

BOROUGH OF ANDOVER
MASTER PLAN REEXAMINATION REPORT

ADOPTED APRIL 17, 2017



2017 MASTER PLAN REEXAMINATION REPORT

BOROUGH OF ANDOVER Sussex County, New Jersey

PLANNING BOARD

James Walter - Chairman - Class IV

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ADOPTED APRIL 17, 2017

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

Prepared by:



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BOROUGH OF ANDOVER
2017 MASTER PLAN REEXAMINATION REPORT

Introduction

The New Jersey Municipal Land Use Law (MLUL) (N.J.S.A. 40:55D-1 et seq.) provides that each municipality within the State of New Jersey periodically reexamine its Master Plan policies and assumptions, and its zoning restrictions and site plan and subdivision regulations, and prepare and adopt by resolution, a report on the findings of such reexamination. The Reexamination Report must include the following components (N.J.S.A. 40:55D-89):

1. The major problems and objectives relating to land development in the municipality at the time of the adoption of the last reexamination report.
2. The extent to which such problems and objectives have been reduced or have increased subsequent to such date.
3. The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.
4. The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.
5. The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Law,” into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

1. Major Land Development Problems & Objectives

The major problems and objectives relating to land development in the Town at the time of the adoption of the last reexamination report which have changed.

The last Master Plan Reexamination was completed in June 2006. This report reiterated the concerns from the 1998 Master Plan. The following concerns were noted:

- a. Concerns about the fragile nature of the Borough's subsurface geologic formations and the need for well head protection program. These concerns were raised in the 1996 Master Plan Reexamination Report as well. It was discussed that these areas need to be protected since they would not only have a detrimental effect on local water supplies but would likely affect regional water quality as well. The 2006 Master Plan noted that no definite conclusion regarding protection of these areas was reached at that time.
- b. Lackawanna Cut-off. The importance of reviving this rail line was raised because of its potential to provide additional tourism opportunities and to alleviate some commuter traffic. The 2006 report identified that the Borough is still in support of this, however no specific date for when the rail line would be operational was known.
- c. Designation as a Town Center. The commercial core of the Borough has been designated as the Town Center by the State Plan. The 2006 Reexamination Report suggested the Borough should consider an amendment to the boundary of this area and also consider changing the designation from Town Center to Village Center.
- d. Water Supply and Sewage Disposal. The Borough's complete dependency on individual subsurface disposal systems was identified as a concern. Due to financial constraints, it was determined that implementation of a sewerage system for large Planned Unit Developments (PUD) would be borne by the developer of the project.
- e. Commercial Core. The 1996 report suggested that a pedestrian circulation plan be developed. However, the 2006 report concluded that the commercial core will not benefit significantly from this project and in fact could be negatively impacted.

2. Extent of Reduction/Increase in Problems & Objectives

The extent to which each of the problems and objectives listed in item 1 above, have been reduced or have increased subsequent to the date of the last reexamination report.

- a. Concerns about the fragile nature of the Borough's subsurface geologic formations and the need for a well head protection program. Since the last Reexamination Report, the Borough adopted a Carbonate Area District (CAD) ordinance. The purpose for this creation of this district was to reduce the ground water contamination.
- b. Lackawanna Cut- Off. The development of the rail line remains underway. It is still uncertain when the passenger or freight service will again be viable along that route.
- c. Designation as a Town Center. The Borough is still designated as a Town Center. Currently, the State is not designating additional centers and there isn't an ability to revise the designation. If the process is revived by the State in the future, the Borough should consider revising its designation to a Village Center.
- d. Water Supply and Sewerage Disposal. The large PUD development also known as the Beazer project was withdrawn and the parcel was bought by the State Department of Environmental Protection and is permanently preserved. The Borough is near full build-out and the development of new public utilities is not financially feasible or necessary at this time.
- e. Commercial Core. The 2006 Reexamination Report concluded that a pedestrian circulation plan for this area would not be significantly beneficial for this area.

3. Significant Changes in Assumptions, Policies, Objectives

The extent to which there have been significant changes in the assumptions, policies, and objectives forming the basis for the master plan or development regulations as last revised, with particular regard to the density and distribution of population and land uses, housing conditions, circulation, conservation of natural resources, energy conservation, collection, disposition, and recycling of designated recyclable materials, and changes in State, county and municipal policies and objectives.

The Borough last adopted its comprehensive Master Plan in 1988. There have been three census studies since then, 1990, 2000 and 2010. Also, there have been some significant land use changes since then in the Borough, such as termination of the large PUD development and significant purchases of land for preservation in the Borough.

The State adopted its State Development and Redevelopment Plan in 2001. The Borough was also designated as a Town Center.

The Council on Affordable Housing proposed rules for Round 3 on April 30, 2014. The proposed rules were published in the New Jersey Register on June 2, 2014 and COAH held a public hearing on them on July 2, 2014. COAH deadlocked over the proposed rules on October 20, 2014 and therefore the proposed rules were not adopted by COAH. As a result, the future of the proposed Round 3 regulations is currently unclear.

4. Specific Recommended Changes to the Master Plan

The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.

Since the last comprehensive Master Plan was adopted in 1988, it is highly recommended that the Borough adopt a complete Master Plan update. This would include new census information as well as a new study of existing land uses.

5. Specific Recommended Changes to Development Regulations

The specific changes recommended for the master plan or development regulations, if any, including underlying objectives, policies and standards, or whether a new plan or regulations should be prepared.

It is recommended that existing land uses in the Borough be evaluated and the current and proposed zoning be evaluated as a result.

6. Changes Recommended for Incorporation of Redevelopment Plans

The recommendations of the Planning Board concerning the incorporation of redevelopment plans adopted pursuant to the “Local Redevelopment and Housing Law,” into the land use plan element of the municipal master plan, and recommended changes, if any, in the local development regulations necessary to effectuate the redevelopment plans of the municipality.

At this time there are no redevelopment plans proposed within the Borough.

BOROUGH OF ANDOVER
Sussex County, New Jersey



MASTER PLAN

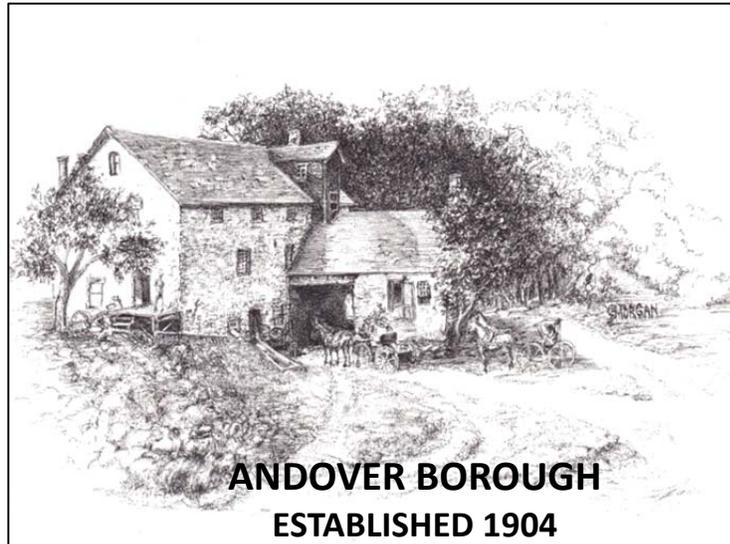


Adopted April 17, 2017

 **J Caldwell**
& ASSOCIATES LLC
PLANNING CONSULTING SERVICES

MASTER PLAN UPDATE

ANDOVER BOROUGH, SUSSEX COUNTY, NEW JERSEY



ACKNOWLEDGEMENTS:

PLANNING BOARD

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1. INTRODUCTION

1.1. Purpose

New Jersey Municipal Land Use Law (N.J.S.A. 40:55D-1 et seq.) establishes the authority for local municipalities to develop and maintain a Master Plan to guide the use of land within the municipality. The municipality's planning board is responsible for preparing and adopting the plan. In addition, each municipality must formally review the master plan a minimum of once every ten years.

The Master Plan is the principal document that guides and steers the future growth of the Borough. The plan considers a variety of factors that impact the community including land use, circulation, open space, parks, recreation, historic preservation, and recycling.

1.2. Andover Borough's Vision for the Future

The Borough of Andover is a small, historic center that seeks to maintain its rural character and historic charm. The people of the Borough seek to promote its unique small business community that provides local shopping, restaurants, goods and services to the community and the region. The Borough wishes to encourage the unique sense of place and belonging that the residents feel. This is achieved through the conservation of the history of the Borough and the several historic sites that provide a unique sense of place to the Borough. The Borough residents would also like to continue to develop and promote tourism in the area by increasing access to trails and surrounding open spaces to build on the local business draw. Because the Borough is nearly built-out, adaptive re-use and limited redevelopment will ensure vibrancy where vacant commercial and residential sites exist. Developing sustainably is important to the residents so that the established character of the community does not change. The Roseville Road area where the train station is planned may offer increased opportunities for redevelopment as the train may provide improved access to surrounding job centers.

The following table shows the Strengths, Weaknesses, Opportunities, and Threats (SWOT) Analysis that was prepared to develop the Borough's vision.

Strength	Weakness	Opportunity	Threats
Small and tight knit community, rural feel with easy access to suburban/urban cities; easy access to job centers	Small lots with no sewer capacity	Proposed train station- to provide even better opportunities for tourism and commuters- develop as a bedroom community	Increase in traffic, increase in population, need improvement in infrastructure such as sewage disposal.
History of the Borough- produced iron ore used in the revolutionary war and has several historic buildings providing a unique identity for the Borough.	Parking in the downtown seems to be an issue. Further, the aging infrastructure seems to be a threat	New and young families in the borough	Multigenerational thinking -" too much established thinking"
Lots of Locally owned small Businesses/Entrepreneurs; good mix of working professionals and active senior group.	Traffic is a big issue; commercial traffic with big trucks.	Vacant commercial such as the Old A & P store available for redevelopment; residential in commercial zone	Opposition to redevelopment or re-use to create ratables
Good Fire Department & Rescue Service; low municipal taxes	Approximately a dozen foreclosures; no large ratables (no large commercial building) and little to no vacant land left	Natural gas access; access to several trails including Sussex branch trail land Lehigh/Hudson River Trail;	Low enrollment in public school, impacts taxes; makes homes less affordable.

1.3. Location

Andover Borough is approximately 1.36 square miles (852 acres) and located in south central Sussex County. The Borough was incorporated from a portion of Andover Township by an act of the New Jersey State Legislature on March 25, 1904. Andover Township now surrounds the Borough on the north, east and west sides and Green Township abuts the Borough on its southern border. The southernmost corner of the Borough is adjacent to Byram Township.

The main transportation corridor through the Borough is US Route 206, which travels north to south through Byram Township to the south and into Andover Township to the north. The corridor is heavily travelled and bisects the Borough, acting as its main street. The Borough's main commercial corridor is located along US Route 206.

Prior to 1904, Andover was the site of a forge developed by the British. The town was instrumental in producing cannonballs for the Revolutionary Army between 1778 and 1783. Later, following conversion of the furnace to a gristmill in 1816, Andover served as a farming center.

The rural farm center character still persists in the Borough, while many of the buildings along US Route 206 are now filled with antique shops and vintage stores. The stores attract the traveling public along the state highway and have developed as a tourist destination for the area.

The Borough is now essentially built-out with the majority of the last remaining large tracts of land either purchased for open space preservation or farmland preservation. Thus, remaining development in the Borough will likely be either through adaptive re-use of existing structures or redevelopment of existing developed sites.

2. Community Characteristics

2.1. Introduction

Andover Borough is a small tightknit community with a population of approximately 606 residents, according to the 2010 US Census. The following section provides an overview of the Borough's population, housing, income and employment characteristics.

2.2. Population

According to the 2010 US Census, the total population of the Borough is 606 people. The overall population grew between 1970 and 1980 from 815 people to 892 people. This represented a nine percent increase, or 77 people. Between 1980 and 2010, the population steadily declined from a high of 892 people to 606 people, or roughly a 30 percent decline. The population decline is likely part of an overall trend toward population decline in rural areas as more people move closer to jobs in urban and inner ring suburban areas.

Total Population Data (1970- 2010)

Year	Total Population
1970	815
1980	892
1990	707
2000	658
2010	606

Source: *US Census Data*

2.3. Housing

The total number of housing units, according to the 2010 US Census, was 263 units. Approximately 241 of those units (91.6 percent) are occupied and about 22 (8.4 percent) are vacant. Out of the 241 occupied units, the Census counted 157 units (65.1 percent) as owner-occupied and about 84 units (34.9 percent) as renter-occupied.

The total number of housing units has declined in the Borough between 2000 and 2010. According to the 2000 US Census there were 273 housing units, whereas the 2010 US Census showed 263 housing units. In 2000, 261 units (95.6 percent) were occupied units and about 12 (4.4 percent) were vacant.

Since 2000, the total number of housing units counted by the US Census has decreased by ten (10) units. Additionally, the number of vacant units has increased from 12 units to 22 units. This equals a total of 20 fewer occupied units in the Borough, contributing to a portion of the noted population decline.

Despite fewer housing units and a smaller population, the number of owner-occupied units has increased in recent years in the Borough. Out of the 261 occupied units in 2000, 60 percent of the occupied units were owner-occupied. The 2010 Census counted about 65 percent of the total occupied housing units as owner-occupied.

2.4. Standard of Housing

This section examines the standard of housing that exists in the Borough. Since 2010 Census data is not available for this category of data, the table below is based on estimated data for the year 2014.

Category	2014 Estimate
Total number of Occupied units	260
With complete plumbing facilities	100%
With complete kitchen facilities	100%
Occupants per room:	
1.00 or less occupants per room	100%
1.01 to 1.51 occupants per room	0
1.51 or more occupants per room	

Source: 2014 American Community Survey Estimates

Overall, the above table shows that nearly all housing within the Borough meets basic standards of having complete plumbing and kitchen facilities and not being overcrowded.

2.5. Housing Affordability

In order to determine the affordability of the average home in the Borough, it is important to evaluate value, rent and income within the Borough. The 2010 Census data is not available for this category so the 2014 American Community Survey Estimates were reviewed along with average assessed value for a home in the Borough. The 2014 American Community Survey Estimates showed the median home value in the Borough as \$254,800. The average assessed value of a home in the Borough is \$236,978.

The 2014 Census Estimates showed that the median monthly owner cost for a housing unit with a mortgage in Andover Borough was \$2,255. Per affordable housing guidelines, a mortgage payment should not equal more than 28 percent of a household's gross monthly income. Based on an average mortgage payment of \$2,255, the required household income to make this house affordable is \$96,642.85 per year. The median family income estimate for 2014 is \$90,208. This means that a family with a median family income could roughly afford the mortgage payment for a median valued home.

From a rental perspective, a slightly higher percentage of income, 30 percent of gross income, is permitted by affordable housing regulations when calculating cost burdening of renters. For renters, an income of \$61,160 (about 30 percent lower than the median family income) was sufficient to pay the median rent for a rental unit in the Borough. A moderate income household (80% of the median) could afford half of the rental units available. Overall, it appears that housing in Andover is generally affordable and a variety of units exist across price ranges for low and moderate income people.

Category	Year 2014 estimate
Occupied Units Paying Rent	66
Less than \$200	0
\$200-\$299	0
\$300-\$499	0
\$500-\$749	0
\$750-\$999	9
\$1,000-\$1,499	22
\$1,500 or more	35
Median	\$1,529

Source: 2014 American Community Survey Estimates

2.6. Income

According to the 2010 to 2014 American Community Survey estimates, median family income in the Borough is \$90,208, about 10 percent lower than the Sussex County median family income of \$100,713 and slightly higher than the State median family income of \$ 87,999.

Income in the past 12 months (in 2014 inflation adjusted dollars)	
	2014 Estimate
Total number of occupied Units	260
Household Income	
Less than \$10,000	6.2%
\$10,000 to \$14,999	0.0
\$15,000 to \$24,999	4.6%
\$25,000 to \$34,999	4.6%
\$35,000 to \$49,999	14.6%
\$50,000 to \$74,999	21.2%
\$75,000 to \$99,999	15.8%
\$100,000 to \$149,999	18.5%
\$150,000-\$199,999	9.6%
\$200,000 and more	5.0%
Median Household Income	\$73,215
Median Family Income	\$90,208
Total Households with Earnings	210
Total Households with Social Security	82
Total Household with Other Retirement Income	58

Source: 2014 American Community Survey Estimates

2.7. Household Size

The 2010 to 2014 American Community Survey estimates average household size for owner-occupied units in Andover Borough is 2.61 people, which is slightly lower than Sussex County as a whole, which has an average household size for owner-occupied units of 2.74 people. The average household size in the Borough has gone up slightly from the 2010 Census, which showed the average household size of 2.45 people. This may indicate a growth in families in the Borough.

2.8. Employment

Workers in the Borough tend to travel outside of the Borough for work. About 55 percent of the Borough's commuters stay within Sussex County to work, while 40 percent commute to jobs outside the County. The mean travel time to work in 2010 was about 30 minutes. Further, the 2010 US Census shows that approximately 76.4 percent of the total employed drove alone to work. This may change with the proposed train station to provide better options for commute.

According to the 2010 US Census, approximately 57 percent of the workers are management professionals or in sales. The Borough's workforce consists of a mix of entrepreneurs and working professionals. The Borough also has several locally-owned small businesses that depend upon tourists, commuters and local residents for their livelihood. For the most part, residents of Andover Borough favor low impact, slow and steady growth that will preserve the unique small town character of the Borough. This approach maintains the tourist draw to the area.

3. Master Plan Goals & Objectives

The Borough of Andover has undertaken several planning efforts over the last four decades. The last Master Plan referenced in Borough documents is from 1977. Following that plan, the Borough adopted its last comprehensive Master Plan in 1988. Since 1988, Borough conducted two subsequent Master Plan Re-examination Reports: the first in 1996 and the second in 2006.

The 1988 Master Plan focused on the declining population faced by the Borough at the time and the lack of community resources and infrastructure, including sewage disposal and water supply. The Master Plan's overarching goal was to protect the rural character of the Borough, while maintaining its commercial core. The Master Plan identified several goals and objectives with a unifying theme of promoting development within the Borough consistent with the rural community character and protection of its environmental resources. At the time, there were still several large undeveloped tracts in the Borough.

In 2006, the Borough undertook its Master Plan Reexamination Report. This report reiterated the concerns from the 1988 Master Plan. In addition, the Reexamination Report identified additional concerns such as the fragile nature of subsurface Kittatinny Limestone geologic formations. It also proposed that development west of US Route 206 be designed to avoid the introduction of pollutants into the ground water. Further, the report recommended that the Borough establish a well head protection program to protect the water supplies from industrial and residential development.

The Lackwanna Cutoff rail line was also discussed in the Reexamination Report. The importance of reviving this rail line was raised because of its potential to provide additional tourism opportunities and to alleviate some commuter traffic. Further, the report noted that the Borough of Andover had been identified as a Town Center in the State Plan.

Finally, traffic concerns are mentioned in the report as a "limiting factor" due to the traffic on US Route 206 causing extensive delays and traffic back-up problems in the Borough were of concern and needed to be addressed.

The following are the goals and objectives of the 2016 Master Plan:

1. To preserve the small town rural character of the Borough and to promote the unique sense of place that is in the Borough.
 - a. Encourage a diverse business base in the Borough that contributes to the unique commercial center along US Route 206.
 - b. Promote limited redevelopment where appropriate.
 - c. Maintain existing housing stock that provides housing for an economically diverse population.
2. To provide opportunities for growth and development in appropriate areas that complements rather than negatively impact the Borough's existing character.
 - a. Promote development that reflects the existing historic character of the Borough.
 - b. Identify locations where appropriate development may benefit existing development.
 - c. Promote pedestrian connectivity around the Borough to minimize car traffic and provide alternative means of access to points of interest.
3. To preserve the Borough's historic sites and districts and to promote rehabilitation of these sites in a way that compliments and maintains the integrity of the historic site.
 - a. Promote adaptive reuse of existing historic structures.
 - b. Identify historic sites of interest.
4. To provide for a diversified land use pattern that appropriately meets the residential, commercial, recreational and open space needs of the Borough.
 - a. Encourage additional commercial uses where appropriate.
 - b. Identify vacant properties and target methods for adaptive re-use and occupancy.
5. To adapt to the proposed land use changes at the municipal, county and state level and to ensure sound growth within the Borough through development principles, visual and design standards, creative techniques, adaptive reuse and technological advances.
6. To promote tourism through promotion of various recreational trails and historic sites within the Borough to support its local economy.
 - a. Identify funding sources for improvements to Borough open space and parks.
 - b. Identify methods for connecting local properties to regional trails.
 - c. Promote both active and passive recreation within the Borough.

4. Land Use Element

4.1 Overview

The purpose of the Land Use Element is to serve as a long range guide for development and use of land within the Borough. The New Jersey Municipal Land Use Law requires that each municipal master plan include a Land Use Element. The Land Use Element is the official policy document, which translates the Borough's vision for the future as it relates to the physical form and appearance of the Borough, its villages, neighborhoods and environs.

4.2 Existing Land Use

The existing Land Use table below illustrates the current development pattern of the Borough. The two largest uses of land in the Borough are residential uses and State open space.

Although infrastructure is limited in the Borough, there is a strong commercial base, which amounts to approximately 13 percent of the Borough's land use. These are small commercial business scattered throughout the Borough mainly along the US Route 206 corridor. These businesses consist primarily of local small businesses like home goods stores, antique stores, pizza parlors, diners and other similar uses.

Land Use Distribution	Acreage	# of Parcels	Percentage of Acres
Residential	260.7	195	29.8%
Multi-family	2.0	6	0.2%
Commercial	118.9	64	13.6%
Farm	76.9	6	8.8%
Church	7.9	4	0.9%
Cemetery	6.2	1	0.7%
Public Property	29.7	11	3.4%
Borough Open Space/Parks	16.7	5	1.9%
State Open Space	266.3	27	30.4%
Vacant	90.0	21	10.3%
Total	875.3	340	100.0%

Source: Sussex County Tax Data

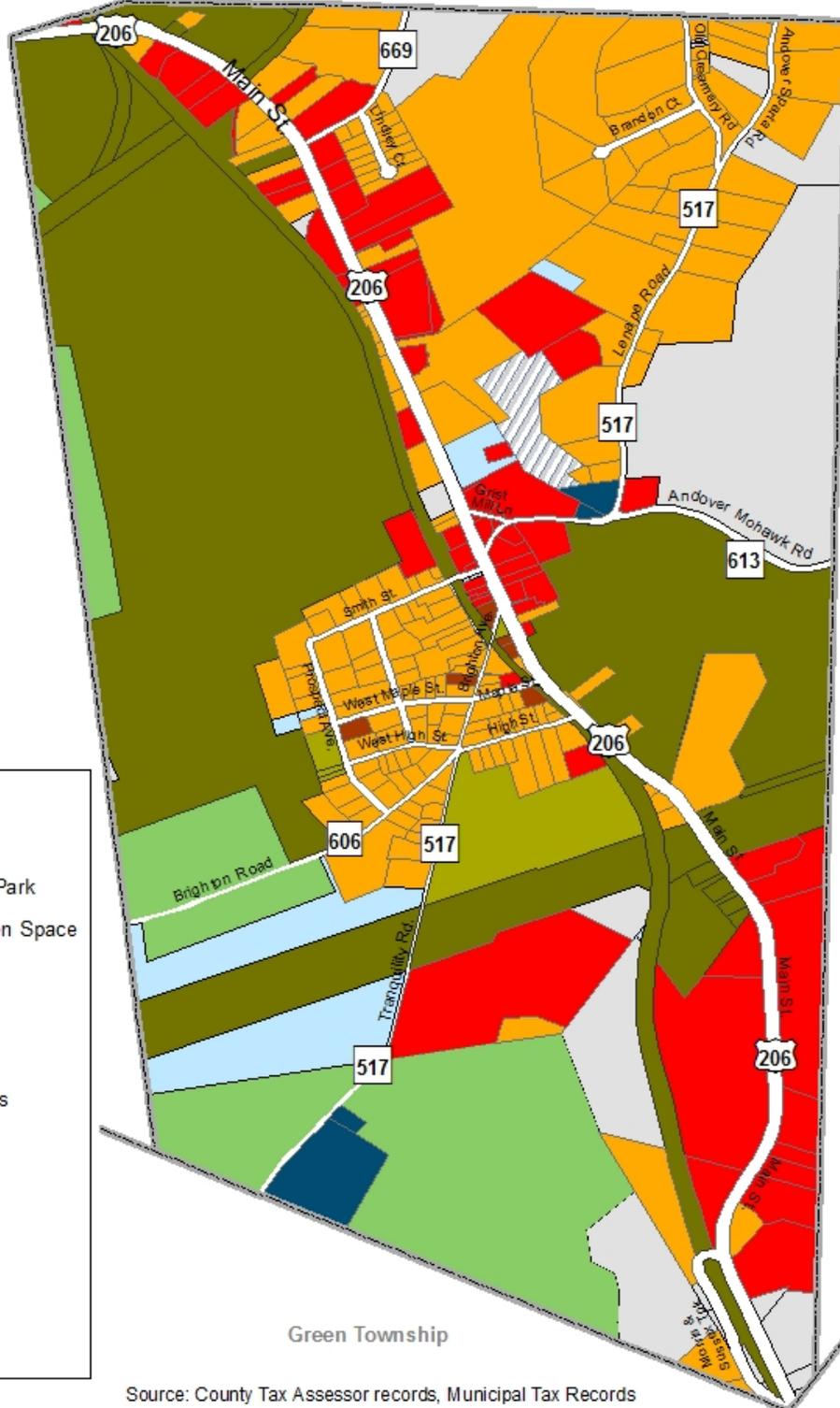


Andover Township

Legend

Existing Land Use

-  Borough Owned Park
-  State Owned Open Space
-  Cemetary
-  Industrial
-  Public Property
-  Exempt Properties
-  Church
-  Multifamily
-  Commercial
-  Farm
-  Residential
-  Vacant



Andover Township

Green Township

Source: County Tax Assessor records, Municipal Tax Records

Existing Land Use Map

Borough of Andover, Sussex County



LEADING CONSULTING SERVICES

Drawn : Mika

Date : 05/11/16

1 inch = 0.21 miles

0 0.05 0.1 0.2 Miles

The A&P was the only major supermarket that existed in the Borough. The supermarket, which closed in 1998, was located behind the historic Grist Mill. The building, which remained vacant for many years, is now being leased to a retail store. The Borough's Post Office is located in the same structure adjacent to the old A&P site.

Another important category to note is the vacant land. These are about 21 parcels with a total acreage of 90 acres. The largest parcel of these is parcel located on Lenape Road along the northeastern end of the Borough, This parcel identified on the municipal tax records as Block 25 Lot 1 is about 47 acres and is currently vacant. Currently efforts are being made by the State to purchase this property for permanent preservation.

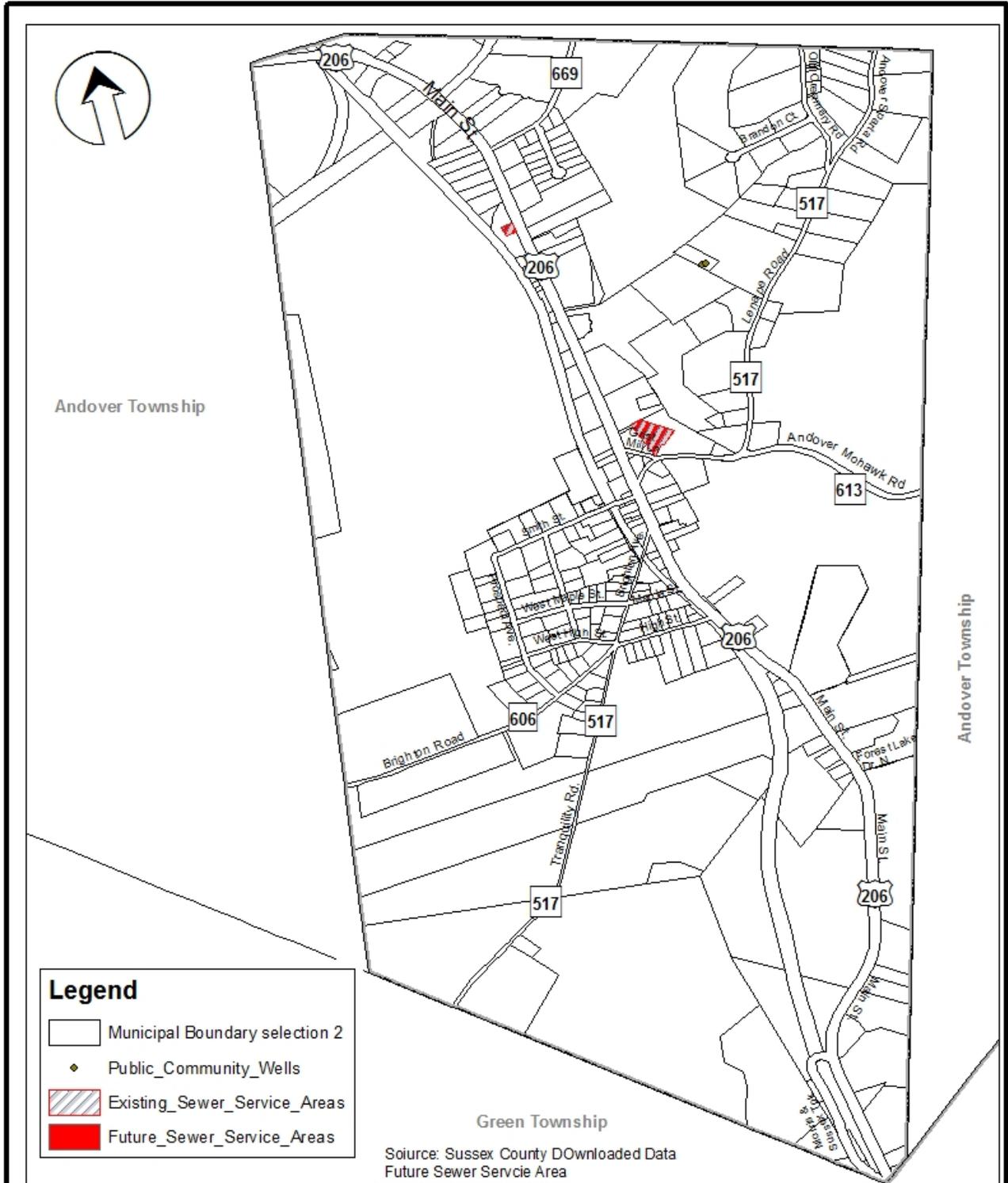
Industrial land uses are not currently present in the Borough. During the 1980's there were around three industrial sites in the Borough, including a sand and gravel operation between US Route 206 and Lenape Road. This site has been identified as a known contaminated site.

Approximately, nine (9) percent or 77 acres of the land in the Borough is farm qualified. The farms are privately-owned and mostly located in the southwestern portion of the Borough.

Currently, there are three municipally-owned parks in the Borough: Memorial Park; Sunset Vista Park; and Andover Borough Park. Memorial Park is about 0.15 acres and is located at the intersection of Brighton Avenue and Route 206. This site contains a Gazebo and a free standing Borough sign. Sunset Vista Park is located on Prospect Avenue, consisting of approximately 1.27 acres. Andover Borough Park is a 15.36-acre active park located on Tranquility Road. This park has baseball, basketball and playground facilities. In addition, the Andover Borough Senior and Community Center is located there.

The Borough provides several services to the community. These include a public water utility, road maintenance and repair, building inspection, zoning reviews, parks and recreation and the Andover Borough Senior and Community Center.

The Borough of Andover is served by a municipal water system. There are two wells located in the Borough; however the system operates one well as its primary water source and a back-up pump system with storage located off Prospect Avenue. No central sewer is available so all development in the Borough is served by subsurface disposal systems. No future sewer service area is proposed in the Borough.



Legend

-  Municipal Boundary selection 2
-  Public Community Wells
-  Existing Sewer Service Areas
-  Future Sewer Service Areas

Source: Sussex County Downloaded Data
Future Sewer Service Area

Existing & Future Sewer Map

Borough of Andover, Sussex County



Drawn : Mika
Date : 05/11/16
1 inch = 0.21 miles


There is one volunteer Andover Fire Company that is located in the Borough. It consists of twenty (20) registered members. This facility is located on Main Street (US Route 206). The fire house and fire equipment are currently considered to be adequate for the needs in the Borough. The Borough has a cooperative relationship with adjacent municipal fire companies whereby all available local departments respond to calls in the municipalities, when necessary.

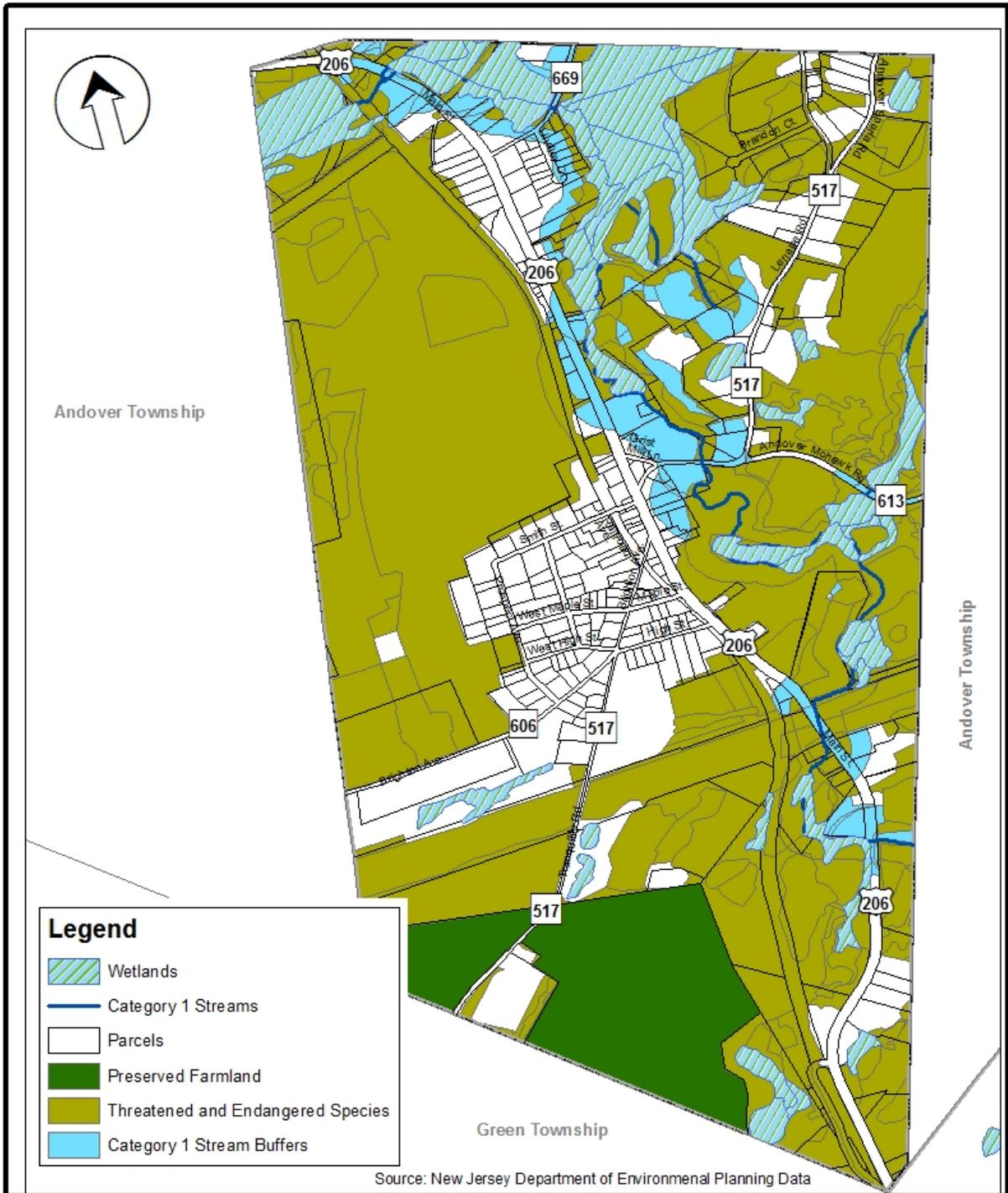
The Lakeland Rescue Squad provides emergency medical services to Andover Borough, Andover Township and Byram Township. The squad is supported by the local municipalities, private donations and fund raising activities. Lakeland Rescue's equipment is housed in two locations; one on US Route 206 next to the Cranberry Lake Fire Company facility and the other on Goodale Road in Andover Township.

Local police service is provided by the New Jersey State Police in the Borough. Shared service agreements with Byram Township, Fredon Township, Hampton Township and Andover Township provide municipal court facilities in the Andover Township municipal building.

Andover Borough participates in a regional school district. Children attend Florence M. Burd Elementary School and Long Pond Middle School in Andover Township. High School students attend Newton High School. Other opportunities for secondary/technical education are provided by the Sussex County Vocational-Technical School in Sparta.

4.3 Environmental Constraints

Environmentally constrained land has shaped development within the Borough and continues to impact how land is used. The Borough lies within the Pequest River watershed. Wetlands characterize low lying areas, which are often surrounded by areas of steep slopes. Threatened and endangered species habitat covers most of the Borough. Preserved farmland is also shown along County Route 517 in the Borough. The map on the following page shows environmental constraints.



Existing Environmental Constraints Map

Borough of Andover, Sussex County



Drawn : Mika

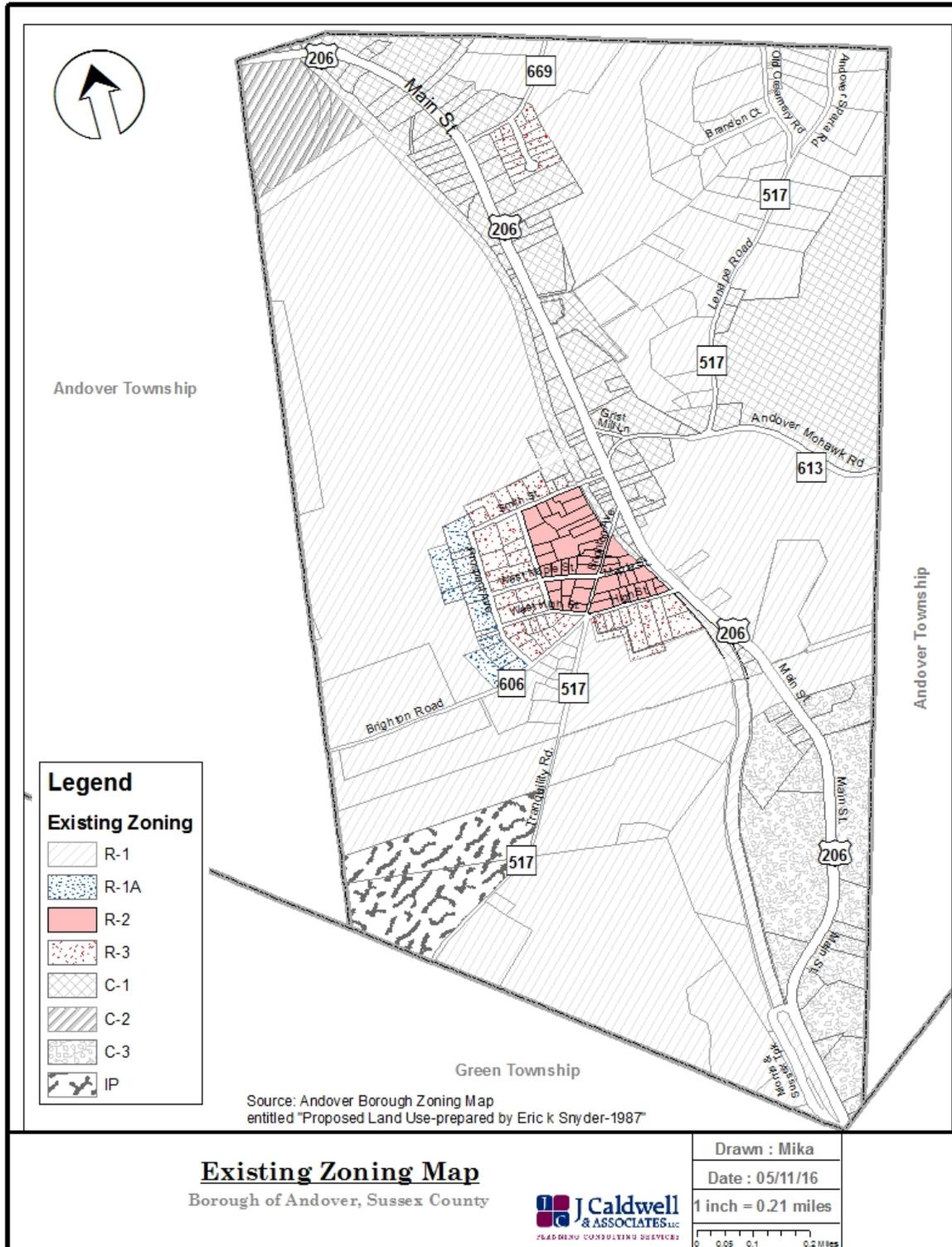
Date : 05/11/16

1 inch = 0.21 miles



4.4 Current Zoning

The Borough's current zoning is shown below:



4.5 Future Land Use Plan

The Borough proposes the following land use categories for its future Land Use Plan as depicted on the Land Use Plan Map.

R-1 Single Family Residential Districts

The R-1 Residential District primarily permits single family residential on a minimum lot area of 2 acres and consists of properties with larger lot areas.

R-1A Single Family Residential District

The R-1A Residential District primarily permits single family residential with a minimum lot area of 15,000 square feet. These properties are mostly located west of Prospect Avenue and north of Smith Street. This area is fully developed and contains the Sunset Vista Park development.

R-2 Residential District

The R-2 Residential District permits single family residential and two-family conversions on a minimum lot size of 10,000 square feet.

R-3 Residential District

The R-3 Residential District permits single family residential with minimum lot area of 10,000 square feet. This area is fully developed.

C-1 Commercial District

The C-1 Commercial District is a neighborhood commercial zone located along US Route 206. The permitted uses include retail and personal service establishments, hotels, motels, restaurants, professional offices, auction markets and similar uses. Additional uses such as service and automotive stations are permitted conditional uses. This zone should be developed as a neighborhood commercial core for the Borough. A substantial attention should be paid to development of this corridor as a complete district with complementary businesses, streetscape and landscape improvements, sign regulations and provision of sufficient parking.

C-3 Business District

The C-3 Business District is located on both sides of the US Route 206 at the southern end of the Borough. This area is defined as a gateway due to its visible location. It is designed for the development of office complexes, shopping centers and limited manufacturing and research. Since some of the parcels in this zone are larger than the permitted minimum lot area of 4 acres, it is recommended that the type of commercial uses permitted be expanded on these lots. These may include larger retail commercial uses

such as sales and repairs of boats, motorcycles and other equipment.

IP- Industrial Park District

The Industrial Park District is located in the southwestern portion of the Borough and is designated for light manufacturing uses, storage and warehouses, laboratories, manufacturing of textile and textile products, parking garages and offices.

P- Preserved District

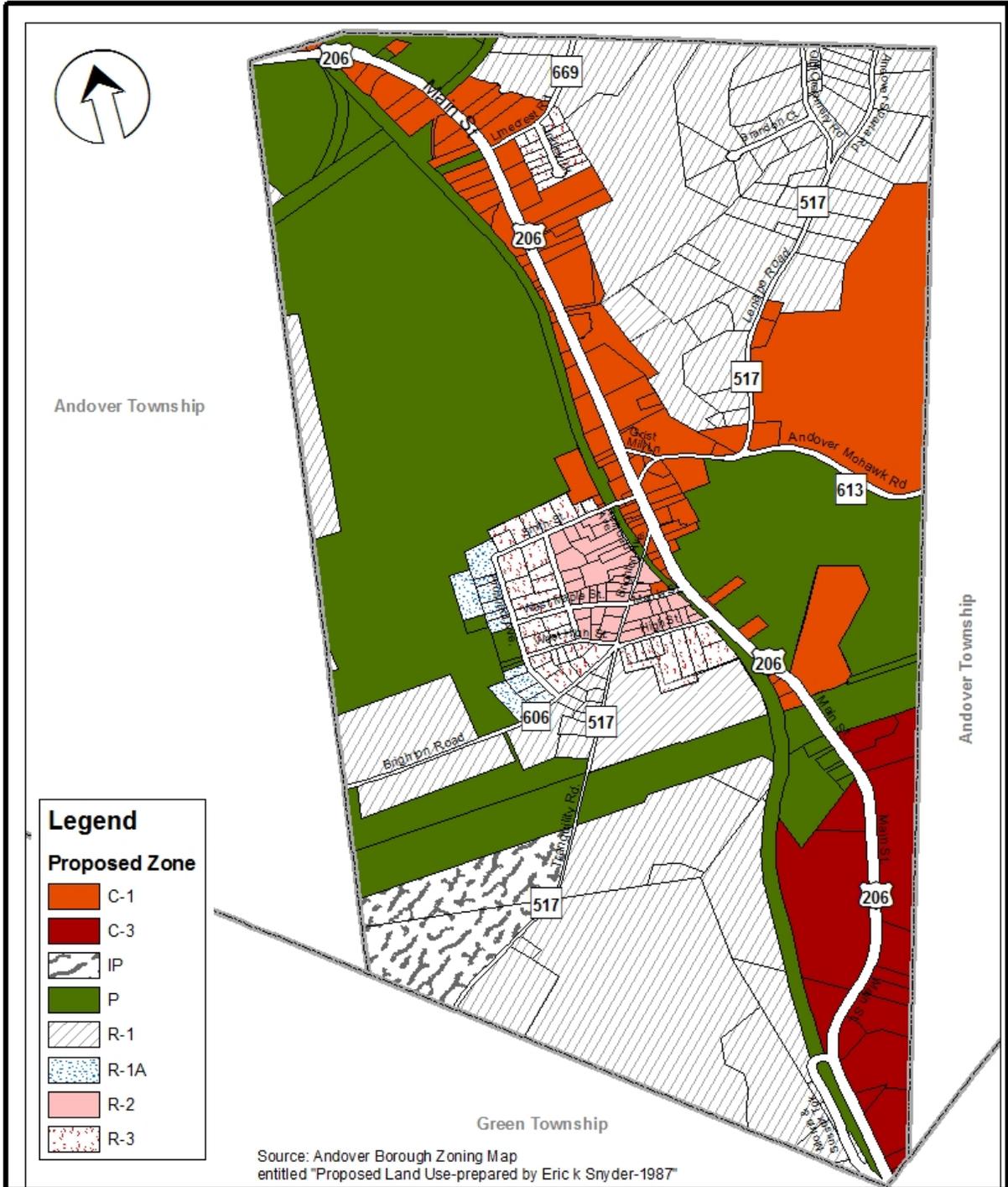
The Preserved District contains all lands that are owned by municipal, county and/or State governments. This District permits public and government uses, recreational uses and utilities.

In addition to these land use designations, there are several other factors that should be noted. These are as follows:

Town Center : The State Plan designates a portion of the Borough as a Town Center. The Town Center designation recognizes that the Borough is an existing center that meets the spirit of the State Plan's goal to focus development and investment into centers. While the draft State Strategic Plan does not propose to continue center designation, it recognizes existing centers important priority investment areas.

Lackawanna Cut-off Rail Line:

The proposed train station on Roseville Road in Andover Township is a potential passenger rail line providing public transportation for the Borough and surrounding communities. Special attention should be paid to the types of development that may be proposed with the proximity of this station. Once the train station is constructed, the area around the station should be evaluated for designation as a transit village.



Proposed Land Use Map
Borough of Andover, Sussex County



Drawn : Mika
Date : 12/27/2016
1 inch = 0.21 miles

4.6 Relationship to Adjacent Municipalities

Andover Township is adjacent to Andover Borough along its northern, eastern and western borders. Green Township abuts the Borough on its southern border. The southernmost corner of the Borough is adjacent to Byram Township

Andover Township

Lands in Andover Township along the northern boundary line are zoned for residential uses which is compatible to the residential district in the Borough. Along the Borough's western border, Andover Township has zoned the properties Industrial, while Andover Borough has preserved adjacent lands. The Industrial Zone in Andover Township permits wholesale establishments, agricultural uses and nurseries. Currently, these areas are open space and used for agricultural purposes within the Borough.

Along the eastern boundary line, the proposed land use districts are generally compatible with that of the Township adjacent districts. However, as mentioned above there is a train station proposed on Roseville Road in Andover Township.

Green Township

The southern boundary of the Borough is adjacent to Green Township. The adjacent land uses in Green Township are compatible with that of the Borough. Currently the area is developed with mostly agricultural farms and its associated uses.

Byram Township

Byram Township abuts the Borough at its southernmost point along US Route 206. Uses along the highway are similar commercial type uses with residential outside of the highway commercial areas.

4.7 Relationship to Sussex County Master Plan

Sussex County Strategic Growth Plan

The Sussex County Strategic Growth Plan and the Borough of Andover Master Plan share several overarching goals. Some of the main goals of the Sussex County Strategic Growth Plan are to promote tourism, improve the roadway network and encourage a variety of housing types. These are consistent with Andover Borough's Master Plan goals. Andover Borough's status as a designated Town Center is compatible with the County plan for focusing resources on center-based development. The Borough and the County both seek to promote tourism and commercial development within existing centers.

4.8 Relationship to State Development and Redevelopment Plan

The State Development and Redevelopment Plan was adopted in 2001. This plan designated Andover Borough as a Town Center. The Borough's designation as a Town Center is consistent with the State Plan goals of focusing efforts on existing centers.

5. Circulation Element

The roadway network in the Borough of Andover is a combination of State, County and local roads. Of the total 7.41 miles of roadways in the Borough, 1.92 miles are maintained by the municipality, 3.18 miles by Sussex County and 2.31 miles by the New Jersey Department of Transportation (NJDOT).

The NJDOT has developed a road classification system based on design, function and traffic volume. These categories include interstate, principal arterial, minor arterial, major collector, minor collector and local roads. The following table identifies the roadways in the Borough according to their NJDOT classification:

Jurisdiction	Street Name	Direction	NJDOT Classification
NJDOT	U.S. 206	South to North	Urban Principal Arterial
County	Route 517	West to East	Urban Major Arterial
County	Route 606	West to East	Urban Major Collector
County	Route 613	West to East	Urban Minor Collector
Municipal	Smith Street		Local
	Prospect Ave		
	Maple Street		
	West Maple Street		
	High Street		
	West High Street		
	Brandon Court		
	Lindley Court		

In addition to the NJDOT classification, Sussex County prepared a Complete Streets Study in 2014. This study is a comprehensive guide to the planning the roadway network and alternative modes of transportation in Sussex County. This study identifies the State and County highways in the Borough as Main Streets. The study defines Main Streets as streets where the commercial, social and governmental heart of town is located. Further, the study notes that Main Streets are where most trade-offs occur between motor vehicle mobility and pedestrian activity. Buildings on Andover Borough's Main Streets are primarily historic and many are mixed-use with retail/commercial at street level and residences above. The County Complete Streets study suggests that the Main Streets of the Borough should be developed as a gateway commercial corridor for the Borough. In order to create gateways, improved street lighting, street furniture and additional street trees should be provided. Wider sidewalks and buffers such as brick pavers or planting strips also help create a gateway corridor and improve the pedestrian experience.

Public Transportation

Travel in Andover Borough is almost entirely via privately owned vehicles. Travel to work, school or shopping outside of Sussex County, with the exception of Manhattan, is solely by privately owned vehicles.

Bus Transit: Lakeland Bus Service provides service operating along Interstate 80 between Newton and the Port Authority Bus Terminal in Midtown Manhattan. The Andover Diner, located on US Route 206, is the location of the bus stop within the Borough. Bus service runs all day, with the first bus leaving around 5:00 am in the morning and the last one leaving for New York at 8:00 pm. The last bus arrives in the Borough from New York at 9:30 pm.

Since 1981, the Sussex County Skylands Ride provides public as well as paratransit bus service throughout Sussex County. There are five types of services that are provided by the County: Skylands Connect runs on weekdays and provides service between Sussex-Wantage Library and Hampton Township; Sussex Connect Saturday which runs on Saturday between Sussex- Wantage Library and Hampton Township; Sussex Newton Fredon that runs on weekdays and on request (48 hour advance notice) between Newton Park and Ride and Netcong Train Station; Shopper's service that provides service from many Sussex County communities to major grocery stores and retail destinations; and lastly Skylands service for senior citizens, veteran and people with disabilities and members of general public going to work, school or training, which requires 24 hours advanced notice.

Rail Transit

Currently there is no train service in Andover Borough; however, with the restoration of Commuter Rail Service on the Lackawana Cut-Off Rail Line, passenger service to New York will resume. The 7.3 miles of rail line will provide commuter access to New York and is expected to begin service as early as late 2018. The train station, although not located in the Borough, is proposed to be located on Roseville Road in Andover Township, located east of the Borough. The close proximity of the train station may increase the potential commuter traffic and influence the development pattern of the Borough.

Air Travel

The closest major airport is Newark Liberty International Airport; however there are two local airports near Andover Borough: Aeroflex-Andover Airport is located two miles northeast of the Borough off of Limecrest Road; and Trinica Airport is located three miles southwest of the Borough in Green Township.

6. Open Space, Parks and Recreation Element

Adequate open space and parks for active and passive recreation add to a high quality of life in a community. Andover Borough places a high priority on open space and parkland within the community in order to maintain its rural and historic development character as well as providing opportunities for recreation within the Borough. Open Space, parks, and an active recreation program benefit the municipality and its residents by making the community more attractive to potential businesses and residents, raising property values and adding to overall prosperity. Parks and recreation programs provide opportunities for quality family time, education, recreation and exercise, community involvement for all age groups and volunteerism. Parks and recreation also promote community health by providing residents with beautiful outdoor settings where they can relax, exercise, stay in shape, participate in sports and other recreational activities and meet and interact with others in the community. Communities with parks and recreation programs benefit from an improved sense of place and belonging.

Open Space

Approximately 27 percent, 266 acres, of Andover Borough comprises of State-owned land. These publically-owned lands protect the environment and can be used for passive recreation and open space. Additional hiking and walking trails can be proposed to provide increased access to these areas.

The Sussex Branch Trail runs through the Borough from north to south along US Route 206. Using the rail bed of the former Sussex Branch line of the Erie Lackawanna Railroad, the Sussex Branch Trail is a regional trail that traverses 20 miles through farmland, forests and several municipalities in Sussex County. The Sussex Branch trail runs approximately two miles within the Borough. Promoting this trail, providing access to it and connecting the Borough to other trails and hiking opportunities can add many opportunities for outdoor tourism. Additional parking along Railroad Avenue and Smith Street should be considered to provide access to the trail. Additional pedestrian connectivity should also be considered by providing crosswalks where the trail intersects with the streets in the Borough.

The Recreational Open Space Inventory (ROSI), which is maintained by the Green Acres program, lists the following sites as preserved open space in the Borough:

Block	Lot	Owner	Remarks
1	1	Borough of Andover	Currently leased as a farm
12	1	State of New Jersey DEP	The tax lot number is now Lot 1.01
12	4,6	Borough of Andover	The tax lot number is now Lot 5, Sunset Vista Park
23	22	State of New Jersey DEP	Off Of Route 206
30	1	State of New Jersey DEP	
31	1	State of New Jersey DEP	
8	5	Borough of Andover	Currently leased as a farm

Other preserved open space and parks in the Borough are listed below:

Block	Lot	Owner	Remarks
28	5	Consolidated Rail Corp (State-Owned)	This path is surrounded by State Owned Land; this could be a trail connector area.
28.01	6	State of New Jersey DEP	
3.05	1	State of New Jersey DEP	This parcel is part of the Sussex Branch Trail
3.04	1	State of New Jersey DEP	This parcel is part of the Sussex Branch Trail
3.03	1	State of New Jersey DEP	This parcel is part of the Sussex Branch Trail
3.02	1	State of New Jersey DEP	This parcel is part of the Sussex Branch Trail
3.01	1	State of New Jersey DEP	This parcel is part of the Sussex Branch Trail
3	1	State of New Jersey DEP	This parcel is part of the Sussex Branch Trail
4	3,3.01,4,5,6	State of New Jersey DEP	This property is adjacent to the Sussex Branch Trail Line, off of Route 206 and adjacent to Lackwanna Cut-off. This can be proposed for trail head parking.
28.03	1	State of New Jersey DEP	
33	1,3,4,5	State of New Jersey DEP	
3.06	1	State of New Jersey DEP	
11	1.01, 1	State of New Jersey DEP	The site contains 57.62 acres owned by the NJDEP; there was a portion of the lot approximately 8.0 acres is identified as an exception, which is being used as residential lot.

Parks and Recreation

There are three municipally-owned parks in the Borough: Memorial Park; Sunset Vista Park; and Andover Borough Park.

Memorial Park (Block 20, Lot 4) is located north of the Brighton Avenue and US Route 206 intersection is a passive recreation park. This 0.15 acre park is developed with a gazebo.

Sunset Vista Park is located in the Sunset Vista residential neighborhood on Prospect Avenue. This 1.27 acre park comprises of three lots. Sunset Vista Park is a passive recreation park.

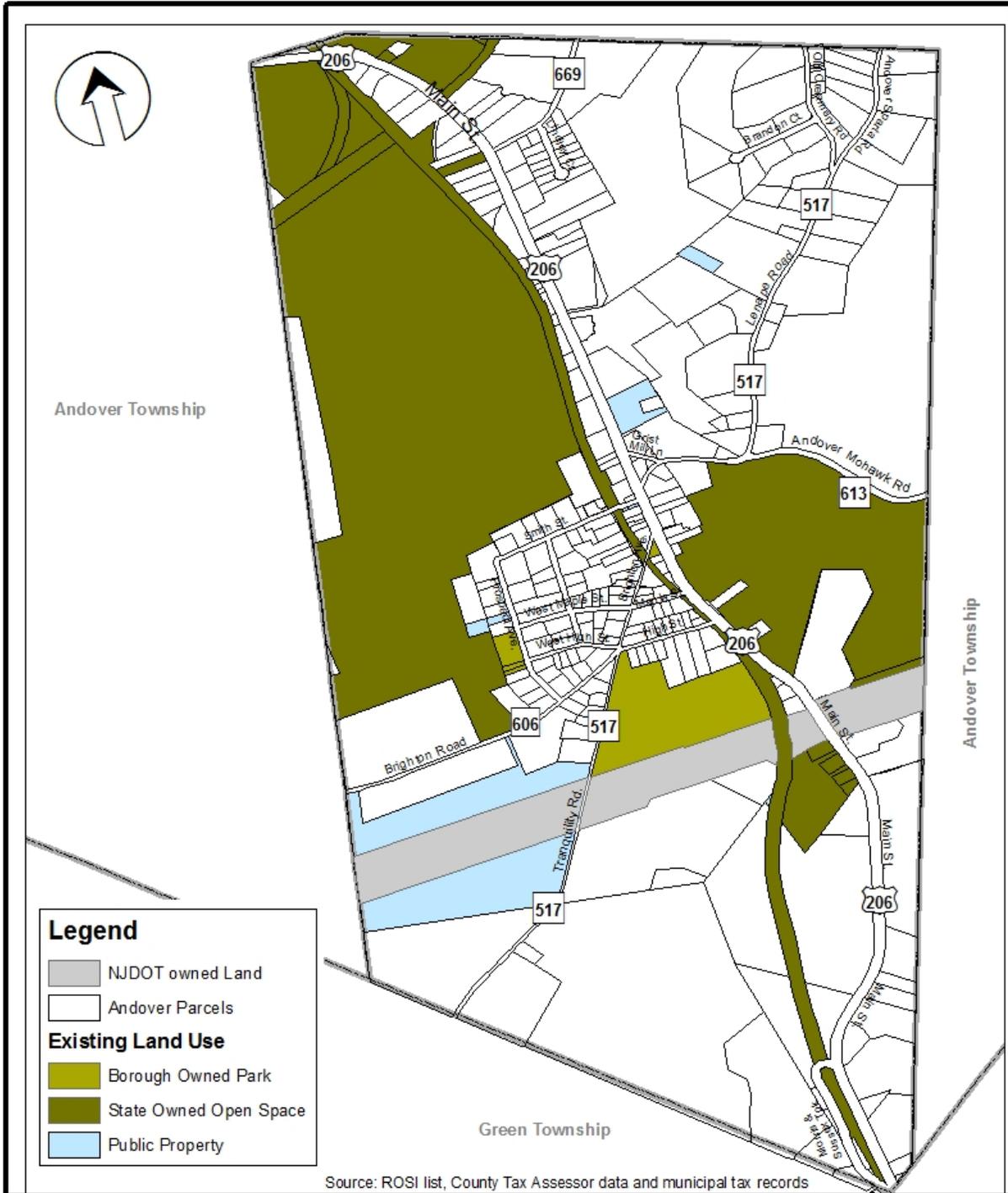
The third and largest park in the Borough is Andover Borough Park. This 15.25 acre park is the primary active recreation park in the Borough. Andover Borough Park is located south of the High Street and Tranquility Road intersection. The park contains a baseball field, a softball field and a basketball court and an area used as a soccer field. There is also a playground structure located towards the northern end of the park. The site is also home to the Andover Borough Senior and Community Center.

The National Recreation and Park Association (NRPA) recommend 10 acres of active parks for every 1,000 people within a community. With a population of approximately 600 people (2010 Census), the Borough should have a minimum of 6 acres of active parkland. Based on these requirements, the Borough has adequate active recreation parkland. However, it is also important to note that a mix of active recreation facilities is also important. An active recreation program can include a wide variety of facilities including sports fields, multi-use courts, tot-lots and playgrounds, skate parks and ice rink, walking/running tracks and other similar facilities.

The following objectives should be pursued by the Borough to promote a sustained, viable and functional community recreation program:

1. Continue the recreation program providing opportunities for active and passive recreation and community involvement; thus promoting an active lifestyle for all age groups in a safe, healthy and scenic environment.
2. Continue to promote additional facilities within passive recreation areas including easily accessible trails, trails connecting to the main Sussex Branch Trail, parking at trailheads and additional public restrooms.
3. Explore additional recreation opportunities such as the possibility of long term leases on surplus or underutilized State and Federal land for municipal recreation purposes (Frankford Township's Municipal Park is a good example of what can be accomplished on leased State Land).

The Open Space Map on the following page shows publicly-owned lands in the Borough. The grey NJDOT land is railroad right-of-way. The blue public parcels are Borough-owned but used for purposes other than parks and open space. The remaining parcels highlighted are either parks or open space.



Legend

- NJDOT owned Land
- Andover Parcels
- Existing Land Use**
- Borough Owned Park
- State Owned Open Space
- Public Property

Source: ROSI list, County Tax Assessor data and municipal tax records

Existing Open Space Map
 Borough of Andover, Sussex County



Drawn : Mika
 Date : 08/30/16
 1 inch = 0.21 miles
 0 0.05 0.1 0.2 Miles

7. Historic Element

The numerous historic sites in Andover Borough contribute to the Borough's unique identity and sense of place. The Borough Planning/Zoning Board has identified the following sites as important to the character of Andover Borough. The Master Plan encourages the maintenance and preservation of these sites. Any proposed development on the sites listed below or in the immediate surrounding areas should be carefully planned so that the integrity of the historic site/structure is not lost.

Sites of Historic Interest in Andover Borough:

1. Lackawanna Cut-off Historic District: This district has a State Historic Preservation Office opinion of eligibility for designation as a Historic District; however the district was never officially designated.
2. Francisco's Farm barns- These were listed in the 1988 Master Plan. They are identified as the last indicators of Andover's farming and rural roots.
3. Ironmaster's House: Listed in the 1988 Master Plan, this is a part of the Andover forge complex and important to Andover's colonial period.
4. Grist Mill Stone House and Grist Mill A& P complex: This site is an important piece of the history of the Borough and has been through several changes since the structures on the site were part of the Andover Forge. Any redevelopment around this site should be carefully planned to keep the essence and integrity of this complex and its historically significant structures.
5. Presbyterian Church- Listed in the 1988 Master Plan, this building occupies a dominant position in the Borough and was constructed in 1859.
6. School- Listed in the 1988 Master Plan, the old school is located on the Presbyterian Church grounds and served area children from 1856 until the completion of the regional school.

Andover Borough Historical Society

Borough of Andover has a Historical Society that is a separate non-profit entity which is not part of the Borough government. The Historical Society operates an Andover Borough museum on the second floor of the municipal building. The Historic Society cares for historic artifacts and provides historical information for Borough residents.