

# **APPENDIX B**

## **MUNICIPAL CENTER DESCRIPTIONS**



This appendix is provided to allow the reader an insight into the information, concerns and objectives of the individual municipalities in their applications for designation by the State Planning Commission (SPC) as a Center. A substantial amount of work and time from the petitioning municipality went into each of the designation petitions in order to properly frame the issues and secure approval from the SPC. In all, there have been eleven centers designated with the original Newton Regional Center. The eleven are:

- Newton Regional Center
- Andover Borough Town Center
- Hopatcong Town Center
- Stanhope Town Center
- Layton Village Center (Sandyston)
- Hainesville Village Center(Sandyston)
- Montague Village Center
- Sparta Town Center
- Vernon Town Center
- Byram Town Center
- Branchville Village Center

These Centers, beginning with the Newton Regional Center, are a major step in the effort to rework the patterns of development in Sussex County. Each of these petitions was initiated by and carried through to successful designation by the individual municipality. The data which follow are taken from the petitions submitted. Centers which did not receive approval that remain important elements of the County development future are the Tri-State center in Montague and the Greendell Village Center in Green. These last centers will be pursued through the Plan Endorsement process.

Following the designation of the initial three centers in the County, numerous municipalities, Stanhope Borough, Andover Township, Byram, Hampton, Hamburg, Hardyston, Franklin, Ogdensburg, Sparta, Vernon, Sandyston and Montague, aggressively pursuing the promised incentives attached to center designation, submitted requests of their own. These requests languished for many years, action being taken on those of Stanhope in 2002 and Montague, Sandyston, Sparta and Vernon in mid to late 2003. Regrettably and inexplicably, notwithstanding the compliance of these municipalities and the State Planning Commission with the procedures and objectives of the SDRP, expenditure of substantial sums of money and hour upon hour of volunteer time, the Sierra Club has challenged these latter designations as inappropriate. These, outlined below, are wholly consistent with the Smart Growth principals upon which the SDRP is founded and are consistent with the vision and objectives of the citizens of Sussex County.

## **ANDOVER BOROUGH TOWN CENTER**

Andover Borough petitioned the State for center designation to establish State Plan recognition of the unique character of area The Borough was originally established as the location of a pre- Revolutionary War iron forge; then became an agricultural service center with a grist mill. Currently is a small sub-regional shopping and antique goods center with a balance of residential development

Andover Borough is located on a heavily traveled, two lane major state arterial, U.S. Route 206 which, running north to south, bisects the Borough. County Routes 517 and 613 intersect Route 206 in the Borough from the east and northeast. Secondary County Routes 606 and 613 intersect Route 206 and runs northeast/southwest.

Commercial and service activities are primarily located along Route 206 (Main Street), as is typical of a small municipality. The development is generally service oriented with restaurants, fuel stations, antique shops and general offices.

There is scattered commercial development along Route 206 north of the Route 517 intersection. The more densely developed residential area is located on several streets in a gridiron pattern one block west of Route 206 and mostly north of Route 517. Other residences are scattered along Route 206, and Routes 517 and 606.

Physically, Andover Borough is 1.3 square miles in size. Topographically, the land is moderately rolling east of US 206, rising sharply to the west. Much of this land, both developed and vacant, is located on slopes of between 15 percent and 25 percent.

Ninety-one percent of the housing units are served by a public water system. There is no public sewer system.

Andover Borough is identified in the SDRP as a Designated Town located primarily in the Environmentally Sensitive Planning Area (PA5), with extensive areas of Rural Environmentally Sensitive Planning Area (PA4B) interspersed, and a small portion designated Rural Planning Area (PA4). The PA5 and PA4B designations most likely arise from areas of steep slope and wetlands found in part of the Borough. Much of the area so designated is already developed.

Housing: The current housing stock reflects the Borough's historic development, particularly from the mid nineteenth century as a farm service community and railroad center through small manufacturing to a small commercial area serving suburban communities which surround the Borough and its specialized function in antiques and collectibles.

### **Public Facilities and Services**

Designation of the Andover Town Center has given the Borough State Planning Commission recognition of the Borough's infrastructure needs including the need for public sewer service, particularly in the core area of the Borough, and for upgrading and expansion of the public water system. A Planned Unit Development (PUD) adjacent to the historic core has received General Development Plan (GDP) approval. This GDP approval requires provision of

the needed public sewer service and the upgrading of the water system. This will ultimately raise the quality of the ground water in much of the Borough.

Much of the existing active farm land is developable. Vacant lands west of Route 206, other than farm lands, are either developable lands, prime farm lands or lands with moderate constraints. Wetlands exist adjacent to the developable core of the Borough. Vacant lands east of Route 206 are mostly lands with considerable development constraints - wetlands or land with slopes of 25% or greater. Much of the developable land west of 206 is included as part of the previously mentioned P.U.D. proposal. Other than the P.U.D., there are no other development proposals for Andover Borough currently active.

**Existing Land Use**

<u>Land Use</u>	<u>Acreage</u>
Single Family Residential	105.2
Multi-family Residential	2.9
Commercial	42.1
Public	67.6
Institutional	6.4
Farm	260.6
Soil Removal	20.4
Industrial	1.7
Vacant	345.0
<b>TOTAL</b>	<b>851.9</b>

Other than one small residential subdivision, no further development has been considered. The P.U.D., located adjacent to the historic core of the Borough, will have significant impact on the community, more than doubling its population by 2030. However, the facilities and amenities the development will provide - public sewer system, upgraded water system, additional recreation and open space, positive fiscal contribution to the tax base, and an enlarged customer base for the retail and service businesses in the Borough, overshadow the physical, social and cultural impact the development will generate. An important element of that impact will be the conversion of land, now in agricultural use, to residential, commercial, industrial and open space/recreational use.

The Borough requires that any new development be integrated with the existing community in order that the existing community retains its function as a viable business and residential center and that the new development adds to rather than diminishes that viability. Since the development proposal is in its early stages, its orientation may still be directed so that the new development complements the existing community.

The existing commercial development along Route 206 and Route 517 east needs revitalization, particularly the upgrading and rehabilitation of building facades, provision of additional parking and upgrading of existing parking facilities, and the completion of the pedestrian circulation system to better tie together the commercial facilities.

## BRANCHVILLE VILLAGE CENTER

Branchville Borough, surrounded by Frankford Township, is a traditional historic village. The village is fairly intact and contains a mixture of uses including residential and commercial properties. Branchville enjoys a favorable tax rate since it happens to be home of Selective Insurance, a major employer in Sussex County.

Wastewater treatment in the Borough is currently provided entirely by septic systems, however the density of existing homes on small lots creates potential health concerns. A portion of the Branchville center extends into Frankford Township for the purposes of abandoning nearby existing substandard septic systems that now service an elementary school, and two nursing homes. The new wastewater treatment plant and groundwater discharge location will be located within the designated center where it extends into Frankford Township. This action will improve water quality from the current conditions. For Branchville, it is critical that it have access to DEP resources for a wastewater treatment plant to address health/water quality issues facing the borough. The proposal is generally consistent with the goals and policies of the State Development and Redevelopment Plan (SDRP), satisfying the SDRP's criteria for an existing Village Center as shown in the chart below:

	<b>Village Center Guidelines</b>	<b>2000</b>	<b>2020</b>	<b>#Δ</b>	<b>%Δ</b>
<b>Branchville Village Center</b>					
<b>Area (Sq. Miles)</b>	< 1	0.6	0.6	--	--
<b>Population</b>	< 4,500	851	1050	199	19
<b>Gross Pop. Density (pop./sq mile)</b>	>5,000	1,418	1750	332	19
<b>Housing</b>	100 to 2,000	370	415	45	11
<b>Gross Housing Density (DU/Acre)</b>	>3	1.24	1.45	--	--
<b>Employment</b>	50 to 1,000	1,824	2,424	600	25
<b>Jobs: Dwelling Unit Ratio</b>	.5:1 to 2:1	4.9:1	5.8:1	--	--

## **BYRAM TOWNSHIP VILLAGE CENTER**

In designing the size and shape of the Village Center, population projections to 2020 and growth trends were analyzed. According to the Center for Urban Policy Research (CUPR) ) projections, Byram's 2000 population of 8,254 persons will increase by 2,855 persons to 11,109 by the year 2020. The Office of State Planning projects Byram's 2020 population to increase to 27,885 persons. Sussex County projects the 2010 population to grow to 8,698 persons, but has not projected the Township's population to 2020. The CUPR projection of 11,109 persons was used to determine the extent of growth that the Township should accommodate. Based upon this projection and the median household size in 2000 of 2.93, the Township should provide adequate room for growth of an additional 900 to 1,000 residential units.

As a general guide, the Village Center is (or is planned to be) primarily a mixed residential community with a compact Core of mixed-uses (for example, commercial, resource based industrial, office, cultural) offering employment, basic personal and shopping services and community activities for residents of the Village and its Environs;

It has a land area of less than one square mile. It has (or is planned for) a minimum gross population density of 5,000 people per square mile (excluding water bodies) and a minimum gross housing density of three dwelling units per acre. The existing and 2020 population should not exceed 4,500 people. It has reasonable proximity to an arterial highway.

### **Location**

The Village Center boundaries encompass the land directly fronting onto Highway 206 and the land on the southern side of Lackawanna Drive to the Wild West City property. The redevelopment area of the Village Center would generally include the Highway Business B-1 properties from Acorn Street to just north of Lackawanna Drive and the portion of the existing B-2 district north of Lackawanna Drive where Shop-Rite is located.

### **Village Center Designation**

The opportunity exists for the development of a mixed-residential community with a compact Core of mixed-uses offering employment, basic personal and shopping services and community activities for residents of the Village and its Environs. At roughly 165 acres, the Center would be only one-quarter of the maximum one-square-mile criteria. An arterial highway currently serves the area.

Village Centers are required to have a minimum gross population density of 5,000 people per square mile and a minimum gross housing density of three dwelling units per acre. The Village Center would therefore need a population of roughly 1,289 persons. Also, almost 500 housing units would be required.

With 60 acres to develop, this new residential development would be built at roughly 3 dwelling units per acre. One of the criteria for a Village center is that the 2020 population should not exceed 4,500 people. This criterion is also met. With all criteria being met, a Village Center proves a viable endeavor for the Township of Byram. The resources of the Township should be

directed towards this designation. The Village Center at Lackawanna Drive will successfully serve the community's needs.

The Village Center Core area defined throughout this Plan is currently zoned B-2 Shopping Center District. Net developable land in the B-2 zone is approximately 54 Acres. The existing zoning permits shopping centers and "big box" structures such as Wal-Mart and Home Depot.

The governing bulk standard that regulates intensity on-site is total permitted lot coverage. There are no standards regulating the total permitted building coverage or Floor Area Ratio. Under existing zoning, the total lot coverage cannot exceed 50 percent . It is estimated that the development of approximately 300,000 square feet of commercial space is a reasonable expectation for the area.

This Plan is designed to permit a mixture of land uses that collectively will generate less vehicular traffic and encourage pedestrian activity to the maximum extent possible.

Byram Village Center will consist of a dynamic mixture of shops, offices, entertainment, housing recreation and community facilities. Accordingly, the Plan envisions the best aspects of small village downtowns, while providing connections to greenways and trails. A village green is the central focal point of the center. The green is surrounded by townhouses, retail shops and has multiple connections to nearby residential uses, retail uses along Route 206 and trail ways. Entertainment and mixed uses are arranged to enhance community life. Small locally owned stores located between anchor retailers benefit from foot traffic generated between them and nearby parking. Housing located in the center, creates a 24-hour presence and is convenient for seniors and others who place a high value on convenience and proximity to activity.

### **Mixture of Uses**

A mixture of land uses is a critical component in creating a vibrant Village Center. While the existence of attractive buildings aids in establishing the market for the Center, a mix of land uses results in diversity necessary for a successful Center. Typically, the most successful centers encourage uses ranging from retail sales and service, office on upper floors, public buildings, public spaces, entertainment and residences. Almost without exception, all successful centers have residences living within and around the center, which encourages "after hour" vitality.

In creating a Center, one of the primary goals is to encourage this diverse mixture of people, stores, services and attractions. While centers encourage a mixture of land uses, not every type of use is appropriate in a center. Examples of inappropriate businesses include :

- Drive-thru businesses

- Heavy industry

- Uses requiring frequent freight deliveries

- Warehouses

- "Big Box" type businesses, i.e. Wal-Mart, Home Depot, which require large parking lots

- Gasoline oriented businesses

### **The Village Center Core**

Mixed Use – Includes commercial retail sales uses such as general retailers, specialty shops, boutiques, art galleries, grocery stores, pharmacies, drug stores, bakeries, specialty food, restaurants, sandwich shops, coffee houses, movie theatres, entertainment spots, hotels/bed and breakfasts, health and fitness clubs, and other similar businesses. The development of a tract of land or building or structure consisting of a mixture of retail sales and service, restaurants, taverns, office on upper floors, residential on upper floors (not fronting on Route 206). Buildings are required to be two stories in height and front the street. Uses that require large amounts of first floor storage space such as a warehouse store are discouraged and should be located outside of the Village Center.

Medium-Density Residential - Includes housing densities between 6 to 10 units per acre and can include a mixture of residential uses including single-family detached dwellings, semidetached duplexes and townhouses.

Village Single-family Residential - Primarily single-family dwellings with density ranges from 6.2 to 8.7 dwellings units per acre. Lot sizes typically ranging from approximately 5,000 square feet to 7,000 square feet.

## HOPATCONG TOWN CENTER

The Town Center designation granted by the State Planning Commission will establish State Plan recognition of the unique character of the area which was originally established as the location of an iron furnace; then as a resort community adjacent to a large lake, Lake Hopatcong and has since evolved into year round residential status.

Hopatcong Borough, first called Brooklyn Borough, was formed from part of Byram Township in 1898. An additional portion was annexed in 1922. Permanent population grew from 1,173 in 1950 to 15,586 in 1990.

The Borough is 10.9 square miles in size, lies entirely within the Highlands and consists of land which rises steeply towards the west from the lake front. A good deal of the existing development has taken place on this steeply sloped lake front land, most of which depends on local streets which do not meet current standards.

In addition, much of the development took place at a time when it was common place to allow for both table water wells and waste water disposal on small lots. Approximately 30 percent of the housing units are served by public water systems; the balance are served by on-site facilities.

Hopatcong Borough is identified on the SDRP as a Designated Town (DT) located mostly in an Environmentally Sensitive Planning Area (PA5) with some of the area in a Rural Planning Area (PA4). The most significant natural and economic feature of the Borough of Hopatcong is its location on Lake Hopatcong, a significant State Park. Much of the area designated PA5 is already developed.

The Town Center designation will reinforce and invigorate the commercial nodes in the Borough, nearly all of which fall within the proposed Town Center. It will also enhance the Borough's current policy of emphasizing low density development for most of the area outside the Town Center, while in some cases, requiring the provision of centralized water and sewer facilities for higher density development.

The Borough discourages development on sensitive lands, flood plains, and steep slopes through a substantial decrease in density for developments proposed on such land.

Lake Hopatcong is considered a prime statewide recreation facility. The designated Town Center includes most of the Lake Hopatcong water front in the Borough. Construction of the waste collection system will directly upgrade the water quality of the lake.

Hopatcong Borough had a 1990 Census population of 15,586. This increased to 15,888 in 2000. Current expectations are significantly affected by the anticipated Highlands Master Plan to be developed by mid-2006.

Population growth in Hopatcong dramatically slowed between 1980 and 2000. There was an increase of 55 persons, compared to an increase of 6,479 persons between 1970 and 1980.

In the period between 1980 and 2000 90 additional housing units were counted in Hopatcong as part of the census. Housing stock increased by less than one percent between 1990 and 2000.

### **Developable Land**

There is substantial acreage of residentially zoned land, particularly 'in the lightly developed western and northwestern portions of the Borough. Much of this land is remote and without road access.

The land itself is steeply sloped, making it difficult for construction. Much of the land is zoned for low density development because of its environmental sensitivity and the lack of access and public water and sewer. In recognition of the undesirable effects of potential development in these areas, the Borough has for many years been actively acquiring parcels of land in environmentally sensitive areas in order to remove them from consideration for development and create a green belt for overall open space and recreation plan.

There are vacant parcels in the area already substantially developed, but they are either scattered individual lots or in small groups on steep slopes. They generally lack public water and all are served by on site septic systems. If they can be served by public water and sewer they may offer an opportunity for infill. Public water and sewer service, if expanded beyond the current sewer service area, may also open up a larger tract in the western section of the Borough, zoned for townhouse development, and would offer an incentive for new commercial activity.

### **Resource Inventories and Capacities**

Water and Sewer - At the present time Hopatcong Borough in the process of constructing a municipal sewage collection system connected to the regional treatment facility of the Musconetcong Sewerage Authority. Where connections have not been made, all sewage disposal is provided by septic systems or cesspools. The Borough's allocation of 1.3 million gallons per day from the Musconetcong Sewer Authority will allow it to serve between 4,800 and 6,000 residential units. This does not take into consideration the non- residential users who also need service.

### **Center Design Guidelines**

Hopatcong Borough developed as a resort area which later became a year round residential community. Its historical development pattern resulted in a proliferation of small residential lots and scattered small business districts whose original function was to serve the resort community and now provides only limited service to the full time residential population. As a example, there is no supermarket located in Hopatcong; residents have to travel to adjacent communities to obtain the variety of goods and services such a facility provides.

Nine of the twelve areas zoned for Business are located in the Town Center; the remaining three, all of which are small in size, are outside the Town Center.

The Borough is in the process of reviewing revitalization opportunities in order to better tie together these scattered business zones in and outside the Town Center.

The Historical development pattern also led to street widths and geometry for much of the Town Center which once supported seasonal traffic and are now well below minimal standards for current usage.

There are scattered vacant residential parcels throughout most of the Town Center area, most of which are nonconforming in size according to present zoning regulations. Zoning regulations should be reviewed with the object of making these parcels more easily developable provided that off-site water and sewer facilities are installed. This infill development should accommodate the modest expansion of population and residential construction projected for the Borough and its Town Center by 2020. Infill development should result in housing at a more reasonable cost than that on the larger lots required in all residential zones in the Borough.

Infill development would also tend to reduce the pressure for major residential subdivision activity in more open areas of the Borough. The expected sewer system and expansion of the water system should be predicated on the policy of first serving the existing needs -that of the high density, small lot residential neighborhoods located in the Town Center, and of its business areas. Provision and extension of sewer and water systems in any area of the Borough will serve as a major element in a Growth Management program. The Highlands regulations will most likely eliminate significant facility expansion outside the Town Center boundary

Existing environmental conditions, particularly the prevalence of steep slopes through much of the undeveloped or sparsely developed portions of the Borough, discourage new residential development. At present, the zoning ordinance requires that new development on steep slopes consist of larger lots with a minimum area of buildable land in order to obtain development approval. These requirements should be reviewed in light of the Highlands initiative to see if they are stringent enough to protect adjacent land holdings from the consequences of such development.

Limiting the provision of sewage service to the Town Center, as well as the expansion of water service are and will be the strongest tool in directing new growth to the Town Center and discouraging new growth in the balance of the Borough.

Except for one area, all of the unconstrained land is located in areas outside the Town Center, and are substantially undeveloped. They total approximately 114 acres and with the present 5 acre minimum lot zoning in those areas, could support 23 new housing units.

There is substantial undeveloped land on slopes between 15% and 25%, both within and outside the Town Center. Much of such land within the developed portion of the Borough consists of small parcels generally smaller than 10 acres, interspersed within the developed portions. Outside the Town Center such lands are mostly in large parcels. Most of this land is zoned for 5 acre lots. There is a question as to whether such lands could be fully developed, even at the density permitted by 5 acre zoning. Much of this land has additional constraints such as bedrock close to or at the surface providing inadequate soil area to meet the requirements needed for a septic system, or areas not suitable for a table w water well. This is reflected in the

distribution of the anticipated modest population increase of 1,714 from 2000 to 2020, with almost 74% of the increase (1,267) slated for the Town Center.

## **NEWTON REGIONAL CENTER**

### **Basis for Designation**

This petition to designate Newton as a Regional Center and to expand that designation to the Newton/Hampton Regional Center in the New Jersey State Development and Redevelopment Plan was prepared by the Town of Newton and the Township of Hampton and endorsed by the County of Sussex. The public policy interest is to promote beneficial economic growth, development and redevelopment; to provide adequate public services and adequate housing at a reasonable cost; to preserve and enhance historic and recreational lands; and to gain priority for funding and other programs associated with implementation of the New Jersey State Development and Redevelopment Plan.

The Town of Newton, historically a regional center, was designated as such by the State Planning Commission and was the first in Sussex County. By itself it is approximately 3 ¼ square miles in area. The Town of Newton serves the region as the County Seat and has within its boundaries the County college and a full-service hospital. In addition to the abovementioned facilities, it also has an excellent school system, public libraries, municipal parks, a post office and a vibrant downtown commercial district, as well as professional services, including a large number of attorneys and physicians due to the proximity of the Court House and the hospital. There are also several small industrial areas located within the Town.

The Hampton/Newton center is a major center for activity in the region. The Town and Township have planned prudently and look forward to an increasing role as the hub of the region. With water and sewer available at affordable rates and with the County Offices, Court system and College located within the Center, it is the perfect location to concentrate growth.

The Town of Newton was settled in 1751, due to its proximity to the early cross-roads of the time. It became the County Seat in 1761 and was officially incorporated in 1864. In the late nineteenth century, the Town of Newton built a waste water treatment plant and installed a water system throughout the Town. Ninety-five percent of the Town now receives Town water and sewer.

### **Population and Employment**

With the expansion of Newton's sewer plant and water system, growth in population and employment is expected through the year 2025. The 1990 U.S. Census indicates that the Town of Newton had a population of 7,521. The Newton Master Plan and 208 Water Quality Plan estimate that the population at build-out will be between 11,500 and 12,500, with the Town expecting build-out to occur by 2010. Given the pace of events, this milestone will not be reached until the 2020's. This would represent an increase in Newton's population of between 53% and 66 % over 20 years.

### **Growth Management Mechanisms**

The regional center designation has a community development boundary based on the existing Newton municipal boundary lines augmented by the Hampton South general boundary. Newton realizes that any development which occurs must be coordinated with the adjacent

municipalities and the other centers in the region. The Town also realizes that open discussion and communication are of the utmost importance to ensure that the goals and policies of the State plan are met.

## **STANHOPE BOROUGH**

Stanhope's history is rooted in the production of iron. Over the years, the iron complex in Stanhope evolved to include a variety of other industries and businesses that were necessary to accommodate the growing community.

Another all-important ingredient to an iron company town was tenant housing, homes for the furnace laborers. Stanhope has dozens of these dwellings, which remain to illustrate the evolution of housing from the early double family tenant housing of about 1820 to the multiple family dwellings of about the 1880's.

The Stanhope Center, located in proposed Planning Area 2, has historically been the center that serves the civic, economic and social needs of the residents of the Borough. This 1.87 square mile (1.3 square miles excluding water bodies) town has a compact core with a traditional Main Street and state highway with retail, commercial, office and residential uses, as well as several neighborhoods offering a range of housing types.

The easterly border of the center is bounded by a physical and planning barrier, the Erie Lackawanna Cut-off. This feature separates population density, community activities and defines the boundaries of the environmentally critical land to the east. This is the location of the recently-expanded New Jersey Transit lot.

The southerly and westerly boundaries are the state open waters of Lake Musconetcong and tributaries along the common borders with the Township of Roxbury, Borough of Netcong, Township of Mt. Olive and the Township of Byram.

The Stanhope Town Center Core is a traditional downtown with a mix of retail, office, and residential uses along with a variety of religious institutions.

Stanhope is a central place which owes much of its compact, traditional form to the period during which it originally developed its iron works, access to rail at Netcong station, highway system, downtown area, and its confined municipal boundary with Sussex County. It serves as the focal point for many activities including employment, recreation, entertainment and commerce. The municipal government offices and a variety of residential uses are located in the town's core.

There are numerous residential neighborhoods extending outward from the core which offer a variety of housing types and choice for individuals and families of a wide range of incomes, ages and life cycles, including group housing, all within a minute of Main Street.

Stanhope's neighborhoods also contain a variety of parks and recreational amenities easily accessible to neighborhood residents.

Stanhope is almost entirely serviced by a municipally-held water utility, the Stanhope Wager Department, which owns and maintains the water distribution system, The Department has indicated that there is little constraint on the Borough in terms of water supply. An additional tank for improved fire flow is currently being investigated.

The Musconetcong Sewage Authority (MSA) treats the sewage from Stanhope. The Authority has recently undergone an expansion of its treatment facilities and states that there would be no difficulty providing additional capacity. The sewage collection system is maintained by the Borough.

The Lake Musconetcong Regional Planning Board has developed multiple initiatives to reclaim Lake Musconetcong. As part of the Lake Musconetcong Watershed Initiative, the Stanhope beach has been dredged. An extensive weed harvesting program is also in progress.

The Borough of Stanhope has recognized and delineated its center with a focus on historic preservation, combined with a traditional land use mix.

The most important recreation features lie in close proximity to the Musconetcong River and Lake Musconetcong.

With the recognition that the mean depth of Lake Musconetcong is only 4.8 feet, the issues of Biological and Chemical Oxygen Demand (BCOD), pollutant loading and eutrophication are under study. In particular, portions of the Musconetcong River are proposed for designation as Wild and Scenic.

### **Resource Inventory and Capacity Analysis Natural and Cultural Resource Inventory**

Extensive steep slopes and the presence of wetlands inhibit full-scale build-out. Due to the significant presence of these characteristics, Stanhope is considered to be almost fully developed. New growth can be accommodated in the form of redevelopment, adaptive reuse and infill.

The Borough is also interested in further exploring opportunities of enhancing the Center Core area as a new multi-modal transportation opportunity. In order to explore and implement the Center Core's function for multi-modal transportation, the Borough is hoping for cooperation, assistance and funding from other agencies to develop a network for bicycle and pedestrian movement.

## **LAYTON & HAINESVILLE VILLAGE CENTERS, SANDYSTON TOWNSHIP**

The Township of Sandyston made application to the State Planning Commission for designation of five existing centers in Sandyston Township, three Existing Villages and two Hamlets. Of the five, Layton and Hainsville were designated.

Two of the three existing villages were among the first colonial settlements and villages in Sussex County in the 17th and 18th centuries; Hainesville (named after Governor Haines), and Layton, formerly Centerville. The hamlet of Peters Valley is also an early settlement with a large number of buildings listed on the National Register of Historical Places. The oldest home in Sandyston and Sussex County is the Westbrook-Bell house, built in 1725, in the hamlet of Peters Valley. There are two historic districts in Sandyston listed on State and National Historic Registers. One is Peters Valley and the other is the Old Mine Road Historic District.

Sandyston is a rural township with two-thirds of the land in federal and state ownership. Part of the Delaware Water Gap National Recreation Area, and part of Stokes State Forest and the New Jersey Division of Fish and Game lands lie within the Township. These comprise a total of nearly 18,000 acres of the Kittatinny Mountain range and the Delaware River Valley. These public lands surround and confine the remaining privately owned third of the Township, about 9,000 acres.

Sandyston Township made its petition in order to preserve the serenity and rural character of the Sandyston landscape and of its villages and hamlets. These settlements provide good access and services to visitors to the national and state lands, and are the appropriate vehicle to assure and secure the orderly growth of infrastructure in the privately owned portion of the Township.

The following are short descriptions of the existing settlements and three proposed centers

### **LAYTON**

The Village of Layton, in south central Sandyston, was initially called Centerville. It was originally settled in 1800 by John Layton from whom it later derived its name. Layton had a blacksmith shop, a carpenter shop, and a tavern by the 1820's. These were followed by a store, a hotel, a wheelwright shop, a shoe shop, a cabinet shop, a saw mill. It had a post office by the mid-19th century. The 1990 population was estimated at 222; its land area is 275 acres.

### **HAINESVILLE**

The Village of Hainesville, founded before the Revolutionary War, is located in the northern portion of Sandyston on the Little Flatbrook, about two miles north of Layton on what used to be the stage coach road from Port Jervis to New York. In 1824, it had a hotel and was made a post-village, where mail was brought twice a week. By 1880, Hainesville had two blacksmith shops, a wheelwright shop, two stores, a grist mill, a hotel, a post office, a church, and a school building. Hainesville also had a physician. The 1990 population was estimated at 205; its land area is 286 acres.

Sandyston Township has no public water or sewerage disposal system, nor does it have any large scale residential developments. The Sandyston Township population has historically located either on the farms, or in the villages and hamlets which developed, in colonial times and the early nineteenth century, at crossroads.

In conformity with the State Plan objectives and classifications, only modest future residential growth is planned in the above referenced Villages. Commercial growth is envisioned to be in commercial centers on Route 206 in Hainesville, Tuttle’s Corner and Kittatinny Lake.

In 1990, the Sandyston Township population was estimated as follows:

Layton	222
Hainesville	205
Kittatinny Lake	342
Tuttle’s Corner	78
Peters Valley	27
Balance of Sandyston	<u>885</u>
 Total 1990 Population	 1,732

The most extensive natural resource of Sandyston Township is its permanent open space, as indicated below.

PUBLIC OPEN SPACE

	<u>Acres</u>	<u>Percent of Total</u>
Delaware Water Gap National Recreation Area	6,101.0	22.6%
Stokes State Forest	9,142.7	33.9%
N.J. Division of Fish & Game	2,575.1	9.6%
Boy Scouts of America (Green Acres)	487.5	1.8%

PRIVATE OPEN SPACE

	<u>Acres</u>	<u>Percent of Total</u>
Benedictine Abbey of Newark	64.3	0.2%
YMCA, Nature Conservancy, & Golf Course	915.3	3.4%
 <u>TOTAL 1993 OPEN SPACES:</u>	 19,285.9	 71.6%

There are also 3,232 acres or 12% of the municipal area in farming, orchards, and woodlands, and another 1,663 acres in residential uses including lakes, accounting for 6.2% of the total area.

Employment in Sandyston was estimated at 90 in 1990. This estimate was prepared by the Sussex County Planning Department.

Planning and zoning deliberately discourage strip commercial developments along Route 206, instead planning for a commercial center with controlled access in the vicinity of Tuttle's Corner and for commercial infill in Hainesville and Kittatinny Lake. This follows planning principles established in the State Plan.

In Sandyston, overall population density is low, at about 41 persons per square mile.

Traffic circulation could be greatly enhanced by reconstructing an abandoned bridge on Route 613, so that traffic from Route 206 going to Peters Valley could avoid going into Layton.

### **Growth in Centers**

The historic structures of Hainesville, Layton, Peters Valley, and even Kittatinny Lake have changed little, although the configuration and surface conditions of the roads serving these communities have been substantially modified. Only gradual growth is envisioned for the villages of Hainesville, Layton, and Kittatinny Lake and the Tuttle's Corner hamlet by 2020. Of particular importance is the Business Incubator Proposal for the Township. This initiative, to be located in a center, will provide needed connections between the natural resources oriented businesses in the area and services to augment them. No additional population is expected in Peters Valley, primarily due to its special circumstance as part of the National Recreation Area.

Sussex County Route 615 off the County Road by the Sussex County Garage towards Peters Valley needs a bridge. The multitudes of visitors, and vacationers headed southwest frequently inundate Layton with heavy traffic because of the absence of this small bridge. The effect of large traffic volumes on the serenity of the carefully preserved historic areas and rural homesteads is a substantial, adverse impact on the Villages.

## MONTAGUE TOWN CENTER

Montague Township is located at the northwest corner of New Jersey, at the point where New Jersey intersects with the northeast border of Pennsylvania and the southern border of New York State. Montague's western boundary is the Delaware River, its border with Pennsylvania.

The Delaware River changes its course to northwest close to where the three states come together. The proposed Tri-State Village Center is in this area. Adjacent to the center, just over the New York State border, is an interchange of I-84, a southwest to northeast limited access freeway connecting Scranton, PA with Hartford, CT and thence north to the Massachusetts Turnpike. Interstate 84 intersects with a full array of other freeways and toll roads which serve New England and the Middle Atlantic States. These, of course, connect with the Interstate system serving the rest of the country.

In the immediate area of the I-84 interchange are the following communities in New York and Pennsylvania

*Port Jervis, NY*, (2000 population, 8,860), an older small industrial and commercial center;

*Deer Park Town, NY*, (2000 population, 7,858), a suburbanizing community adjacent to and surrounding Port Jervis;

*Matamoras Borough, PA*, (2000 population, 2,312), an older small commercial center opposite Port Jervis;

*Westfall Township, PA*, (2000 population, 2,430), a suburbanizing community surrounding Matamoras with a commercial strip developing near the I-84 interchange on the Pennsylvania side.

In Montague, the Route 23 corridor, from its Clove Road intersection to the New York State border, is substantially developed with businesses. Many of these are related to fast food and highway services.

Though interstate political boundaries impose difficulties regarding cooperation in this urban and urbanizing area should be encouraged. The activation of passenger rail service from Port Jervis to Secaucus and Manhattan has changed the historical development dynamic, specifically in the Port Jervis, Montague, Milford area. This area can develop in planned fashion or haphazardly in the absence of regional planning coordination. Designation of the Tri-State Village Center would begin the process of constructing a framework for considering the development in the tri-state region and, in so doing, aid in fostering economic, social and environmental cooperation within this area. The fact that three states, three counties and at least five municipalities are involved should not prevent an attempt to create a regional approach regarding mutual development of business and employment opportunities.

With Montague Town Center, the designation will encourage the development of a residential, business, cultural and local government center for the Township of Montague. The nucleus is already in place with the location of the municipal facilities, a small shopping center,

higher density housing, and recreation facilities within the Center boundaries.

1. The Montague Town Center comprises 2.625 square miles and had a population of 1,688 in 2000. The twenty-year projection is 2,330. Job development is also expected to be slow increasing from 278 in 2000 to 500 by the year 2020.

2. The Tri-State Village Center, due to the requirements for additional study and its greater complexity is identified in this plan for purposes of consistency with the regional development philosophy. It is relatively small, consisting of 1.14 square miles, a population of 175 and 378 jobs. It is projected to increase to 188 persons, and 785 jobs by the year 2030.

Overall municipal build out, under current zoning is outlined in the Build out tables that follow.

## **SPARTA CENTER & NODES**

### **Sparta Township Land Use Plan:**

Sparta Township is a rural community of forty square miles centered on the State Designated Sparta Town Center. The existing development nodes at Woodruffs Gap, Blue Heron and Monroe are historic crossroads providing opportunities for specific planned smart growth opportunities to meet the goal of a balanced land use plan and economic plan. The “Environs” area outside of the center and the identified nodes is characterized by steep and rolling hills, valleys and spectacular lakes interspersed with single-family homes. The Master Plan and Ordinances promote the conservation of the rural character and the environmentally sensitive lands through innovative planning and zoning techniques such as residential open space clustering and land acquisition.

### **Sparta Town Center:**

The State Planning Commission designated the Sparta Town Center on July 16, 2003 as a “Community of Place”. The Sparta Town Center is located at the geographic center of the township at the crossroads of Route 181 and Main Street, Route 181 and County Route 517 and adjacent to the Route 15 highway interchange. The Town Center Plan provides opportunities for smart growth through redevelopment of the historic commercial area. A planned mixed use development on adjacent lands will meet the service, fiscal and housing needs of the Township, while preserving and protecting the historic rural character and natural resources of the area. Public sewer and water serve the Town Center, which permits a unified compact development pattern consistent with the State Plan.

### **Woodruff’s Gap Node:**

Woodruff’s Gap is an existing “Node” identified in the State Plan along Route 15 consisting of approximately 350 acres. The office and light industrial development pattern was established many years ago influenced by the railroad and Route 15. The existing development includes the Sparta Business Campus, Commerce Park and White Lake Commercial Park. The developed properties range from 2 to 5 acres served by public water. The Woodruff’s Gap Node establishes opportunities for planned office and light industrial growth in a campus setting providing employment and service uses for the region. The Land Development Ordinances prohibit uses that utilize hazardous materials to protect the Germany Flats aquifer.

### **Blue Heron Node:**

Blue Heron is an existing development “Node” at the Route 15 highway interchange at Route 181. The existing land uses include a NJDOT park and ride facility, a 14,000 square foot office building and an approved active adult community consisting of 160 units. The “Node” is served by public water and has state approval for onsite wastewater treatment with discharge to groundwater. The majority of the remaining land by the interchange has been purchased as open space, which preserves the environmentally sensitive land in Highlands.

**Monroe Node:**

The Monroe Node or hamlet is at the historic crossroads of Route 94, Old Prospect School Road and Hopkins Corner Road. The Monroe crossroads was originally developed in the late 1800's as a small-scale hamlet with localized industries such as a creamery, feed store and a mill. Support uses were established including a hotel and a church. The Monroe area is zoned today to provide similar services to the new residents in this outlying area of the Township.

In addition to the centers described above, the Townships of Andover, Byram, Frankford, Hampton, Hardyston, and Green and the Boroughs of Franklin, Hamburg, and Ogdensburg, Branchville have also proposed centers. These, outlined below, further demonstrate the widespread commitment of local government to rational integrated planning.

**The Sparta Center has been designated by the State Planning Commission.**

## VERNON TOWN CENTER

The Township of Vernon submitted a Center Designation petition to the State Planning Commission during the 1998 Cross Acceptance process. In 2004, the State Planning Commission approved the Vernon Town Center, as supported by the Township Master Plan, revised Land Development Subcode and Zoning Ordinances. These municipal documents and ongoing capital improvements reflect a strong center-based plan, and its implementation has begun. By retaining the natural beauty of the Environs, the Town Center will protect Vernon's most valuable asset and focus growth, tourism and economic development within the mixed-use center area that will have higher densities of development. Tourism has the potential to bring major economic benefits to the Town Center in Vernon, especially with Mountain Creek facilities and planned expansion of its resort village.

Vernon Township is also located within the Highlands physiographic region, and portions of the Township are within the Core Preservation area of the Highlands. This recent legislation will provide additional protection of the Environs area, while allowing development rights to be transferred into the Center. In this way, Vernon can maintain the characteristics of a rural and environmentally-sensitive area, which is also critical to water supplies, while accommodating economic growth. Acquisition of open space and farmland will also continue to preserve areas in the Environs.

The Center, to be focused on a new Main Street connecting NJ 94 and SC 515, will comprise 1.63 square miles and an eventual population at buildout of 4,593. The Township projects a total of 4,359 jobs and a jobs to housing ratio of 1:2.34.

## **OTHER PLANNED CENTERS**

The centers discussed below have not been designated by the State Planning Commission. Some, based upon extensive efforts of the municipality, are shown as “Sussex County Centers”. This indicates a reasonable likelihood that the municipality will submit and application for Plan Endorsement that incorporates these general areas as centers. Additionally, the existing Boroughs of Franklin, Hamburg, Ogdensburg and Sussex are shown on the Landscape Map in this group.

### **ANDOVER TOWNSHIP**

Andover Township has proposed three centers. Originally, the Springdale center, located generally along US Route 206 from the village of Springdale to the Newton Town line, was the primary center in the Township’s planning scheme. Following various discussions with state and County officials, two additional centers, the Andover Transit Village and an area generally described as Andover Corners were added to the list of possible centers. These latter two centers focus on the Roseville Road area of the Township, adjacent to Andover Borough. The former Erie Lackawanna Cut-off, proposed for reactivation, would incorporate the only Sussex County station in this location. The station would provide an excellent focus for a multimodal transit center as it is in close proximity to US 206 in Andover and a current stop on the Lakeland Transit and Sussex County Transit systems.

The project would build on the Andover Borough Designated Town Center, has access to adequate water supplies and suitable areas for in ground disposal of highly treated effluent. As an important element in the regional circulation network, this center would have significant economic and quality of life benefits.

The second of the newly proposed centers lies in the area occupied by the municipal building, two office complexes, other commercial developments including a restaurant and bank, the municipal schools, and existing and proposed residential neighborhoods. The spine of this center Newton-Sparta Road (CR 616) is one of the most heavily traveled roads in the County, connecting US 206, NJ 15, and NJ 94. Much of the commercial development in the Township lies along this corridor.

### **FRANKFORD TOWNSHIP**

The purpose of the Frankford Town Center is to concentrate growth in a compact unified center by establishing a modified street grid with limited access from the major transportation corridors of US 206/NJ 15/SC 565 at Ross’ Corner. The existing baseball park provides an anchor for the future development.

The Frankford Town Center, incorporating an area of approximately 600 acres, has an outer ring and an inner development core. The inner core is the focus of the new “Town Center Concept” which will establish a central gathering place and a point of reference for a community identity. A Town Center at a village scale, oriented to the pedestrian for shopping and services based on a coordinated street plan will enhance the quality of life for all Frankford Township

residents. The Town Center will also provide opportunities for activity centers for the seniors of the community and overflow space for school functions

The proposed uses for the Town Center should be a mix of uses to provide the necessary retail, services, age restricted housing and employment generators for Frankford Township and the surrounding area. This should include community retail, a supermarket, offices, a hotel, indoor recreation, senior and child day care facilities, clothing and shoe stores, pharmacies, gift shops, boutiques, housing and limited flex office light industrial uses to provide a transition with the existing baseball park and the required wastewater treatment facility.

The distribution of the land uses in the Town Center focuses the community retail uses at the US 206/NJ 15/SC 565 intersection at Ross' Corner . The uses are internally centered on a Main Street, which is an extension of Championship Drive with limited access to the external roadways. Office and retail buildings form a consistent building street wall through the site with parking located within the center screened from the major through roads by buildings and intensive landscaping. Light industrial uses provide a transition between the proposed wastewater treatment facility and the other, less intensive uses. Housing provided consists of a mix of multifamily and single family with portions age and income restricted.

A pedestrian friendly streetscape is proposed including plazas, trees, benches, trash receptacles, planters, sidewalks and decorative accent concrete pavers to enhance the Town Center Street Concept.

This proposed center, located in the heart of the County, at a major crossroads, has the potential to serve as a major focus for growth in the region. As an almost vacant site, with favorable topography, available water supply and soils for effluent discharge, Frankford Township is in the unique position of being able to design its center with minimal accommodation to existing facilities. Adjacent to the Skylands ballpark facility, an increased level of commercial and residential activity in the center will dramatically increase the utility and attraction of the underutilized facility.

## **GREEN TOWNSHIP**

The Township Committee of Green Township has reevaluated its position on Center Designation. It now feels that it is in the best interest of its residents that a specific area in Green Township an addition to an existing center, be designated as a center. The Committee is hereby petitioning the New Jersey State Planning Commission that Sussex County's Cross Acceptance Report be amended to include this request.

The Township Committee has no objection to Sussex County's Cross Acceptance Report. It generally supports the concepts the County has described in the report. The action of the Committee specifically requests the addition of this center to the report. This action is in keeping with the 1991 revision of the Land Use Element of the Master Plan of Green Township, in its review of the Preliminary Plan of the State Development and Redevelopment Plan. On pages 53 to page 57 in the Master Plan, the concept of hamlets, villages and towns were noted and five areas in Green Township were cited as hamlets. All of them, Lake Tranquility, Tranquility, Greendell, Huntsville and Wolf's Corner are noted as existing. However, with the

exception of Greendell, the Township Committee does not want to encourage these to spread. In addition to Greendell, a portion of the Township adjacent to the Andover Borough Town Center is proposed for inclusion in the Town Center. The Greendell center is described as follows:

This center is a node of relatively high density located at the intersections of Kennedy Road with Wolf's Corner Road and Hamilton Road, about two miles west of Tranquility. Greendell comprises 42 acres and has an estimated population of 46 in 13 housing units. Greendell's area is limited by an abandoned railroad right-of-way which crosses Wolf's Corner Road to the north, and Henry Road (a continuance of Kennedy Road) to the west. Within the center is a fire station, post office, a general store, a commercial technical facility and a dog kennel. There is also a large play field adjacent to the area, as well as an abandoned train station and signal tower. Greendell will be the location of a Senior Citizens Center in the near future. As with Tranquility, there are a number of residential developments with lots of two acres and greater within the environs of Greendell. The area is also surrounded by farmland and fallow land.

### **Addition to Andover Borough Town Center**

This new center is proposed as an addition to the designated Andover Borough Town Center.

Green Township asks that a small portion of its area adjacent to Andover Borough be included as part of that Town Center. The purpose of this proposal is to provide some land where, in the future, higher density residential development may be accommodated, some of which would be for low and moderate income families.

Andover Borough has been in discussions with a developer for a mixed-use Planned Unit Development (PUD) on 256 acres for over a decade. This development includes the provision of wastewater treatment and table w water facilities for most of the Borough. Some changes to the already accepted plan is being evaluated which considers the reactivation of the Lackawanna cut-off for commuter rail service. A station would most likely be located in the vicinity of the Route 517 underpass of the cut-off. This could open up the lands south of the cut-off for more intense and varied development than was originally anticipated. Green Township's proposed addition is adjacent to these lands. It includes areas on both sides of Route 517 north of Whitehall Road. The land is mostly in farmland; some of the land is fallow land and some is to rocky and not economically suitable for development. The land totals about 80 acres. Some informal discussions have been held with Andover Borough officials, with favorable reactions. Green Township will make a more formal request to Andover Borough for consideration of inclusion in the near future.

The addition of a portion of Green to the designated Town Center is expected to reinforce the viability and consistency of the existing Center. It will further the objectives of the State Planning Commission in its resolution of designation and bring Green Township into greater consistency without compromising critical environmental concerns.

The four existing communities, not to be designated as growth Centers are as follows:

1. Tranquility Hamlet

This center is a node of relatively tight development west of the intersection of Decker Pond Road (Route 517) and Kennedy Road (Route 611). It runs north from Kennedy Road along Decker Pond Road for about 1,000 feet, and south along the same road for about 1,500 feet; west along Kennedy Way to Maple Lake Road, and across Kennedy Road, taking in the old municipal building area, and thence following the abandoned railroad right-of-way for about 1,000 feet.

This area comprises approximately 105 acres with an estimated population of 26 and 12 housing units. In addition, it is the location of a church, its community center, a post office, a branch of the Valley National Bank, a veterinarian clinic, a small professional building, a furniture manufacturing plant, and a saw mill. There is also two historic cemeteries located within the center. This was the historic location of the municipal government until its move to a new building located west on Kennedy Road towards Greendell. The present post office and the old municipal building are located on land adjacent to the rail right-of-way. A station was located in that area. A township recreation facility, now under construction, is located within the hamlet. The environs of Tranquility Hamlet are a number of developments which have come into being within the last twenty years. These include the Seventh Day Adventist Church and School center as well as several residential developments with building lots of two acres and greater, now under construction. These residential developments are located off of Kennedy Road west of Tranquility. Surrounding Tranquility and interspersed with the residential developments are farmlands and fallow lands.

## 2. Lake Tranquility Village

Lake Tranquility is a large residential development surrounding a 62 acre lake on the east side of Decker Pond Road (Route 517) about one-half mile north of Kennedy Road (Route 611). There are about 355 housing units on approximately 410 acres. The population is approximately 1,080. The platted lots are small but most of the houses are built on more than one lot. The development does not fall within the converted seasonal house category; here most of the houses seem to have been built as permanent year-round residences. The streets are paved but not curbed.

Including in the area are houses on the west side of Decker Pond Road as well as a small grocery store. Adjacent to the area are the facilities of the Seventh Day Adventist Church which includes a school and conference facilities as well as the church.

## 3. Huntsville

This is a small collection of houses at a crossroads.

## 2. Wolf's Corner

This is a small aggregation of residences in the vicinity of the intersection of County Routes 608 and 611.

## **HAMPTON TOWNSHIP**

Hampton, in adopting its Master Plan in 2003, included designation of two Centers in Hampton Township. The first, designated South Center, is an existing Center for which a revised center design has been prepared. Subsequent discussions with the Town of Newton, Sussex County Community college and the State Planning commission led to the incorporation of this center as an expansion of the Newton Regional Center. The second center proposed by the Township, to be further discussed during the Plan Endorsement process is a potential village to be located generally at the northwest and southwest quadrant of the intersection of Halsey Road and US 206.

Hampton Township lies in the central portion of Sussex County, just north of Newton, the County seat. Once a predominantly farming community it was, until the middle of the Nineteenth Century, part of Newton. At the request of Newton and against the wishes of the people in Hampton, the State Legislature created Hampton as a separate municipality in 1864.

The early history of Hampton is similar to that of much of the area, settlement beginning in the early and middle Eighteenth Century centered first as hunting and then on clearing the land for farming; then some farm related activities such as a grist mill on a stream, in Hampton's case in what is now Balesville, and a general store, this early in the Nineteenth Century. The rural character of Hampton, as opposed to the rapid urbanization in Newton, led to the split in 1864. Newton wanted to remove what it considered the burden of rural land from its prospering urban environment.

As transportation opened up the products of the Midwest farmlands to the eastern markets in the later half of the Nineteenth Century, farming in New Jersey lost its importance and its competitive advantage. Much of the land, once in agricultural production began to be converted to other uses. The years just prior to, and following World War II, also saw the rise of recreation communities surrounding lakes developed by impounding streams. A number of these were developed in Hampton Township, particularly in its western and northwestern portions. Several years after their development, many of the houses, designed primarily for use during the Summer, and occasional use at other times, were converted to year-round use.

Hampton Township's population began to decrease in the late 1800's and went from about 1,000 in 1870 to 895 in 1880 and to 592 in 1920. By 1950 this trend reversed to 668, and there has been a steady increase since then, with a population of 4,943 in 2000. Some of this increase has been due to recreational home conversion to full-time use; the more substantial portion has been the result of new residential construction.

#### Expansion of the Newton Regional Center

There has also been considerable non-residential growth in Hampton Township along Route 206 from the Newton Town border to beyond its junction with Route 94. This development, more land intensive and auto dependent than the traditional development found in the core of the Newton Regional Center has led to the Township's objective to develop in a more compact form resulted in an amendment to the proposed Town Center boundary to incorporate the Hampton Commons and Cherry Lane residential areas, the former Hampton House Restaurant, running west to County Route 519. Development which has occurred includes a Wal-Mart of approximately 230,000 square feet, reuse of the former Jamesway building,

replacement of the original Ames Department store by a Bed Bath and Beyond, along with some alterations to the small retail facilities east of US 206 within the Town Center boundary.

The road network through Hampton and Sussex County has been an important element in encouraging both residential and commercial development in Hampton over the past twenty to thirty years. This network includes State Highways, Route 206, and Route 94, and Route 15. Route 206 is a major arterial highway which runs from Route 30 in Atlantic County, north through Mercer, Somerset and Morris Counties, into Sussex County, then north through Newton and then northwest to the Delaware River and into Pennsylvania. It intersects with the New Jersey Turnpike at Bordentown, Interstate 295 in Bordentown and Lawrence Township (Mercer County), Interstate 78 and 287 in Bridgewater and Interstate 80 in Netcong. Route 15 runs from Interstate 80 northwest through Morris and Sussex Counties to Route 206 in Frankford Township. It intersects Route 94 in Lafayette Township. Through much of its route it is a four lane arterial with a portion as a grade separated limited access highway. Route 94 runs from Columbia, NJ on the Delaware River in Warren County, through Sussex County north to the New York State border above Vernon. Route 206 and 94 are joined from their intersection in Newton through most of Hampton. It is this stretch of roadway which has been the focus of recent commercial development in the region.

Within the 206/94 Corridor are found a range of residential and non-residential activities, most of which have developed over the past thirty years. This development has occurred as an extension of the Newton business district. It reflects both a limit on land within Newton to accept expansion, as well as a desire to accommodate the automobile with its greater parking requirements. At the current time, within the Hampton South Center, 2,600,000 square feet of floor space has been constructed on approximately 239 acres.

The types of activities within the Town Center boundary range from professional offices, government agencies, auto dealerships, fast food establishments, supermarkets, construction materials, large shopping centers, and two individual retail stores.

Adjacent to these activities and with access to Route 206 are nodes of residential development. Additionally, scattered single family detached homes are located along County Route 519, the western boundary of this proposed center. In all, sixty-four single family homes on lots averaging about 1.8 acres lie within this one "super block,". In the eastern residential block, there are 306 housing units, nearly all of which are accessible via Cherry Lane, a major signal controlled intersection with Route 206. Located in this area are a townhouse condominium project of 295 units with at density of six units per acre, as well as 42 single family homes on lots which average 1.2 acres in size.

Except for the townhouse development, all the residential development within the proposed center is served by on site sewage disposal systems and individual wells. The townhouse development (Hampton Commons) is served by a sewage treatment facility operated by the Sussex County Municipal Utilities Authority.

The commercial developments in the Hampton South Center are generally serviced by on site septic systems. The exception to this is a small sewage treatment plant which serves the Hampton Plaza shopping center on Route 206.

Hampton Township originally proposed that the Hampton South Town Center area be designated either as a freestanding Town center or as an addition to the Newton Regional Center. Commendably, all parties to the discussion agreed with the latter approach which will better permit State, County and local governments, citizen groups and the development community to focus on the impacts of existing and proposed development on existing and proposed infrastructure, and on the adoption of policies and programs which direct development in a more cohesive and orderly manner; and provide for a broad range of residential and non-residential opportunities. The objective is to create a reasonably compact, diverse center, compatible with land uses and policies in adjacent municipalities, providing opportunities for continued growth using, as much as seems reasonable, the projections in the State Plan, and those of the County. This effort has now been modified as Hampton is pursuing alternatives.

**HAMPTON TOWNSHIP PROPOSED HALSEY VILLAGE CENTER**

The Halsey Village Center is will be located between the Newton/Hampton Regional Center and Ross’ Corner in Frankford Township. Focusing development in this area will serve to create an area of low density environs within which much of the open space may be protected, and the concerns of visual amenities, resource protection, support for agriculture may be addressed. This is a relatively small area, currently the focus of some small commercial development with no residential component at this time.

**Population and Employment**

As of the year 2000, Hampton Township’s population was 4,943 persons. Of this population approximately 860 lived in the Hampton South Center. There is no residential development in the Halsey Village Center at this time.

Sussex County periodically prepares population projections for the County and its municipalities. The most recent, in 1995, projected Hampton’s population for 2010 at 5,350, and increase of 912 (20.55 %) over the twenty year period from 1990 to 2010. The State Plan projections are only on a County basis, but, based on the percentage distribution in the Sussex County projection, Hampton’s population in 2010 would be 5,897, an increase of 1,459 (32.88 %).

**Hampton Township 2010 Population**

	<u>CUPR 2020</u>	<u>Sussex County 2020</u>
	179,276	181,500
2000 Census	<u>144,166</u>	<u>144,166</u>
Increase 2000	35,110	37,334
2010 Average Annual Increase	1,755.5	1,866.7
Increase 2000-2010	<u>17,555</u>	<u>18,667</u>
County Population, 2010	161,721	162,833

Labor Force is the number of people residing in an area who are working or looking for work. The following are the Labor Force figures for Hampton based on the 2000 figures and 2020 projections distributed on the percentage distribution of population.

<u>Labor Force, Hampton Township</u>		<u>Projection, 2020</u>
	<u>2000</u>	
Hampton Center South	480	585
Halsey Village Center	0	59
Balance of Hampton	<u>2,276</u>	<u>2,459</u>
Total Labor Force	2,756	3,103

A projection of employment by municipality for 2010 was prepared by the Sussex County Planning Department; a County projection for 2010 was published in the State Development and Redevelopment Plan. Using the same municipal percent distribution used for the 1990 covered employment, a municipal projection for 2020 was made. The projections prepared by the County and State are essentially the same; the employment projection for Hampton is 227.

As was previously discussed, the base for the estimates and projections was the 1990 Covered Employment at the municipal level. More recent information found in, "Private Sector Covered Jobs, Third Quarter, 1996", published by the New Jersey Department of Labor, showed employment in Hampton to be 441, 1.7 percent of Sussex County's covered jobs.

The number for covered employment at the municipal level may be suspect since they are obtained from information supplied by employers who often mistake their post office address for their municipal location, which might be different. Discussions with staff at the New Jersey Department of Labor indicated that they are attempting to correct this problem. Since much of Hampton's employment base is located in an area with a Newton Post Office address, covered employment may be undercounted. This would be reflected in the municipal estimates and projections prepared by the County.

### RESOURCE INVENTORIES AND CAPACITIES

The most extensive natural resource of Hampton Township is its open space, both permanent open space and conservation areas set aside by government agencies such as the State of New Jersey, and municipal and County recreation land.

The following is a list of public holdings and their acreage.

#### Public Open Space

<u>Acreage</u>	<u>Percent of Total</u>
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Swartswood State Park	543	25.7
Bear Swamp Wildlife Management Area	1340	63.4
Stokes State Forest	67	3.2
Other State	<u>94</u>	<u>4.5</u>
Total State	2044	96.8
County	17	.8
Hampton	<u>51</u>	<u>2.4</u>
Total	2112	100.0

These public open space lands total about 13 percent of Hampton’s acreage.

In addition there are also land under farmland assessment which total 7,390 acres, 46.3 percent of the municipality, and other lands which would most likely remain open such as lakes in residential enclaves.

As was previously discussed, one of the limitations in developing higher density residential and commercial/industrial land in the 206/94 Corridor is the lack of sewage treatment capacity in existing facilities, and the inability, under the current Sussex County Water Quality Management Plan, to add capacity because of the limited assimilative capacity of the receiving streams. Studies, performed by the Hampton Township Municipal Engineer, indicate that the ground water discharge limitation, presently 340 g/a/d (gallons per acre per day), could be more than doubled, to between 722 g/a/d to 890 g/a/d, depending on the watershed. This could raise the density considerably in certain areas and would enhance the opportunity to build in the townhouse/garden apartment area, as well as the commercial areas in the 206/94 Corridor.

CENTER DESIGN GUIDELINES

Hampton Center South-Now part of the Newton/Hampton Regional Center.

The overall result of the Hampton Township Planning Board’s efforts is a safer, more efficient commercial center that is more attractive to consumers, and results in improved economic viability to the Town of Newton and to the Township. The two municipalities and the Sussex County Community College are working together to develop a regional design for the center. As was previously mentioned, future development, particularly high density residential and more compact commercial development, is dependant on increased sewage treatment capacity or alternative means of treatment.

**Growth Management Mechanism**

There has been substantial population growth in Hampton Township over the past several decades, both from new residential development and conversion of seasonal housing to year-round use. There has also been a great deal of commercial growth centering on the 206/94

Corridor. The Township, through actions of its Planning Board and development ordinances passed by the Township Committee, have directed much of this development to the 206/94 Corridor. Substantially all of the commercial growth has been centered in the Corridor, and a good deal of the residential growth, particularly the high density residential development, has also taken place in the Corridor.

The Planning Board in its Master Plan adopted in January, 1976 and amended in 1984, directed almost all commercial growth to the Route 206/94 Corridor, as well as those areas which were deemed suitable for high density residential uses. These actions were adopted by the Township Committee in the zoning ordinance adopted in 1977 and subsequently revised, most recently in 1988. Throughout this period of time zoning along the Corridor has remained stable, although there may have been changes relating to detailed requirements within the zones which have been upgraded and tightened.

Based upon population and employment projections and the infrastructure limitations mentioned above, growth in Hampton Township will be primarily directed towards the Newton/Hampton Regional Center, with one half of the population increase and eighty-nine percent of the projected employment increase located therein.

### **Planning and Implementation**

Hampton Township has, for the past several decades, discouraged development in most of the Township except for the 206/94 Corridor. Other than low density, large lot residential developments, nearly all the commercial and high density residential development has been located there, and municipal programs still follow that policy. Additionally, since the Hampton South Center has been incorporated into the Newton Regional Center, a new set of policies and initiatives as outlined in the adopted Plan Implementation Agenda should be pursued.

## **WANTAGE TOWNSHIP**

The Land Use Plan of Wantage Township focuses future development and redevelopment around the existing historic Town Center of Sussex Borough, which is adjacent to the existing “Corridor/Node” development along the southern and lower northern portion of State Highway 23 and into four existing “Centers” at historic crossroads. The “Environs” will have limited growth potential based on historic land use patterns and zoning, which will emphasize low density clustered residential development, farming as a viable industry and farmland resource preservation.

### **Sussex Borough Historic Center Adjacent Area:**

Wantage Township completely surrounds the Sussex Borough. The State Plan has identified Sussex Borough as a “Center”. The previous municipal plans and State Plan envision a Regional Center with the entire Borough as the Core. The Wantage Master Plan recognizes the significance of the Borough as existing historic “Center” and will establish standards to insure

planned development consistent with the State Plan along specific portions of the Route 23 corridor.

### **Corridor/Node Development State Highway 23:**

The planning objective for the Corridor/Node Development on Route 23 is to focus on establishing a gateway into Wantage Township and encourage planned commercial development on the vacant and underutilized land on the southbound side of Route 23. The character of the land development should be a campus like setting with central access points to minimize the traffic impacts on Route 23.

Architecture, site plan and landscape standards are included in the Community Design Element of the Master Plan. The standards will establish a unified and integrated development pattern of buildings and uses consistent with the State Plan. The existing developed lots along the corridor would adhere to the development standards as redevelop occurs.

### **Beemerville Hamlet Center:**

The existing land use pattern of the Beemerville Hamlet is clustered around the historic crossroads of County Route 519 and County Route 629. The Beemerville Hamlet is 98.5 acres. There is approximately 25 acres of undeveloped land. The vacant land consists of forested wetlands, wooded upland or hay fields.

The “vision” for the Beemerville Hamlet focuses on Agro-Tourism with support commercial retail and service uses and a modest amount of clustered housing to preserve the adjacent farmland. Alternate housing types like duplexes and patio homes are proposed on small lots clustered on a minimum of 12,000 square feet of unconstrained land. The farm economy and character are important to incorporate into the Beemerville Hamlet Center to maintain and revitalize “Agro-Business and Tourism” opportunities in Wantage Township. The proposed farmland if preserved within the Hamlet should be deed restricted to permit only farming activities consistent with Right to Farm legislation.

### **Colesville Hamlet Center:**

The existing hamlet at Colesville is on the western side State Highway 23 at the crossroads of Mud Town Road and Brink Road. The land area of the existing Hamlet is 69.4 acres. There is approximately 47 acres of undeveloped or underutilized land in the existing Colesville Hamlet. The land is wooded or partial cleared in certain areas.

The “vision” for the Colesville Hamlet is to build on the existing retail business uses by promoting a mixed use shopping village atmosphere focusing on tourism and local services. Housing opportunities should be incorporated into the plan to provide activity during all seasons. The development should be concentrated, preserving a significant portion of the forested areas to retain the existing rural character. Alternate housing types such as duplexes and patio homes are proposed on small lots clustered on a minimum of 12,000 square feet of unconstrained land.

### **McCoy’s Corner Village Center:**

The historic crossroads of Sussex County Route 639 (565) and 638 is known as McCoy's Corner. The Sussex County Library location at the intersection forms the nucleus of the Village Center. McCoy's Corner is 82.2 acres of land area. The airport hazard zone covers approximately 25 acres of land. The vacant land accounts for about 45 acres of land in farm/soil mining.

The planned "vision" for McCoy's Corner focuses on the new Sussex County Library as the cornerstone of the "center". Pedestrian and vehicular connections should be incorporated into the "center" with concentrated retail and service uses to support the library and airport. Light industrial uses should be encouraged in the airport hazard zone to promote the local economy and create jobs. The farm/soil mining operation land area should be reclaimed as Senior Citizen housing to take advantage of the County library and retail services in the "center". A variety of housing types such as town homes, flats, patio homes and garden apartments should be incorporated into the Village Center.

### **Farm Enterprise and Government Services Village:**

The existing Farm Enterprise and Government Services Village is at the crossroads of State Highway 23 and Sherman Ridge Road. The "center" is located several miles north of the Sussex Borough Town Center in the center of the farm production area. Wantage Township has over 3,000 acres preserved as farmland under the State Program.

The smart growth concept plan for the Farm Enterprise and Government Services Village is to establish a unique development plan to promote and preserve the farming industry permanently in the State of New Jersey. The establishment of a "center" focused on the regional farm economy including a regional creamer (marketing "Jersey Fresh Milk"), a farmers market, local crafters market and State sponsored Farm Educational Center and Regional 4-H program would empower the Agro-Business and Tourism in the region to sustain agriculture in northern New Jersey through the next 30 years and beyond. The farm "center" would provide an example of development in rural New Jersey consistent with smart growth concepts and the State Plan of New Jersey. Alternate housing types such as duplexes and patio homes are proposed on small lots clustered on a minimum of 12,000 square feet of unconstrained land.