

East Hanover Township
Morris County, New Jersey

2005 MASTER PLAN

Adopted November 22, 2005

East Hanover Township Planning Board

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The original of this master plan was signed and sealed in
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**East Hanover Township
2005 Master Plan**

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I. INTRODUCTION

East Hanover last adopted a comprehensive master plan in 1975. Although several reexamination reports have been prepared since then, the entire master plan has not been subject to a comprehensive review in 30 years. The 2005 Master Plan constitutes the new comprehensive plan for the Township and satisfies all of the requirements prescribed in the Municipal Land Use Law for "guiding the use of lands within the municipality in a manner which protects public health and safety and promotes the general welfare."

The 2005 Master Plan provides a comprehensive and coordinated approach to achieving the community's vision. It will serve as a sound basis for the Township's policy, regulatory and investment decisions, and as an alternative to an incremental, site-by-site decision making process. Decisions made by all municipal boards and agencies should be measured by their support of and consistency with the master plan.

The 2005 Master Plan contains the following elements:

- Vision Statement,
- Land Use Element,
- Circulation Element,
- Utilities Element,
- Community Facilities Element, and
- Economic Element.

In addition, the 2005 Master Plan incorporates by reference the previously adopted 2001 Open Space and Recreation Plan and 1997 Housing Plan. The Stormwater Management Plan adopted in April 2005 has been incorporated into the utilities element of the master plan.

A comprehensive community profile was completed in January 2005 to provide updated background information for the master plan. The community profile is a detailed narrative and graphic description of existing demographic and land use conditions in the Township. It has been published as a separate companion document and is available from the Township. Excerpts from the community profile are provided in each of the elements.

East Hanover 2005 – An Overview

East Hanover is home to approximately 11,500 people, which ranks fifth in total population among its seven neighboring towns and sixteenth among the 39 municipalities in Morris County. Over the last two decades, the rate of population growth in East Hanover (21%) surpassed all of the neighboring towns with the lone exception of Montville. At about 1,400 persons per square mile, East Hanover's residents

live in a fairly dense environment, exceeding the overall density for Morris County and the State as a whole. East Hanover's housing stock is best characterized as single-family detached, owner-occupied, and "middle aged" – with over half the total housing units being built between 1960 and 1990.

Several indicators suggest that the population in East Hanover and the immediate region is maturing. The Township's median age of 40.7 years old, while on par with its neighbors, surpassed the median age in Morris County and the State. As a counter to this apparent aging trend, East Hanover also saw a 32% increase in children under the age of 10 years old between 1990 and 2000.

East Hanover's eight square miles contain a fairly diverse mix of land uses ranging from single-family detached homes, to corporate campuses, to regional big-box retail centers. Developed land in the Township is evenly split between residential and non-residential uses with each category consuming approximately 1,500 acres. The portion of the Township lying to the north of the Morristown Erie Railroad is the most homogeneous, with the predominant use being residential. The Ridgedale Avenue corridor, south of the railroad, and the entire length of the Route 10 corridor are predominantly commercial and industrial. The Township is fully served by public water and wastewater systems.

Bracketed by the Passaic, Whippany and Rockaway Rivers, and bordered on the west by the Black Brook and Troy Meadows, East Hanover contains a large amount of floodplains, wetlands and endangered habitats. These sensitive environmental features cover most of the remaining vacant land in the Township, severely limiting new development opportunities. Although some of these areas have been preserved as public open space the majority is still under private ownership.

A simple grid of primarily County and State roads forms the basis of the Township's regional circulation system. NJ Route 10 and Interstate Route 280 are the primary east-west routes. Ridgedale Avenue (County Road 632) and River Road (a municipal road) carry the majority of the north-south traffic. Mass transit service is very limited with only two bus routes serving the Township along Route 10.

There are just over 700 businesses located in East Hanover employing over 12,000 people in a broad range of occupations. Although the Township is home to several large employers, over one half of the business establishments in the Township employ between one to four persons. Only a small percentage of the businesses in the Township (3%) employ 100 people or more. East Hanover residents are almost equally split in terms of working inside or outside of Morris County (about 47% each). A small portion of the workforce (6%) work outside of the State. The mean travel time to work for East Hanover residents is approximately 30 minutes, which is similar to the County and State populations.

For all intents and purposes, East Hanover in 2005 has reached its full "build-out" potential. Less than 3% of the remaining vacant land is unconstrained by environmental features and considered readily available for development. These few unconstrained acres are scattered throughout the Township and are often limited in size. Reflecting those limitations, the North Jersey Transportation Planning Authority (NJTPA) has forecast that the Township's population will remain at about current levels over the next 20 years. The NJTPA does, however, foresee continued job growth in the Township. If market forces support that forecast, future economic growth in the Township will necessarily take the form of redevelopment and infill projects, or the expansion of existing business.

II. VISION STATEMENT

EAST HANOVER 2025

In the year 2025 East Hanover Township is a comfortable mix of quality residential neighborhoods and convenient shopping and employment opportunities, defined by an extensive open space system. The Township is both internally and externally linked by a free-flowing circulation system that includes public transportation opportunities and a coordinated pedestrian and bicycle system.

Development over the last 20 years has been constrained by the lack of vacant land and the large expanses of wetlands and flood plains in the Township. Growth has come about primarily through infill and redevelopment activities. As a result, population growth over the years has been modest and the residential landscape has changed minimally. Single-family detached homes are still the predominant residential form in the Township, but senior citizens can choose from attractive townhouses and apartments that have been strategically located to preserve the integrity of the single-family neighborhoods while adding diversity to some of the commercial districts.

The number and size of commercial districts have remained stable and in some cases they have been reduced to avoid conflicts with residential and environmentally sensitive areas. The Township's economic base has sustained itself through on-site expansion, more efficient use of existing properties and through the replacement of obsolete and incompatible land uses.

The Whippany, Passaic, and Rockaway Rivers, their tributaries and adjoining wetland systems form the basis of an extensive open pace and recreation system that has been preserved and strengthened through an aggressive and long-standing open space campaign. East Hanover's open space infrastructure is a linked system of municipal, county, state, federal and non-profit lands. Strategic parcels and sensitive resources have been preserved through purchases, easements, donations, and innovative land use policy. Residents and visitors can tour the system by way of uninterrupted hiking and biking trails, and in some areas by canoe and kayak. Parks and historic sites are an integral part of the open space system, offering active recreation and cultural opportunities while serving as hub sites within the system.

The recreation system has been expanded over the years to ensure adequate access and opportunity for a variety of active and passive activities, sports, leagues, organizations and age groups. The recreation system is fully accessible to the special needs population. All facilities, old and new, are maintained on a regular basis and meet or exceed all recommended performance and safety standards.

The Township's community facilities have been maintained and upgraded over the years to ensure that the population is adequately served by all public safety and administrative functions. The new Town Hall has finally achieved the vision articulated for it in the 1975 Master Plan, and along with the library serves as an anchor for the Village Center. A full service indoor community center provides a wide range of programs and meeting facilities for groups and individuals of all ages.

Route 10 is functioning at a much higher level of service due to the decrease in access points made possible by internal connecting roads and a shift away from multiple disconnected retail uses towards a more balanced and organized office, service and retail landscape. The once cluttered view of the Route 10 corridor has been replaced with a more uniform, pleasing boulevard appeal as a result of landscape and design standards that have been in place for several years.

Transportation alternatives have been greatly enhanced. Commercial sites along Route 10 have been designed or retrofitted to accommodate increased bus and shuttle service that provide access to local and regional employment, shopping, services and entertainment, and to rail stations in Madison and Morristown. More and more local trips – to the library, schools, parks, community center, shopping – are being made by bicycle and on foot by way of a network of interconnected bikeways, and pedestrian paths.

The Township's sense of place has been bolstered by the development of the Village Center on Ridgedale Avenue and the creation of "gateways" at strategic entry points. The Village Center's mix of neighborhood commercial uses, landscaping and green space, themed but flexible architecture, and general accommodation of the pedestrian over the automobile, provides the Township with a human scale core that has become a focal point of community life. Attractively landscaped "gateways" welcome visitors and identify the Township as a quality place to live, work and do business.

GOALS AND OBJECTIVES

The Township's vision is embodied in the following goals, which are further refined through specific objectives geared to each of the master plan's major elements. The goals are considered of equal importance and the order in which they are presented holds no significance. The master plan also incorporates the goals and objectives found in the open space and recreation plan, housing plan and stormwater management plan, which are incorporated into the master plan by reference.

A. Goals

1. Provide a healthy balance of land uses that preserves the residential character of the neighborhoods while providing convenient commercial and retail opportunities to acquire goods, services and employment.
2. Provide for attractive and easily accessible commercial uses and districts that will support quality business enterprises and contribute to the Township's economic base.
3. Maintain a balanced stock of quality housing that accommodates diverse age groups in appropriate locations.
4. Ensure that community facilities and services are maintained at levels that will support the current and future populations of the Township.
5. Ensure that infrastructure systems are maintained at levels that will support the current and future populations of the Township by basing growth and development decisions on the existing and planned capacity of both natural and built systems.
6. Maximize circulation and mobility options for local and regional trips.
7. Create a well-designed village center to serve as the Township's civic core.
8. Preserve the Township's natural resources to protect water quality, manage stormwater, reduce the potential for flood damage, protect endangered habitats, and provide open space.
9. Create a comprehensive recreation system that provides indoor and outdoor, active and passive recreation opportunities for all age groups and ability levels.
10. Create a comprehensive open space system that preserves sensitive lands, creates connected greenways and blueways, and provides environmental education opportunities.
11. Promote aesthetically pleasing human scale development that recognizes the character of traditional New Jersey suburban towns.
12. Maintain a balanced tax base that is not over-reliant on a specific industry or use group.
13. Ensure that all development regulations reflect and implement the goals and objectives of the master plan.

B. Objectives

Land Use

- Create land use districts and standards that are clear and concise and leave no doubt as to the intended location and intensity of the land use.
- Retrofit existing strip-type development along the Route 10 corridor into concentrated, mixed-use alternatives.
- Identify appropriate locations and specific design standards for multi-unit housing.
- Identify appropriate locations and specific design standards for senior citizen housing.
- Identify boundaries and establish design standards specific to the Village Center.
- Preserve the floodway and floodplain of the Passaic, Rockaway and Whippany Rivers and their tributaries to control floodwaters.
- Encourage traditional neighborhood elements such as sidewalks, alleys, front porches, public spaces, green spaces, street grids, and street trees. Encourage mixed uses that support pedestrian activity, human interaction, public safety, mass transit, and easy access to goods and services.
- Encourage commercial development and retrofitting that emphasizes quality architecture, shared access and parking, transit friendly facilities, pedestrian circulation, appropriate intensification of buildings, and extensive landscaping; and which avoids oversized parking areas, light pollution, multiple and uncontrolled highway access points.

Circulation

- Provide connections between residential areas, commercial nodes, and community facilities through an attractive, free flowing circulation system.
- Wherever possible and appropriate, link the residential street grids to ensure connectivity within and between neighborhoods.
- Provide opportunities for residents, business owners, employees and shoppers to access multiple modes of transportation including public transportation, bikeways and pedestrian ways.
- Improve the level of service along the Route 10 corridor through the implementation of creative engineering, land use and design techniques.
- Improve the function of problem intersections.
- Utilize traffic calming measures in areas of high pedestrian activity.
- Create a multi-use trail system that links neighborhoods, community facilities, parks and open space.

Utilities

- Ensure that all development and redevelopment projects contribute their pro-rata share of the cost of providing reasonable and necessary off-tract water, sewerage and drainage facilities.
- Minimize the amount of potable water purchased from outside purveyors.

Community Facilities

- Upgrade the municipal building through expansion or relocation.
- Expand active recreational opportunities in the Township through the creation of new park facilities either at existing Township parks, park/school sites or through the creation of new parks and facilities.
- Connect the existing park system and Patriot's Path through a system of green corridors and linkages.
- Continue open space acquisition efforts with funding shared among East Hanover Township, Morris County, the State and federal governments and non-profit groups.
- Coordinate planning efforts with the Board of Education to ensure the most efficient placement and use of all Township and Educational facilities.
- Develop gateways to the Township at strategic locations to foster community identification and establish a visual sense of the community's character.

Economic

- Identify opportunities for land assembly and redevelopment projects.
- Replace outdated small-scale strip developments with modern structures that better reflect market needs.
- Establish a Special Improvement District.
- Identify and promote services and facilities that are necessary to support existing and future corporate enterprises.
- Provide transportation systems to efficiently move employees, customers and goods to and from business sites.
- Provide the necessary infrastructure to support business development.
- Encourage cooperative programs between the High School and Community College and local businesses.

III. LAND USE

In the year 2025 East Hanover Township is a comfortable mix of quality residential neighborhoods and convenient shopping and employment opportunities, defined by an extensive open space system.

INTRODUCTION

As noted in the 2005 Community Profile, East Hanover has reached its full “build-out” potential with less than 3% of the remaining vacant land (34 acres) being unconstrained by environmental features and considered readily available for development. At the same time, however, the North Jersey Transportation Planning Authority (NJTPA) has forecast continued job growth in East Hanover – an additional 1,210 jobs by 2025. Recent commercial development activity suggests that the NJTPA forecast may be conservative. If market forces continue to support and/or exceed the forecast, future economic growth in the Township will necessarily take the form of redevelopment and infill projects, or the expansion of existing business.

As a result, there will be continued pressure on land that is already developed – to change existing uses to more intense or profitable uses, which may or may not be compatible with the fabric of existing neighborhoods or with the Township’s overall vision. It is the Township’s intention; therefore, to provide for tightly managed growth that is consistent with the Township’s goals and objectives by clearly identifying the preferred location and intensity of future land uses. All development should be supportive of the immediate neighborhood and sensitive to the environmental context. All land use decisions should be mindful of a parcel’s context and discourage inappropriate intrusions into established residential neighborhoods or environmentally sensitive areas.

Land Use Objectives:

- *Create land use districts and standards that are clear and concise and leave no doubt as to the intended location and intensity of the land use.*
- *Retrofit existing strip-type development along the Route 10 corridor into concentrated, mixed-use alternatives.*
- *Identify appropriate locations and specific design standards for multi-unit housing.*
- *Identify appropriate locations and specific design standards for senior citizen housing.*
- *Identify boundaries and establish design standards specific to the Village Center.*
- *Preserve the floodway and floodplain of the Passaic, Rockaway and Whippany Rivers and their tributaries to control floodwaters.*

- *Encourage traditional neighborhood elements such as sidewalks, alleys, front porches, public spaces, green spaces, street grids, and street trees. Encourage mixed uses that support pedestrian activity, human interaction, public safety, mass transit, and easy access to goods and services.*
- *Encourage commercial development and retrofitting that emphasizes quality architecture, shared access and parking, transit friendly facilities, pedestrian circulation, appropriate intensification of buildings, and extensive landscaping; and which avoids oversized parking areas, light pollution, multiple and uncontrolled highway access points.*

OVERVIEW OF EXISTING CONDITIONS

Land Use

East Hanover is home to approximately 11,500 people, has a density of 1,400 persons per square mile, and is the location of over 700 businesses employing over 12,000 people. East Hanover's eight square miles contain a fairly diverse mix of land uses ranging from single-family detached homes, to corporate campuses, to regional big-box retail centers. Developed land in the Township is evenly split between residential and non-residential uses with each category consuming approximately 1,500 acres. Roughly 20% of the land in the Township is vacant. The portion of the Township lying to the north of the Morristown Erie Railroad is the most homogeneous, with the predominant use being single-family residential. The Ridgedale Avenue corridor, south of the railroad, and the entire length of the Route 10 corridor are predominantly commercial and industrial. (See Table III-1 and Map 1)

Environmental Features

The surrounding rivers and streams – the Whippany, Rockaway, Passaic and Black – their tributaries, floodplains and adjoining wetland systems and endangered habitats, largely define the geography of East Hanover. These sensitive environmental features cover most of the remaining vacant land in the Township, severely limiting new development opportunities. Although some of these areas have been preserved for public open space, the majority is still under private ownership. (See Table III-2 and Map 2)

Zoning

There are 23 zoning districts and two airport overlay zones in East Hanover. As illustrated on Table III-3 and Map 3, there are few inconsistencies between the general zoning categories (e.g., residential, commercial) and the underlying land use. Notable exceptions include the office complex and commercial nursery at the northern end of Ridgedale Avenue, which are located in the R-15 Zone, and some scattered commercial

uses along Mount Pleasant Avenue, which are in the R-20 zone. As noted above, most of the environmentally constrained vacant land is currently zoned for development – primarily residential and industrial as opposed to public or conservation – creating an inconsistency with the underlying conditions.

**Table III-1
2004 EXISTING LAND USE**

Land Use Category	Number of Parcels	Acres	% of Total Acres
Residential – Single Family	3,321	1,456	28
Residential – Attached & Multi-Family	5	74	1.5
Commercial	165	421	8
Office – Corporate & Campus	13	351	7
Industrial	50	264	5
Railroad & Utilities	21	118	2
Public School	6	101	2
Public Building/Facility	13	22	0.5
Parks & Public Open Space	99	480	9
Church, Charitable & other Exempt	9	19	0.4
Cemeteries	6	248	5
Vacant Land	243	1,126	22
Total Parcels	3,951	4,680	90%
Total (inc. rights-of-way and water bodies)		5,180	100%

Source: East Hanover tax records and field adjustments

NOTES:

Acres and percentages are rounded.

Streets and public rights-of-way are excluded from these calculations.

“Commercial” includes retail, wholesale, entertainment, service, food and general offices.

“Office – Corporate and Campus” includes large corporate facilities and office campuses.

“Parks and Public Open Space” includes municipal, county, state and non-profit.

**Table III-2
ENVIRONMENTALLY CONSTRAINED ACREAGE**

Environmental Features	Acres	% of Township
100-year Floodplain + Wetlands + Threatened and Endangered Habitats	2,152	41%
Overlay Zones		
Stream Corridor Protection Zone	1,914	36%
Wellhead Protection Zones	1,873	36%

Sources: Environmental Features – NJDEP and FEMA

Overlay Zones – East Hanover Stream Corridor & Wellhead Protection Ordinances

Table III-3
EXISTING ZONING DISTRICTS - 2005

Zone	Acres	% of Total
Residential, 1 Family	2,332.57	49.75%
R-10: 10,000 sf	172.53	3.68
R-11: 11,250 sf	133.13	2.84
R-15: 15,000 sf	304.78	6.50
R-20: 20,000 sf	1,150.37	24.54
R-120: 3 acre	527.05	11.24
R-120CR: Residential, Commercial & Recreational	11.04	0.24
SFA: Single Family Attached	33.66	0.72
Residential Affordable Housing	100.90	2.15%
RAH-1	39.94	0.85
RAH-4	25.40	0.54
R-10/CSAH	35.55	0.76
Business	291.52	6.22%
B-1: Neighborhood Business	28.88	0.51
B-2: Highway Business	193.05	4.12
B-2B: Highway Business	41.04	0.88
HD-OCI: Highway Development – Office Commercial Industrial	33.54	0.72
Industrial	965.43	20.58%
I-1: Light Industrial, 1 Acre Minimum	31.82	0.68
I-3: Light Industrial, 3 Acre Minimum	933.61	19.91
Office & Research	384.54	8.20%
R-L: Research Laboratories & Office	125.20	2.67
PB-1: Professional & Business Office, 1/2 Acre Minimum	13.41	0.29
PB-2: Professional & Business Office, 3 Acre Minimum	17.84	0.38
PB-3: Professional & Business Office, 50 Acre Minimum	50.74	1.08
SED: Special Economic Development	177.35	3.78
Public & Semi-Public	613.60	13.09%
P: Public	367.81	7.84
CEM: Cemeteries	245.79	5.24
Airport Safety Overlay Zones	N/A	N/A
CZ: Clear Zone	N/A	N/A
RES: Runway End Subzone	N/A	N/A
TOTAL	4,688.56	100%

East Hanover Township
Morris County, NJ

2005 MASTER PLAN
Map 1
EXISTING LAND USE



PARSIPPANY - TROY HILLS

MONTVILLE TOWNSHIP

FAIRFIELD TWP

WEST CALDWELL TOWNSHIP

ROSELAND BOROUGH

ESSEX COUNTY

HANOVER TOWNSHIP

LIVINGSTON TOWNSHIP

FLORHAM PARK BOROUGH



Legend

Existing Land Use

- Residential - Single Family
- Residential - Attached and Multi-Family
- Commercial
- Office - Corporate and Campus
- Industrial
- Railroad and Utilities
- Public School
- Public Building / Facility
- Parks and Public Open Space
- Church, Charitable, and Other Exempt
- Cemeteries
- Vacant Land
- Vacant With Wetlands
- Municipal Boundaries
- County Boundary

Location

Morris County, N.J.

Data Sources:
Parcels: Morris County GIS
Wetlands: NJDEP

1 inch equals 2,400 feet

1,200 600 0 1,200 Feet

SCHOR DEPALMA
Engineers and Consultants

Oct. 2005 040051301

East Hanover Township
Morris County, NJ

2005 MASTER PLAN
Map 2
CONSTRAINED LAND



PARSIPPANY - TROY HILLS

MONTVILLE TOWNSHIP

FAIRFIELD TWP

ROCKAWAY RIVER

WEST CALDWELL TOWNSHIP

ROSELAND BOROUGH

ESSEX COUNTY

HANOVER TOWNSHIP

LIVINGSTON TOWNSHIP

FLORHAM PARK BOROUGH



Legend

- Constrained Land
- Municipal Boundaries
- County Boundary

Constrained Lands = Wetlands, 100 - Year Floodplains, Threatened and Endangered Habitats 3, 4 or 5, Wood Turtle Habitat, and Stream Corridor Protection Zones

Total Acreage = 2154.72

Data Sources: Parcels: Morris County GIS; Wetlands: NJDEP

1 inch equals 2,400 feet



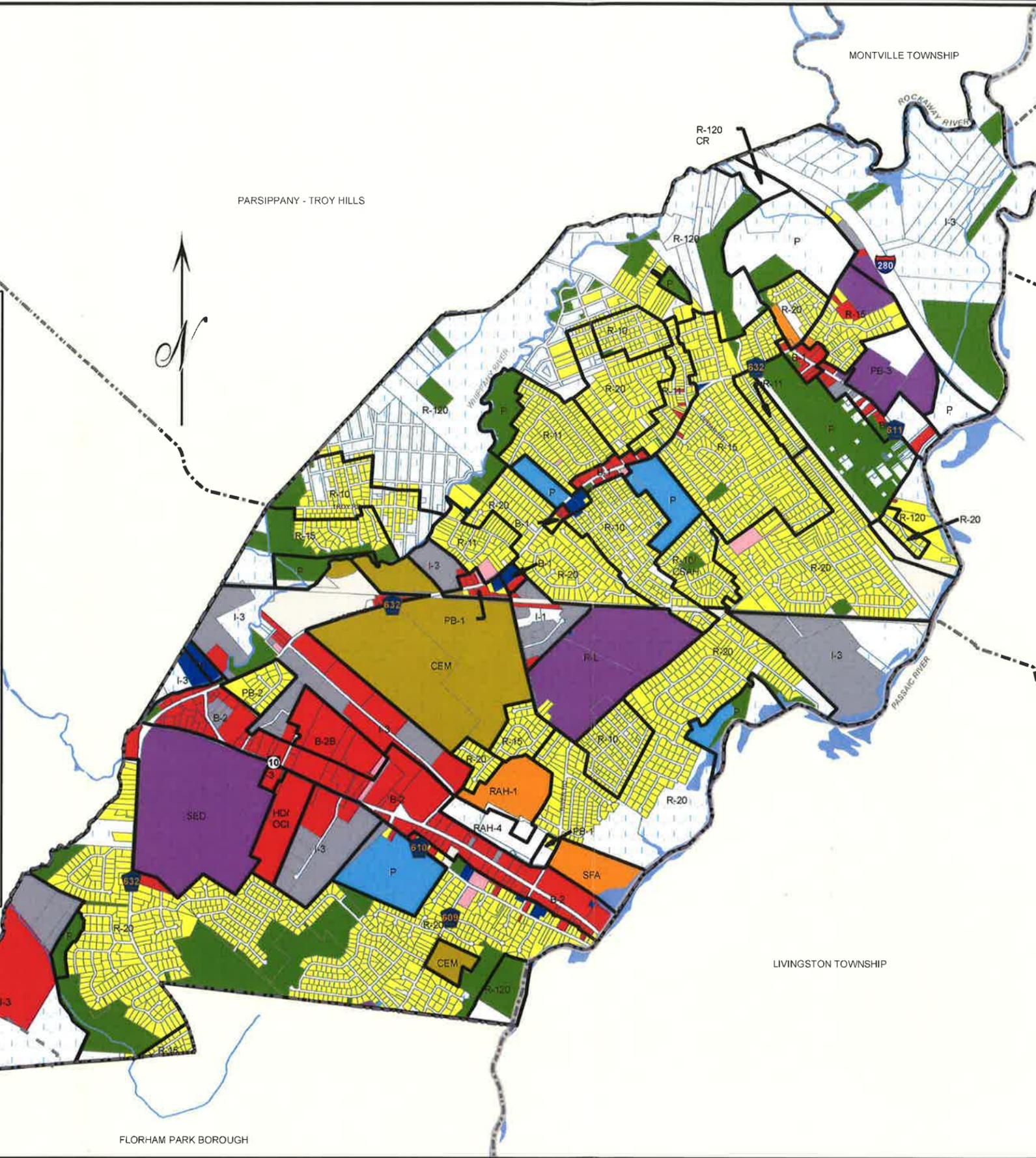
East Hanover Township
Morris County, NJ

2005 MASTER PLAN
Map 3
EXISTING LAND USE AND
CURRENT ZONING DISTRICTS



Zoning Districts

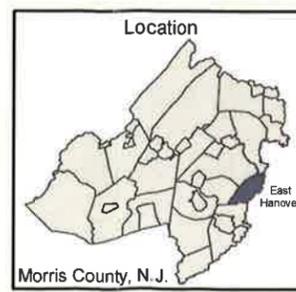
Residential, 1 Family	
R-10	10,000 S.F.
R-11	11,250 S.F.
R-15	15,000 S.F.
R-20	20,000 S.F.
R-120	3 Acre Density
R-120 CR	Residential, Commercial and Recreation
SFA	Single Family Attached
Residential Affordable Housing	
RAH-1	
RAH-4	
R-10/CSAH	
Business	
B-1	Neighborhood Business
B-2	Highway Business
B-2B	Highway Business
HD-OCI	Highway Development - Office Commercial Industrial
Industrial	
I-1	Light Industrial, 1 Acre min.
I-3	Light Industrial, 3 Acre min.
Office and Research	
R-L	Research Laboratories & Offices
PB-1	Professional & Business Office, 1/2 Acre min
PB-2	Professional & Business Office, 3 Acre min
PB-3	Professional & Business Office, 50 Acre min
SED	Special Economic Development
Airport Safety Zones (Overlay Zones)	
CZ	Clear Zone
RES	Runway End Subzone
Public and Semi-Public	
P	Public
CEM	Cemeteries



Legend

Existing Land Use

- Residential - Single Family
- Residential - Attached and Multi-Family
- Commercial
- Office - Corporate and Campus
- Industrial
- Railroad and Utilities
- Public School
- Public Building / Facility
- Parks and Public Open Space
- Church, Charitable, and Other Exempt
- Cemeteries
- Vacant Land
- Vacant With Wetlands
- Zoning Boundary
- Municipal Boundaries
- County Boundary



Data Sources
Parcels: Morris County GIS
Wetlands: NJDEP

1 inch equals 2,400 feet

1,200 600 0 1,200 Feet

SCHOOR DEPALMA
Engineers and Consultants

Oct. 2005 040051301

LAND USE PLAN

A. Major Initiatives

The land use plan includes several major initiatives for achieving the Township's vision. They are discussed in general terms below. More detailed descriptions are provided in the discussion of each land use district.

◆ Village Center

Although Route 10 has evolved into the Township's main commercial district, Ridgedale Avenue between the municipal building and the Middle School has maintained a downtown or "village" atmosphere, with a mix of retail, civic and adjacent residential neighborhoods. The land use plan seeks to reinforce this area as the recognizable center of town through appropriate design and land use policies.

◆ Route 10 Corridor

Historically, highways served as a means to convey people and goods from point "A" to point "B," connecting neighborhoods and communities along the way. Over the years, highways throughout New Jersey have evolved into commercial corridors lined with single-use, unconnected retail, big-box, and office developments — the so-called "strip" pattern of development. The Route 10 corridor is no exception. A recent report published by the Urban Land Institute describes these types of corridors as lacking "a distinct sense of place or community and that increasingly are plagued by problems to do with fragmentation, congestion, inconvenience, inefficiency, deterioration, and visual blight." It is the Township's intention to provide alternatives to the strip development pattern through the creation of more appropriate land use districts and the adoption of improved design standards for the corridor.

◆ Conservation Districts

Approximately 97% of the vacant land in the Township is either substantially covered by wetlands or threatened and endangered habitats; or included in the 100-year floodplain or the Stream Corridor Protection Zone. By and large, these lands are presently zoned for either single-family residential or industrial development. Although the Township has adopted such measures as the Stream Corridor and Wellhead Protection Ordinances, designating these lands as a conservation district would clearly recognize their environmentally sensitive nature and the Township's intention to minimize any further impact on the these lands.

◆ **Mount Pleasant Avenue/Hanover Village Historic District**

Mount Pleasant Avenue, including a portion of the Hanover Village Historic District, has been undergoing unplanned incremental changes that could have a negative impact on the neighborhood's overall integrity. There appears to be growing interest in introducing principal and accessory commercial uses into this residentially zoned area. The land use plan recognizes the special nature of this area and promotes a more comprehensive approach that will help preserve the district's historic character.

◆ **Age-Restricted Housing**

While it is the Township's intention to maintain the predominately single-family nature of its neighborhoods, there is also the need to provide appropriate housing options for people who no longer require a family-oriented single-family detached home. This segment of the population is generally referred to as either 55 years old and over (typically referred to as age-restricted housing) or 62 years old and over (senior citizens). To that end, specific areas have been identified that will best accommodate housing types that incorporate the design elements and services required by the Township's older residents.

B. Land Use Districts

The land use plan is illustrated on Map 4 and includes the land use categories described below.

Residential

Single-Family Detached – Low Density: Encompasses the developed portions of the R-120 zone in the vicinity of Stimis Lane and off of River Road near Birchwood Court. Properties in this district are located in the flood plain and subject to appropriate restrictions. This district is limited to single-family detached dwellings at densities of .36 units per acre (120,000 square foot lot).

Single-Family Detached: Encompasses the existing R-10, R-11, R-15 and R-20 zones permitting densities ranging from 2.18 units per acre (20,000 square foot lot) to 4.36 units per acre (10,000 square foot lot). Principal uses in this district are limited to single-family detached residential units. This district recognizes and preserves the established character of the Township's residential neighborhoods and does not contemplate any intrusion into this district by either multi-family or attached housing; or by non-residential uses.

Single-Family Attached: This townhouse district corresponds to the Castle Ridge development off of River Road and the vacant 16 acres to the rear of the office complex on Eagle Rock Avenue. The Castle Ridge development will continue to be subject to the requirements of the SFA Zone. The parcel on Eagle Rock Avenue would serve as a

transition between the single-family neighborhood on Phylidan Road and the existing office buildings. Development on this parcel is limited to a density of seven units per acre and access would be from Eagle Rock Avenue. Design guidelines need to be established that ensure quality architecture, a pedestrian-oriented environment, extensive landscaping, on-site recreation amenities, and parking that is well placed and screened.

Multi-Family Residential: Corresponds to the Hanover Estates development and the remaining portion of the former Nike base currently owned by the Township. This district serves as a transition between the single-family neighborhoods to the north and the high intensity highway commercial uses along Route 10. The Hanover Estates parcel will continue to be subject to the requirements of the RAH-1 Zone. Design requirements should be developed for the Township-owned parcel to ensure quality architecture, a pedestrian-oriented environment, extensive landscaping, on-site recreation amenities, and parking that is well-placed and screened.

Age-Restricted Residential: This category of housing is not presented as a stand-alone district (and not illustrated on the land use plan map) but rather as an alternative use in certain residential and commercial districts. Subject to appropriate design standards that incorporate physical features and services required by the Township's older residents, and that ensure quality architecture, a pedestrian-oriented environment, extensive landscaping, on-site recreation amenities, and parking that is well placed and screened, housing for people 55 years old and older and housing for people aged 62 years and older would be appropriate in the following locations:

- Single-Family Attached Districts,
- Multi-Family Residential Districts,
- General Business Districts,
- Highway Business 3 District,
- Highway Business 1 District at the western end of Route 10, and
- Town Hall site if the Town Hall is relocated.

Mount Pleasant Avenue: Generally covers properties with frontage on Mount Pleasant Avenue. The land use plan seeks to maintain the district's overall residential and historic character while permitting an appropriate mixture of single-family detached residential, civic, and a limited amount of non-intrusive, low intensity retail sales and service and professional office uses. Non-residential uses are only permitted in existing structures. Vacant land and any land that becomes vacant due to the removal of any residential or non-residential building are restricted to single-family detached homes in accordance with the prevailing residential zone south of Mount Pleasant Avenue.

Retail uses are limited to enterprises that serve a local market with products or services geared towards personal or household use only; that generally operate between the hours of 8:00 AM and 6:00 PM; and that require a maximum of five off-street parking spaces. Examples of inappropriate uses include retail establishments geared to the business community or building trades, entertainment or indoor recreation facilities,

restaurants, and any business whose primary clientele is of a regional nature. Properties are limited to one principal use with the exception of professional offices that are incidental to the use of a dwelling for residential purposes and when conducted by a member of the immediate family residing on the premises.

Parking requirements for non-residential uses would have to be satisfied without encroaching on any required setback area for accessory structures and without increasing the existing impervious surface on the lot by more than 10%. Parking is generally prohibited within the required front yard setback for the principal structure. Off-street parking for non-residential uses cannot exceed the amount required for such use by code. Deliveries to the site are limited to occasional delivery vans operating during normal business hours. Outside storage of any kind is prohibited.

All newly constructed, renovated, or converted buildings must have a residential exterior. The footprint of an existing building could not be expanded to accommodate a non-residential use. Non-residential signage is restricted to the identification of the name and address of the business. Any lighting beyond that normally associated with a residential use is prohibited unless it is absolutely necessary for the safe pedestrian or vehicular movement of patrons on the site.

Business

General Business: Covers the commercial uses along Eagle Rock Avenue and on Ridgedale Avenue north of the curve; and the area in the general vicinity of the Post Office on Ridgedale Avenue. This district includes a mixture of local and regional businesses. Uses are generally low intensity in terms of the size of the building, parking and loading requirements and hours of operation. This district is geared to small and medium-sized establishments as opposed to big-box retailers or uses more suited to a highway location. The minimum lot size to accommodate adequate parking, landscaping and buffering is 20,000 square feet.

Village Center: The Village Center covers Ridgedale Avenue from approximately Cambridge Road to Garden Street. The purpose of this district is to promote a "village" atmosphere, with a mix of neighborhood retail, civic and nearby residential uses. To that end, the following guidelines should be applied to all development and redevelopment within the district and to all infrastructure improvements:

- Retail and service uses that are generally low intensity in terms of the size of the building, parking and loading requirements and hours of operation.
- Offices that are located in dedicated office buildings as opposed to storefronts.
- Neighboring residential properties should be buffered from non-residential activities especially parking, loading and trash facility areas.
- Buildings are set at the front property line to establish an interesting street wall. A minimal setback is acceptable if properly landscaped or used for pedestrian activities.

- Parking is placed to the side or rear of the building. Parking is prohibited in the front yard. To the extent practical, parking is connected and shared by adjoining properties.
- Curbs and sidewalks are continuous and curb cuts are minimal.
- Sidewalks, street furniture, street trees, and streetlights are installed according to a comprehensive streetscape plan for the village center.
- Signage adheres to a comprehensive sign plan prepared specifically for the village center.

Together with the Township Library, the municipal building forms a civic core and creates daily activity in the village. As noted in the Community Profile, however, the municipal building is outdated and in need of expansion or replacement. It would be beneficial to the village center if the Township Hall were to be maintained at its present location. If this proves to be impractical, the site would be well suited for senior citizen housing.

Highway Business 1: Includes both sides of Route 10, east of Murray Road, and the western end of Route 10 in the vicinity of Ridgedale Avenue and Littell Road. The eastern end of Route 10 is presently characterized by highway strip commercial uses, one lot deep, fronting on the highway. The western end of Route 10 (north side of the highway) is characterized by a mix of retail, entertainment and light industrial uses with extensive impervious coverage. The land use plan calls for a mixture of larger-scale retail and service uses on consolidated and connected properties serving a regional market. The minimum lot size in this district to accommodate adequate parking and loading facilities, landscaping, buffering, pedestrian amenities, internal circulation, and appropriate setbacks from the highway is one acre. (See Section C of this chapter for specific policies regarding the Route 10 corridor.)

Highway Business 2: Covers the north side of Route 10 between Murray Road and Littell Road. This district differs from the Highway Business 1 district in that it often includes large tracts of land extending several hundred yards in from the highway. It presently includes a mix of major shopping centers, big-box retailers, storage facilities, entertainment venues, and small scale retailers in a setting that is very much reflective of the conditions described by ULI – lacking a distinct sense of place and increasingly fragmented, congested, inconvenient, and unattractive. Three zones presently cover this district – B-2, B-2B and I-3. They permit a wide range of uses on lots ranging from one-half acre in the B-2 zone to two acres in the B-2B Zone and three acres in the I-3 Zone. The purpose of the Highway Business 2 district is to provide more opportunity for comprehensively planned and designed mixed-use development that will upgrade the highway corridor from an economic, aesthetic and functional perspective.

To that end, the land use plan calls for a balanced and organized mix of corporate and regional office, service, entertainment, and retail uses. The minimum lot size in the Highway Business 2 district ranges from two acres to 10 acres to accommodate adequate parking and loading facilities, landscaping, buffering, pedestrian amenities, internal

circulation, shared facilities, appropriate setbacks from the highway, and planned developments and innovative design. (See Section C of this chapter for specific policies regarding the Route 10 corridor.)

Highway Business 3: Covers the south side of Route 10 between the Novartis campus and the High School. This area is presently split between the I-3 and HD/OCI Zones, which permit a wide range of residential and commercial uses on tract sizes ranging from three acres to 30 acres. A movie theater, office building, auto dealerships, light industrial and retail uses presently occupy this district. The Varityper Redevelopment Area occupies 37 acres next to the High School. Although considered part of the Route 10 corridor, much of this area lacks meaningful highway frontage and is oriented towards Farinella Drive. This area also abuts residential neighborhoods to the south.

A plan is being developed for the Varityper Redevelopment Area that will likely incorporate many of the attributes called for in the Highway Business 2 District – a planned mixture of uses with an emphasis on architecture and people over cars and parking. Heavy landscaping and buffering, pedestrian amenities, appropriate setbacks from the highway, and innovative design are also recommended. When adopted, the redevelopment plan will be incorporated into the master plan.

The mix of light industrial uses and auto dealerships along Farinella Drive and the entertainment and office uses in the balance of the district are expected to continue. If in the long term, any of the properties in the district become available for redevelopment, they should follow the same model established for the Highway Business 2 District. (See Section C of this chapter for specific policies regarding the Route 10 corridor.)

Office and Research

Corporate Office and Research: Corresponds to the existing Novartis and Kraft campuses on Route 10 and River Road respectively. These districts are characterized by comprehensively planned, single-occupant, corporate office and research facilities on large tracts of land. The land use plan maintains the current use and character of these two tracts.

Professional and Business Office: Includes the office complexes on Eagle Rock Avenue and at the northern end of Ridgedale Avenue. The land use plan calls for single or multi-tenanted buildings for professional, business and administrative offices in this district. The buildings found in this district are usually referred to as “class A” office space containing all of the expected services and amenities of a modern office complex. The minimum lot size for a single building development is 20 acres. The minimum lot size for a multi-building development is 50 acres.

Industrial

Railroad and Utility: Corresponds to existing railroad and utility facilities and rights-of-way.

Light Industrial: Includes most of Murray Road; the Givaudan complex and adjoining properties; the area bounded by DeForest, the railroad and Kraft; and Melanie Lane. Light manufacturing and assembly, research and warehousing activities subject to strict performance standards characterize this district. The minimum lot size in this district is three acres (the current I-3 standard) to accommodate adequate parking and loading facilities, landscaping and buffering, internal circulation, and appropriate setbacks from the roadway.

Conservation

Conservation: Applies primarily to large contiguous tracts of vacant land, and vacant land contiguous to preserved open space, that is either substantially covered by wetlands or threatened and endangered habitats; or included in the 100-year floodplain or the Stream Corridor Protection Zone. This district generally corresponds to the lands abutting the Whippany, Passaic and Rockaway Rivers. The intention is to minimize any further negative impact on these environmentally sensitive lands by limiting their use to low impact activities similar to those permitted in the Stream Corridor Protection Zone for the purposes of protecting water quality and endangered habitats, minimizing flood damage, compliance with State and Federal storm water management standards, and the provision of additional open space and recreation opportunities.

Public and Semi Public

Public Buildings and Facilities: Includes existing and proposed public buildings, facilities and schools. (See the community facilities element for additional details.)

Parks and Open Space: Includes existing and proposed parks and preserved open space. (See the community facilities element for additional details.)

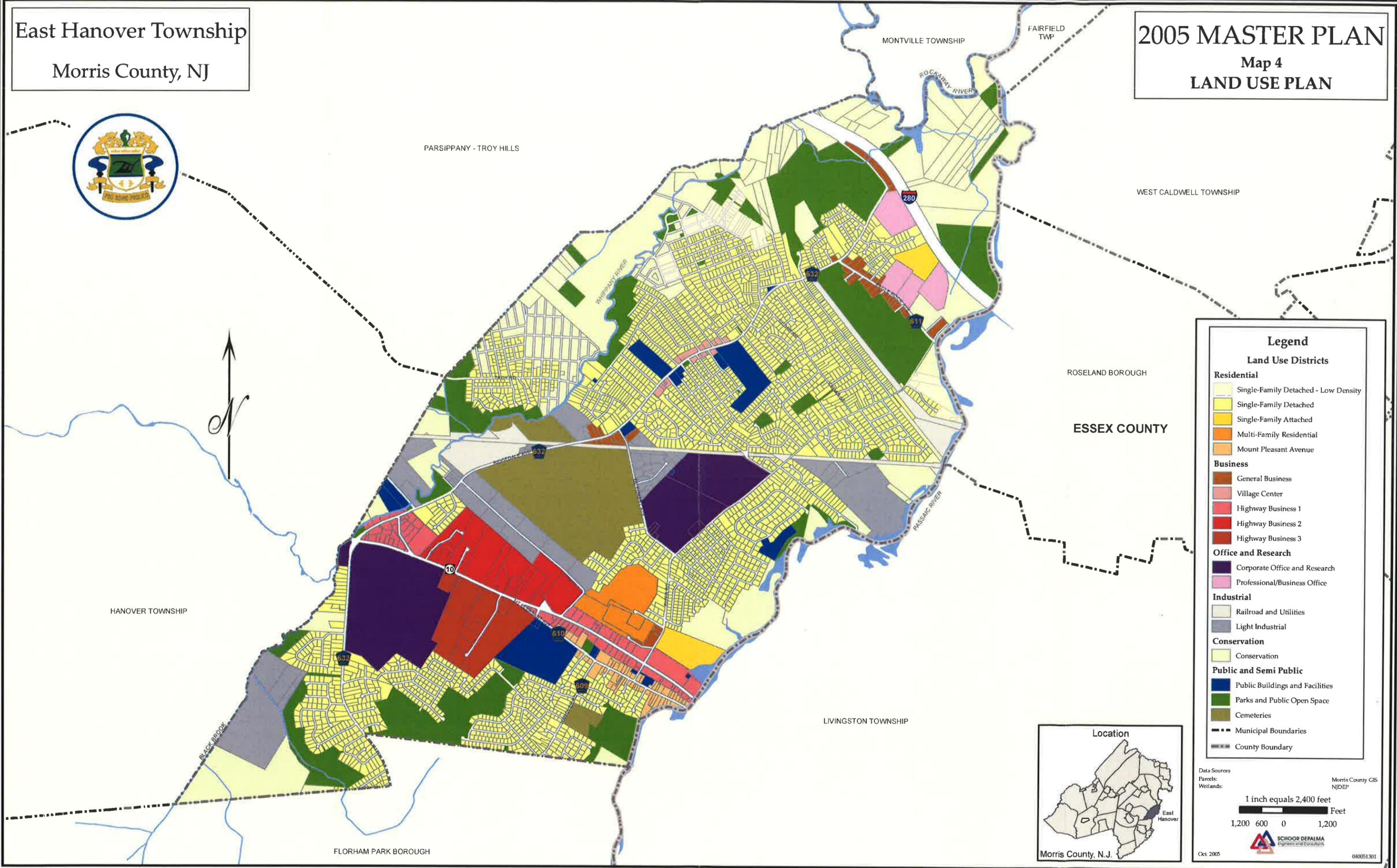
Cemeteries: Corresponds to the existing cemetery properties in the Township.

Affordable Housing

There are several existing zoning districts that contain stipulations related to the provision of affordable housing, specifically the RAH-1, RAH-4, R10/CSAH, HD-OCI, and the SED. Although the land use districts found in this land use plan may generalize the designation or description of some of these areas, the requirements related to affordable housing will remain in effect on the subject properties until such time as the housing element is amended by the Township.

East Hanover Township
Morris County, NJ

2005 MASTER PLAN
Map 4
LAND USE PLAN



Legend

Land Use Districts

Residential

- Single-Family Detached - Low Density
- Single-Family Detached
- Single-Family Attached
- Multi-Family Residential
- Mount Pleasant Avenue

Business

- General Business
- Village Center
- Highway Business 1
- Highway Business 2
- Highway Business 3

Office and Research

- Corporate Office and Research
- Professional/Business Office

Industrial

- Railroad and Utilities
- Light Industrial

Conservation

- Conservation

Public and Semi Public

- Public Buildings and Facilities
- Parks and Public Open Space
- Cemeteries

Boundaries

- Municipal Boundaries
- County Boundary



Data Sources
Parcels: Morris County GIS
Wetlands: NJDEP

1 inch equals 2,400 feet

1,200 600 0 1,200 Feet

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C. Policies for the Route 10 Corridor

The following policies are meant to guide the implementation of the land use plan and form the basis for the preparation of any supporting ordinances, regulations or guidelines affecting properties located in the three Highway Business Districts along Route 10.

General

1. Encourage development and redevelopment that emphasizes quality architecture, shared access and parking, transit friendly facilities, pedestrian circulation, appropriate intensification of buildings, and extensive landscaping especially in parking areas.
2. Discourage commercial development with blank or windowless walls, oversized parking areas, light pollution, multiple and uncontrolled access points.
3. Provide a healthy balance of land uses, and retrofit single-use commercial into accessible, compact, well-designed mixed-use centers with linkages to the surrounding community.

Design

4. Establish the architecture, pedestrian space and green spaces as the focal point of development as opposed to parking lots and signs; and create a sense of place by providing amenities such as parks, recreational opportunities, entertainment and cultural activities.
5. Plazas, courtyards and green areas are to be considered an integral component of all development in the corridor and should be designed to provide a lively human scale environment for residents, customers and employees. These features should also be designed to protect environmentally sensitive features, and provide appropriate visual and noise buffers especially between residential and non-residential areas.
6. Buildings should be designed to provide architectural interest and avoid a monolithic box-like appearance. Pitched roofs and architectural embellishments such as dormers are encouraged. Flat roofs should include appropriate ornamentation such as cornices or parapets. Windows should be provided in all building facades to avoid monotonous blank walls. The front of each building should be oriented toward a sidewalk, courtyard or street. Sidewalks should extend from the building façade to the curb for the purpose of facilitating pedestrian movement and creating opportunities for outdoor eating and shopping areas, and providing space for bus waiting areas or shelters, street furniture, etc.

7. Ground floor commercial facades should have large, clear storefront glass areas to display the nature of the business and produce an interesting streetscape. A shop front should be separated from the roofline or a second floor by a horizontal architectural element such as a sash, cornice, frieze or molding. The design of awnings and canopies should be architecturally compatible with the style, materials, colors and details of buildings and should not conceal significant architectural features, such as cornices, columns, pilasters or other trim details.
8. Freestanding signs should be consolidated at strategic locations, complement the architectural style of the development, avoid a cluttered appearance, and be limited to the name and logo of a project or center. Tenant directory signs should be located away from the right-of-way. Façade signs should complement and not interfere with, be out of proportion with, or cover over a building's architectural details.

Transportation/Access

9. Use interconnected internal road systems to provide opportunities for parallel movement along the corridor; and channel vehicular access to well-defined access points such as signalized intersections and service roads.
10. Provide opportunities for residents, shoppers, and employees to access mass transit through the incorporation of design features that accommodate bus and shuttle service such as shelters, street furniture, and pull-off lanes within reasonable proximity to major uses and destinations.
11. Provide workable and attractive pedestrian and bicycle circulation systems within each development and linkages to surrounding developments and neighborhoods.

Parking

12. Locate parking lots behind or next to buildings, so that the buildings can be closer to the roadway, be more visible, and be more accessible to pedestrians.
13. Reduce the number of curb cuts along the corridor and the need for excessive parking through the use of shared and connected parking facilities.
14. Surface parking lots should be extensively landscaped to provide visual relief from large expanses of parking, to guide circulation, and to minimize impervious coverage.
15. Structured parking should be designed to provide architectural interest and ameliorate the appearance of large concrete facades. Whenever possible, parking structures should be integrated into the principal structure in such a way as to be indistinguishable from surrounding buildings.

The Highway Edge

16. Require appropriate landscaped areas along the highway edge that include provisions for walkways, bike paths, plantings, and shade trees in accordance with uniform guidelines established by the Township.

D. Recommended Zoning Changes

The Land Use and Zoning Ordinance will need to be revised to ensure conformity with the master plan. It is recommended that the Township take this opportunity to undertake a comprehensive review and revision of the ordinance. At a minimum, the zoning map should be revised to reflect the land use districts. Map 5 illustrates the relationship between the current zoning districts and the master plan land use districts and the potential for zone district changes. In particular, the Land Use and Zoning Ordinance will need to incorporate boundary changes and specific requirements for the:

- Village Center District
- General Business District
- Highway Business 1, Highway Business 2, and Highway Business 3 Districts
- Professional and Business Office District
- Mount Pleasant Avenue District
- Conservation District

The Ordinance should also incorporate use standards, bulk requirements, and design standards that will implement the goals, objectives and policies of the master plan.

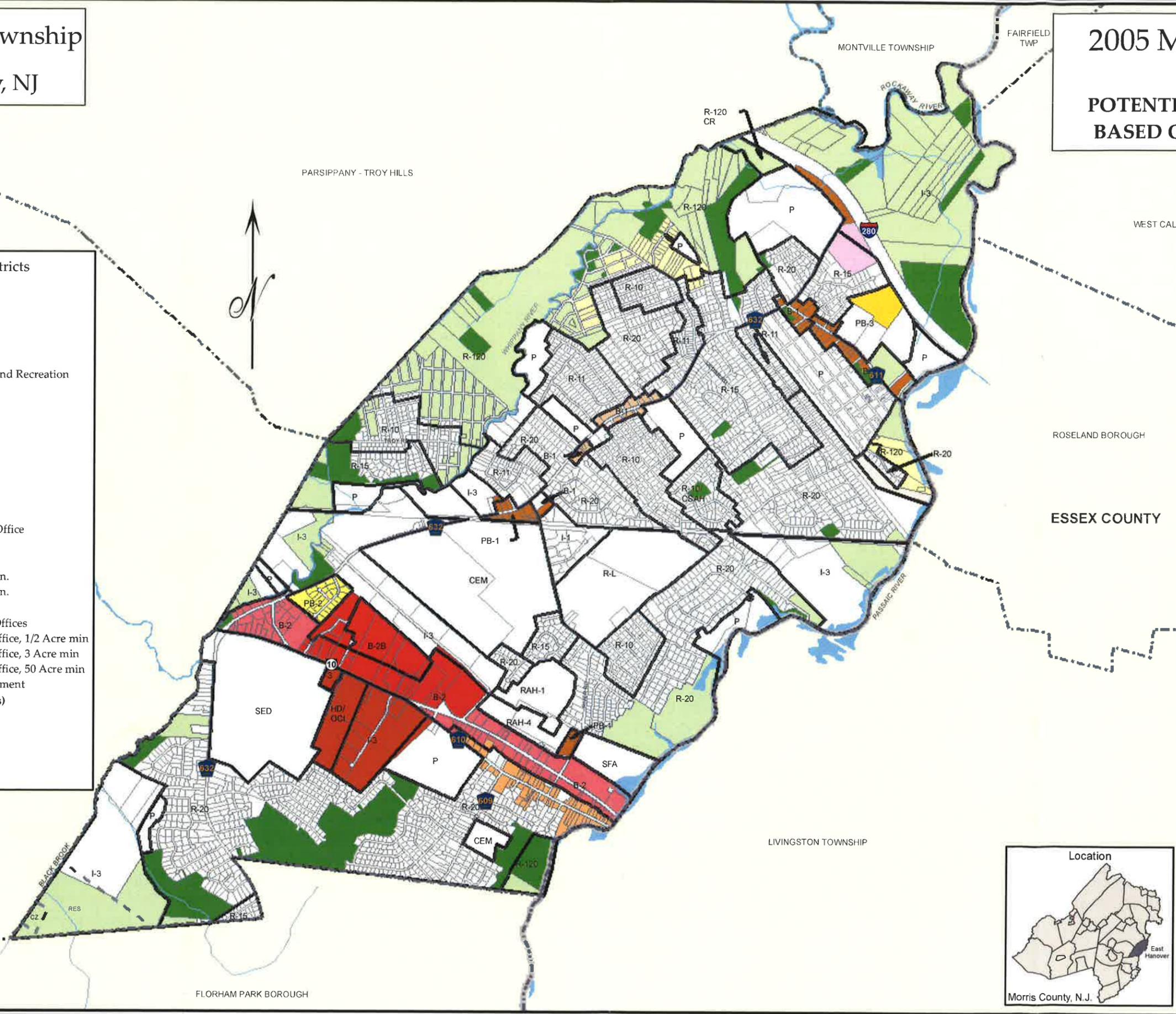
East Hanover Township
Morris County, NJ



2005 MASTER PLAN
Map 5
POTENTIAL ZONE CHANGES
BASED ON LAND USE PLAN

Existing Zoning Districts

Residential, 1 Family	
R-10	10,000 S.F.
R-11	11,250 S.F.
R-15	15,000 S.F.
R-20	20,000 S.F.
R-120	3 Acre Density
R-120 CR	Residential, Commercial and Recreation
SFA	Single Family Attached
Residential Affordable Housing	
RAH-1	
RAH-4	
R-10/CSAH	
Business	
B-1	Neighborhood Business
B-2	Highway Business
B-2B	Highway Business
HD-OCI	Highway Development - Office Commercial Industrial
Industrial	
I-1	Light Industrial, 1 Acre min.
I-3	Light Industrial, 3 Acre min.
Office and Research	
R-L	Research Laboratories & Offices
PB-1	Professional & Business Office, 1/2 Acre min
PB-2	Professional & Business Office, 3 Acre min
PB-3	Professional & Business Office, 50 Acre min
SED	Special Economic Development
Airport Safety Zones (Overlay Zones)	
CZ	Clear Zone
RES	Runway End Subzone
Public and Semi-Public	
P	Public
CEM	Cemeteries



Legend

Land Use Districts

Residential

- Single-Family Detached
- Single-Family Detached - Low Density
- Single-Family Attached
- Mount Pleasant Avenue

Business

- General Business
- Village Center
- Highway Business 1
- Highway Business 2
- Highway Business 3

Office and Research

- Professional/Business Office

Industrial

- Railroad and Utilities

Conservation

- Conservation

Public and Semi Public

- Parks and Public Open Space

Other Symbols

- Zoning Boundary
- Municipal Boundaries
- County Boundary



Data Sources:
Parcels: Morris County GIS
Wetlands: NJDEP

1 inch equals 2,400 feet

1,200 600 0 1,200 Feet

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IV. CIRCULATION

In the year 2025 transportation alternatives have been greatly enhanced. Commercial sites along Route 10 have been designed or retrofitted to accommodate increased bus and shuttle service. More and more local trips are being made by bicycle and on foot by way of a network of interconnected bikeways, trails and sidewalks. Route 10 is functioning at a much higher level of service due to the decrease in access points made possible by internal connecting roads and a shift away from multiple disconnected retail uses.

INTRODUCTION

The natural barriers formed by the Whippany and Passaic Rivers and their adjoining wetlands play a large part in determining East Hanover's circulation system, which is essentially a simple grid of township, county and State roads with links to adjoining municipalities and the regional transportation system at only seven locations. Due to the Township's built-out condition and the environmental constraints discussed in the land use chapter, the ability to expand the road system through either widening or the creation of new roads is extremely limited. Future projects approaching the magnitude of the recent Ridgedale Avenue – Route 10 interchange expansion would necessitate substantial right-of-way acquisition and relocations. As a result, meeting the goal of maximizing circulation and mobility options will require alternatives to traditional roadway expansions. Providing the necessary capacity to support future growth will require a mix of capital improvements, land use decisions that are consistent with the land use plan, better design of commercial properties, and providing as many transportation alternatives as possible.

Circulation Objectives:

- *Provide connections between residential areas, commercial nodes, and community facilities through an attractive, free flowing circulation system.*
- *Wherever possible and appropriate, link the residential street grids to ensure connectivity within and between neighborhoods.*
- *Provide opportunities for residents, business owners, employees and shoppers to access multiple modes of transportation including public transportation, bikeways and pedestrian ways.*
- *Improve the level of service along the Route 10 corridor through the implementation of creative engineering, land use and design techniques.*
- *Improve the function of problem intersections.*
- *Utilize traffic calming measures in areas of high pedestrian activity.*
- *Create a multi-use trail system that links neighborhoods, community facilities, parks and open space.*

OVERVIEW OF EXISTING CONDITIONS

Roadways

The primary east-west routes in the Township are NJ Route 10 and Interstate Route 280. The primary north-south routes are Ridgedale Avenue (County Road 632) and River Road (municipal). Hanover Road (County Road 609) provides a short but important north-south route in the southeast corner of the Township. The grid is linked in an east-west direction by Eagle Rock Avenue (County Road 611), Cedar Street (municipal), DeForest Avenue (municipal), Mount Pleasant Avenue (County Road 610) and Troy Road (municipal). The local street system is generally oriented to one of those routes. Murray Road, which is a private road, serves as an important connector between Route 10 and Ridgedale Avenue.

The Township's roadways are classified in Table IV-1 in accordance with the Uniform Functional Classification of Streets established by the United States Department of Transportation, Federal Highway Administration, in conjunction with the New Jersey Department of Transportation. The roadway system is illustrated on Map 6.

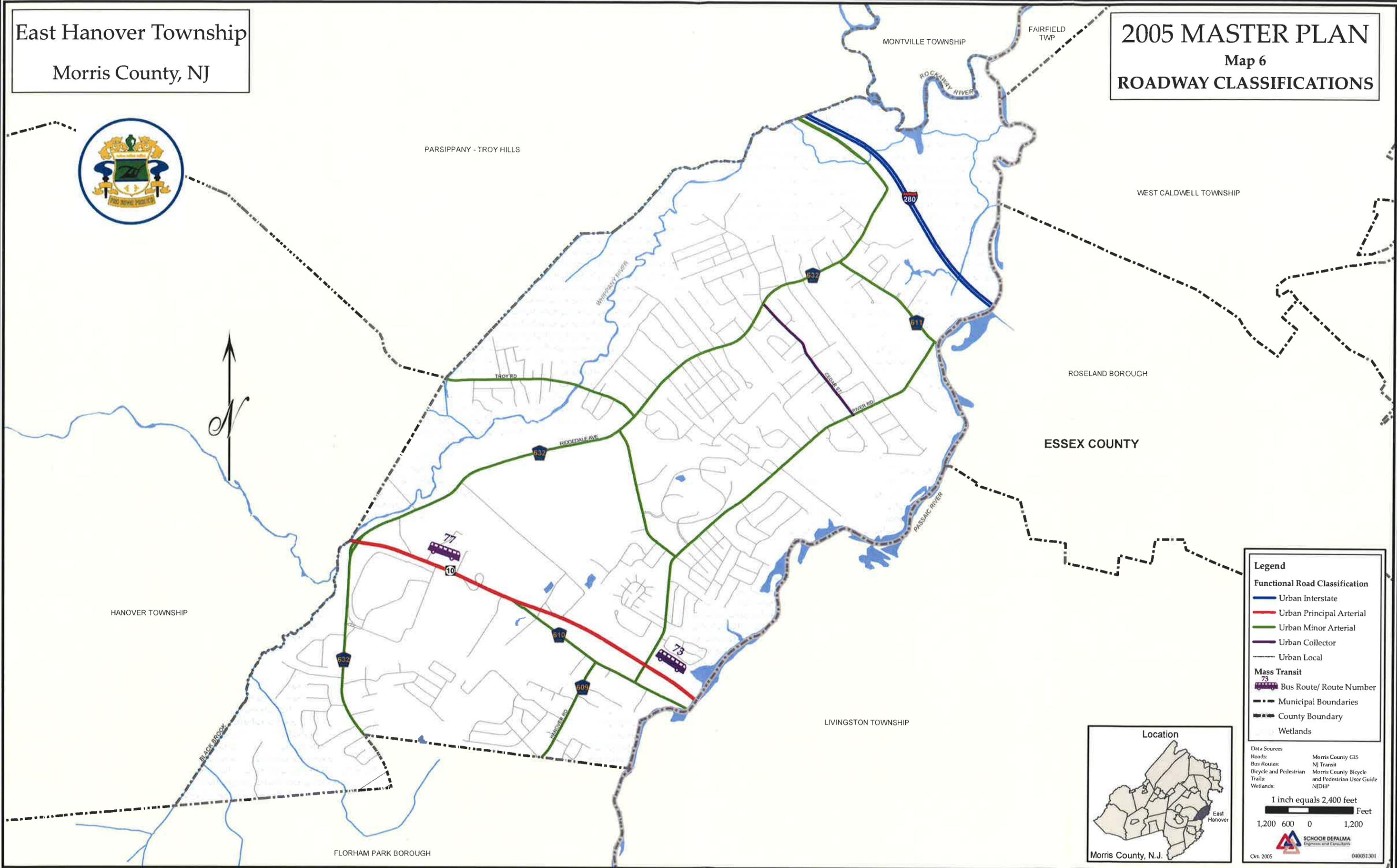
**Table IV-1
FUNCTIONAL CLASSIFICATION OF ROADWAYS**

Classification	Roadway	Jurisdiction
<i>Freeway/Interstate</i>	I- 280	NJDOT
<i>Principal Arterial</i>	New Jersey Route 10	NJDOT
<i>Minor Arterial</i>	Eagle Rock Avenue (CR 611)	Morris County
	Ridgedale Avenue (CR 632)	Morris County
	Mt. Pleasant Avenue (CR 610)	Morris County
	River Road	Township of East Hanover
	DeForest Avenue	Township of East Hanover
<i>Collector</i>	Troy Road	Township of East Hanover
	Cedar Street	Township of East Hanover

Source: NJDOT

East Hanover Township
Morris County, NJ

2005 MASTER PLAN
Map 6
ROADWAY CLASSIFICATIONS



Legend

Functional Road Classification

- Urban Interstate
- Urban Principal Arterial
- Urban Minor Arterial
- Urban Collector
- Urban Local

Mass Transit

- Bus Route/ Route Number
- Municipal Boundaries
- County Boundary
- Wetlands

Data Sources

Roads:	Morris County GIS
Bus Routes:	NJ Transit
Bicycle and Pedestrian Trails:	Morris County Bicycle and Pedestrian User Guide
Wetlands:	NJDEP

1 inch equals 2,400 feet

1,200 600 0 1,200 Feet

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Transportation Alternatives

Mass Transit

Mass transit service is limited to two bus lines, NJ Transit #73 – East Hanover to Newark, and Community Coach #77 – Morristown to New York City. Both lines travel along Route 10. The nearest rail service is the Morristown Line, which provides service to Newark (Broad Street), Secaucus Junction, NY Penn Station and Hoboken. The nearest stations to East Hanover are Morristown, Convent Station and Madison. (See Map 7)

The Morris County Metro (MCM) bus service operates eight routes and services 17 municipalities, but it does not provide direct service to East Hanover. East Hanover Township provides shuttle service to medical facilities, employment sites and adult day care centers for senior citizens and persons with disabilities.

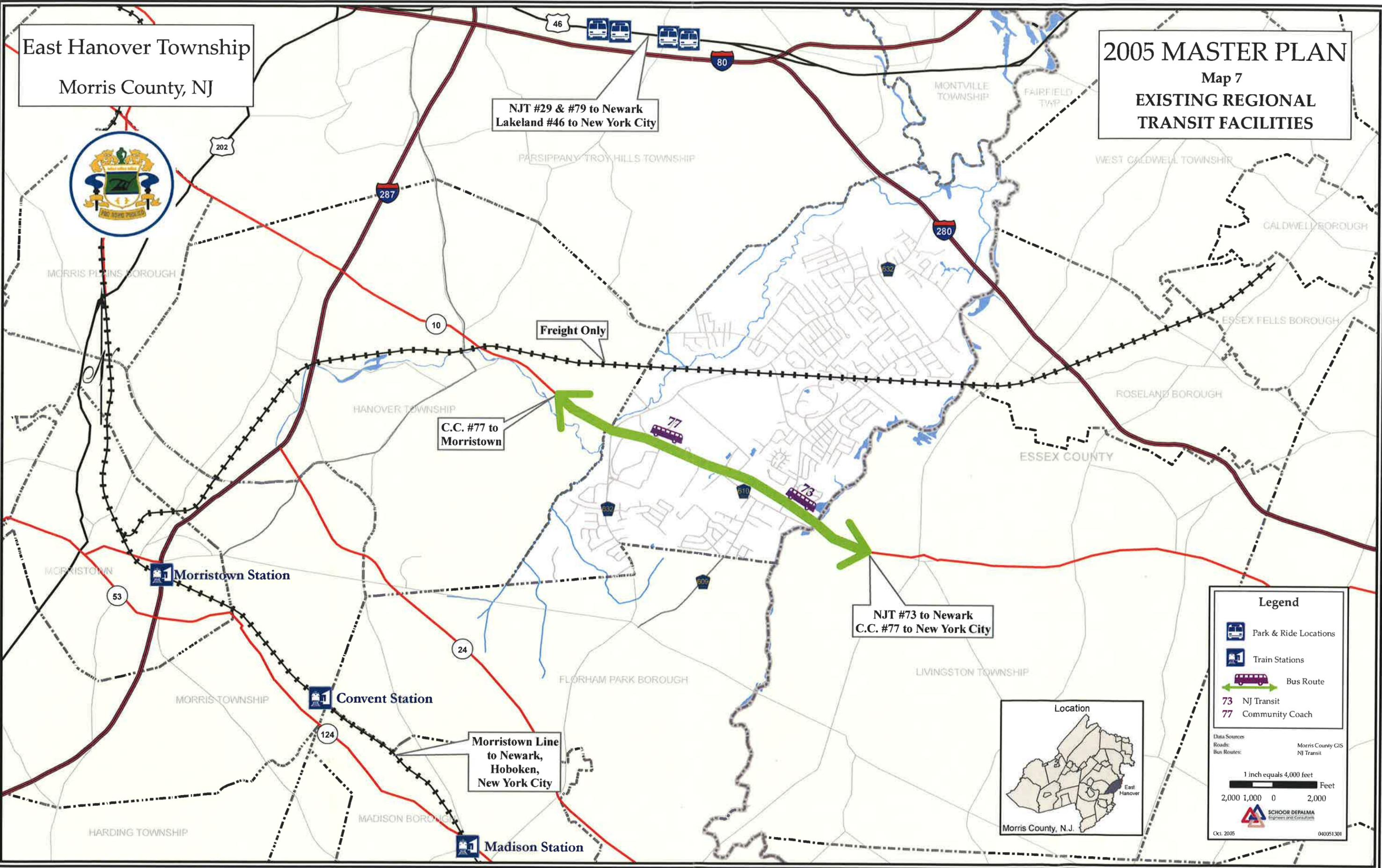
Bicycle and Pedestrian Routes

In 1998, Morris County adopted the Bicycle and Pedestrian Element of the County Master Plan 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 has identified a network of existing and proposed multi-use paths or trails, walking trails, bicycle lanes and shared roadways (see Map 8). In East Hanover, a new bicycle lane is proposed for Ridgedale Avenue from DeForest Avenue to the Florham Park border, and a walking trail is proposed along the Whippany River.

East Hanover Township
Morris County, NJ

2005 MASTER PLAN

Map 7 EXISTING REGIONAL TRANSIT FACILITIES



Legend

- Park & Ride Locations
- Train Stations
- Bus Route
- NJ Transit
- Community Coach

Data Sources:
Roads: Morris County GIS
Bus Routes: NJ Transit

1 inch equals 4,000 feet

2,000 1,000 0 2,000 Feet

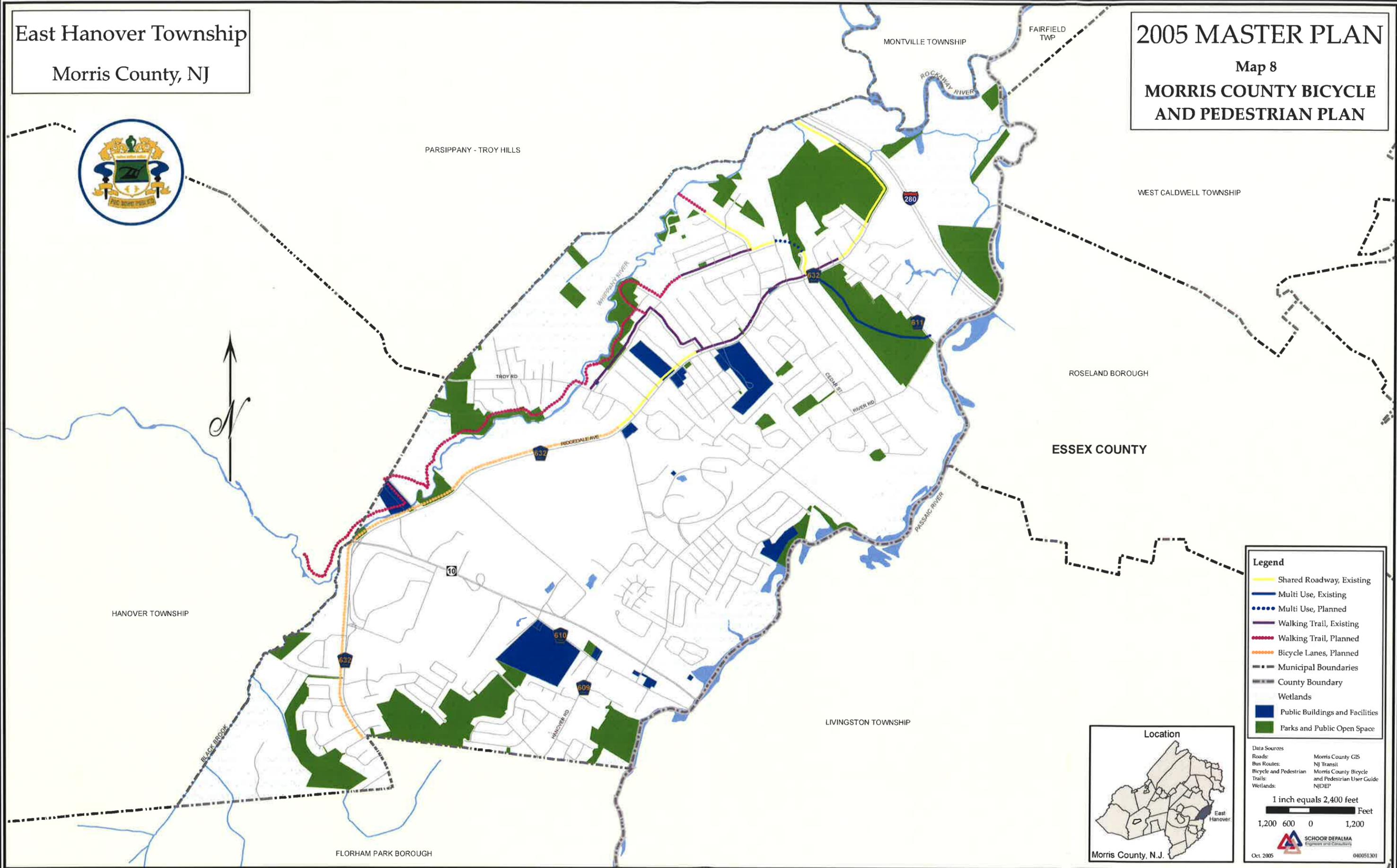
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East Hanover Township
Morris County, NJ

2005 MASTER PLAN
Map 8
MORRIS COUNTY BICYCLE
AND PEDESTRIAN PLAN



Legend

- Shared Roadway, Existing
- Multi Use, Existing
- Multi Use, Planned
- Walking Trail, Existing
- Walking Trail, Planned
- Bicycle Lanes, Planned
- Municipal Boundaries
- County Boundary
- Wetlands
- Public Buildings and Facilities
- Parks and Public Open Space

Data Sources

Roads:	Morris County GIS
Bus Routes:	NJ Transit
Bicycle and Pedestrian Trails:	Morris County Bicycle and Pedestrian User Guide
Wetlands:	NJDEP

1 inch equals 2,400 feet

1,200 600 0 1,200 Feet

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PARSIPPANY - TROY HILLS

MONTVILLE TOWNSHIP

FAIRFIELD TWP

WEST CALDWELL TOWNSHIP

ROSELAND BOROUGH

ESSEX COUNTY

LIVINGSTON TOWNSHIP

HANOVER TOWNSHIP

FLORHAM PARK BOROUGH

CIRCULATION PLAN

The Circulation Plan does not recommend any major expansions of the current roadway system or the current functional classifications. As noted earlier, physical and environmental constraints have, for all intents and purposes, established the limits of the system. In order to facilitate the efficient movement of goods and people within and through the Township, the Circulation Plan calls for the following actions to be taken.

Roadway Improvements

Existing roads should be improved and maintained through a regular maintenance program. Problematic intersections should be upgraded with improved channelization, signage, or signalization. Priority consideration should be given to the following projects:

- Replace the Melanie Lane Bridge.
- Repair the Timber Hill Drive Bridge.
- Curb, sidewalk and roadway improvements in the Casey Avenue Area.
- Upgrade the six Township-owned traffic signal systems including replacement of the traffic loops.

There are several improvements that should be made to Ridgedale Avenue (County Route 632). The opening of Exit 1 on Route 280 in 2004 provided direct access to Ridgedale Avenue from the Interstate. Although this provides an important link in the circulation system, it has resulted in increased traffic on Ridgedale Avenue including regional truck traffic connecting to Route 10. The following improvements are either suggested for Ridgedale Avenue or already underway:

- The curve at the former Hanover Airport will be realigned to improve safety.
- Regional truck traffic should be rerouted off of Ridgedale Avenue at Eagle Rock Avenue and then onto Eisenhower Parkway.
- The speed limit on Ridgedale Avenue should be reduced particularly through the Village district.
- Traffic calming devices such as median strips and corner bump outs should be installed in concert with the Village initiative discussed in the land use element.
- A traffic light should be installed at the intersection of Murray Road to better utilize Murray Road as an alternative access to the Route 10 shopping centers.

There is at least one road extension in the Township that warrants further study. As noted, Murray Road provides an important parallel alternative to Route 10. The road's utility would, however, be greatly enhanced if it were extended eastward across the Township-owned Nike site to River Road. The feasibility of this extension should be considered prior to or as part of any development program proposed for the Nike site.

Land Use and Design

The location of a development and its interface with the road system can have a major impact on the performance of surrounding roadways. To mitigate the impact, all development decisions should first be consistent with the goals and objectives of the master plan and the land use element. Secondly, all major developments should be designed to provide internal connected roadways and shared parking to provide opportunities for parallel movement along the public roadway. Vehicular access should be limited to a minimal number of well-defined access points such as signalized intersections and service roads. Specific policies for the Route 10 corridor are discussed in the land use element.

Mass Transit

The 1975 East Hanover Master Plan noted, "The question of public transportation has recently been pointed up by the shortage of gasoline for private cars. A series of newspaper reports has proposed greatly expanding both bus lines and rail transit." In 2005, the question of public transportation is still a major issue in New Jersey. Newspapers regularly report on the rising cost of gasoline and the economic and environmental impacts of increasing congestion on our roadways.

Little has changed over the course of those intervening 30 years in terms of mass transit availability in East Hanover; this in spite of a 47% increase in population and a 50% increase in jobs. The only improvement of note was the addition of the NJ Transit #73 bus. The 1975 Plan also made mention of a Morris County proposal from the late 1960's to connect the Madison train station to East Hanover via a county operated bus – a proposal that was considered "highly desirable" by the Township. Unfortunately, the proposal never came to fruition.

The US Census indicates that 3% of the resident commuters in East Hanover used public transportation to get to work in 2000. That ranked seventh out of the surrounding eight municipalities and was lower than the County or State rates. Eight percent of the commuters in Livingston used public transportation. Low public transit use can be attributed to at least two factors, lack of interest or lack of readily available and convenient service.

The NJTPA has forecast continued employment growth for East Hanover over the next 20 years. That growth is evidenced by the Township's recent approval of two new office buildings on the Novartis Route 10 campus, which will add approximately 500 new employees to a site that already hosts 3,700 employees. Future expansions by Novartis and other large and small employers will further tax a road system that has finite capacity. In order to take some of the burden off of the road system, and to support continued economic growth, the following efforts should be made to maximize access to existing mass transit and strategically increase service over time.

Design

Opportunities should be provided for residents, shoppers, and employees to access mass transit through the incorporation of design features into commercial and office developments that accommodate bus and shuttle service such as shelters, street furniture, and pull-off lanes within reasonable proximity to major uses and destinations.

Service Enhancement (See Map 9)

Together with the County, the Township should explore the following:

- The possibility of NJ Transit and private carriers expanding the service that currently runs along Route 10. The fact that 47% of East Hanover's workforce worked in Morris County in 2000 indicates a need for additional westbound service in addition to eastbound service.
- Providing employer and/or county-sponsored shuttles to Route 10 bus stops, existing train stations and to park and ride lots on Route 46.
- Conducting a survey of major employers to gauge the potential for new or enhanced transit service based on where their employees live and their proximity to existing transit service in other communities.

Pedestrian and Bicycle Circulation

Pedestrian and bicycle facilities are an important but often overlooked component of the circulation system. In addition to providing alternatives to the automobile for short local trips, they provide the non-driving segments of the population (the young and old) with greater mobility and access to community facilities and services. Pedestrian and bicycle facilities also provide an inexpensive means of exercise and recreation for the entire population.

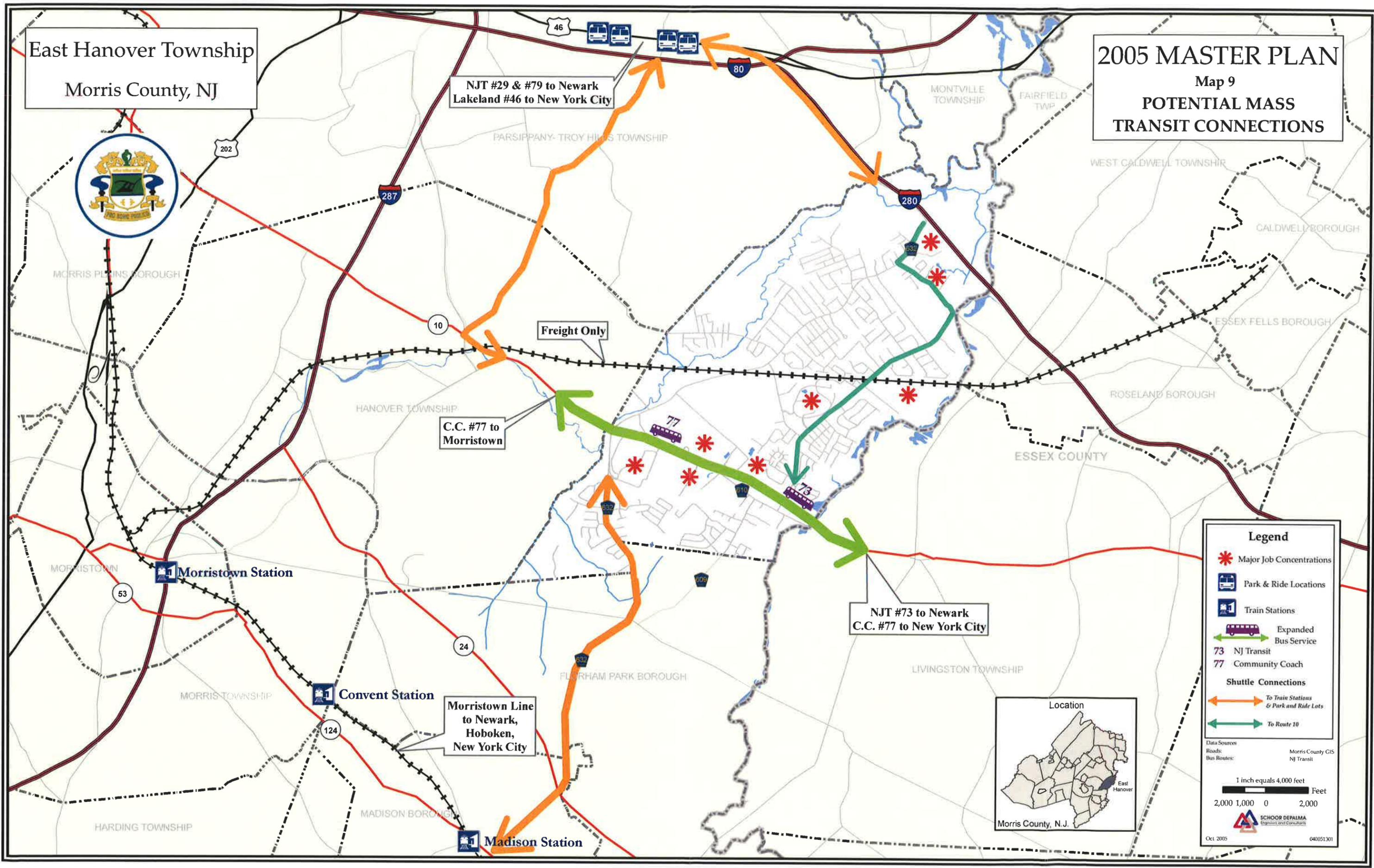
The 1975 Master Plan included the following statement: "To the greatest extent possible, pedestrian ways should be provided for the residential neighborhoods to the public schools. These do not necessarily need to be sidewalks along streets and in fact where pedestrian paths can be provided to interior land areas, these can provide more direct routes to the schools as well as providing desirable recreational potentials for walking and bicycling."

The 2005 Master Plan supports that finding and recommends the following actions for enhancing pedestrian and bicycle circulation:

- Initiate a program to repair or install sidewalks or pedestrian ways.
- Work with the County to design a comprehensive trail system through East Hanover.
- Provide secure bicycle racks or lockers at community facilities and parks.

East Hanover Township
Morris County, NJ

2005 MASTER PLAN
Map 9
**POTENTIAL MASS
TRANSIT CONNECTIONS**



Legend

- Major Job Concentrations
- Park & Ride Locations
- Train Stations
- Expanded Bus Service
- NJ Transit
- Community Coach

Shuttle Connections

- To Train Stations & Park and Ride Lots
- To Route 10

Data Sources:
Roads: Morris County GIS
Bus Routes: NJ Transit

1 inch equals 4,000 feet
2,000 1,000 0 2,000 Feet

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V. UTILITIES

INTRODUCTION

The major utilities in East Hanover have undergone dramatic changes since the 1975 Master Plan was adopted. The 1975 plan noted that although public water mains were available throughout the Township, only about one half of the residents were connected. The remainder relied on private wells. The sanitary sewer system was no more than a proposal and the stormwater collection system was under construction. Today, the Township is entirely serviced by public water, sewer and stormwater systems. Although these systems might be considered complete in terms of reaching the entire Township, they continue to be taxed by additional growth and the need for continued maintenance and modernization to serve both the future and current population.

Utility Objectives:

- *Ensure that all development and redevelopment projects contribute their pro-rata share of the cost of providing reasonable and necessary off-tract water, sewerage and drainage facilities.*
- *Minimize the amount of potable water purchased from outside purveyors.*

OVERVIEW OF EXISTING CONDITIONS

Water Supply

The East Hanover Township Public Utilities Department maintains the water distribution system that services all the residences and businesses in the Township. The distribution system consists mostly of eight and ten inch water mains and the average pressure is approximately 70 psi throughout the township. The Department also operates and maintains three deep underground wells and one water tower capable of storing one million gallons (see Map 10). The municipal wells are supplemented during the summer months with purchases from NJ American Water Company. In 2003, the Township purchased 24,262,000 gallons of water from NJ American from June through September, or just over 3% of the total annual draw. Water restrictions for residents and businesses have been mandatory in East Hanover since 2003. Surrounding municipalities have also imposed restrictions.

Wellhead Protection Zones were established in 2004 to protect the Township's groundwater resources (see Map 11). Development in these zones is subject to additional restrictions over and above those found in the underlying zoning district.

Wastewater Collection and Treatment

The East Hanover Public Utilities Department maintains ten pump stations, force mains and a sewer collection system throughout the Township (see Map 12). The wastewater is pumped to the Parsippany Sewage Treatment Plant, which is discharged to the Passaic River after treatment. In 2003 the Township pumped an average of 55,260,000 gallons per month to the Parsippany treatment plant.

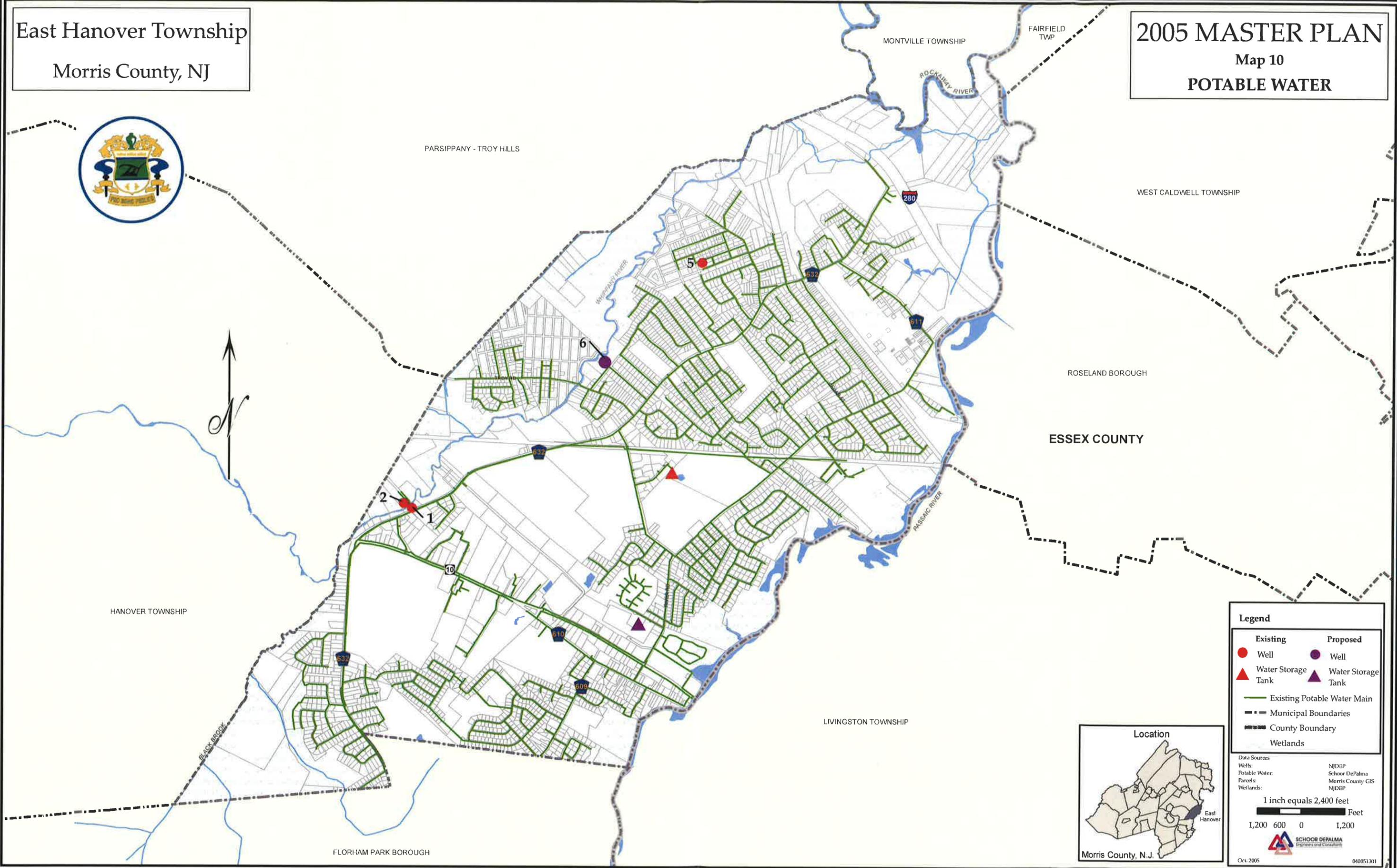
The Novartis campus on Route 10 and the Varityper property on Farinella Drive send their wastewater to the Hanover Sewage Treatment Plant. Portions of Mann Avenue and Florham Avenue are connected to the Florham Park Sewage Treatment plant.

Stormwater Management

East Hanover is located in the Passaic River Basin. The stormwater runoff from the Township flows to three major watersheds, the Passaic River to the east, the Whippany River to the west, and the Rockaway River at the northern extreme of the Township. The Township's extensive stormwater collection system is illustrated on Map 13. See the East Hanover Township Stormwater Management Plan, dated March 14, 2005 for additional details about the stormwater management system.

East Hanover Township
Morris County, NJ

2005 MASTER PLAN
Map 10
POTABLE WATER



Legend

Existing	Proposed
● Well	● Well
▲ Water Storage Tank	▲ Water Storage Tank
— Existing Potable Water Main	— Existing Potable Water Main
- - - Municipal Boundaries	- - - Municipal Boundaries
▬ County Boundary	▬ County Boundary
Wetlands	Wetlands

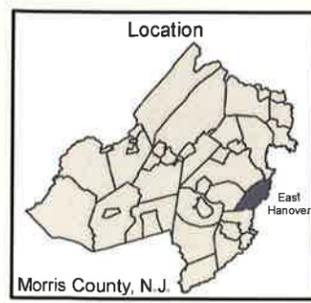
Data Sources:
 Wells: NJDEP
 Potable Water: Schoor DePalma
 Parcels: Morris County GIS
 Wetlands: NJDEP

1 inch equals 2,400 feet

1,200 600 0 1,200 Feet

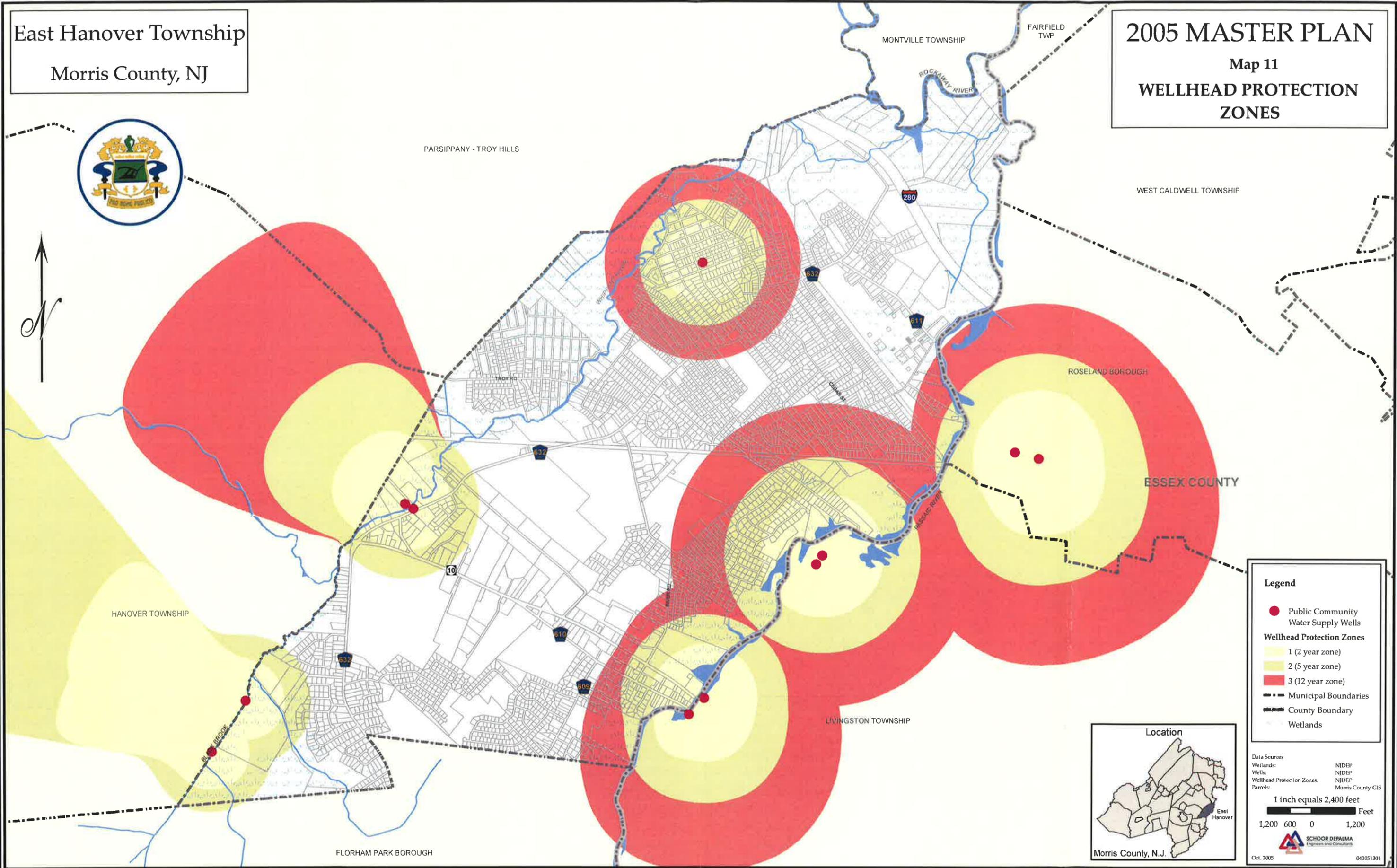
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East Hanover Township
Morris County, NJ

2005 MASTER PLAN
Map 11
WELLHEAD PROTECTION
ZONES



Legend

- Public Community Water Supply Wells
- Wellhead Protection Zones**
- 1 (2 year zone)
- 2 (5 year zone)
- 3 (12 year zone)
- Municipal Boundaries
- County Boundary
- Wetlands

Location

Morris County, N.J.

Data Sources
 Wetlands: NIDEP
 Wells: NIDEP
 Wellhead Protection Zones: NIDEP
 Parcels: Morris County GIS

1 inch equals 2,400 feet

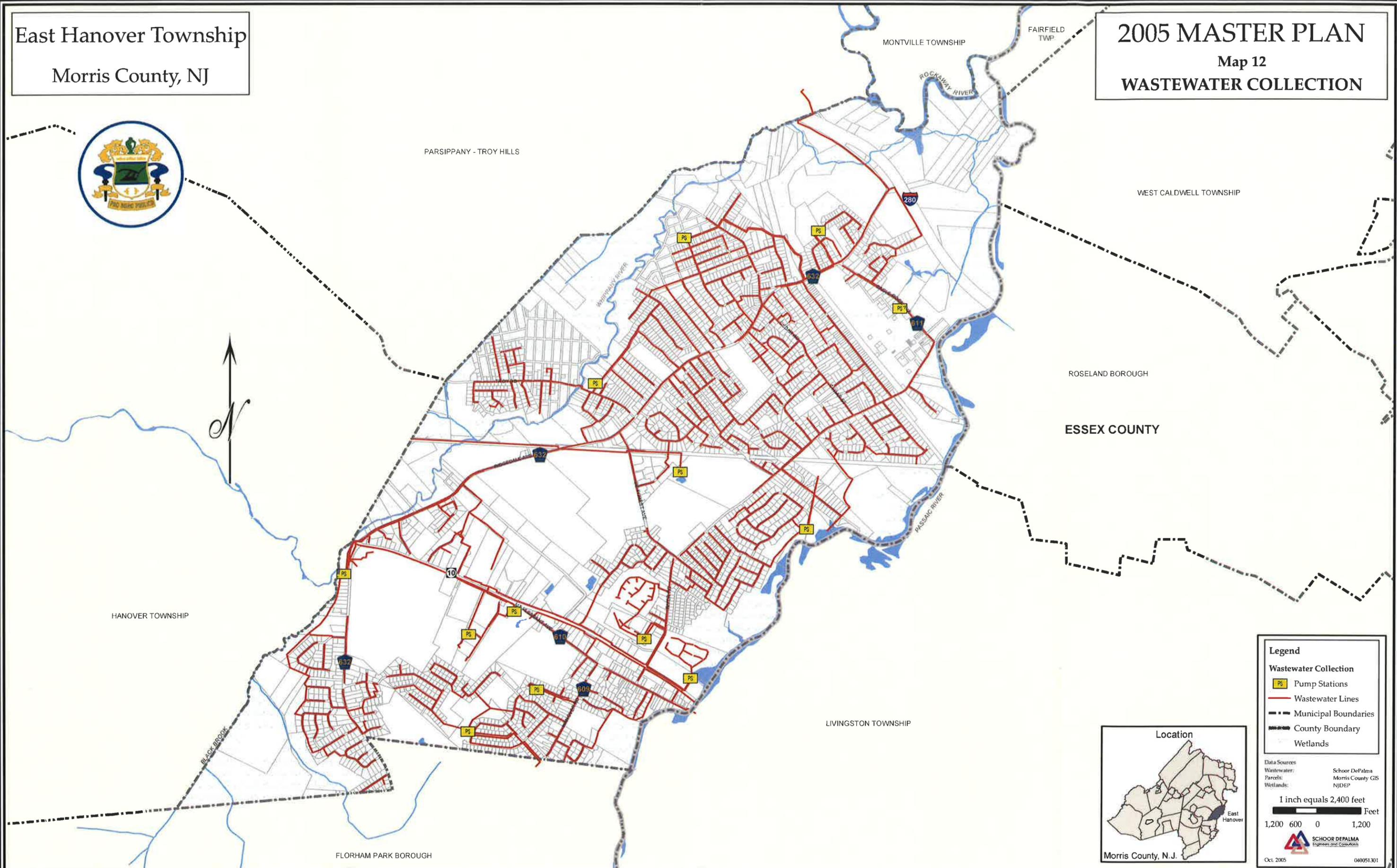
1,200 600 0 1,200 Feet

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East Hanover Township
Morris County, NJ

2005 MASTER PLAN
Map 12
WASTEWATER COLLECTION



Legend

Wastewater Collection

- Pump Stations
- Wastewater Lines
- Municipal Boundaries
- County Boundary
- Wetlands

Data Sources:
Wastewater: Schoor DePalma
Parcels: Morris County GIS
Wetlands: NJDEP

1 inch equals 2,400 feet

1,200 600 0 1,200 Feet

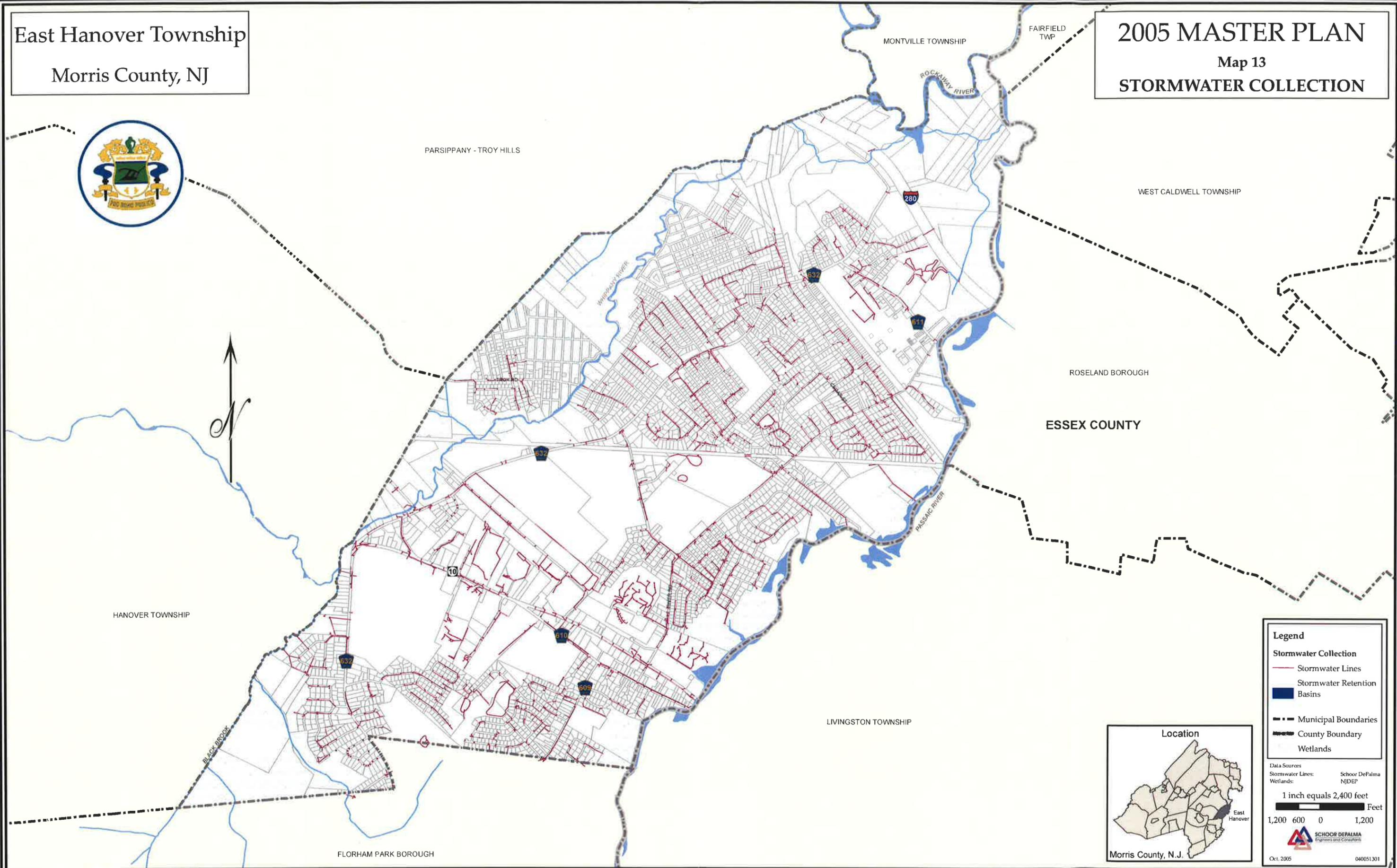
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East Hanover Township
Morris County, NJ

2005 MASTER PLAN
Map 13
STORMWATER COLLECTION



Legend

- Stormwater Collection
 - Stormwater Lines
 - Stormwater Retention Basins
- Municipal Boundaries
- County Boundary
- Wetlands

Data Sources:
Stormwater Lines: Schoor DePalma
Wetlands: NJDEP

1 inch equals 2,400 feet

1,200 600 0 1,200 Feet

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Oct. 2005 040051301

Location

East Hanover

Morris County, N.J.

UTILITIES PLAN

Potable Water

The Township has a 1-million gallon elevated water tank at West Street. Plans are being developed to construct a second tank at the former Nike Site. The second tank will provide additional storage and redundancy to the system that would permit a tank to be removed from the system for painting and other maintenance. The Township has also been working to obtain NJDEP approval for a fourth well, well #6. The well would not provide for increased pumping allocation but would offset losses when other wells are taken off-line for maintenance.

Two filters at the water treatment plant were rebuilt in 2005. There are four remaining filters to be rebuilt. In addition, the pumps for wells 1 and 2 and the high lift pump for the filter station need to be upgraded. Construction of additional water lines is recommended to loop the water distribution system at Troy Road, Wildwood Avenue, Harvest Avenue, Callahan Avenue, and Troy Place. Additional improvements include upgrades for wellhead and tower security and replacement of approximately 4,500 water meters. The management systems should be upgraded to provide a computer control system and a more able GIS system.

Improvements to the system that may be mandated by NJDEP in the future should also be considered. They include addressing the hardness of the water, fluoridation of the water supply, and replacement of transite water mains.

Wastewater Collection

The Township has started a program to modernize the sewage pump stations. The pump stations are up to 30 years old and the improvements to the stations include replacement of the existing pumps, motors and motor control drive systems. The capacity of the existing pumps and motors are adequate, however the variable speed drive motor control systems are being replaced with variable frequency drive (VFD) systems. Improvements to Pump Stations 2, 3, & 4 will be completed by the spring of 2006. Similar improvements are needed at pump stations 1, 5, & 6. Pump Station 7, located at Tremont Drive, requires new pumps and valves but already is equipped with an adequate VFD control system.

Additional improvements recommended for the wastewater collection system include new valves on the force mains to facilitate emergency by-pass pumping, upgrades to the emergency generator at the Chicjon Lane pump station, and relining manholes that have been damaged by hydrogen sulfide gas in the system. An Infiltration and Inflow Study is also recommended to identify ground water infiltration to the collection system.

Redevelopment of the Varityper area would require replacement of the Farinella Drive pump station.

Stormwater Management

East Hanover adopted a Stormwater Management Plan in April 2005 in accordance with State and Federal requirements. That plan is incorporated herein as the stormwater management section of the utilities element. The plan addresses groundwater recharge, stormwater quantity, and stormwater quality issues by incorporating recommended stormwater design and performance standards for new major development, defined as projects that disturb one or more acres of land. The standards are intended to minimize the adverse impact of stormwater runoff on water quality and water quantity and the loss of groundwater recharge that provides base flow in receiving water bodies. The plan describes long-term operation and maintenance measures for existing and future stormwater facilities. The goals of the Stormwater Management Plan are to:

- Reduce flood damage, including damage to life and property;
- Minimize, to the extent practical, any increase in stormwater runoff from any new development;
- Reduce soil erosion from any development or construction project;
- Assure the adequacy of existing and proposed culverts and bridges, and other in-stream structures;
- Maintain groundwater recharge;
- Prevent, to the greatest extent feasible, an increase in non-point pollution;
- Maintain the integrity of stream channels for their biological functions, as well as for drainage;
- Minimize pollutants in stormwater runoff from new and existing development to restore, enhance, and maintain the chemical, physical, and biological integrity of the waters of the state, to protect public health, to safeguard fish and aquatic life and scenic and ecological values, and to enhance the domestic, municipal, recreational, industrial, and other uses of water; and
- Protect public safety through the proper design and operation of stormwater basins.

To achieve these goals, the stormwater plan outlines specific design and performance standards for new development. Additionally, the plan proposes stormwater controls to address impacts from existing development. Preventative and corrective maintenance strategies are included in the plan to ensure long-term effectiveness of stormwater management facilities. The plan also outlines safety standards for stormwater infrastructure to be implemented to protect public safety.

VI. COMMUNITY FACILITIES

In the year 2025 the Township's community facilities have been maintained and upgraded to ensure that the population is adequately served by all public safety and administrative functions.

INTRODUCTION

The 1975 Master Plan contained the following description of the Municipal Building:

The Township administrative offices are in a relatively modern two-story building at Ridgedale and Garfield Avenues. The 3.2-acre site is shared with a separate building used by the Fire Department and Library.

At that time, the upper floor of the Municipal Building was used for administrative offices and Municipal Court, and the Police Department occupied the lower level. The 1975 Master Plan went on to say that "It is likely that the Municipal Building will need to be expanded in the foreseeable future by adding a wing on the north and perhaps the east side of the building."

Since 1975 several municipal departments have been dispersed to other locations. The Municipal Court, Police Department and Fire Headquarters have all relocated to the corner of Ridgedale Avenue and DeForest Avenue. The Library is now the sole occupant of its building and was recently expanded. The Township's administrative offices now occupy the entire Municipal Building. Additional municipal buildings include Fire Station #2 on River Road south of Route 10, the Departments of Public Works and Public Utilities and water treatment facility on Melanie Lane, the First Aid Squad building on Ridgedale Avenue north of Klinger Road, and the Thomas Rinaldi Recreation Center in Lurker Park.

Community Facilities Objectives:

- *Upgrade the municipal building through expansion or relocation.*
- *Expand active recreational opportunities in the Township through the creation of new park facilities either at existing Township parks, park/school sites or through the creation of new parks and facilities.*
- *Connect the existing park system and Patriot's Path through a system of green corridors and linkages.*
- *Continue open space acquisition efforts with funding shared among East Hanover Township, Morris County, the State and federal governments and non-profit groups.*

- *Coordinate planning efforts with the Board of Education to ensure the most efficient placement and use of all Township and Educational facilities.*
- *Develop gateways to the Township at strategic locations to foster community identification and establish a visual sense of the community's character.*

OVERVIEW OF EXISTING CONDITIONS

Public Buildings

Municipal services are currently housed in seven facilities (see Table VI-1 and Map 14). While all of the municipal buildings would benefit from some degree of renovation and expansion, perhaps the greatest need is at the Municipal Building. Although the Township's administrative offices now occupy the entire building, the growth of the Township and the subsequent need for more township services alluded to in the 1975 Master Plan have now outstripped the ability of the Municipal Building to accommodate those functions. The building additions suggested in 1975 were never built and the once "modern" building has become obsolete.

**Table VI-1
MUNICIPAL FACILITIES**

Services	Location
Administrative	Municipal Building - Ridgedale Ave.
Library	Library - Ridgedale Ave.
Municipal Court and Police	Ridgedale Ave./DeForest Ave.
Fire	Headquarters - Ridgedale Ave.; Station #2 - River Road
Water, sewer, roads, parks	Public Works complex - Melanie Lane
Senior Citizen	Senior Center - Ridgedale Ave.
Emergency Medical	First Aid Squad - Ridgedale Ave.
Recreation	Rinaldi Building - Lurker Park

Parks and Open Space

East Hanover adopted an Open Space and Recreation Plan (OSRP) in January 2001, in part to guide the use of the Open Space Trust Fund that had been established in 1995. The OSRP includes an inventory of outdoor resources in the Township, a five-year action program, and acquisition recommendations. That plan is still in effect today. As noted in the Community Profile Report, there are presently 480 acres in the Township that are categorized as either parks or public open space under local, county, state and non-profit control. Approximately 75% of that acreage is comprised of either wetlands or stormwater management areas transferred to the Township by developers. Active

recreation facilities are found at three municipal parks – Lurker, Sommers and D’Ambola – and at the four public schools in the Township (see Table VI-2). According to the OSRP, the greatest recreation need in the Township is for more field space. Demand for recreation facilities is expanding resulting in an over-use and subsequent deterioration of the existing fields.

**Table VI-2
RECREATION FACILITIES**

Location	Facilities
Lurker Park (104+ acres)	softball, baseball, football, soccer, playground, pool, tennis, basketball, bocce, volleyball, ice skating, picnic grove
Sommers Park (8.2 acres)	Pony League baseball, basketball
D’Ambola Field (2.09 acres)	Little League baseball
Hanover Park High School	baseball, softball, soccer, football
Middle School	baseball, soccer
Central School	Little League baseball, soccer
Smith School	playground, baseball

Source: East Hanover Open Space and Recreation Plan, January 2001

The Township is in the process of purchasing Camp Hope from The ARC of Essex County. Camp Hope is a six-acre outdoor recreation area off of Cedar Street with two pools, volleyball and softball fields, a playground and a recreation building. The Township plans to utilize the site for various recreation programs.

Public Schools

East Hanover is serviced by two school districts, *East Hanover* for grades K through 8 and *Hanover Park Regional* for grades 9 through 12. The East Hanover School District includes two elementary schools and one middle school. The Frank Smith Elementary School is for Grades K-2, and the Central Elementary School is for Grades 3-5. The East Hanover Middle School serves Grades 6-8. The Hanover Park Regional School District consists of two high schools serving three municipalities. Hanover Park High School, located in East Hanover, serves East Hanover and Florham Park students while Whippany Park High School in Hanover serves Hanover students. Additions and renovations are planned or underway in both districts that will result in added capacity throughout the system.

COMMUNITY FACILITIES PLAN

Public Buildings

The Community Facilities Plan calls for the continued maintenance and upgrading of all municipal facilities. Specific recommendations are noted below. The Community Facilities Plan is illustrated on Map 14.

- *Municipal Building*

A feasibility study should be conducted to determine the most efficient course of action for upgrading the Municipal Building. Options include expanding the existing building to the rear of the site; demolishing the existing building and replacing it with a larger structure; or relocating the administrative offices to a new or existing building on another site. If the municipal building is relocated, it should be to a location that is easily accessible by auto, bus or on foot and preferably within a commercial or mixed-use area. If a new structure is built, consideration should be given to accommodating other municipal services that are not currently in the municipal building to consolidate services.

The Municipal Building is presently an important part of the village dynamic on Ridgedale Avenue. If at all possible, the building should be expanded or replaced on its present site. If the building is relocated, the present site should be redeveloped with a use that complements the village, such as senior citizen housing.

- *Community Center*

The Township does not have an indoor facility that can accommodate a wide range of indoor recreation programs or provide meeting facilities for community groups. A study should be made to determine what elements should be incorporated into such a building, where the facility should be located, and how it might be funded. If the Municipal Building is relocated as discussed above, consideration should be given to locating the Municipal Building and community center on the same site.

- *Public Works, Emergency Services and Library*

The Department of Public Works facility, located at Melanie Lane, requires renovations that include new roof and windows, handicap access, a new lift in the fleet maintenance garage, increased security, and resurfacing of the pavement in the front yard. A new fire department training tower, a fuel tank dike system, and a storage building are also required.

The emergency generator at the Fire/Police Headquarters should be upgraded and the sprinkler system at the Police Station should be expanded to include portions of the first floor area.

Although it has been recently renovated, the Library may need to be expanded in the near future. Any plans for such an expansion will need to be made in conjunction with plans for a new Municipal Building.

Parks and Open Space

As noted earlier, the Township adopted an Open Space and Recreation Plan (OSRP) in January 2001, which is still in effect today and considered an element of this master plan. The goals of the OSRP are as follows:

- Conservation of natural resources for water quality preservation, recognizing the value of wetlands, wetland transition areas, floodways, riparian buffer and wooded areas as components; prevention of fresh water wetland loss.
- Preservation of the floodway and floodplain of the Passaic, Rockaway and Whippany Rivers and their tributaries to control flood waters and protect residents against severe flooding events.
- Protection of the Passaic, Rockaway and Whippany Rivers and their tributaries for wildlife and habitat protection, preservation of environmentally sensitive watershed lands, and creation of passive recreation opportunities along the river corridors.
- Protection of the buried valley aquifer groundwater recharge area.
- Protection of historic sites critical to the heritage of the Township.
- Connection of the existing park system and Patriot's Path through a system of green corridors and linkages to bring residents to their parks through a natural greenway; and link with adjacent communities.
- Expand active recreational opportunities in the Township through the creation of new park facilities either at existing Township parks, park/school sites or through the creation of new parks and facilities.
- Creation of walkways through large corporate facilities to allow connections between parks without using public roadways.
- Creation of a linear multi-use path system in the center of the Township along the Morristown and Erie railroad right-of-way (once this railroad line has been abandoned).

Future park improvements will be concentrated in Lurker Park consistent with the existing Lurker Park Master Plan. Planned improvements at the park include a new concession stand with rest rooms, resurfacing of the parking lots and walkways, sports lighting for the new skating rink, and replacement of fences.

Gateways

Although they are not considered community facilities in the traditional sense, attractive gateways to the Township help promote community character and identity. As noted in the circulation element, East Hanover has relatively few road links to surrounding communities due to the presence of major rivers and wetlands. This circulation challenge can be seen as an opportunity in terms of providing attractive entrances to the Township. Five possible locations for these gateways are:

- Route 10 westbound at the Livingston border
- Route 10 eastbound at the Hanover border
- Troy Road eastbound at the Hanover border
- Eagle Rock Avenue westbound at the Roseland border
- Ridgedale Avenue southbound at the realigned curve by the former Hanover Airport.

There is less definition at the entrances from Florham Park on South Ridgedale Avenue and Hanover Avenue although an attractive sign could still be installed at each location.

In most cases these entry points or gateways are presently marked by “welcome” signs that are often too small to notice or placed amidst natural or manmade features that tend to obscure the sign. Depending on the space available, the gateways could consist of decorative walls, signage, and landscaping treatments that are clearly visible and recognizable to the traveler. They could all carry a common theme, e.g., graphic/logo and greeting, while allowing for customization based on the location. For instance, the Troy Road gateway and the Eagle Rock Avenue gateway might emphasize the environmental qualities of the Township, perhaps utilizing earthy materials such as stone and timber and indigenous wetland plantings. The Route 10 gateway at Novartis might emphasize the corporate nature of the Township, utilizing a more formal treatment of a brick structure and ornamental plantings.

Where right-of-way or public land is not available, arrangements might be made with private property owners to utilize portions of existing landscape strips abutting the roadway. Corporate, business and civic sponsors should be solicited for the initial cost and/or maintenance of each gateway in a manner consistent with the Local Public Contracts Law.

Green Buildings

The community facilities plan recommends that to the extent possible, all future public buildings and facilities be constructed in accordance with the LEED (Leadership in Energy & Environmental Design) Green Building Rating System. The LEED system is a voluntary national standard that defines high performance green buildings – which are healthier, more environmentally responsible, and more efficient structures. LEED was developed in 1998 by the U.S. Green Building Council, a national coalition of leaders

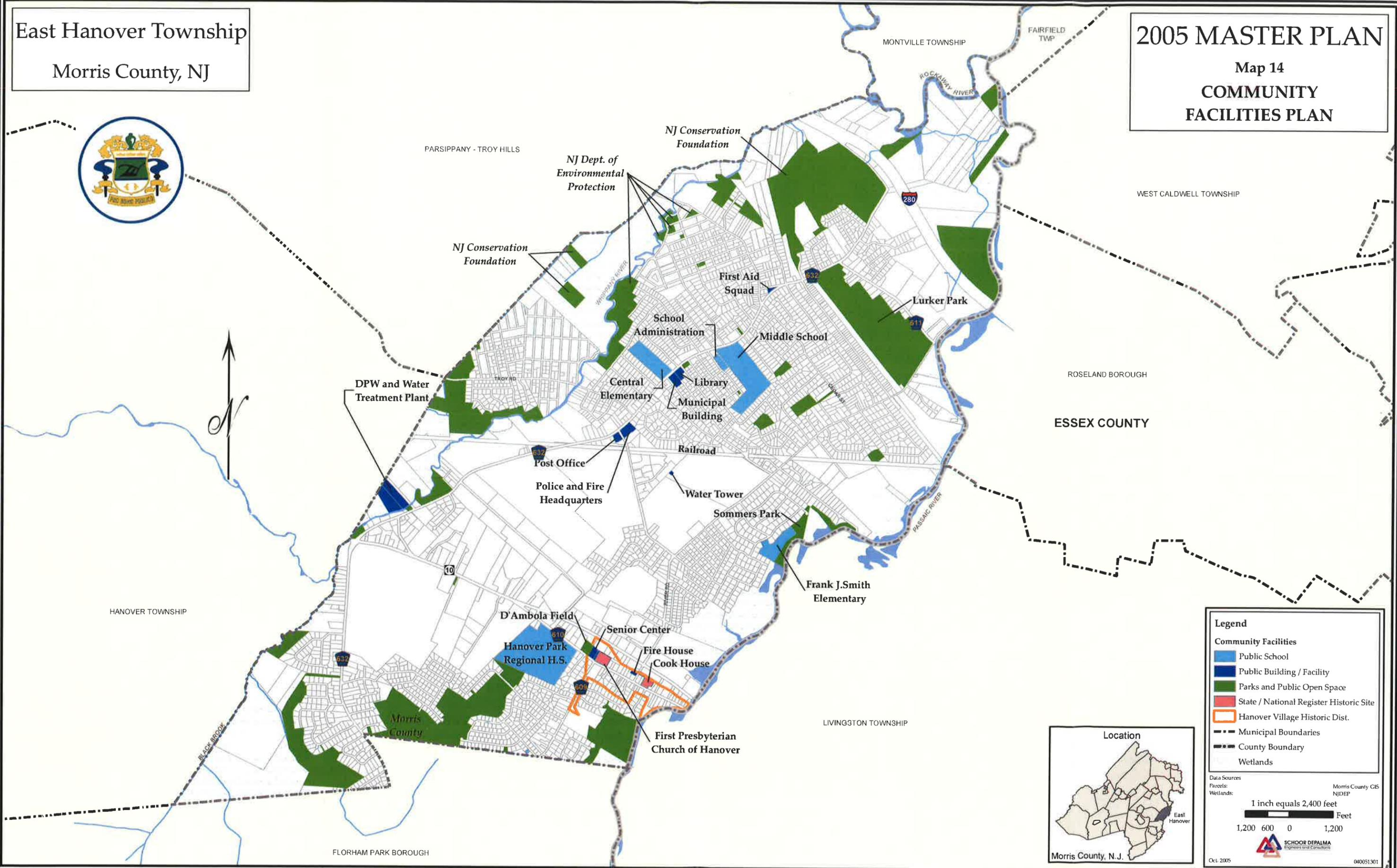
from all segments of the building industry. Green buildings blend environmental, economic, and occupant-oriented performance features designed to:

- Enhance and protect ecosystems and biodiversity
- Improve air and water quality
- Reduce solid waste
- Conserve natural resources
- Minimize strain on local infrastructure
- Reduce energy and operating costs
- Optimize life-cycle economic performance
- Improve air, thermal and acoustic environments
- Improve employee productivity and satisfaction
- Enhance occupant comfort and health

Buildings constructed in accordance with the LEED rating system might optimize the use of natural daylight and ventilation, capture water runoff for internal use, utilize finishes and materials low in volatile organic compounds to improve indoor air quality, utilize recycled and renewable building materials, optimize climatic conditions for internal heating and cooling through site orientation and design, utilize energy efficient equipment and systems, and maximize the use of local materials to limit transportation costs.

East Hanover Township
Morris County, NJ

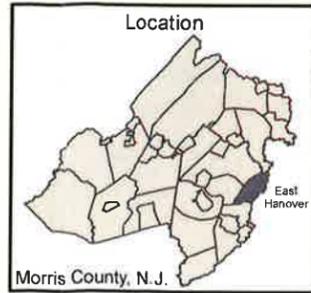
2005 MASTER PLAN
Map 14
COMMUNITY
FACILITIES PLAN



Legend

Community Facilities

- Public School
- Public Building / Facility
- Parks and Public Open Space
- State / National Register Historic Site
- Hanover Village Historic Dist.
- Municipal Boundaries
- County Boundary
- Wetlands



Data Sources:
Parcels: Morris County GIS
Wetlands: NJDEP

1 inch equals 2,400 feet

1,200 600 0 1,200 Feet

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VII. ECONOMIC

In the year 2025, the Township's economic base has sustained itself through on-site expansion, more efficient use of existing properties and through the replacement of obsolete and incompatible land uses.

INTRODUCTION

The US Census and the North Jersey Transportation Planning Authority reported that in 2000, there were over 700 businesses located in East Hanover employing between 12,000 and 19,000 people in a broad range of occupations. (Note: The NJTPA 2000 base of 12,100 jobs differs from the US Census figure of 19,000 jobs due to the different methodologies used by each agency for collecting employment data.) Although the Township is home to several large employers, over one half of the business establishments in the Township employ between one to four persons. Only a small percentage of the businesses in the Township (3%) employ 100 people or more.

As noted in the land use element, East Hanover has reached its full build-out potential. Less than 3% of the remaining vacant land is unconstrained by environmental features and considered readily available for development. These few unconstrained acres are scattered throughout the Township and are often limited in size. Despite these limitations, the North Jersey Transportation Planning Authority (NJTPA) has forecast a potential increase of over 1,200 jobs in East Hanover by the year 2025. If market forces support those forecasts, future economic growth in the Township will necessarily take the form of redevelopment and infill projects. It is therefore all the more important to carefully plan for economic development to ensure continued opportunities in an environment of decreasing locational opportunities.

Economic Objectives:

- *Identify opportunities for land assembly and redevelopment projects.*
- *Replace outdated small-scale strip developments with modern structures that better reflect market needs.*
- *Establish a Special Improvement District.*
- *Identify and promote services and facilities that are necessary to support existing and future corporate enterprises.*
- *Provide transportation systems to efficiently move employees, customers and goods to and from business sites.*
- *Provide the necessary infrastructure to support business development.*
- *Encourage cooperative programs between the High School and Community College and local businesses.*

Overview of Existing Conditions

At Place Employment

The US Census reported that in 2001, there were 708 businesses located in East Hanover employing 19,193 people. Retail Trade, Construction, and Professional, Scientific and Technical Services were the top three industries located in East Hanover accounting for 279 out of the 708 establishments (see Table VII-1). Examples of retail trade businesses are office supply stores, building materials dealers, plumbing supply stores, electrical supply stores, gasoline services stations, and automotive dealers. Professional, scientific and technical services include legal advice and representation, architectural, engineering, and specialized design services, computer services, consulting services, research services, and advertising services.

**Table VII-1
TYPES OF BUSINESSES, EAST HANOVER 2001**

Type of Industry	Number	Percent
Retail trade	111	15.7
Construction	86	12.1
Professional, scientific & technical services	82	11.6
Wholesale trade	72	10.2
Manufacturing	62	8.8
Admin, support, waste mgt, remediation services	59	8.3
Other services (except public administration)	56	7.9
Accommodation & food services	55	7.8
Health care and social assistance	27	3.8
Finance & insurance	26	3.7
Real estate & rental & leasing	21	3.0
Transportation & warehousing	16	2.3
Information	11	1.6
Arts, entertainment & recreation	10	1.4
Educational services	6	0.8
Management of companies & enterprises	4	0.6
Unclassified establishments	3	0.4
Utilities	1	0.1
TOTAL	708	100

Source: US Census, NAICS

According to the Morris Economic Development Corporation, the top five non-retail employers in the Township include Novartis Pharmaceuticals, Pliva, Inc., Kraft Foods, Givaudan Flavors Corp., Anderol and CSI, each with over 250 employees. Novartis and Pliva are pharmaceutical companies. Kraft Foods, Givaudan Flavors, and Anderol are manufacturers and CSI specializes in data warehousing. Major retail employers in East Hanover include Home Depot, Costco and Warnock Automotive. Table VII-2 breaks down the businesses in East Hanover, Morris County and New Jersey by number of employees.

Table VII-2
BUSINESSES BY EMPLOYMENT SIZE, 2001
(Expressed as a % of total business establishments)

Jurisdiction	Number of Employees								
	1-4	5-9	10-9	20-49	50-99	100-249	250-499	500-999	1000 or more
East Hanover	53.0	17.8	13.1	10.2	2.5	2.5	0.4	0.3	0.1
Morris County	56.9	18.1	11.3	8.0	2.9	2.0	0.6	0.2	0.2
New Jersey	57.7	17.9	11.3	7.9	2.8	1.7	0.5	0.2	0.1

Source: US Census

The North Jersey Transportation Planning Authority (NJTPA) forecasts that East Hanover will add another 1,230 jobs by 2025 (see Table VII-3). As noted earlier, however, the recently approved expansion at the Novartis campus alone will add 500 jobs within the next two years.

Table VII-3
NJTPA EMPLOYMENT PROJECTIONS

	2000	2005	2010	2015	2020	2025	%Δ 00 - 25
East Hanover	12,100	12,120	12,560	12,880	13,220	13,330	+10%
Morris County	296,100	296,900	309,100	320,400	334,300	339,000	+14%

Source: Draft NJTPA (March 18, 2005)

Resident Employment

- *Employment by Industry*

The employment information reported here is different from the “at-place employment” discussed above. “At-place employment” refers to jobs actually located in East Hanover. The industry groups discussed in this section represent the places where East Hanover residents work, which may or may not be located in East Hanover, the County or the State.

The ranking of industry groups as employers of East Hanover residents was almost identical to the rankings for Morris County. In the year 2000, the top three industry groups based on employment in both the Township and the County were: (1) educational, health and social service industries; (2) manufacturing; and (3) professional, scientific, management, administration, and waste management industries. Similarly, residents in the surrounding municipalities were also largely employed by the educational, health and social service industries. (See Table VII-4)

East Hanover led the surrounding towns and the County in the percentage of residents employed in construction; transportation, warehousing and utilities; public administration; and other services (not including public administration).

Table VII-4
EMPLOYMENT BY INDUSTRY GROUP
(Expressed as % of all resident workers)

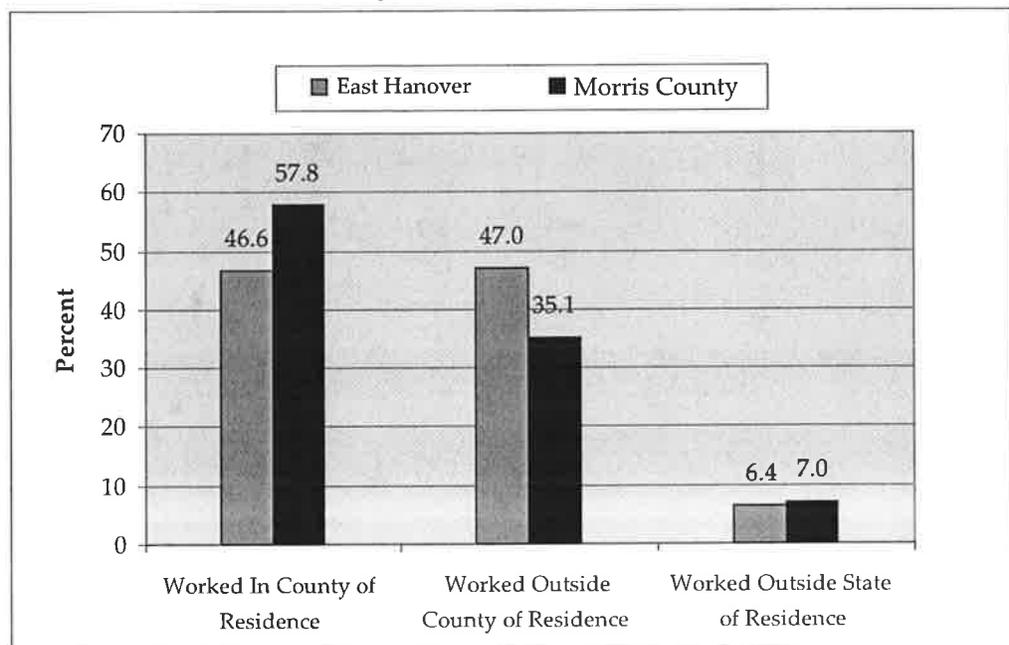
Industry Group (Rank) in East Hanover [Rank] in Morris County	East Hanover	Florham Park	Hanover	Livingston	Montville	Parsippany- Troy Hills	Roseland	West Caldwell	Morris County
Agriculture, forestry, fishing and hunting, and mining (13) [13]	0.0	0.3	0.1	0.0	0.0	0.1	0.4	0.0	0.2
Construction (6) [7]	6.6	3.0	6.2	4.0	5.6	4.0	5.4	4.9	5.3
Manufacturing (2) [2]	15.4	12.0	12.9	8.4	14.8	17.0	10.2	10.9	14.9
Wholesale trade (11) [9]	3.3	2.9	3.8	6.2	5.8	5.2	3.9	5.5	4.3
Retail trade (5) [5]	8.4	8.7	11.0	10.3	7.8	11.5	8.3	8.2	10.2
Transportation, warehousing, utilities (9) [10]	4.8	4.0	4.5	2.3	4.5	4.6	2.3	3.7	4.2
Information (12) [6]	2.5	4.9	6.4	4.6	4.9	5.6	4.6	6.2	5.4
Finance, insurance, real estate, and rental and leasing (4) [4]	10.8	13.4	11.0	14.0	11.4	10.0	12.7	11.1	10.6
Professional, scientific, management, administration, waste management (3) [3]	13.2	18.7	14.3	17.6	15.4	15.1	15.1	15.0	14.8
Educational, health and social services (1) [1]	18.2	18.9	18.3	22.2	20.3	15.2	24.0	21.0	18.0
Arts, entertainment, recreation, accommodation, food services (8) [8]	5.6	6.0	4.2	4.0	3.7	5.5	6.1	4.7	5.1
Other services (except public administration) (7) [11]	6.4	4.4	4.7	3.8	4.2	3.5	3.2	4.8	4.0
Public administration (10) [12]	4.8	3.1	2.5	2.6	1.6	2.7	3.9	4.0	3.0
TOTAL	100	100	100	100	100	100	100	100	100

Source: US Census

▪ **Job Locations**

In 2000, East Hanover residents were almost equally split at about 47% in terms of working inside or outside of Morris County. A small portion (6%) worked outside of the State. Countywide, the majority (58%) worked within Morris County, 35% worked outside of the County and 7% worked outside of New Jersey (See Figure VII-1).

Figure VII-1
JOB LOCATION, 2000



Source: US Census

Tax Base

East Hanover's tax base is more diverse than Morris County as a whole. Commercial and industrial properties in the Township account for 44% of the total assessed value compared to 23% countywide. About three fourths of the County's tax base is comprised of residential uses whereas about one half of the Township's tax base consists of residential properties (see Table VII-6). Among the surrounding towns, Roseland has the most evenly split tax base with 47% in residential uses and another 47% in commercial uses. Montville has the least diverse tax base with over 80% in residential uses.

Table VII-6
TAX BASE COMPARISON, 2004

Real Property Classification	Percent of East Hanover Assessed Value	Percent of Morris County Assessed Value
1 - Vacant Land	1.4	2.1
2 - Residential	55.2	74.7
3a - Farm (Regular)	-	0.7
3b - Farm (Qualified)	-	0.02
4a - Commercial	36.7	18.1
4b - Industrial	6.7	4.5
Total Assessment	100	100

ECONOMIC PLAN

East Hanover has the good fortune to possess a diverse economic base ranging from neighborhood shops, to regional big-box centers, to international corporations. While the health of the local economy is to a large extent determined by regional, national and global conditions, the Township is very much responsible for providing a physical environment that will support economic development. The economic plan draws on the land use, circulation and utilities elements to implement the economic objectives which are targeted at retaining and supporting the existing base while also providing opportunities for reasonable expansion and the introduction of new enterprises. The primary economic strategies found in the land use, circulation and utilities elements are organized and discussed below under three basic headings that are important to both the retention of existing business and the attraction of new business.

Direction and Clarity

To clearly identify areas that are appropriate for commercial concentrations and possible redevelopment, the land use plan reorganizes and updates all of the commercial districts within the Township and recommends a comprehensive review and revision of the zoning ordinance to implement the goals and objectives of the master plan. In addition, the following initiatives are recommended in the land use plan to revitalize and modernize the major commercial districts:

Village Center - The land use plan seeks to reinforce this area as the recognizable center of town through appropriate design and land use policies. The Village Center covers Ridgedale Avenue from approximately Cambridge Road to Garden Street. The purpose of this district is to promote a "village" atmosphere, with a mix of neighborhood retail, civic and nearby residential uses.

Route 10 Corridor - It is the Township's intention to provide alternatives to the strip development pattern currently found along the Route 10 corridor through the creation of more appropriate land use districts and the adoption of improved design standards. To that end, the plan establishes three land use districts along the corridor which focus on providing more opportunity for comprehensively planned and designed mixed-use development that will upgrade the highway corridor from an economic, aesthetic and functional perspective; and promote a balanced and organized mix of corporate and regional office, service, entertainment, and retail uses. The land use plan also includes a set of policies specific to the corridor that address design, transportation, parking and landscaping.

The land use element also addresses the potential for redeveloping the Varityper Site. The Varityper Site covers approximately 39 acres generally bounded by Farinella Drive, NJ Route 10, Hanover Park High School, and Timber Hill Drive. The site contains the

vacant industrial/office operation formerly occupied by the Varityper Company. The buildings have been vacant for several years. The Varityper site represents a rare opportunity to comprehensively redevelop one of the last major developable parcels in the Township. The Township has been planning for the redevelopment of the site with a mixed-use concept that would incorporate heavy landscaping and buffering, pedestrian amenities, appropriate setbacks from the highway, and innovative design.

Mobility and Access

The ease in which employees and customers can access a business, as well as the ability to ship resources and products in and out of a facility, can greatly influence the success or failure of a business or its initial decision to set up shop in a particular location. Traffic congestion has become a major issue in East Hanover. As noted in the circulation element, the Township's natural barriers, built-out condition and environmental constraints severely limit the ability to expand the road system through either widening or the creation of new roads. As a result, meeting the goal of maximizing circulation and mobility options will require alternatives to traditional roadway expansions. Providing the necessary capacity to support future economic growth will require a mix of capital improvements, better design of commercial properties, and providing as many transportation alternatives as possible.

Existing roads should be improved and maintained through a regular maintenance program. To that end, the circulation plan identifies priority bridge replacements, curb, sidewalk and roadway improvements, and traffic signal improvements; and proposes the creation of a truck route to address the increased regional traffic on Ridgedale Avenue. Traffic calming devices are proposed in support of the Village initiative discussed in the land use element.

The circulation plan calls for all major developments to be designed to provide internally connected roadways and shared parking to provide opportunities for parallel movement along the public roadway; and limiting vehicular access to a minimal number of well-defined access points. Specific policies for the Route 10 corridor are also proposed in the land use element.

In order to take some of the burden off of the road system, and to support continued economic growth, the circulation plan recommends maximizing access to existing mass transit and strategically increase service over time. Opportunities should be provided for residents, shoppers, and employees to access mass transit through the incorporation of design features into commercial and office developments that accommodate bus and shuttle service. Together with the County, the Township should explore the possibilities of enhancing existing service.

Supportive Infrastructure

The business community is no less dependent than the residential community, and is often more dependent on a reliable supply of potable water and an up-to-date wastewater and stormwater collection system. The utilities element notes that the Township is entirely serviced by public water, sewer and storm water systems. Although these systems might be considered complete in terms of servicing the entire Township, they continue to be taxed by additional growth and need to be continually maintained and modernized. To that end, the utilities plan recommends several improvements and upgrades to the wastewater, potable water and storm water systems.

Special Improvement District

The Township is considering a township-wide Special Improvement District (SID). A SID is an organization, management and financing tool to provide specialized services to local businesses. Its services are designed to complement rather than replace municipal services and to enhance business retention and attraction. SIDs are created under state law, enacted by municipal ordinance and governed locally.

A SID empowers private business owners and municipalities to compete more effectively and efficiently with private retail/commercial markets, especially shopping malls. Enhanced services help the business community to professionally manage and market themselves in an organized and competitive way. A SID permits private business owners and municipalities to employ the advantage of commercial management techniques in partnership with the business community.

The mission of the SID in East Hanover is diverse, as is the business community. On one hand, it would focus on Ridgedale Avenue to create a "village" atmosphere providing a place for people to shop, dine and stroll in a warm, safe neighborhood atmosphere. On another front, it would focus on Route 10, from the overall appearance to improving public transportation and pedestrian safety, and to establishing connectivity to enhance the shopping experience.

Business Inventory

In addition to the strategies and actions discussed above, the Township should undertake a comprehensive business inventory to identify any needs or issues specific to certain industry groups, to establish an appropriate business mix to avoid over-reliance on any one industrial group, and to identify gaps in available goods and services that could present additional business opportunities in the Township.

VIII. RELATIONSHIP TO OTHER PLANS

The Municipal Land Use Law requires the master plan to include a specific policy statement indicating the relationship of the proposed development of the municipality, as developed in the master plan to (1) the master plans of contiguous municipalities, (2) the master plan of the county in which the municipality is located and (3) the State Development and Redevelopment Plan. This chapter provides an analysis of the relationship of the East Hanover Township Master Plan to the plans listed in Table VIII-1. In some instances a current land use plan map was not available for a given town. In those cases that town's zoning map was used as an indicator of potential land uses.

**Table VIII-1
PLANS REVIEWED**

Jurisdiction	Documents	Year Adopted
Fairfield	▪ Land Use Plan and Reexamination Report	1999
	▪ Master Plan	1983
Florham Park	▪ Draft Master Plan Reexamination	2005
	▪ Master Plan	2000
Hanover	▪ Master Plan Reexamination Report	1997
Livingston	▪ Master Plan Reexamination Report	1992
	▪ Zoning Map	2002
Montville	▪ Master Plan Land Use Element	1993
Parsippany-Troy Hills	▪ Master Plan Reexamination Report	2004
Roseland	▪ Master Plan Reexamination Report	2004
	▪ Zoning Map	2000
West Caldwell	▪ Master Plan	1989
	▪ Zoning Map	2001
Morris County	▪ Bicycle and Pedestrian Master Plan Element	1998
	▪ Circulation Master Plan Element	1992
	▪ Open Space Master Plan Element	1988
	▪ Future Land Use Master Plan Element	1975
New Jersey	▪ State Development and Redevelopment Plan	2001

Plans of Contiguous Municipalities

Summary

East Hanover shares its municipal border with eight other municipalities. The eastern, northern and western borders are defined in large part by the Passaic, Rockaway and Whippany Rivers, the Black Brook and Smith Ditch, and extensive wetlands. Map 15 illustrates the relationship of the planned land uses in the eight bordering towns to the land use districts in East Hanover. There is general consistency along the eastern,

northern and western borders north of the Morristown Erie Railroad. Land use designations on both sides of the municipal borders are consistent with the environmentally sensitive nature of the river corridors and wetlands. The neighboring land use designations to the south of the railroad, although not always consistent with East Hanover, are either already developed or subject to wetland limitations that will mitigate any substantial negative impacts on East Hanover.

Fairfield

Fairfield is located across the Passaic River in Essex County and shares a small border with East Hanover at the Township's northernmost point. The land on the Fairfield side of the border is presently vacant and designated for public/quasi public use, which is publicly owned land utilized for municipal facilities, educational and related use, and other quasi-public use such as golf courses. The zoning map of Fairfield zones the same land for public open space and recreation. This is consistent with the East Hanover designations of conservation, and parks and public open space, which reflect the environmentally sensitive lands along the Passaic and Rockaway Rivers.

Florham Park

East Hanover shares its entire southern boundary with Florham Park. The Florham Park Land Use Plan designates the land bordering East Hanover for industrial, major office and research, multi-family, municipal open space and facilities, and moderate density-single family. For the most part, these lands are already developed in accordance with those designations. The residential and public categories are generally consistent with the bordering designations in East Hanover. The business and industry designations abut either conservation or single-family detached districts in East Hanover.

In 2005, Florham Park completed a draft master plan reexamination which recommends changing a portion of the industrial, major office, and research land use districts east of Hanover Road to senior citizen multi-family residential in order to accommodate the rising senior citizen resident population, and better conform to the adjacent residential uses located in East Hanover.

Hanover

Hanover borders East Hanover on the west from the Florham Park border to Troy Road. The Hanover land use designations in this area are primarily industrial and business. The area south of Route 10 is dominated by the Morristown Airport, which is buffered along the East Hanover border by extensive wetlands, which negate any inconsistencies with the residential and conservation districts in East Hanover. The industrial and public districts north of Route 10 in Hanover are generally consistent with the bordering land use districts in East Hanover.

Livingston

Livingston shares the eastern border of East Hanover along the Passaic River between Roseland and Florham Park. The northern and southern portions of the border are designated for residential uses, which is generally consistent with the public, conservation and residential districts on the East Hanover side of the border. There is, however, a large business-industrial area in Livingston which would appear to be inconsistent with the conservation areas in East Hanover along the Passaic River. The presence of extensive wetlands in Livingston would likely curtail further development along the river in Livingston and mitigate any inconsistencies.

Montville Township

East Hanover shares a small portion of its northern boundary with Montville along the Rockaway River. The bordering land in Montville is designated as industrial which is inconsistent with the conservation districts on the East Hanover side of the border. The extensive wetlands in Montville will, however, likely limit any future development on the Montville side of the Rockaway River.

Parsippany-Troy Hills

East Hanover shares the northern half of its western boundary with Parsippany-Troy Hills from Troy Road to the Rockaway River. The Parsippany Land Use Plan designates the majority of the land bordering East Hanover as recreational/conservation/wildlife/public. This designation allows outdoor commercial and non-commercial recreation, including trails and camping. These designations reflect the extensive wetlands associated with the Black Brook and Smith Ditch, Whippany River and Troy Meadow and are mirrored by conservation and open space districts in East Hanover.

Roseland

East Hanover shares a portion of its eastern boundary with Roseland from the Morristown Erie Railroad north to the West Caldwell border along the Passaic River. For the most part, these lands are designated as public and conservation lands, which is consistent with the conservation and open space districts on the East Hanover side of the river.

West Caldwell

West Caldwell forms the northeastern border of East Hanover along the Passaic River between Roseland and Fairfield. Both West Caldwell's zoning map and East Hanover's land use plan designate the land on either side of the border for Open Space and Conservation uses.

Morris County

Morris County Future Land Use Plan Element

The Morris County Future Land Use Plan Element was adopted in 1975, the same year as East Hanover's last comprehensive plan. Just as the 1975 East Hanover plan is outdated, so is the county plan and therefore not suitable for comparison with the Township's 2005 Master Plan.

Morris County Open Space Master Plan Element

The Morris County Open Space Master Plan Element identifies lands along the entire northwestern border of East Hanover, which are mainly wetland and floodplain areas associated with the Whippany River and Black Brook, as proposed open space. The 2005 East Hanover Master Plan establishes a conservation district along the western border in recognition of this area's sensitivity. East Hanover is also consistent with the following County recommendations either through past actions or the 2005 Master Plan:

- Every municipality should have an Environmental Commission (*East Hanover has an active Environmental Commission*);
- Each municipality should complete an open space review and recreational needs assessment (*the East Hanover Master Plan incorporates the current OSRP*);
- Municipalities should realize open space preservation can be accomplished via regulations designed to protect environmentally sensitive lands, innovative designs of proposed subdivisions or site plans, acquisition of development rights, or conservation and pedestrian easements (*the East Hanover Master Plan recommends integrated preservation efforts and appropriate land uses and regulatory tools in environmentally sensitive areas*);
- Municipalities should take advantage of federal and state open space funding programs (*the East Hanover Master Plan recommends sharing acquisition costs with the county, state and federal governments and non-profit organizations*).

Morris County Circulation Master Plan Element

Several of the proposals in the 1992 Morris County Circulation Master Plan Element are outdated but the following proposals are still considered current and supported by the East Hanover Master Plan:

- Need for a multi-modal transit center in eastern Morris County, including a park and ride, a park and fly, and inter/ intra-state bus service that would potentially be integrated with rail service.
- Paratransit is encouraged in order to better serve senior and disabled residents' needs.
- Include paving of shoulders for bicycle/ pedestrian use where feasible.

- Shuttles should be developed to transport to and between transit stops when stations are beyond walking distance to destinations.
- Encourage high transit ridership and higher auto occupancy rates, yielding improved air quality, and reduced traffic congestions.

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. The East Hanover Master Plan incorporates the County plan into the circulation element.

New Jersey State Development and Redevelopment Plan

The State Development and Redevelopment Plan places most of East Hanover in the Metropolitan Planning Area (PA1). The areas abutting the major rivers and wetlands are mapped as Environmentally Sensitive (PA5). The East Hanover Master Plan is consistent with the State Plan's intentions for both planning areas.

In the Metropolitan Planning Area, the State Plan's intention is to:

- Provide for much of the state's future redevelopment;
- Revitalize cities and towns, stabilize older suburbs and protect the character of existing stable communities;
- Promote growth in compact forms;
- Redesign areas of sprawl; and
- Protect natural resources.

In the Environmentally Sensitive Planning Area, the State Plan's intention is to:

- Protect environmental resources; and
- Protect the character of existing stable communities.

The goals and objectives of the East Hanover Master Plan (see Chapter II) are in clear support of the State Plan. It is the intention of the East Hanover Master Plan to stabilize and preserve its existing neighborhoods through sound land use decisions; retrofit existing strip development patterns along Route 10 into concentrated, mixed-use alternatives; preserve environmentally sensitive lands through continued open space preservation and the establishment of a low-impact land use district; create a village environment around the Ridgedale Avenue commercial district; relieve congestion through more efficient design of commercial areas and providing access to alternative means of transportation; promote mass transit by increasing service and access; and upgrade community facilities to meet present and future needs.

During the preparation of this master plan and at the time of its adoption in November 2005, the 2001 State Plan was progressing through cross-acceptance and was scheduled for readoption in 2006. There were no substantive changes being recommended to the State Plan, however, that would change this master plan's consistency with the State Plan.

East Hanover Township
Morris County, NJ

2005 MASTER PLAN
Map 15
SURROUNDING LAND USE DISTRICTS



Generalized Land Use Districts
at Municipal Border

- Single Family Residential
- Multi-Family Residential
- Public/Conservation/Open Space
- Office/Commercial/Industrial

Legend
Land Use Plan

- Residential**
 - Single-Family Detached - Low Density
 - Single-Family Detached
 - Single-Family Attached
 - Multi-Family Residential
 - Mount Pleasant Avenue
- Business**
 - General Business
 - Village Center
 - Highway Business 1
 - Highway Business 2
 - Highway Business 3
- Office and Research**
 - Corporate Office and Research
 - Professional/Business Office
- Industrial**
 - Railroad and Utilities
 - Light Industrial
- Conservation**
 - Conservation
- Public and Semi Public**
 - Public Buildings and Facilities
 - Parks and Public Open Space
 - Cemeteries
- Boundaries**
 - Municipal Boundaries
 - County Boundary



Data Sources
Parcels: Morris County GIS
Wetlands: NJDEP

1 inch equals 2,400 feet

1,200 600 0 1,200 Feet

SCHOOR DEPALMA
Engineers and Architects

Oct. 2005 040051301

