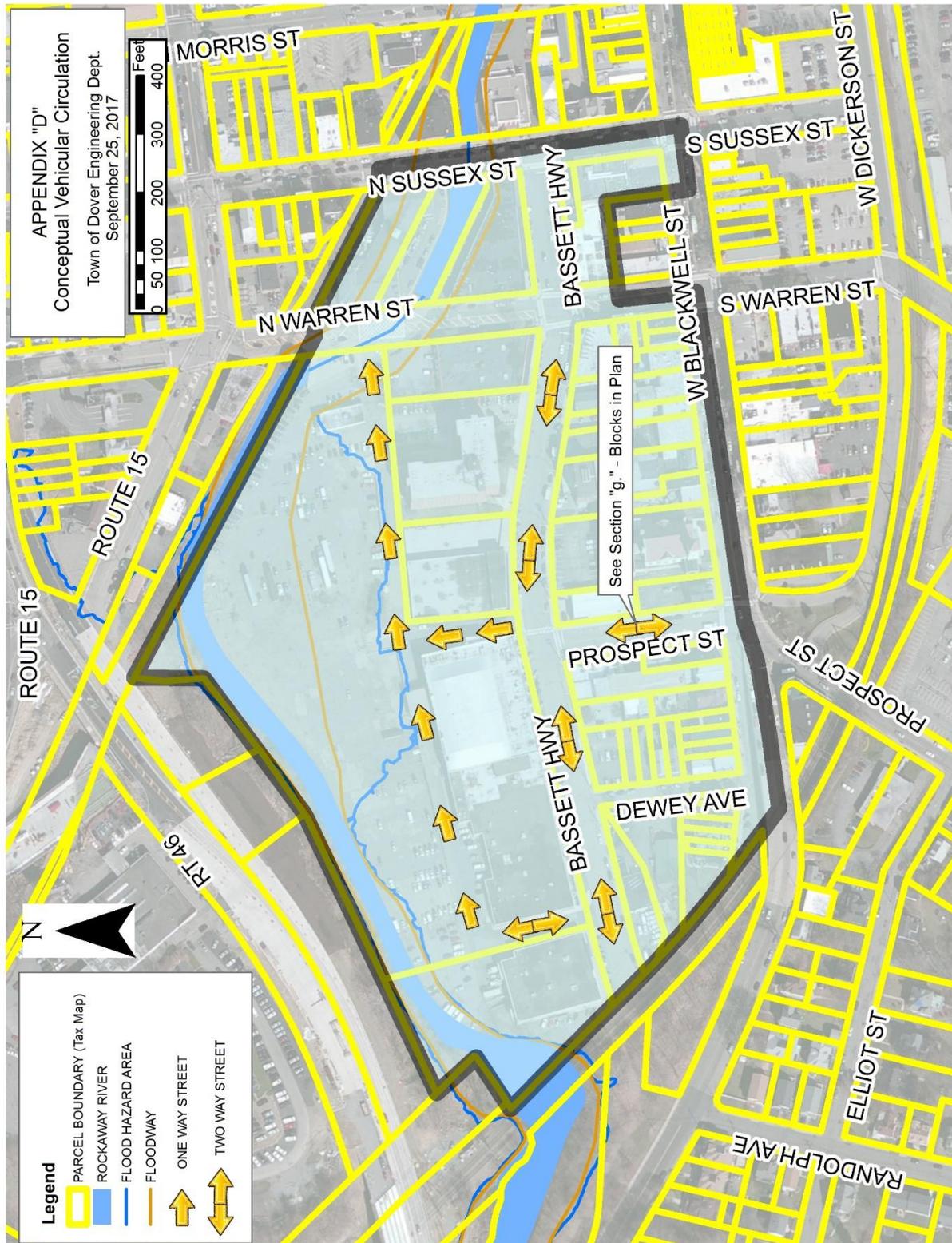
Shed Roof = A roof with a single slope.

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 (Deleted)

Appendix D – Conceptual Vehicular Circulation



Appendix E – Ordinance Adopting Plan (Ord. 26-2017)



**TOWN OF DOVER
MAYOR AND BOARD OF ALDERMEN**

ORDINANCE NO. 26-2017

AN ORDINANCE OF THE MAYOR AND BOARD OF ALDERMEN OF THE TOWN OF DOVER, COUNTY OF MORRIS AND THE STATE OF NEW JERSEY ADOPTING THE AMENDED “TOWN OF DOVER REHABILITATION AREA: BASSETT HIGHWAY REDEVELOPMENT PLAN” PURSUANT TO THE LOCAL REDEVELOPMENT AND HOUSING LAW N.J.S.A. 40A: 12A-1 ET. SEQ.

WHEREAS, the Local Redevelopment and Housing Law, *N.J.S.A. 40A:12A-1, et seq.*, as amended and supplemented (the "Act"), provides a process for municipalities to participate in the redevelopment and improvement of areas in need of rehabilitation; and

WHEREAS, pursuant to the Act on August 9, 2005, the Town of Dover adopted a Resolution designating the entire Town of Dover as an “Area in Need of Rehabilitation”; and

WHEREAS, the Mayor and Board of Alderman directed the Town Planner Michael Hantson, PE, PP, CME to prepare an update to the existing Bassett Highway Redevelopment Plan (the Plan) pursuant to the Local Redevelopment and Housing Law, accounting for changes that have occurred in the Master Plan and Zoning Ordinances since its initial adoption; and

WHEREAS, the Town Planner Michael Hantson, PE, PP, CME has prepared the amendments to the Plan; and

WHEREAS, the Redevelopment Plan was prepared in accordance with N.J.S.A 40A:12A-7a; and

WHEREAS, the Planning Board has reviewed said Redevelopment Plan and has determined that it is substantially consistent with the Town of Dover Master Plan,

NOW, THEREFORE, BE IT ORDAINED by the Mayor and Board of Aldermen of the Town of Dover, County of Morris and State of New Jersey as follows:

1. Purpose & Intent; Background.

The purpose and intent of this Ordinance is to adopt by reference the amended Redevelopment Plan as prepared by Michael Hantson, PE, PP, CME – Town Planner dated September 27, 2017 entitled “Town of Dover Rehabilitation Area: Bassett Highway Redevelopment Plan.” This Ordinance is adopted under the authority of the Act. This Ordinance and the Redevelopment Plan are in conformance with the requirements of N.J.S.A. 40A:12A- 7.

2. Adoption of Redevelopment Plan.

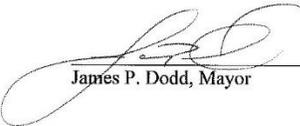
The Mayor and Board of Aldermen hereby repeal the “Town of Dover Rehabilitation Area: Bassett Highway Redevelopment Plan” dated May 8, 2006, and the following shall be inserted in its place:

“Town of Dover Rehabilitation Area: Bassett Highway Redevelopment Plan” Last Revision dated September 27, 2017, which is adopted by reference, and incorporates the same herein as if set forth at length. In adopting said Redevelopment Plan, the governing body hereby declares and determines that said Redevelopment Plan meets the criteria, guidelines and conditions set forth at N.J.S.A. 40A: 12A-7; provides realistic opportunities for redevelopment in said Plan are; and is otherwise in conformance with the provisions of the Local Redevelopment and Housing Law, N.J.S.A.: 40A: 12A-1 et. seq. The Mayor and Board of Aldermen further find and determine that said Redevelopment Plan effectuates the objectives of the Town of Dover’s Master Plan.

3. If any section or provision of this Ordinance shall be declared by a court of competent jurisdiction to be invalid, such decision shall not affect the validity of this Ordinance as a whole or any other part thereof.
4. All ordinances or parts of ordinances heretofore adopted that are inconsistent with the terms and provisions of this Ordinance are hereby repealed to the extent of such inconsistency.
5. This Ordinance shall become final upon adoption and publication in the manner prescribed by law.

ATTEST:


Margaret J. Verga, Municipal Clerk


James P. Dodd, Mayor

Introduced: 10/10/2017
Adopted: 10/24/2017