

SMART GROWTH PLAN



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INTRODUCTION

SUSSEX COUNTY, NEW JERSEY 2002 Prepared by # HEYER GRUEL+ASSOCIATES COMMUNITY PLANNING CONSULTANTS



from the edges of our cities to our rural areas. Many approach has resulted in the destruction of much of the State's landscape, agricultural land and open space.

INTRODUCTION



Throughout New Jersey, suburbanization has spread from the edges of our cities to our rural areas. Many towns have increased minimum lot sizes in an attempt to maintain open space and town character. This approach has resulted in the destruction of much of the State's landscape, agricultural land and open space. Such development patterns have resulted in increased maintenance, infrastructure and social service costs to communities.

This Plan presents a strategy to correct current development trends by directing growth to population centers while protecting rural resources and environmentally sensitive areas of the Township. By focusing development in the Village Center, the rural landscape will remain largely intact. Limited development in the environs will preliminarily take the form of hamlet scaled lake communities.

Byram Township is located in northwestern New Jersey in southern Sussex County. Bordering Warren County to the southwest and Morris County to the south, the Township maintains the flavor of a rural community. Byram's easternmost boundary is Lubbers Run, which separates the Township from Hopatcong Borough. The southernmost boundary borders the Borough of Stanhope (Sussex County) and Mount Olive Township, which is located in Morris County. Byram borders Allamuchy Township to the southwest, Green Township, Andover Borough and Andover Township to the west and Sparta Township to the north.

Byram boasts excellent access to the regional road network. The major thoroughfares traversing the community are Interstate 80, which travels east-west and Route 206, which travels north-south. Route 15 travels generally north/south in close proximity to the Township and provides access to the eastern part of the Township near Lake Mohawk.

The Process

The process to achieve Byram's vision officially began in May 2001, when the Township received a Smart Growth Grant from the Department of Community Affairs and the Office of State Planning. The Township created a Smart Growth Task Force; an 11 member ad hoc committee comprised of residents and individuals representing the following groups: Township Council, Land Use Board, Environmental Commission, Open Space Committee, and Recreation Commission. The Smart Growth Committee was in charge of directing the Smart Growth Plan process.

The Smart Growth Task Force working with the Township Planner was charged with creating a future vision for the Township and building consensus to implement the Plan. This Smart Growth Plan provides a long-term guide for the Township's future. The Plan stresses positive and pro-active cooperation among property owners, developers, and the Township to achieve the objectives of the Plan. The Plan serves as a policy statement and provides a framework for Township implementation ordinances.

This Smart Growth Plan was the result of a consensusbased process and included interviews with major stakeholders in the community. This process included the creation of two community surveys and interviews with the Township Council, municipal boards, groups and officials, local and regional environmental groups, the business community, Sussex County, lake associations, and landowners.

A plan prepared without active participation from all the stakeholders is less likely to inspire a sense of ownership and is less likely to be implemented. Therefore, it was critical that this project employ as many outreach strategies as possible to ensure a maximum level of understanding and participation by the residents and businesses.





The following strategies were employed to pursue a broadbased representation throughout the planning process:

Public meetings



A total of 12 public meetings were held, from August 2001 to December 2002. The public meetings were the most active forums for all stakeholders of the Township to become a part of the planning process. Every effort was made to notify interested parties of the upcoming meetings. Two public visioning sessions were held to graphically display recommendations of the Smart Growth Task Force. Resident participation was encouraged during all meetings. Consequently, there were an average of 25 participants at each visioning session. Sample fliers for public meetings are attached in Appendix A.

Surveys X



Surveys were conducted during the planning process. In the early part of the planning process, surveys were delivered to all stakeholders and passed out at public meetings. Copies of the surveys are located in Appendix B.

Posters



Posters announcing meeting times were displayed at commercial establishments throughout the Township, at the municipal building, at lake association bulletin boards and at several other locations. This technique was used to reach the stakeholders that may not have received the information through the mail.

Public Notices



All meetings were advertised in the New Jersey Herald newspaper. This generated resident inquiry phone calls seeking information regarding the Planning process.

Phone Calls



The Township made phone calls to many businesses and residents to inform them about forthcoming meetings.

The Plan is the result of one and a half years of staff and public input. Public visioning sessions were held on June 12, 2002 and October 8, 2002 to achieve consensus on the Village Center concept. In October 2002, concept plans of the Center and environs were prepared for public comment. The concept plans were revised based upon these comments and a draft Plan was prepared.

The Vision

The Village Center incorporates the natural landscape with work places, community greens, medium density residential, office, recreational amenities and shopping places. The Center encourages social interaction, multiple activities, and is the focal point of the community for all of Byram's citizens to share.

It is the year 2020 and Byram has proven to be a model for developing rural municipalities. The Center is pedestrian friendly; residents and visitors enjoy the mixture of ground floor retail, upper level office and residential. Restaurants, taverns and entertainment provide evening entertainment and vitality.

Residents of the Center enjoy essential services without having to drive. Residents of surrounding neighborhoods have ready pedestrian access to the Center by way of trail networks. All this takes place in an environment of open space and abundant natural resources.

The community has retained and enhanced its rural charm and village scale, while maintaining a stable tax rate. Byram maintains a unique system of trails that link the compact residential areas with the Center, schools, recreation and open space.

The Context Sensitive Design (CSD) process sponsored by the New Jersey Department of Transportation (NJ DOT) has proven to be a success. This collaborative, interdisciplinary approach to identifying and solving transportation problems maximized the integration of the roadway into the surrounding environment/community, while providing for the road user's needs. Particular attention was placed upon traffic calming, pedestrian "friendliness" and trail connections across Route 206. The Township partnered with NJ DOT Capital Programming to create a Route 206 arterial access management plan to limit the number of roadway openings and to facilitate traffic flow.

Byram thrives as a community with areas for social interaction, public services, quality education and recreational opportunities, is a positive environment in which to live, work and raise a family.

The Village Center is a clearly defined community. The Centers core area is surrounded by an "edge". This edge of preserved open space buffers the outlying areas in perpetuity from development. This feature enhances the visual character of the Center.



The Catalyst

Byram Township, through the efforts of the Smart Growth Task Force has worked to develop a plan that aims to take full advantage of center's focal point location, existing infrastructure and natural boundaries that delineate it.

This Smart Growth Plan is the end result of many years of planning. A grass roots effort began five (5) years ago conceptualizing the creation of a pubic meeting place for all of Byram's residents to enjoy. Design concepts varied from open fields with a gazebo to a traditional village. While the design and the amenities associated with the Center have changed over the years, this guiding principle remains: to create a Center for all of the Township's residents to enjoy.

The Plan

The Smart Growth Plan will serve as a long-range guide for the Village Center and the Township as a whole. It is a policy document detailing the Township's official vision of the physical form and appearance of the Village Center and its environs.

Smart Growth can be defined as:

"a proposed development pattern that makes
efficient use of our limited land, fully utilizes
existing services and infrastructure,
promotes a wide variety of transportation
and housing options, absorbs and
effectively serves a significant portion of
the future population growth in centers,
protects and enhances the architectural
and environmental character of the
Township through compatible, high quality,
and environmentally-sensitive development practices.
Inherent to this definition is the need to implement Smart
Growth through comprehensive, consistent and effective
policies, regulations, capital projects and incentives."

Village Center

Core Area

The Village Center Core Planning Area encompasses lands immediately adjacent to Lackawanna Drive and Route 206. This planning area contains the largest unconstrained land available for development in the Township with or near infrastructure. While many of the properties in this Planning Area are undeveloped, lots 1.01, 2, 3 and 5.02 contain STS Tire and Auto Center, Byram Car Wash, HRS

Drilling Company, Inc., and Lockwood Cemetery. The developed properties maintain frontage on Route 206, necessary for maximum exposure to the highway.

The Plan envisions the highest density of development adjacent to Route 206. Such development would consist of mixed-use retail with office and residential spaces on upper floors. The "interior" of the Center is intended for a community green with civic

buildings having a high degree of pedestrian uses. Surrounding the green should be the highest intensity residential uses, e.g. townhouses and duplexes. The outlying ring of development is detached small lot single-family residential homes.

Route 206 Corridor

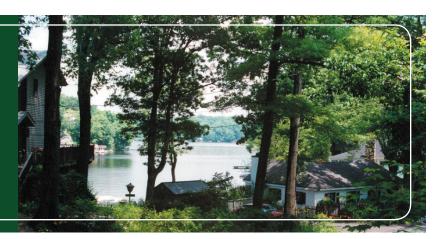
The Route 206 Corridor area includes a portion of the existing Highway Business District (B-1) from Acorn Street to Lackawanna Drive. The area currently permits retail sales and service uses, business and professional offices, and other commercial uses. While the permitted types of businesses in this district will remain similar, the building and parking layouts; the types and styles of signage, landscaping, lighting and other design guidelines should be revised to continue the development pattern that is designed for the Core Area along the Route 206 Corridor.

The Route 206 Corridor serves as the gateway to the Center Area. Accordingly, particular attention to design and the appropriate types of businesses is warranted.





The State Development and Redevelopment Plan (SDRP) defines the Environs as areas outside Center Boundaries. The Township has petitioned the Office of State Planning for center designation in areas on and adjacent to Route 206. Therefore, this Plan considers the environs to include all lands, with the exception of the Village Center and the Lake Hamlets as the environs.



Environs



The SDRP envisions the environs as areas for the protection of large contiguous areas, which includes farmland, open space and large forest tracts. The environs represent over 80% of the land area of Byram.

Existing and proposed linear trails represent an important part of linkages in the environs. The existing trails, which include several in Allamuchy State Park, provide valuable recreational opportunities. To reinforce the trail connections the Township plans to link these trails with existing population clusters and community facilities to provide an inter-municipal and regional trail network.

This Plan envisions further protection of the environs by directing development into the Township's planned Center.

Lake Districts

The majority of Byram's lake districts originated as seasonal summer cottages that were utilized for recreation and enjoyment. Seasonal inhabitants relied upon the Lackawanna Cut Off and the Sussex Branch rail lines to reach Byram's lakes. Unbeknownst to visitors and towns people of the time, the lake districts and their housing, surrounded by environmentally constrained



lands, established a desirable land use pattern for the Township. Each Lake District serves as a hamlet or small village. From a land use planning perspective, such a layout and design reduces land consumption and reduces the cost of infrastructure improvements, e.g., running of water lines etc.

This Plan recognizes Cranberry Lake, Lake Lackawanna, Lake Mohawk, Forest Lake, Johnson Lake, and Panther Lake as existing established residential lake communities.

This Smart Growth Plan serves as a strategic plan with an action agenda to implement its goals and recommendations. The Action Agenda implements the goals and objectives.

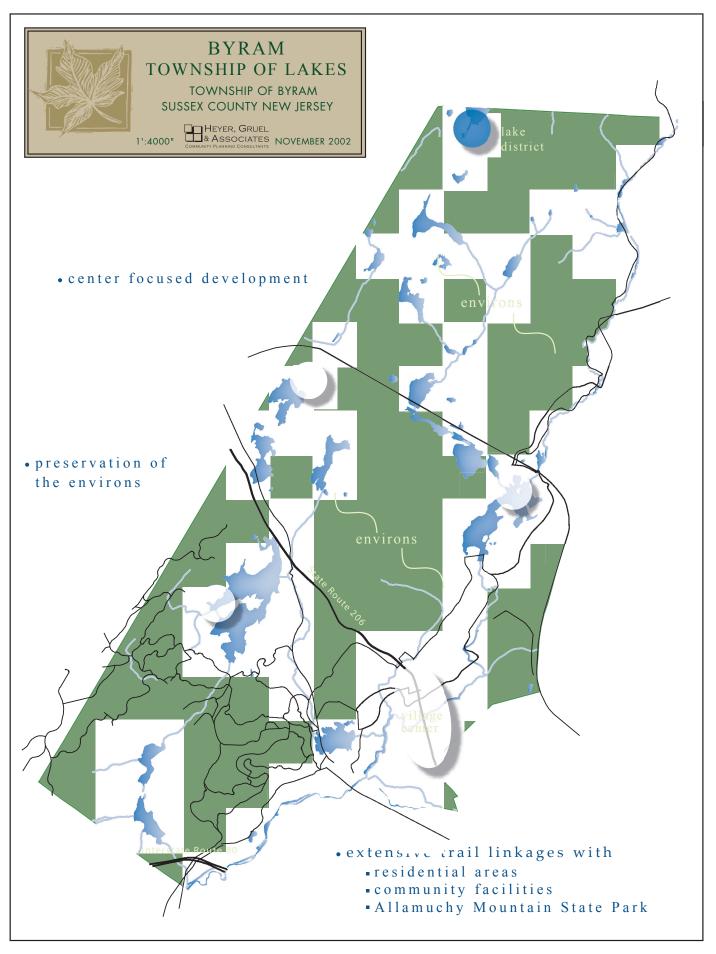
This Plan recognizes the interrelationships between the surrounding environs, lake districts and the Route 206 corridor. The Plan also addresses functional interconnects between land use, open space, environmental protection, circulation, economics, utilities and community facilities.

A sustainable approach is emphasized. The approach is center based, which results in the protection of the environs.

What is a Village Center?

A Village Center is a compact area with a mixed-use core of retail, office and commercial activity along with housing that serves as a hub of community activity. Easily accessible by area residents, it provides a central focal point to the community. Village centers are convenient to cyclists and pedestrians.

Upon arriving by car, one is able to walk between destinations. Village Centers are logical places for compact housing development because of their access to regional roadways, shopping and employment. Village centers often contain community services such as post offices, libraries, civic greens and act as social gathering places where people take advantage of cultural and recreational activities.



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GOALS

General Goals

To create an attractive diverse community of mixed use development, open space, civic buildings and residential uses to create a vibrant center.

> To provide well designed public places and open spaces to accommodate and promote active community use, which includes larger organized community events and activities.

> To build upon the planned "traditional" retail development along Route 206 and to redevelop portions of existing development. To create open space trail linkages between the Intermediate School (near the Municipal Building), the Center and trails west of Route 206 leading to and beyond Allamuchy State

> > To protect the Center from strip or big-box development.

To develop a Capital Improvement Plan for major projects and ensure the consistency of those projects with the Comprehensive Plan.

To coordinate investments for roads, water and sewerage facilities, schools, transportation, and other public facilities to support new growth in areas designated for growth.

C33

c3

To enhance the visual character and beauty of Byram through the preservation of important visual corridors, landscaping and perpetuation of the architectural themes consistent with Waterloo Village and Wild West City. To support the State Development and Redevelopment Plan, which calls for limited development in Byram Township and the

() Environmental Goals

surrounding region.

- To support environmental goals reduced land consumption, improved water and air quality. To integrate on-site environmental features into the center.
- To protect environmentally sensitive lands and direct growth towards areas of Township with existing infrastructure, thus deterring sprawl.



Land Use Goals



- ✓ To create a mixed-use environment offering enhanced social, environmental, economic and aesthetic development design.
- To create a pedestrian friendly village, easily accessible from neighboring residential
- To provide essential services to residents.
- To encourage housing on upper floors above retail stores in order to provide the necessary residential critical mass to make the center feasible.
- To develop a Center at a density that creates a sense of place, encourages pedestrian activity and uses infrastructure efficiently.
- To create distinct gateways into to the Village Center area.
- To preserve lake communities and rural environs.

Open Space Goals



- To provide open space amenities to all residents in the Center and surrounding areas.
- or To create a green belt around the Center to delineate its boundaries.
- To utilize landscaping and theme signage to accentuate the natural and built environment, connectivity and community identity.

Circulation (

- To create pedestrian walkways, bikeways, and other pathways to enhance both the ability and desirability of walking and bicycling.
- To design the interior roadways of the Center to meet the needs of the car, pedestrian and bicyclists.
- To establish trails and greenways linking neighborhoods, schools, recreational facilities, community facilities and the Village Center.



Parking

- cs To provide sufficient parking spaces to support demand, however, provide opportunities for reducing automobile trips due to development design and opportunities for shared parking.
- To reduce curb cuts on Route 206 to allow more efficient and safe use of the State

 Highway.
- os To encourage lateral connections between parking lots.

Design

- To create building design which ensures privacy, safety and contributes to the longterm desirability of the community.
- To require mixed-use buildings to be located in close proximity to the street to create an inviting pedestrian-friendly environment.
- To create small-town charm as a key design element for future development.



Economic

To promote economic development by encouraging retail trade, services, and tourism, particularly related to historic and recreational sites, and cultural events. Such development should build upon attractions such as Waterloo Village, Wild West City and Tomahawk Lake.

Utilities

- To provide, maintain, and expand utilities, community facilities and services necessary for the Village Center.
- To provide public water to service the Village Center, including the Brookwoods and the Route 206 corridor.



OPPORTUNITIES + CONSTRAINTS



OPPORTUNITIES & CONSTRAINTS



[Opportunities]-

- s A village scale developable parcel with clearly defined edges
- Access to a regional roadway network and lakes of significant size
- Open space and trail ways linkages
- Significant open space parcels
- Osirable residential neighborhoods

—[Constraints]

- of Potential widening of Route 206 without traffic calming techniques
- (3) Heavy traffic volumes and high speeds on Route 206 in conflict with pedestrian safety and comfort
- Limited available sewer capacity
- Existing pattern of development along Route 206
- cs Existing shallow parcels with minimum room for parking along the west side of Route
- ∠ack of green space and landscaping along the corridor
- Of Design incompatibility of existing buildings with proposed vision

RELATIONSHIP TO STATE + REGIONAL POLICY



RELATIONSHIP TO STATE AND REGIONAL POLICIES

State Development and Redevelopment Plan (SDRP)

The State Planning Commission adopted the State Development and Redevelopment Plan (SDRP) on March 1, 2001. The SDRP contains a number of goals and objectives regarding the future development and redevelopment of New Jersey. The primary objective of the SDRP is to guide development to areas where infrastructure is available. New growth and development should be located in 'centers', which are 'compact' forms of development, rather than in 'sprawl' development. The overall goal of the SDRP is to promote development and redevelopment that will consume less land, deplete fewer natural resources and use the State's infrastructure more efficiently.

The 2001 SDRP identifies Byram as part of the PA 4 Rural (28% total land area), PA 5 Environmentally Sensitive (50% total land area) and PA8 State Parks (22% total land area) Planning Areas.

Planning Area 4 – Rural

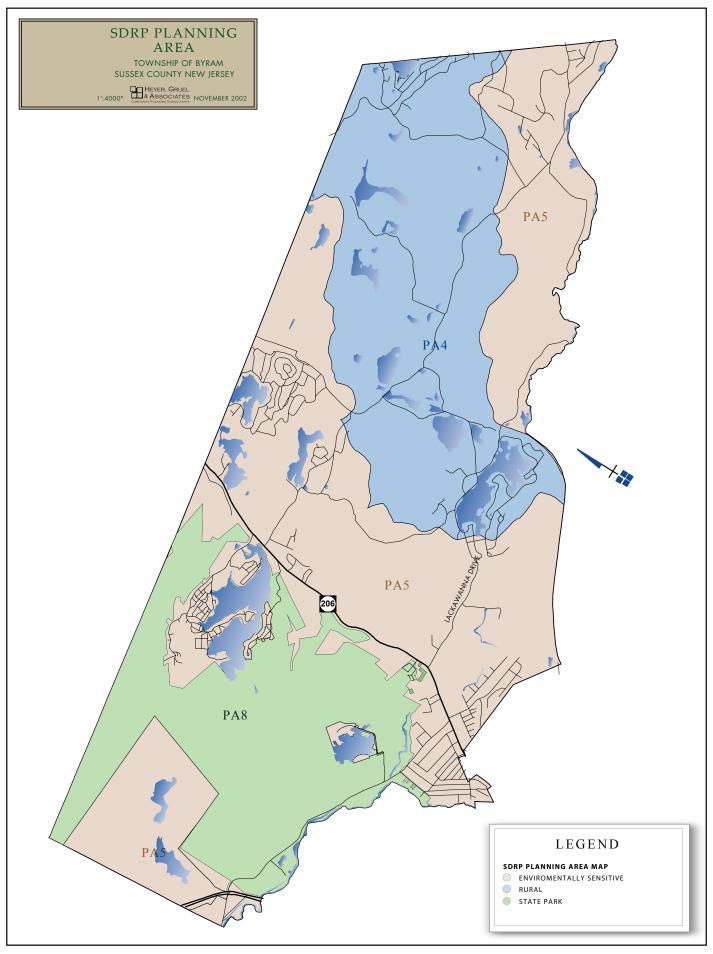
According to the SDRP in the Rural Planning Area, PA 4, the intention is to:

- Maintain the Environs as large contiguous areas of farmland and other lands;
- cs Revitalize cities and towns;
- Accommodate growth in Centers;
- Promote a viable agricultural industry;
- © Protect the character of existing, stable communities; and
- © Confine programmed sewers and public water services to Centers.



The State Plan recommends "protecting the rural character of the area by encouraging a pattern of development that promotes a stronger rural economy in the future while meeting the immediate needs of rural residents, and by identifying and preserving farmland and other open lands. The Plan also promotes policies that can protect and enhance the rural economy and agricultural industry, thereby maintaining a rural environment".

Moreover, the SDRP states that, Rural Planning Areas need strong Centers and that Centers should attract private investment that otherwise might not occur.





According to the SDRP, the Environmentally Sensitive Planning Area contains large contiguous land areas with valuable ecosystems, geological features and wildlife habitats and that the future environmental and economic integrity of the state rests in the protection of these irreplaceable resources.

PA 5 is vulnerable to damage of many sorts from new development in the Environs, including fragmentation of landscapes, degradation of aquifers and potable water, habitat destruction, extinction of plant and animal species and destruction of other irreplaceable resources, which are vital for the preservation of the ecological integrity of New Jersey's natural resources. Perhaps most important, because the environs in PA 5 are more sensitive to disturbance than the Environs in other Planning Areas, new development in PA 5 areas has the potential to destroy the very characteristics that define the area.

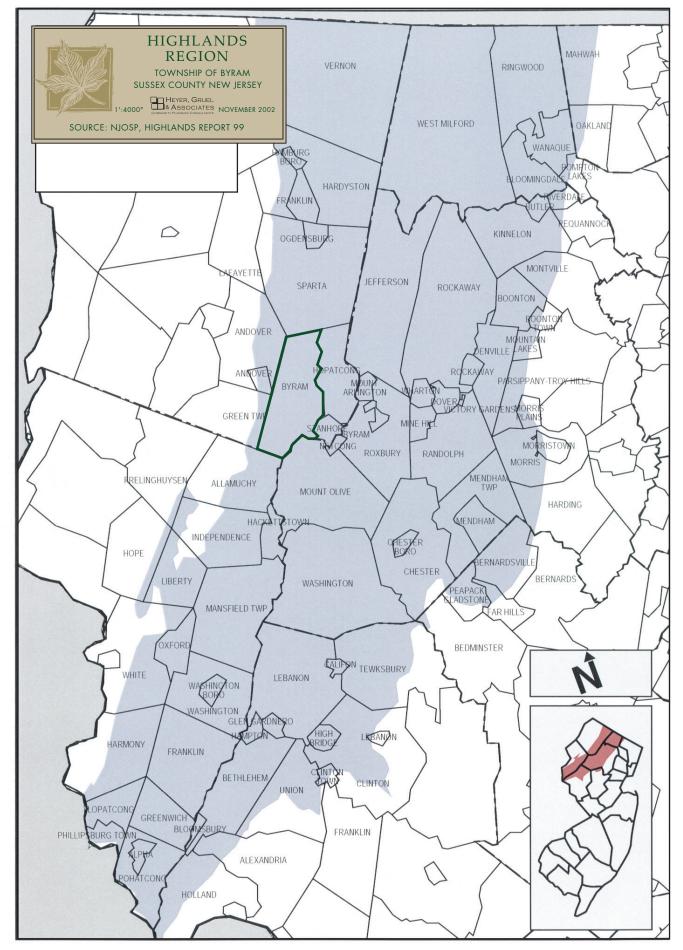
According to the SDRP in the Environmentally Sensitive Planning Area, PA 5, the intention is to:

- or Protect environmental resources through the protection of large contiguous areas of land
- Accommodate growth in Centers
- Protect the character of existing stable communities
- Confine programmed sewers and public water services to Centers
- Revitalize cities and towns

The State Plan indicates that large contiguous areas of undisturbed habitat should be maintained to protect sensitive natural resources and systems. Moreover, new development in PA 5 should capitalize on the inherent efficiencies of compact development patterns found in existing Centers. Benefits associated with center focused development include the preservation of: open space, farmland and natural resources and to preserve or improve community character, increase opportunities for reasonably priced housing and strengthen beneficial economic development opportunities.

SDRP is very specific in its intention for PA 5; "new development should be guided into Centers to preserve open space, farmland and natural resources and to preserve or improve community character, increase opportunities for reasonably priced housing and strengthen beneficial economic development opportunities".







Highlands Region Regional Setting

Byram Township is located within the Highlands region, which encompasses more than two million acres in northwestern Connecticut, the lower Hudson River valley, northern New Jersey and east-central Pennsylvania. Open high hills, ridges, valleys and rolling plains characterize the landscape.

The Highlands Coalition prepared a Draft New York/New Jersey Highlands Regional Study, dated March 2002, which identifies numerous challenges and opportunities for the Highlands Region. The study documented the remarkable quality of natural resources in the Highlands. The study identified four challenges facing the region. These include water, habitat, recreation and productive forest and farms.





Water

- Increased water consumption
- Increased storm water runoff
- Decreased infiltration and decreased stream baseflow and groundwater availability
- 90% of lands identified as exceptional value are identified as deserving further protection

Habitat

- Increased habitat destruction
- Increased habitat fragmentation
- Increased number of exotic species
- 60% of lands identified as exceptional value deserve further protection

Recreation

- Decrease in recreational opportunities.
- 38% of lands classified as exceptional recreation value deserve further protection.

Productive Forests and Farms

78% of the exceptional value farmlands and 50% of productive forest warrant further protection



The Report established the following five (5) goals:

- 1. Manage future growth Manage growth to the most appropriate sites, thus creating a landscape that sustains a regional economy through natural biological productivity and maximizes inherent recreational opportunities.
- 2. Maintain an adequate supply of quality water Manage the surface and ground water resource to prevent degradation and depletion. Maintain the highest possible water quality that meets the needs of local and downstream users with minimal artificial treatment.
- 3. Conserve contiguous forests Implement management consistent with private property rights for the forests and other renewable resources for the region. This management should protect critical habitats, while providing a sustained yield of goods and services such as clean water, hunting and fishing, wood products and recreation
- 4. Provide appropriate recreational opportunities Develop and implement comprehensive recreation and tourism management that promotes indigenous natural, historic and cultural resource based recreational opportunities.
- 5. Promote economic prosperity that is compatible with Goals 1 4 Foster integrated regional land use planning that focuses development and redevelopment in infrastructure rich areas, and minimizes the pressure on local tax bases by incorporating the incremental increase of municipal services into the development cost.



Sussex County

In 2000, Sussex County received a Smart Growth Grant from the Office of State Planning to prepare a Strategic Growth Management Plan. This Plan is intended to update the existing outdated County Master Plan, which was prepared in 1977. The County and its consultants are in the process of preparing the draft Plan and therefore, a comparison of this Plan to the County's long-range planning goals is not viable. However, Byram Township participated in the County's visioning process during a public meeting held at the Byram Municipal Building. At this meeting, residential buildout projections were generated in accordance with the County's newly created GIS data. The County's preliminary buildout indicated a potential for an additional 1,081 housing units in Byram. Based upon this Plan's analysis located in the Buildout section of this document, the current zoning would permit 4,396 additional housing units.

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HISTORY

Byram Township was established on February 5, 1798 when it separated from Newton Township. The name was chosen as a mark of honor to the Byram family who located in the Township shortly after the end of the Revolutionary War. Byram has been blessed with an abundance of lakes and rivers, forests, minerals and soil. These resources have fostered industry and have provided recreation since the Township's early development.

The Township is known as the "Township of Lakes", which includes: Cranberry, Lackawanna, part of Mohawk, Waterloo, Koeferl, Wolf, Panther, Forest, Roseville, Jefferson, Johnson, Tomahawk, Frenche's and Stag. During the early 1900's, many of these lakes became prominent seasonal resorts, which flourished with summer residences. Today, most of these homes were either rebuilt or converted to year round residences. The majority of the residential neighborhoods in the Township are still clustered around the Township's lakes.

RAILROADS

Currently there is neither passenger nor freight rail service in the Township. However, two rail lines, the Lackawanna "Cut-off" and the Sussex Branch once traversed Byram. The Cut-off right-of-way is still intact, running north-south along the eastern side of Lake Lackawanna and Wolf Lake and along the western side of Roseville Pond.

The Cut-off was constructed by the Delaware, Lackawanna & Western Railroad between 1908 and 1911. It provided approximately 28 miles of grade-less track from Lake Hopatcong to the Delaware Water Gap. The 73 bridges and viaducts eliminated the need for at-grade crossings. Today, the feasibility of opening the line for both freight and passenger service is being investigated. One of the two proposed stops is 1,000 feet north of the Byram border in Andover.

The Sussex Branch began as a mine railroad operated by mule power to haul ore from the Andover Mine to the Morris Canal at Waterloo. In 1853, the Sussex Railroad and steam locomotives replaced the Sussex Mine Railroad. The line serviced Newton by 1854, Branchville by 1866, and Franklin by 1872, ultimately reaching the Pochuck Mine in McAfee Valley in 1872.





The last train ran in 1966, stopping in Byram at Cranberry Lake. The tracks were torn up in 1977. During its 100 years of operation, Byram residents utilized the railroad to shop, to work and go to school. The railroads were also responsible for the development of many of the Township's lake communities.

Photos on this page from Waterloo & Byram Township by Cindy Lee

Cranberry Lake

Historians have stated that the discovery of coal in Pennsylvania caused the creation of Cranberry Lake. The Lake was created to serve as a feeder to the Morris Canal, which transported the coal from the mines to markets in New York City. Before Cranberry Lake was dammed, the land under the lake was typical of a Sussex County valley. Through the Center of the valley ran Weaverhouse Brook, which joined Pragout Brook below the spillway, and ultimately empting into Lubbers Run.

From 1900 to 1910, on any given Sunday, approximately a thousand people rode the now defunct Lackawanna Rail line to the Cranberry Lake station. During this period, visitors rented rowboats, took passenger tours of the lake for 15 cents and participated in boat races and regattas. Men and women came to dance at the Cranberry Lake Hotel pavilion until 1911. In 1911, the hotel at the lake burned. This pleased many of the area residents since liquor sales at the resort resulted in many fights among local adolescents.

Lake Lackawanna

Lake Lackawanna is an artificial lake that was flooded in 1910. The lake is 157 acres and is surrounded by a 657-acre watershed and a three-mile long road. The site originally contained three farms. Today, the lake is controlled by the Lake Lackawanna Investment Co., Inc., which owns approximately 280 acres at the eastern end of the lake including the beach and boat launch. Originally, the majority of homes on Lake Lackawanna were summer homes. Today, only approximately 10 of the 300 homes remain as seasonal dwellings.

Forest Lake

Forest Lake is a 44-acre man-made lake created in the 1950s by the Casperson family. The Lake was created as an amenity to the 300-acre year round residential development. The number of houses grew from approximately 50 in 1960 to approximately 400 today. Worth noting was the placement of a green belt around the lake to prevent environmental problems that were occurring at nearby lakes. This action was unusual and a plan ahead of its time. Local residents stated in stakeholder meetings that Forest Lake maintains better water quality than many of the Township's lakes. There is a beach, clubhouse, a common water system and other amenities for the members of the Forest Lakes Club to enjoy.

Lake Mohawk

The Crane Company constructed Lake Mohawk in 1926. The 2,300-acre tract was one of the first planned communities in the United States. The majority of the homes and the lake were placed on the State and National register of historic places in 1988. Most of the lake is located in Sparta, while the residential neighborhoods at the west end and on part of the south shore are located in Byram.

Other Water Bodies

Other lakes and ponds include: Waterloo, Panther, Roseville, Jefferson, Johnson, Tomahawk, Frenche's, Stag, Chemical, Wolf and Dallis. The Musconetcong River and Lubbers Run are the Township's two largest rivers and streams.

Historical Significant Properties

Following is a list of historically significant properties in the Township as identified by the Byram Township Historical Society. The properties are not listed in importance, rather in close proximity to each other for the purposes of taking a driving tour.

Property	Block & Lot	Date of Construction/Description
Kimm Homestead	Block 348, Lot 9C	Circa 1845: One of the first houses in Byram.
Amity School	Block 344, Lot 7	Circa 1840: Foundation remains today.
Kately Homestead	Block 337, Lot 3	Circa 1820: Oldest house in Byram.
McMurty Homestead	Block 337, Lot 2	Slave graveyard. Found when Tomahawk Lake was being expanded.
Roleson Homestead	Block 334, Lot 14.03	Circa 1820: Rock walls and foundation remaining.
Lockwood Cemetery	Block 365, Lot 3	Maintained by the Byram Historical Society. Revolutionary soldiers are buried in the cemetery.
Lockwood/Barones	Block 34, Lot 13	Originally part of the Heminover Estate. The building was a key trading post and stagecoach stop.
Roseville School	Municipal Complex	Circa 1850. The historical society moved the building in 1980, refurbished and now maintains.
Cranberry Sales Office	Block 216, Lot 72	The original sales office for summer rentals for Cranberry Lake when it was a summer lake community.
Whitehall Homestead	Block 360, Lot 21.01	Circa 1840. Part of Will's Estate.
Spranger Homestead	Block 380, Lot 4	Second oldest house in Byram.
Victory Road	Public Road	Currently named White Hall Road, Washington used this road as a major supplies route for the Revolutionary War to get supplies from upstate NY.
Colby Mansion	Block 360, Lot 508	Landowner owned from Byram to Lake Hopatcong. Built mansion in 1909 that was modeled from a French chateau.
Kaloua	Block 348, Lot 4	Circa 1910. Built by Colby for his daughter.
Tall Oaks	Block 348, Lot 5	Circa 1911. Built by Colby for his son.



TOWNSHIP OF BYRAM

DEMOGRAPHICS



DEMOGRAPHICS

DEMOGRAPHICS



2000 Census Demographics by Block Group

			Average		Average	# of	Vacant	Owner	Renter	
Tract	Block Group	Population	Household Size	# of Families	Family Size	Housing Units	Housing Units	Occupied Units	Occupied Units	# of Acres
4200	1	923	2.54	248	3.09	501	138	324	39	3,829
4200	2	1,521	3.15	421	3.39	490	7	459	24	1,193
4300	1	1,324	2.92	386	3.18	466	13	424	29	995
4300	2	698	2.98	186	3.35	238	4	196	38	1,895
4300	3	1,663	2.96	453	3.31	586	24	528	34	1,369
4400	1	560	2.84	165	3.11	219	22	180	17	3,902
4400	2	414	2.41	125	2.81	193	21	160	12	234
4400	3	1,151	3.12	333	3.31	385	16	361	8	773
4800	5	0	0	0	0	0	0	0	0	36
Total		8,254	2.87	2,317	3.19	3,078	245	2,632	201	14,226

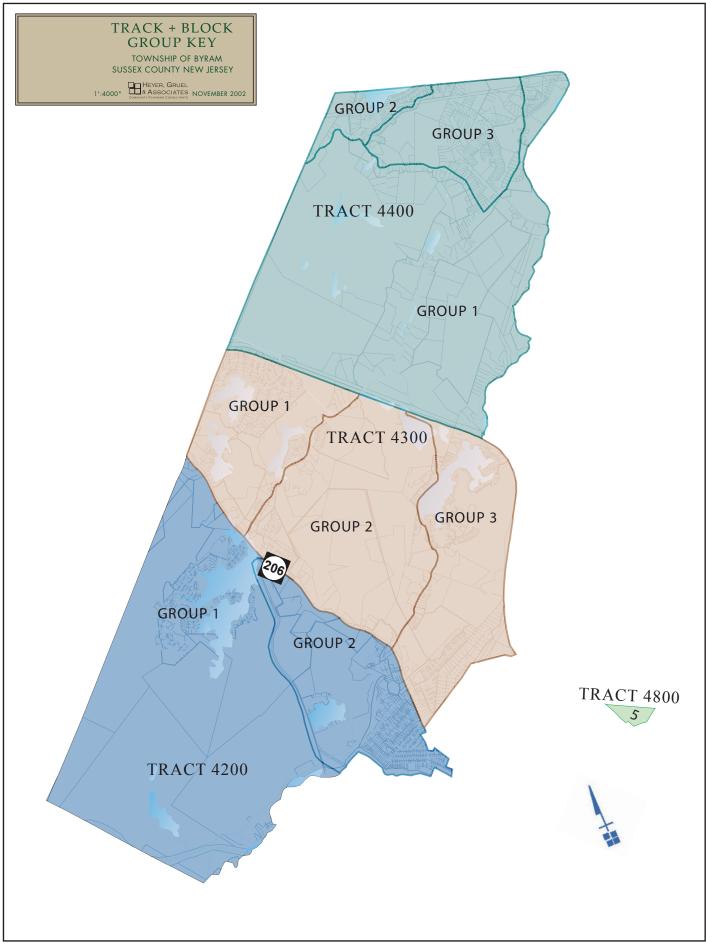
Population and Housing

Byram's 1990 population of 8,109 persons increased by 145 persons (1.8%) to 8,254 in 2000. This is somewhat uncharacteristic of the population trends at the county and state levels. While the Township gained 1.8% of its population during the ten-year period, the county's population increased by 10.0 percent. The state's population increased by 8.9 percent.

As indicated in the following illustrations, the majority of the Township's population is located near Route 206. While block groups adjacent to Route 206 contain more people than surrounding block groups, the most dense areas of the Township are located in Tract 4400, Block 2 and Block 3 and Tract 4300, Block 1. As depicted on the Tract key map, Tract 4400, Blocks 2 & 3 are located adjacent to Lake Mohawk. This area of the Township is currently zoned for development on 10,000 square foot and 40,000 square foot lots.

Housing Density by Block Group

Tract	Block	Density Units per Acre		
4200	1	0.13		
4200	2	0.41		
4300	1	0.47		
4300	2	0.13		
4300	3	0.43		
4400	1	0.06		
4400	2	0.83		
4400	3	0.50		
4800	5	0		





There were no significant changes in the housing stock of Byram over the last 10 years. Average household size stayed relatively stable. The total number of households increased from 2,971 in 1990 to 3,078 in 2000.

From 1980 to 1990, the number of housing units in the Township increased by 18.1%. From 1990 to 2000, the number of housing units increased by 3.6%. The proportion of renter-occupied units to owner occupied units also remained relatively unchanged, 91.9 percent (owner occupied) in 1990 and 92.9 percent (owner occupied) in 2000.

As detailed in the following table, the majority or almost 64% of housing in the Township was constructed from 1940 to 1980; an indication of a middle aged housing stock. Almost 25% of the housing stock was constructed from 1980 to March 2000. Please note that there is a discrepancy in reporting by the Census of 21 housing units in various housing tables for Byram Township.

Year Structure Built	Number	Percent
1990 – March 2000	284	9.4%
1980 – 1989	449	14.7%
1970 – 1979	633	20.6%
1960 – 1969	704	23.0%
1940 – 1959	618	20.2%
1939 or earlier	369	12.1%
Total	3,057	100%

Source: 2000 US Census

Byram is a relatively young community. In 2000, the median age was 36.3 years. The 65 and over age cohort represents only 6.1% of the total population. Conversely, the 5 to 19-age cohort represent 30.9 percent of the population. This figure is particularly significant as it relates to the number of children in the Township and the regional education system. Ages 25 to 54 represent approximately half of the population.



EXISTING UTILITY INFRASTRUCTURE

EXISTING UTILITY INFRASTRUCTURE

Water

Byram Township does not provide a centralized public water system. There are eleven locally operated water systems. Water companies serving Byram Township include:

- Brookwood Musconetcong River Property Owners Association
- Byram Homeowners Association Water Company
- Colby Water Company
- East Brookwood Water Company
- Forest Lakes Water Company
- Frenches Grove Water Association
- · North Shore Water Association
- · Briar Heights & Della Heights Property Owners Association
- Sparta Township Water Utility
- Strawberry Point Property Owners Association
- Willor Manor Water Company

The map entitled Water Companies Serving Byram Township indicates the location of each private water company. It is the policy of the Township that lands outside of centers will be served by individual on-site wells.

For planning purposes, residential water use is estimated to be between 100 and 125 gallons per capita / person per day (gpcd). Based on the 2000 population of 8,254 persons, the residential water demand in Byram Township ranges anywhere from 825,000 gallons per day to 1,031,750 gallons per day. It should be noted, while private water companies are currently supplying water to numerous Township residents, if a water company fails to provide water, the Township would become responsible for maintaining and operating the respective water system.

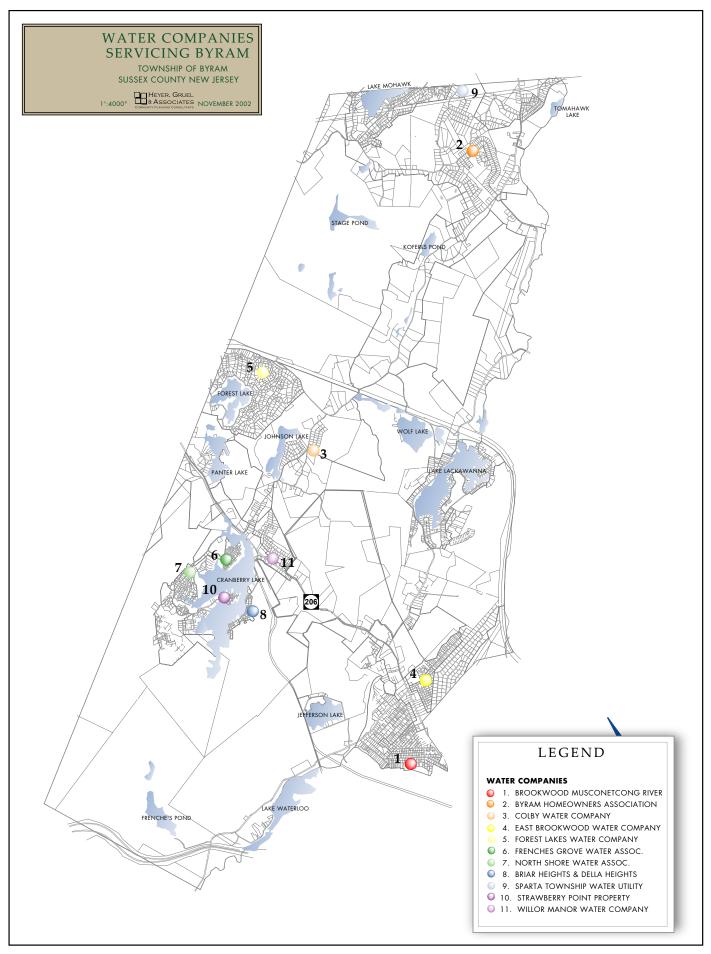
Understanding that water is a critical element for both residential and commercial development, the extension of an existing New Jersey American public water line into the Village Center is appropriate. The terminus of the New Jersey American line is in Stanhope Borough adjacent to Route 206. The waterlines source is wells located in the International Trade Center in Mount Olive.

township BYRAM



Sanitary Sewer

The Township's local sewer lines carry sanitary wastes with the assistance of two pump stations (near Barone's Tavern and Lockwood Gardens) to the Musconetcong Sewer Authority in Mount Olive. The facility has the capacity to treat 3,000,000 gallons per day, of which 60,000 gallons are allocated for the Township's use.





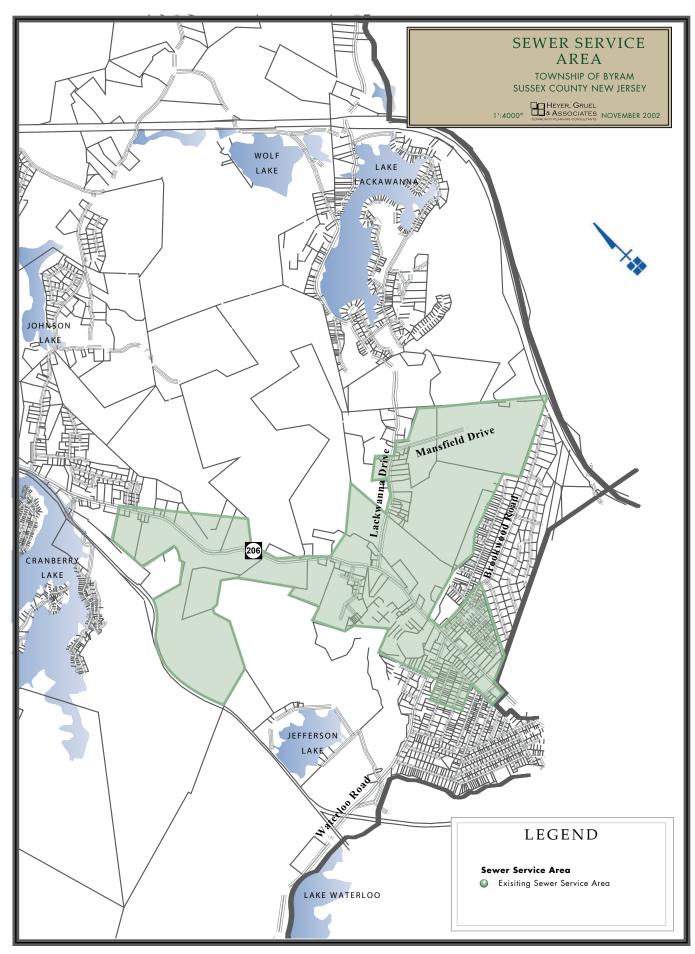
Sanitary Sewer

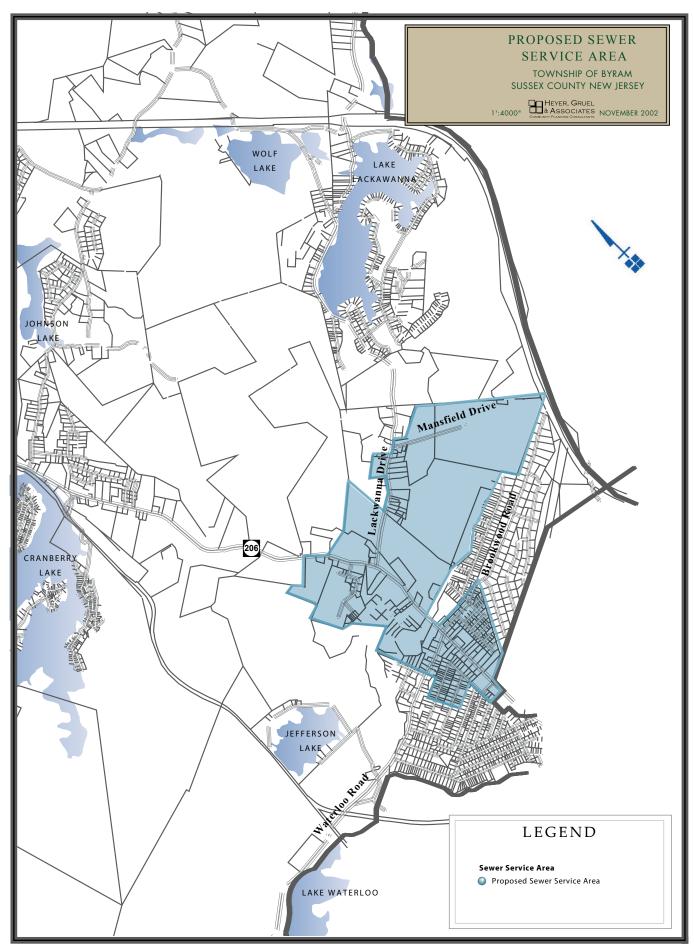
The Township's local sewer lines carry sanitary wastes with the assistance of two pump stations (near Barone's Tavern and Lockwood Gardens) to the Musconetcong Sewer Authority in Mount Olive. The facility has the capacity to treat 3,000,000 gallons per day, of which 60,000 gallons are allocated for the Township's use.

Byram contributes approximately 30,000 to 40,000 gallons daily out of its 60,000 gallons per day allocation. The Township has petitioned the Musconetcong Sewer Authority to obtain an additional 40,000 gallons per day of sanitary sewer capacity.

The Existing Sewer Service Area Map identifies the location of the sewer franchise or service area within the Township.

At buildout, the Center will require additional capacity to accommodate its needs. Currently, the sewer service area extends north of the proposed Village Center (see existing sewer service area map). This Plan recommends reducing the size of the sewer service area to correspond with the Village Center delineation. This Plan recommends establishing a dialogue with the New Jersey Department of Environmental Protection (NJ DEP) to facilitate this amendment. The following map illustrates the recommended amended sewer service area.





township BYRAM

EXISTING CONDITIONS



EXISTING CONDITIONS

Existing Land Use

In order to determine existing land use patterns within Byram, an analysis of the 2002 municipal tax records was performed. The following table, entitled 2002 Tax District Summary displays land use by: 1) number of parcels, 2) total acreage, 3) net taxable value and 4) the percentages of each in a tabular format.

EXISTING CONDITIONS

2002 Tax District Summary, Byram Township, New Jersey

Tan Classification	# of	% of	Total	% of	Net Taxable	0/ of Total
Tax Classification	Parcels	Total	Acreage	Total	Value	% of Total
Residential	3,112	73.2%	2,125	14.9%	\$443,381,800	87.5%
Misc.Tax Exempt	16	0.4%	822	5.8%	Exempt	N/A
Commercial	101	2.4%	334	2.3%	\$40,954,500	8.1%
Schools	3	0.1%	108	0.8%	Exempt	N/A
Unimproved Vacant Land	655	15.4%	1,325	9.3%	\$14,246,800	2.8%
Apartments	3	0.1%	1.4	0.01%	\$643,600	0.1%
Farm (regular and qualified)	155	3.6%	5,337	37.5%	\$5,480,230	1.1%
Industrial	9	0.2%	178	1.3%	\$1,877,900	0.4%
Public Property	195	4.6%	3,997	28.1%	Exempt	N/A
Churches & Charitable	3	0.1%	7.1	0.05%	Exempt	N/A
Total	4,252	100%	14,235	100%	\$506,584,830	100%
Total						

As seen in the figure above, there are 4,252 parcels within Byram, which comprise 14,235 acres of land, which has a net taxable value of \$506,584,830. The following sections summarize results of the 2002 Tax District Summary Table.

Farmland Assessment

The largest land use category within the Township is regular and qualified farmland which represents approximately 5,337 acres or 37.5% of total land area. While much of Byram appears to consist of traditional tillable farmland, in actuality, the majority of these lands are managed forests regulated by NJ DEP that are constrained by the presence of steep slopes, wetlands, lakes and streams, floodplains, and limestone areas. Accordingly, these 5,337 acres represent \$5,480,230 of total assessment or 1.1% of the total net taxable value.

Residential

Residential land uses constitute the majority of parcels in Byram. This represents 73.2% of the total number of parcels, but only 14.9 percent (2,125 acres) of the total land area. In the Township, a minimal number of residential parcels are connected to sanitary sewer. Concern arises regarding the minimum permitted size of parcels and their ability to properly dilute nitrogen into the soil. According to a Sussex County Strategic Growth Management Plan presentation held in Byram Township that was presented by the Sussex County Strategic Growth Advisory Committee, if the NJDEP Septic Regulations adopted in March 2001 are readopted2 in the future, 2 to 3 acre lots will be the minimum required for future on-site septic systems in the Township.

Apartments represent an insignificant land use classification in the Township, representing three (3) parcels and 0.1% of net taxable value.

Almost 86% of the municipal tax base is generated from residential properties. Typically, residential land uses require a greater amount of municipal services than non-residential land uses.



Accordingly, a very high percentage of residential properties contributing to the tax base may lead to proportionally higher property taxes.

Public Property and Vacant Land

Public property is the second largest tax classification comprising 28.1% of the Township or 3,997 acres of land. The majority of this property consists of Allamuchy Mountain State Park located in the western portion of the Township. Unimproved vacant land comprises 1,325 total acres or over 9% of the total land area. However, vacant land and farmland combined totals approximately 6,662 acres or 47% of the Township. The future of this land and suitability for development is discussed in the Environs planning area section within this document. However, under current zoning regulations, the majority of this land is zoned R-1, R-1A or R-2 Residential, which permits development on 5 acre, 3.5 acre and just under 1 acre lots respectively. These numbers exclude the 908-acres of Boy Scout lands located adjacent to Allamuchy Mountain State Park.

Commercial/Industrial

Industrial and commercial properties combined represent 3.6% of the total land area and 8.5% of the net taxable value of property.

Buildout Analysis

According to the 2002 Tax District Summary, a total of 6,662 acres of land or 47% of all land within Byram Township is classified as either farmland or vacant lands. These two land uses are undeveloped and represent lands that have the greatest potential for development. Since such a large portion of the Township is undeveloped, it is important to

determine the development potential within the Township to determine anticipated services and the sustainability of development at buildout. This analysis only approximates residential development. To determine the approximate number of residential units that could be constructed in the Township under existing zoning, the following methodology was utilized:

- All parcels with a tax classification of vacant land and farmland were evaluated for residential development potential.
- All parcels that are not located within a zoning residential district were removed.
- Using a Geographic Information System (GIS), data layers containing information regarding tax parcels, zoning, wetlands, floodplain, preserved open space, water bodies and aerial photography were overlain. A GIS is a computerized mapping and information system that enables the user to overlay multiple layers of data to view relationships. Furthermore, in addition to viewing data, a GIS enables a user to generate quantitative numbers and to run query's, i.e., how many acres of land have slopes greater than 25% and are developed.
- Utilizing the GIS, the area of land without environmental constraints was recorded for each parcel.
- The permitted residential unit density in each zoning district was multiplied by the net developable land to determine the number of residential units in each zoning district.
- The total number of residential units in each district were added together to determine the potential residential buildout.
- The total number of units were multiplied by 2.93 (average household size according to 2000 census) to determine the projected buildout population



Residential Buildout Analysis (Under Existing Zoning)

Zoning District	Total Acres	Constrained ¹ Acres	Net Developable Land (Acres)	Residential Units Per Acre	Additional Residential Units
R-1	5,642	3,440	2,202	0.20	440
R-1A	484	116	368	0.28	103
R-2	3,827	1,566	2,261	1.08	2,442
R-3	1,067	519	548	2.17	1,189
R-4	1,411	1,360	51	4.35	222
Total	12,431	7,001	5,430		4,396



Byram Township Persons Per Household (2000 Census) = 2.93 4,396 Housing Units x 2.93 = 12,880 Additional Persons Total Buildout = 21,134

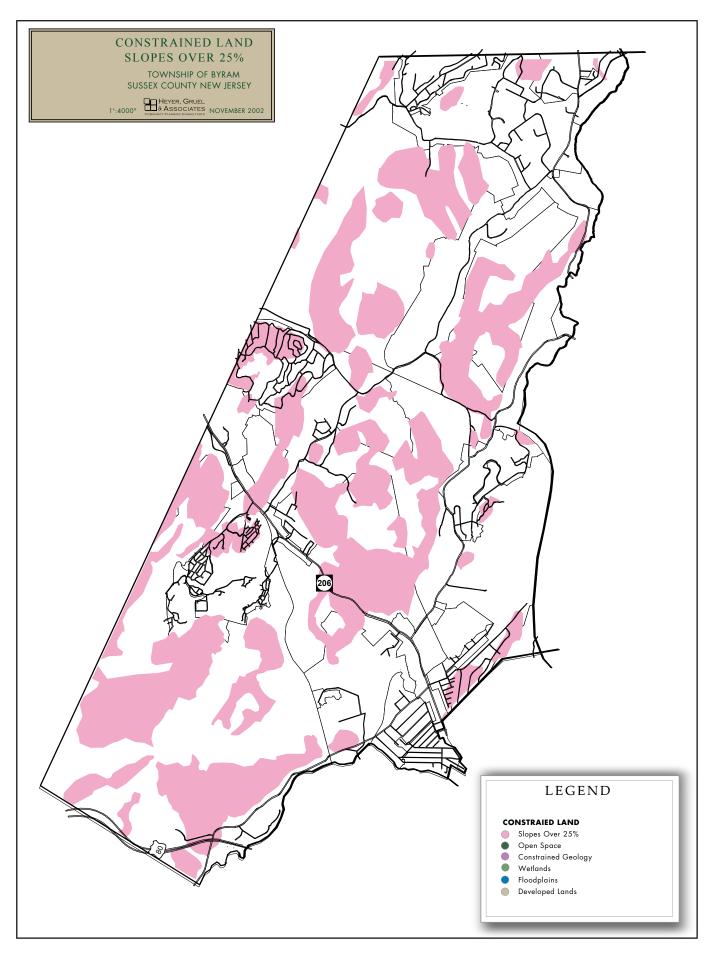
According to this analysis, approximately 4,396 homes, with a population of 12,880 additional persons is theoretically attainable under the existing zoning.

Environmentally Constrained Lands

To evaluate the land use potential for Byram Township, land use data, which includes environmentally sensitive lands were placed into a Geographic Information System (GIS).

To determine the realistic development potential and to evaluate the existing zoning district delineations, the following data layers were placed in the GIS to create a constrained lands map. A brief description indicating the characteristics of environmentally constrained lands follows the impacted number of acres in the Township.





Steep Slopes (> 25%)

Steep slopes represent 4,332 acres or approximately 30.6% of the Township.

Disturbance of steep slopes affect plant life, drainage patterns, increases the amount and speed of runoff and can cause erosion, soil creep, slumping (sections of soil shifting down and outward on the slope), and landslides. When a hillside is cleared, the usual result is more and faster runoff, especially when grading has smoothed a slope's natural roughness. Leaves and branches no longer shield the soil from wind and rain; roots no longer hold the soil in place; and the smoother slope allows the runoff to travel faster, thus increasing erosion and decreasing groundwater recharge. These problems become progressively worse on steeper slopes.

Runoff carries eroded sediments to lowland areas, to wetlands, ponds and streams, where the resulting turbidity and siltation can damage or destroy aquatic life and disrupt the ability of wetlands to filter and purify water. This combination of increased runoff and stream siltation affects the ability of streams and wetlands to retain water, changing the pattern and rate of the water's rise and fall and causing increased flooding.

Changing topography by excavating or grading the foot of a slope or cutting into the face of a hillside often promotes instability and erosion. Erosion, slippage or excessive runoff may also result when existing soils are replaced with soils more suited for septics or lawns. Soils on ridgelines and steep slopes often are thin and susceptible to wind and water erosion. Only specialized vegetation thrives in these conditions; conventional landscaping usually does not and may require excessive upkeep. In any case, even a brief denuding of ridgelines and steep slopes can cause soil losses that will discourage any regrowth of plant life and habitat.

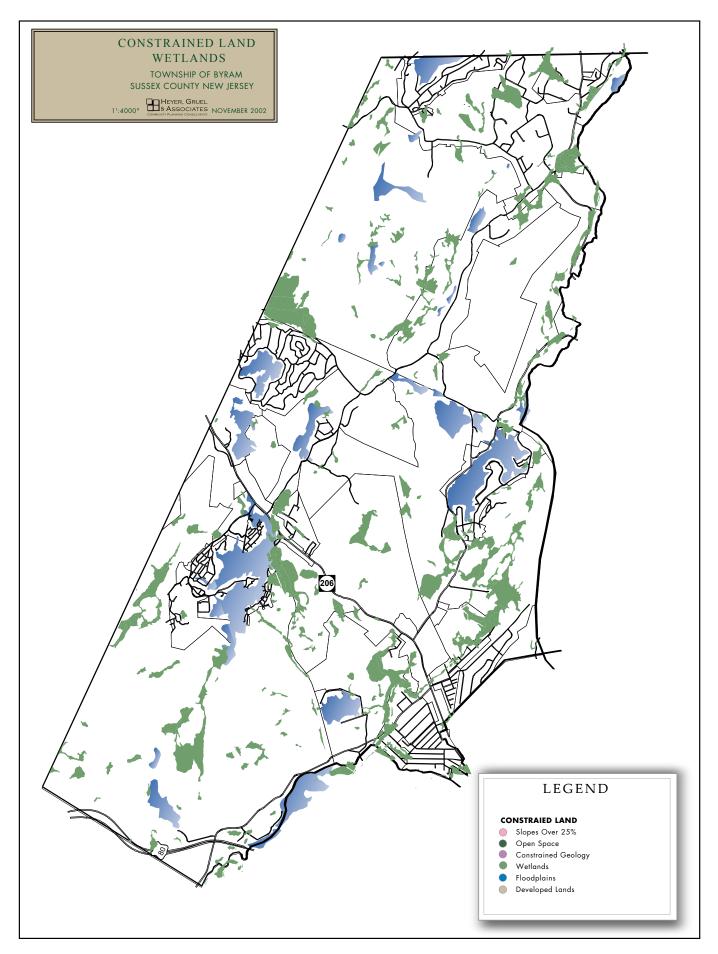




picking up speed as it travels across these smoother surfaces. Eroding surrounding soils, this high nearby surface waters. Excessive runoff sometimes

Jersey, do not contain much water. Poorly designed or excessive development that disrupts aguifer recharge while increasing the demand for water

Grading hillsides and ridgelines sometimes alters direction and less in another. Clearing and grading may even alter the local climate, changing the





Wetlands

Wetlands represent 1,224 acres or approximately 8.6% of the Township.

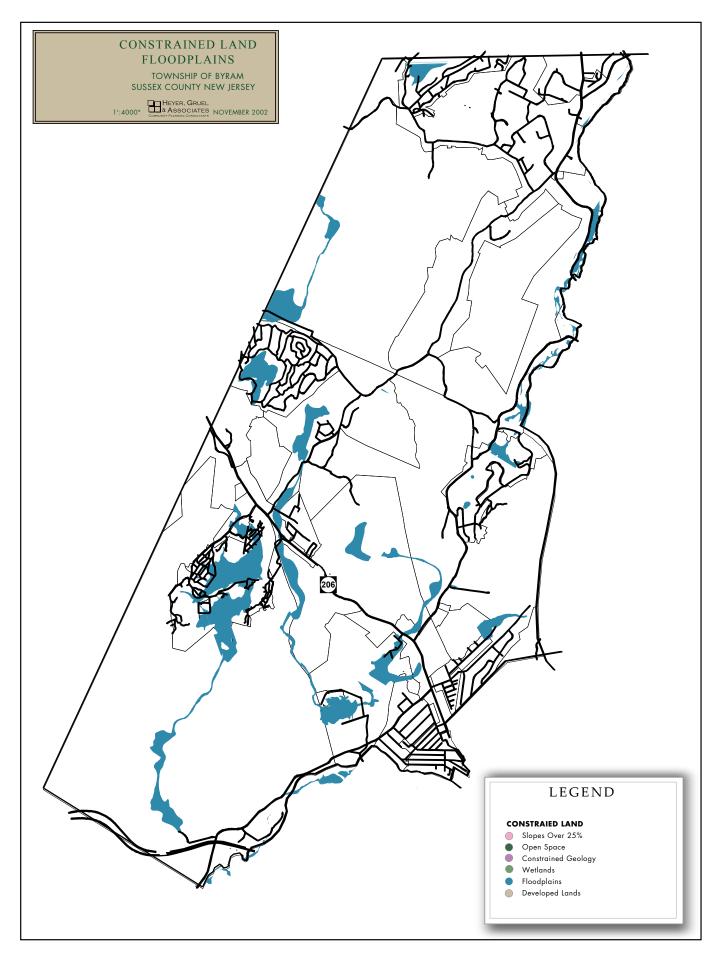
As documented by the New Jersey Department of Environmental Protection, wetlands are valuable components of watersheds for many reasons. As wetland area and function decreases over a period of years or decades, the overall quality and quantity of the surface water flow within the watershed is altered and often expensive manmade utilities are required to make up for the loss of the wetland. A community that incorporates growth while maintaining or improving wetlands and wetland functions can achieve lower flood peaks, fewer drought periods, more wildlife and habitat, and better surface water quality than comparable watersheds with fewer wetlands. Wetlands also provide recreational opportunities for boating, hiking and bird watching, and aesthetic value in the landscape.

Floodplains

Floodplains represent 825 acres or approximately 5.8% of the Township.

Floodplains are a vital part of the river ecosystem. They are important because they act as flood buffers, water filters, nurseries and are major centers of biological life in the river ecosystem. They are important for maintenance of water quality as they provide fresh water to wetlands and backwaters, dilute salts and nutrients and improve the overall health of the habitat used by many species of birds, fish and plants. They are important biologically as they represent areas where many species reproduce and as such are important for breeding and regeneration cycles.





Limestone Geologic Formations

Limestone geologic formations represent approximately 488 acres or 3.4% of the Township.

Limestone areas are underlain by solution-prone carbonate rocks (limestone, dolomite, and marble), which pose unusual and complex problems in relation to development activities. Accordingly they are sensitive to development improvements and may require special investigative, design and construction techniques to protect individuals and the surroundings.4

Lakes

Lakes represent approximately 799 acres or 5.6% of the Township.

Developed Lands

Developed lands represent approximately 3,347 acres or 23.7% of the Township.

In determining the realistic development potential in Byram, already developed lands were removed from all buildout projections.

Constrained areas of the Township were overlain with the existing zoning district map layer. The following table indicates by zoning classification total acres, total constrained acreage, total buildable acres and percent of land that is buildable. The table is designed to show the development potential or lack of development potential by each zoning district.

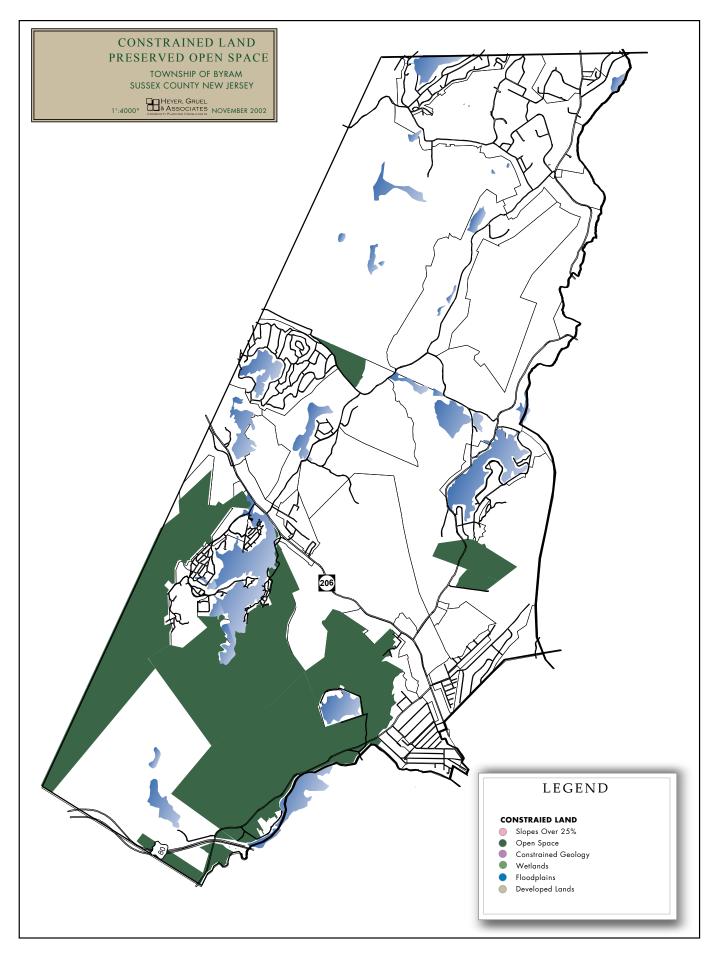
Zoning District	Total Acreage	Constrained Lands ¹ / Developed Lands (acres)	Buildable (acres)	% Buildable
B-1	175	136	39	22.3%
B-2	79	25	54	68.4%
CR	302	151	151	50.0%
FP	106	39	67	63.2%
ICP	1,033	658	375	36.3%
R-1	5,642	4,591	1,051	18.6%
R-1A	484	307	177	36.6%
R-2	3,827	2,559	1,268	33.1%
R-3	1,067	885	182	17.1%
R-4	1,411	1,370	41	2.9%

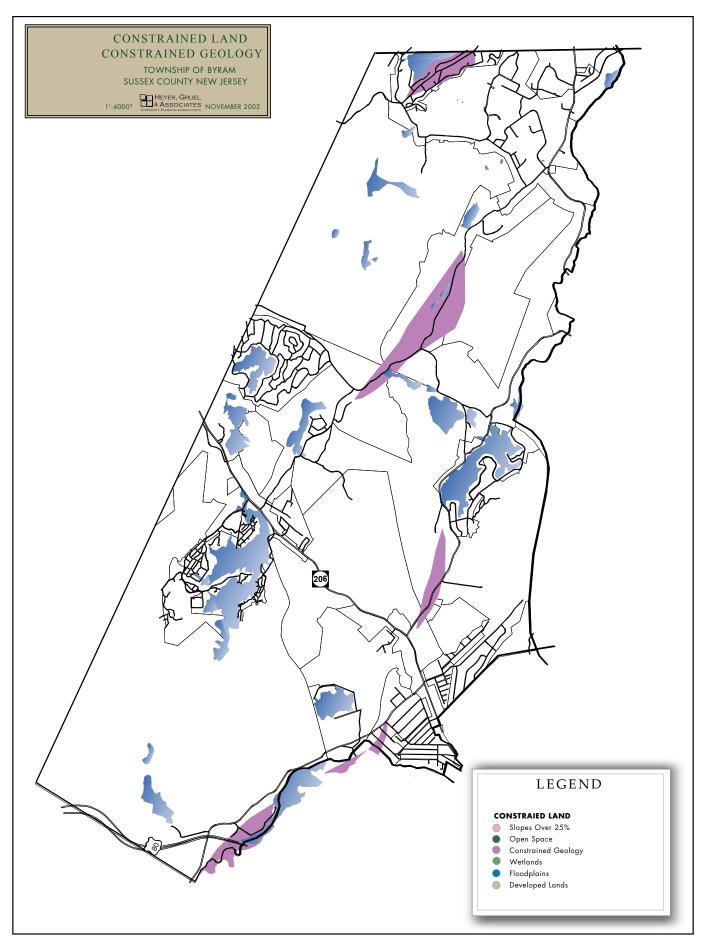
(Footnotes)

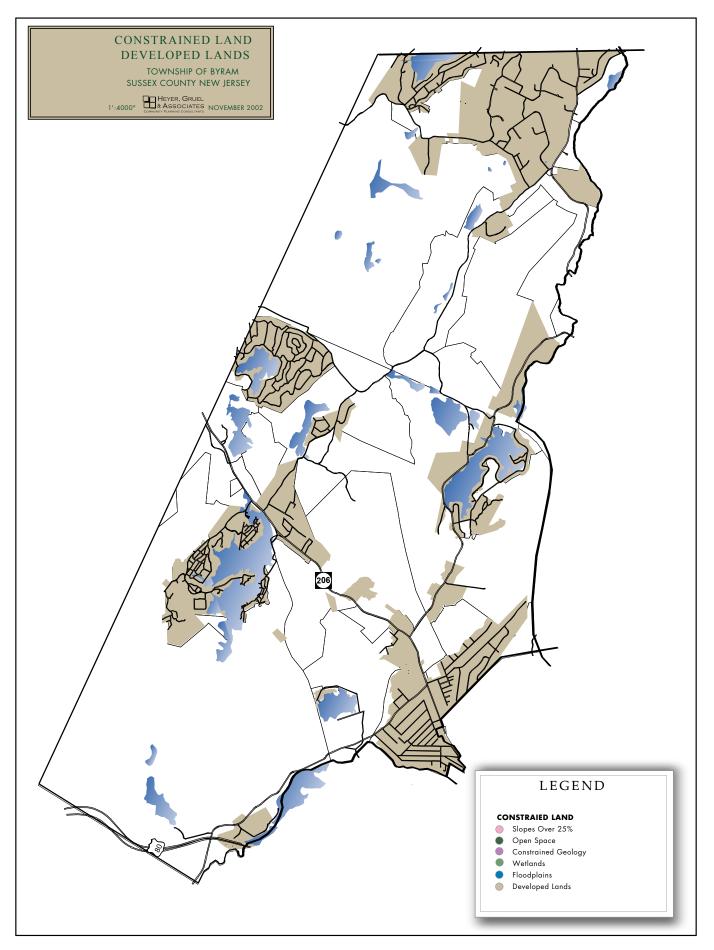
1 Constrained lands include: wetlands, slopes over 25%, floodplains, water, limestone areas, park lands and developed lands.

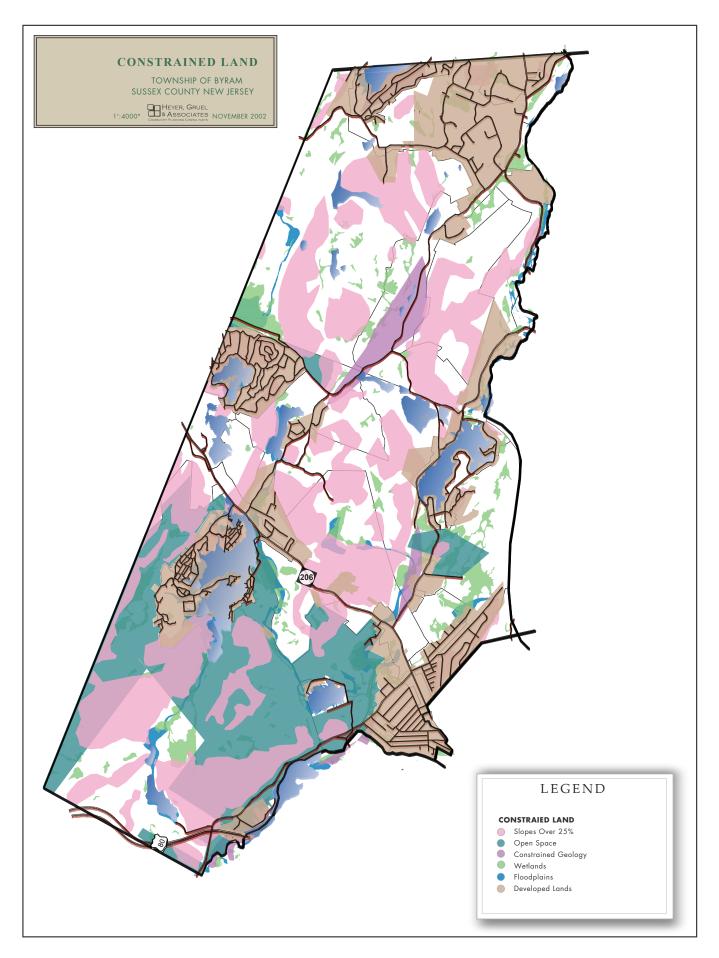












Constrained Lands by Zoning District

As indicated on the constrained lands table,
Byram Township has little unconstrained
developable land. According to the calculations
performed by the GIS, 3,405 acres of vacant land,
or 24.1% of all lands within the Township are
unconstrained.

It should be noted, that the residential buildout analysis under existing zoning omitted steep slope areas (25% or greater) from buildout projections since the Township's existing zoning permits development in steep slope areas. Steep slope areas represent approximately 4,332 acres or 6.75 square miles and were identified as an environmental constraint and included in the constrained lands analysis.

The existing Residential -1 (R-1) district contains 5,642 acres of which 4,591 are constrained. This district is severely impacted by steep slopes, wetlands, lakes, existing development and floodplains. Please note these numbers include lands located within Allamuchy State Park that are preserved for perpetuity.

Within the Residential 1A district, 307 acres out of 484 acres were identified as constrained. This area of the Township is limited as a result of Karst geology or limestone substrate. Constraints in limestone areas result from the porosity of the soil and its susceptibility to ground water contamination. Construction in and around Karst formations can lead to subsidence and flooding. However, Karst geology areas have historically produced high ground water yields.





Under existing zoning, the Residential – 2 district (R-2) encompasses 3,827 acres or 27% of all land within the Township in which 2,559 acres or 67% are constrained. However, according to the residential buildout analysis under existing zoning, approximately 2,261 acres have potential for development. According to the constrained land table, only 1,268 acres are appropriate for development.

The Residential – 3 (R-3) district is similar to the existing Residential – 2 (R-2) district since both districts contain significant development potential under the existing zoning. According the buildout and constrained lands analysis, only 182 acres are unconstrained lands. As currently zoned, the R-2 and R-3 districts threaten the practice of long-term sustainable development in the Township.

The Residential – 4 district (R-4) has minimal development potential. This district, which is commonly located around lakes, is almost entirely built out; only 31 acres of land are suitable for development.

Furthermore, minimal development potential remains in the Highway Business district (B-1). Out of the existing 175 acres, approximately 39 acres are available for development. As discussed later in this plan, this area is appropriate for infill development and redevelopment having a coordinated theme with the proposed Village Center.

The Shopping Center Commercial district (B-2) contains 72 acres and has the largest non-constrained percentage of land within the community (68.4%). It has appropriately been selected as the Township's proposed Village Center Core site. The B-2 district is flat, relatively unconstrained, centrally located and adjacent to sanitary sewer. Lands already developed within the district, i.e., Shop-Rite, account for the primary reduction in available land.

Currently, over 1,033 acres of the Township are zoned for warehousing and similar light industrial land uses (ICP district). Approximately 658 acres out of 1,033 are constrained due to the existence of steep slopes. Consequently, the development potential is further reduced from the above-mentioned figures, since warehousing type uses require gently sloping properties. Based upon the existing slopes within this district, the majority of land is unsuitable for industrial purposes.

The Family Theme Recreation Park district (FP) contains the Wild West City theme park in its entirety. This district maintains significant development potential adjacent to the proposed Village Center Core Area. Under existing zoning, this site is limited to commercial recreation type uses.

Soils

To date, digitized soils in Sussex County have not been finalized nor released and therefore cannot be overlain within the GIS. However, soils have been mapped in the Sussex County Soil Survey and have been described in the Township's Natural Resource Inventory (NRI). Since sanitary sewer only exists in a limited area of Byram Township6, the type and characteristics of soils are very important in determining the suitability of land for development. According to the Township's NRI, Byram contains 23 types of soils, which are classified into 11 major types. The most prevalent soils are the Rockaway series are located on Byram's ridges and steeper slopes. Most of the Rockaway soils are steeply sloped (15 – 35%). Approximately 2/3 of the Township lies within areas having slopes greater than 15% and approximately 50% greater than 25%.

Hibernia is the second most common type of soils in the Township followed by riverhead soils. Riverhead soils are characterized as sandy loams occurring in and near valleys having slopes ranging from 3 – 15%. The previously mentioned soil classifications were utilized to derive maps indicating depth to bedrock, depth to seasonal high groundwater, slopes, wetlands and septic suitability.

Critical Habitat

During the Smart Growth visioning process, the desire to maintain Byram's rural character was identified as a primary goal for the Township to continue. In Byram, more specifically there is desire to preserve the Township's natural features and visual environment. As previously described, Byram is traversed by a unique and delicate landscape. The landform consists of numerous steep slopes, wetlands, floodplains and preserved state owned lands. Collectively these lands create a contiguous forest that serve as substantial habitat for various species. In fact, the majority of the Township is considered habitat for threatened and endangered species.

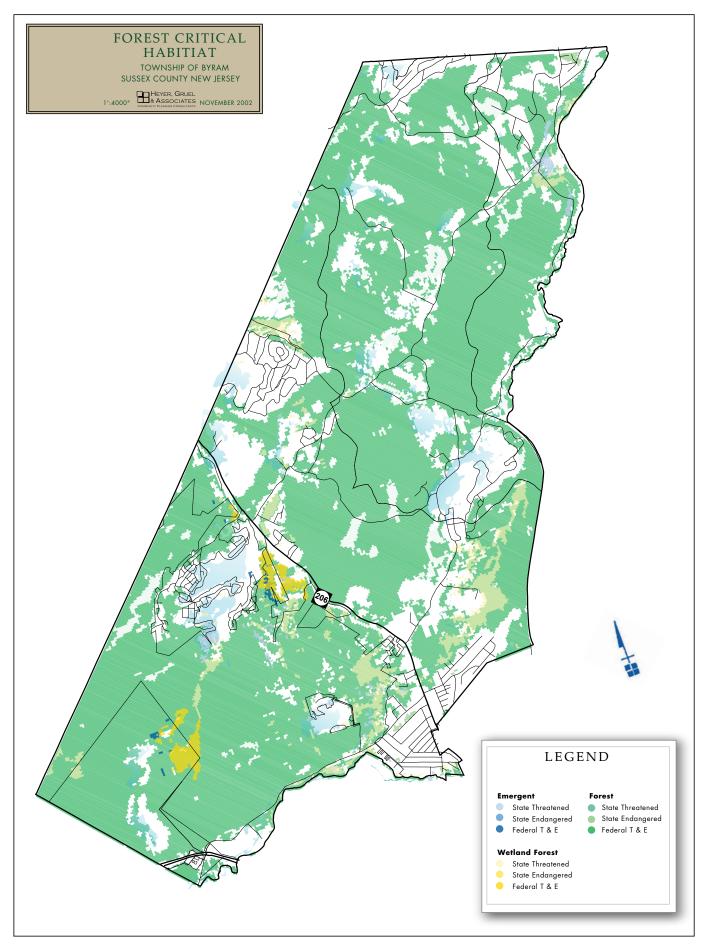
township







The following map7 identifies critical forest habitat statewide. The map indicates habitat for state threatened, state endangered and federally threatened and endangered species habitat. The data is designed to be used for state and local planning, open space acquisition and land-use regulation.





One intention of this Smart Growth Plan is to recommend the creation of appropriate ordinances to preserve rural character. This Plan specifically recommends the creation of revised zoning and bulk regulations and the creation of design standards in the Land Development Ordinance. The principal objectives are as following:

- Minimizing site disturbance for the construction of roads, basins and other improvements
- Retaining woodland features
- Minimizing visual impact of development
- Retaining rural features
- Hillcrest preservation
- Improved cluster/lot averaging housing ordinances, which place greater attention
 - Location of building envelopes
 - Distances between building 0 envelopes
 - Conservation easements 0
 - Water features & buffer requirements
 - 0 Common driveways
 - Tree preservation 0
 - Landscaping and lawns
 - Wildlife management (large tracts)
 - **Detention Basin Design**

Watersheds

A watershed is the land area that drains to a single body of water such as a stream, lake, wetland, or estuary. Byram is located primarily in the Musconetcong River watershed, with the exception of lands immediately surrounding Lake Mohawk, which are part of the Wallkill Watershed, and lands surrounding Forest Lake, which are part of the Pequest Watershed.

It is the intention of this Plan to relate land management decisions to preserve and improve watershed health and to minimize degradation of water quality. Center-focused development directs growth to areas most appropriate for development, where infrastructure is in place to accommodate such development, and therefore minimizes disturbance in the environs. Accordingly, this approach will minimize factors that deteriorate a watershed. These include clearing forested lands for new housing developments, paving new roads and driveways for transportation, over-applying fertilizers and pesticides to lawns, overworking timberlands and improperly maintaining home septic tanks. In Byram, since the community relies entirely on private wells, minimizing tract disturbance is particularly important in protecting watersheds and water quality.





township BYRAM



township BYRAM

SUSSEX COUNTY, NEW JERSEY 2002 Prepared by # HEYER GRUEL+ASSOCIATES COMMUNITY PLANNING CONSULTANTS

Environs

The environs represent the rural and environmentally sensitive areas of the Township, which include vacant, mostly wooded, areas of steep slopes, wetlands and low-density residential uses. Local objectives for the environs are:

- ☑ To retain rural features of the Township
- ™ To retain the Township's water quality and quantity
- To minimize development impact on wildlife
- To preserve open space consistent with the Township's Recreation and Open Space Plan
- In appropriate areas, to encourage tourism that creates minimal impact on the environment

Open Space Preservation

As detailed in the 2000 Byram Township Open Space and Recreation Plan, the Township has an extensive system of recreation and open space areas. The following tables summarize public and private open space within the Township.

PUBLIC OPEN SPACE		
Property Owner	Acres	
New Jersey Department of Environmental Protection	3,079	
New Jersey Department of Transportation	105	
New Jersey Natural Lands Trust	91	
Byram Township	132	
Sparta Township	3	
Byram Board of Education	108	
Total	3,518	

Source: Byram Township Open Space and Recreation Plan – October 2000

Of the 3,518 acres, 3,264 acres are preserved in perpetuity. Therefore, 25% of Byram Township is protected against future development.



VACANT LAND				
Property Owner	Acres			
Non-improved Properties	1,659			
Agricultural Land	5,036			
Boy Scout Camp	910			
Hudson Guild Farm	86			
Waterloo Foundation	6			
NJ DOT Railroad Property	65			
Private Campgrounds	71			
Private Recreation Sites	57			
Municipal Property not on Recreation and Open Space Inventory	38			
Total	7,928			

Source: Byram Township Open Space and Recreation Plan - October 2000

Agricultural land in the Township consists of mostly silva-culture practices such as timbering and woodland management. Hay farming also provides a small portion of farming practices.

The 7,928 acres of vacant land represent 60% of land within the municipality. While such vast tracts of undeveloped properties in the Township provide open space amenities to its citizens, unprotected they represent massive development potential under current zoning provisions (see build-out analysis in the land use section).

The Township's constituents approved a local purpose tax of two (2) cents per hundred dollars of assessed value to be utilized for the acquisition of land to preserve open space. 2002 will be the third year the open space tax will be collected. To date, the tax generates an average of \$99,000 per year.

The Sussex Branch trail crosses the county and travels past the southern side of High Point State park. This trail continues through Sussex County until it enters Byram Township along Route 206.

The route passes Allamuchy Mountain State Park, which has hiking opportunities. The Sussex Branch trail has its southern trailhead at Waterloo Road, a National Registered Historic Site with a historic village.



The Township envisions a regional network of trails to connect existing residential and commercial development. The map entitled Gateway to North Jersey Trails, Township of Byram, Sussex County, New Jersey indicates existing land use designations according to tax records, existing and proposed trail systems.

Lubber's Run Greenway Plans

In June 1997 and amended on December 18, 2000, a stream corridor study entitled The Lubbers Run Greenway Project was finalized. The objective of the study was to:

- Document the natural features of the Lubbers Run Stream Corridor;
- Prepare a greenway park plan; and
- Make recommendations on how to preserve critical ecological areas.

Land preservation approaches in the Greenway include:

- Purchase of land by conservation organizations;
- Placement of restrictive conservation easements; and
- Placing the land in a property owner's association with a restrictive conservation easement at the time of subdivision.





Tilcon Quarry

This Plan envisions the redevelopment of Block 226, Lot 16, a 25-acre flat reclaimed parcel within the quarry. Since this parcel borders the Village Center Core, particular attention shall be placed on the character and architecture of buildings fronting on Lackawanna Drive adjacent to the Center in a manner compatible with adjacent single-family residential properties. Low intensity non-residential uses that do not require infrastructure extensions are appropriate uses for this area. Extensive re-vegetation is required to reclaim this portion of the quarry to acceptable standards.

Environs Recommendations

The following list of recommendations works in accord with the Future Land Use Plan located later in this document. Accordingly, these recommendations are designed to protect critical environmental areas of the Township, preserve rural character, redirect growth from areas lacking infrastructure to the proposed Village Center. Recommendations for the Township's environs include:

- Improve existing cluster housing ordinances.
- Adopt ordinances/design guidelines to create land-use patterns that ensure appropriate development and economic growth, while preserving environmentally sensitive lands and rural character.
- © Create specific design guidelines to preserve rural character.
- Revise the zoning districts in the environs in accordance with the Future Land Use Map
 - o Decrease the minimum density in the R-1district from 0.2 to 0.1 (average density of one unit per ten acres).
 - o Decrease the minimum density in the R-1A district from 0.285 to 0.2 (average density of one unit per five acres).
 - o Increase the size of the R-1 district to include all environmentally sensitive areas of the Township.
 - Create a conservation district to ensure the preservation of the Boy Scout lands adjacent to Allamuchy Mountain State Park and other state and municipal parklands.
- Continually monitor and update the Township's recreation and open space inventory (ROSI) with NJ DEP to be eligible for state grant monies.
- Expand the existing system of trails to connect residential areas with community facilities.
- © Eliminate Industrial Commercial Park (ICP) districts in critical areas.
- Create a public district to properly regulate public facilities and services.
- © Create a quarry district



township BYRAM

VILLAGE CENTER

SUSSEX COUNTY, NEW JERSEY 2002 Prepared by # HEYER GRUEL+ASSOCIATES COMMUNITY PLANNING CONSULTANTS



Byram Township is experiencing growth pressure. sprawling suburban pattern of development can growth from the rural environmentally sensitive

VILLAGE CENTER LAND USE PLAN



Determining the Size and Shape of the Village Center

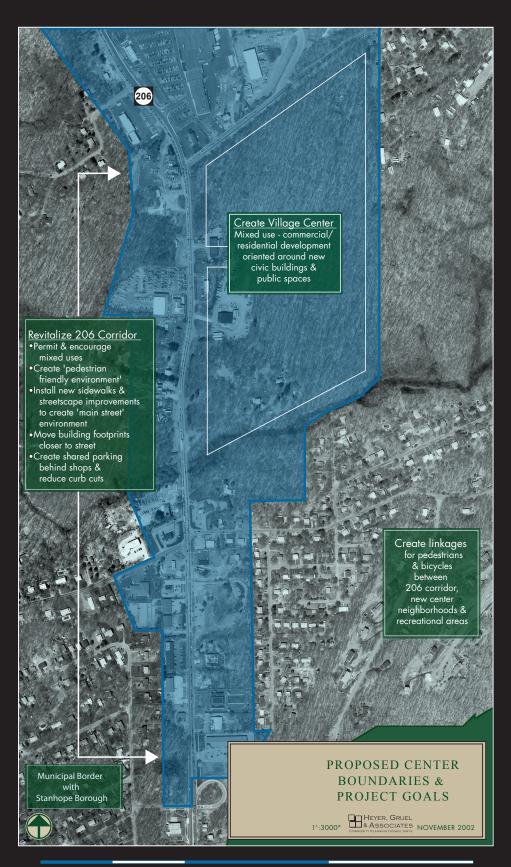
In designing the size and shape of the Village Center, population projections to 2020 and growth trends were analyzed. According to the Center for Urban Policy Research (CUPR) projections, Byram's 2000 population of 8,254 persons will increase by 2,855 persons to 11,109 by the year 2020. The Office of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

Projection	2000 Population	2010 Projection	2020 Projection
Center for Urban Policy Research	8,254	NA	11,109
Office of State Planning	8,254	17,944	27,885
Sussex County	8,254	8,698	NA

In designing the shape of the Center, existing natural features in the area were analyzed. Boundaries intended to protect visual character and natural resources will produce different boundaries and shapes than boundaries delineated based upon projected growth and development trends alone. Therefore, the methodology used to create the center boundary combined principles of both objectives in creating the Village Center boundaries.

Criteria for Designation

The criteria for a village center were analyzed for Byram in accordance with the State Development and Redevelopment Plan. It is noted in the State Plan that the following criteria are intended to serve as a general guide.



0 500' 1000' 2000' 3000'



Village Center

- It is (or is planned to be) primarily a mixedresidential community with a compact Core of mixed-uses (for example, commercial, resourcebased industrial, office, cultural) offering employment, basic personal and shopping services and community activities for residents of the Village and its Environs;
- It has a land area of less than one square mile;
- It has (or is planned for) a minimum gross population density of 5,000 people per square mile (excluding water bodies) and a minimum gross housing density of three dwelling units per acre;
- The existing and 2020 population should not exceed 4,500 people;
- It has reasonable proximity to an arterial highway.

Location

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

Village Center Designation

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

Village Centers are required to have a minimum gross population density of 5,000 people per square mile and a minimum gross housing density of three dwelling units per acre. The Village Center would therefore need a population of roughly 1,289 persons. Also, almost 500 housing units would be required. With 60 acres to develop, this new residential development would be built at roughly 3 dwelling units per acre. One of the criteria for a Village center is that the 2020 population should not exceed 4,500 people. This criterion is also met. With all criteria being met, a Village Center proves a viable endeavor for the Township of Byram. The resources of the Township should be directed towards this designation. The Village Center at Lackawanna Drive will successfully serve the community's needs.

The Village Center Core area defined throughout this Plan is currently zoned B-2 Shopping Center District. Net developable land in the B-2 zone is approximately 54 Acres.

The existing zoning permits shopping centers and "big box" structures such as Wal-Mart and Home Depot. The governing bulk standard that regulates intensity on-site is total permitted lot coverage. There are no standards regulating the total permitted building coverage or Floor Area Ratio8. Under existing zoning, the total lot coverage cannot exceed 50%. It is estimated that the development of approximately 300,000 square feet of commercial space is a reasonable expectation for the area.

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

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





Housing located in the center, creates a 24-hour presence and is convenient for seniors and others who place a high value on convenience and proximity to activity.

Mixture of Uses

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

While centers encourage a mixture of land uses, not every type of use is appropriate in a center. Examples of inappropriate businesses include:

- og Drive-thru businesses
- Heavy industry
- Uses requiring frequent freight deliveries
- ✓ Warehouses

TOWNSHIP OF BYRAM

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

The Village Center Core

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

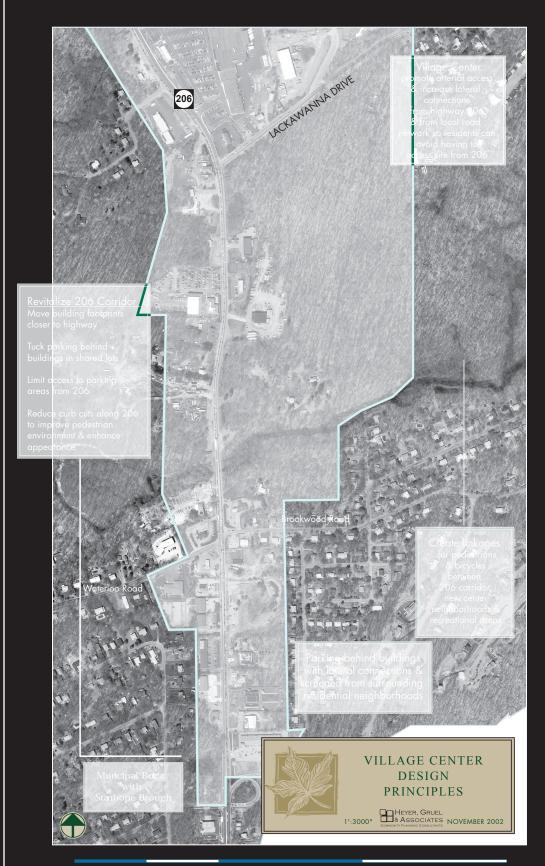
Medium-Density Residential - Includes housing densities between 6 to 10 units per acre and can include a mixture of residential uses including single-family detached dwellings, semidetached duplexes and townhouses.

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





Source: TND Series Volumes I and II



0 500' 1000' 2000' 3000'



Low and Moderate Income Housing

The Township has petitioned the Council on Affordable Housing (COAH) for substantive certification to satisfy its 34-unit new construction obligation. This Plan and the Township's Fair Share Plan, envision the construction of this obligation within the proposed Center area. In accordance with COAH rules, 9 of the 34 units are required to be rentals and the remaining 25 units shall be owner occupied housing. Based upon COAH guidelines, a Center with 34 COAH units would build out with 170 total units with a 20% set-aside. However, if the 9 rental units qualify as rental units in accordance with COAH guidelines, these rental units would receive two (2) credits per unit and therefore reduce the number of residential units in the Center Core to 125. A full description and analysis of the Township's COAH obligation is detailed in the Township's Housing and Fair Share Plan.

The following tables, Village Core Land Use Allocations and Summary Land Use Figures correspond with the Grid and Curvilinear Village Center Concept Plans. These tables indicate the number and size of proposed land uses and the land area they represent.

Village Core Land Use Allocations

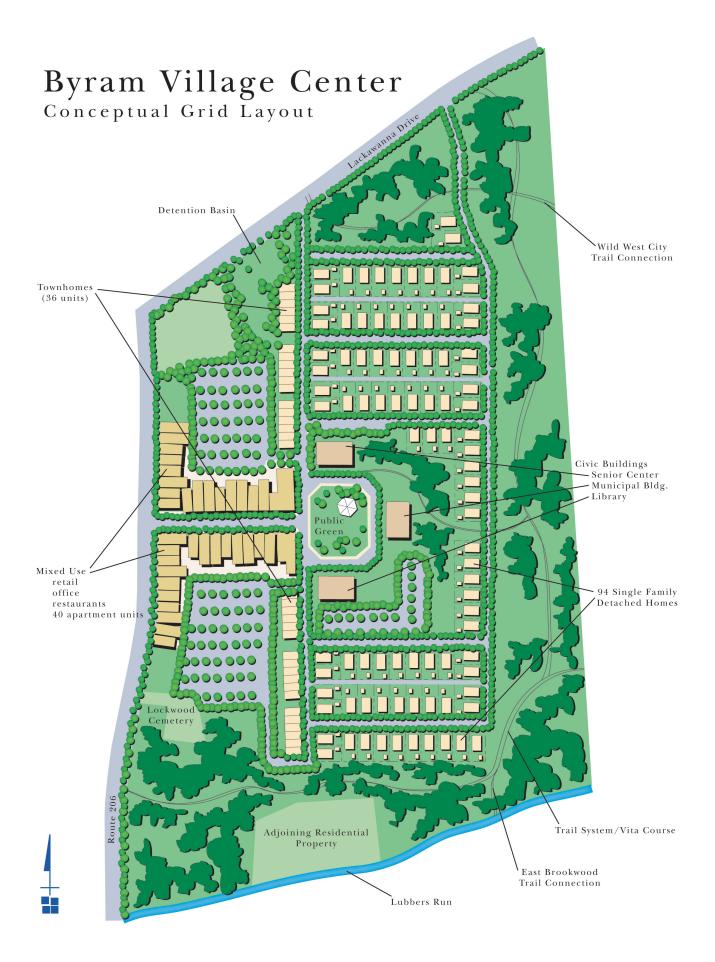
Land Use Allocations	Area (Acres)
Mixed-use Commercial	12
Single-family residential	20
Townhouse/Duplex	4
Village Green	2
Open Space	24

Summary Land Use Figures

Land Uses	Proposed
Detached Single-Family	94 units
Townhouses/Duplexes	36 units
Apartments (above first floor only)	40 units
Retail/Restaurants	80,000 square feet
Office (above first floor only)	30,000 square feet
Civic Building Space	Library Community Center Post Office







Village Green

Greens or commons are invaluable heritage resources. Historically, they are icons of history, tradition, and community that may do more to identify the Village Center than any other element of the landscape. In many states in the northeastern United States, Colonial greens are a powerful presence. Greens not only preserve a legacy of architecture and town planning, but also cultural events - from high school graduation to summer concerts - that are essential to character of the Village Center. This concept of setting aside common land originated in America at the Massachusetts Bay Colony by English settlers during the period of the Great Migration in the 1630s.

The Byram Village green is a public landscape that will belong to everyone. Historically in American development, the colonial green was the site of the schoolhouse, taverns, blacksmith's shops, and the jail. The majority of communities developed with houses bordering the green creating a unified residential area. In the late nineteenth century, the green evolved into a manicured landscaped park, which often included a town library, city hall, and other civic institutions along its perimeter. Eventually, greens evolved into areas with a predominance of trees, street lamps, paths, fountains, and benches.

In Byram's Village Center, the green is envisioned as the primary focal point of the Center. The green is proposed to be large and prominent (1/2 to 2 acres in size) and provide space for community events, such as outdoor concerts, fireworks displays, etc. During the community visioning process, the citizens of Byram sought a public library, community center, post office and a municipal building either directly on or along the perimeter of the Township green. This Plan recommends the placement of civic buildings either directly on or on the perimeter of the Township green. The green area should have sidewalks and benches both on its perimeter and throughout. Following is a partial rendering of a village green.

Redevelopment Commercial District – includes a combination retail sales and retail service uses, which include general retailers and service oriented uses, which include but are not limited to general retailers, specialty shops, grocery stores, pharmacies, drug stores, banks, bakeries, specialty food, restaurants, sandwich shops, coffee houses, entertainment spots, hotels, health and fitness clubs, personal services, print/copy shops, video rentals, dry cleaners and other similar businesses. This Plan investigated and concludes that gasoline service stations fall outside of the Township's vision for this area and is specifically prohibited.

The continuation of compact mixed-use development is envisioned to continue along the Route 206 redevelopment corridor. It is imperative that redevelopment occurs in an appropriate sequence with consideration given to:

- Ensuring that incremental redevelopment contributes to the long-range community vision and concept plan, while providing a continuous positive environment for existing businesses.
- Coordinating redevelopment efforts in conjunction with Route 206 traffic improvements





The overall concept of this Plan envisions a dense compact Center Area with a specific geographical edge. The Center Area consists of a self-contained buffer from surrounding uses to clearly delineate it from surrounding land uses. Streets in the Village Core area should be aligned that the terminal vista is an open space feature, which includes both man made, e.g. green or natural, e.g. woodlands. Such a design technique creates a sense of spaciousness in close proximity to compact development.

Design

Overall Design

Throughout the Center, reducing front and side yard setbacks and allowing narrower frontage distances will reduce impervious coverage. A narrower lot require shorter roads and therefore reduces impervious material. Relaxing front yard setback requirements creates shorter front yards and provides sufficient space to access garages from a rear alley way and therefore eliminates the need for a conventional driveway.

The visual character of the Center stems from the relationship of roadway width, setbacks, side yards and the "layering" of front yards with plantings. The continuity of both the commercial and residential corridors are dependent on side yard dimensions.

Buildings

The Village Center Core Area anticipates a mixture of land use types to achieve the critical core of people and attractions to create a viable center.

A sense of place will be created through streetscape features, requiring commercial building designs to incorporate the architectural themes of Waterloo Village and Wild West City. Features reminiscent of classic American towns, which include buildings with frequent entries and windows along the sidewalks will create a comfortable pedestrian environment.

Architectural and Historic Compatibility

As previously mentioned in this Plan, Byram Township has a very interesting history, much has evolved from early industrial development such as iron mines, smelters, the Morris Canal and established summer lake communities. Although most of Byram's historic structures have been lost through the years, Waterloo Village still remains today. This architectural and historic style should be encouraged for the Center theme and consequently new development. This historical compatibility will allow the rural and historic character of Byram Township to continue through time.







This Plan envisions a harmonious blending of historical amenity items such as front porches, signs, fences, and lighting, from one phase or one project to the next. The opportunity to provide this type of linkage is extremely important in a Village Center where commercial and residential structures are placed in close proximity to each other.

Building Setbacks and Orientation

Typically buildings are set back from the street to provide sufficient space for parking in front of the building. A better design alternative is to locate buildings close to the front property line. Accordingly, there is little space between the front of the building and the sidewalk. Windows and entrances adjacent to the sidewalk are important elements in creating a comfortable pedestrian environment. A continuous row of buildings without gaps creates an interesting and secure walking environment. Typically, people will walk longer distances if their trip takes them along visually interesting buildings.

The space between the building front and the sidewalk, this space should cater to the pedestrian by incorporating a clearly marked walkway, plantings, outdoor furniture and other features that extend the public space to the building.

Along Route 206, zoning standards will establish a maximum setback for new commercial buildings.
Such standards will not permit parking between the buildings and the street.





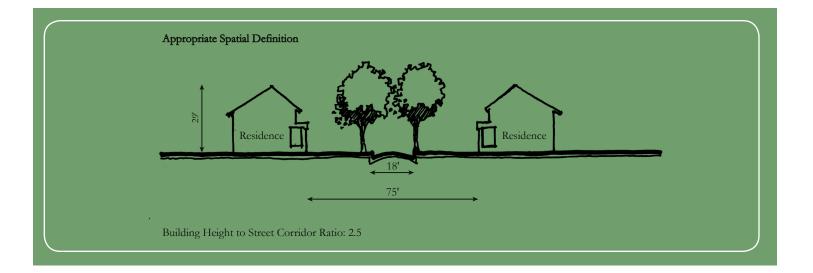
Building Facades

Building facades visible from the public street should be of high quality materials with multiple windows, entrances and architectural features that enhance the pedestrian character of the street. Primary building entrances should be recognizable through the use of entry plazas and architectural features. Distinctive pedestrian areas connect the parking areas to building entrances. Parking areas should be located at the rear or side of the building screened away from public view.

The façade of a retail business in a mixed-use building shall have a substantial amount of transparent window display at the street level. The façade of the upper floors shall be distinctive from the street level but share common materials and architectural features. Balconies and other design elements should be encouraged on each floor. Parapets shall enclose flat roofs. Mechanical equipment, refuse containers and loading/service areas shall be screened from public view.

Building Height to Street Ratio

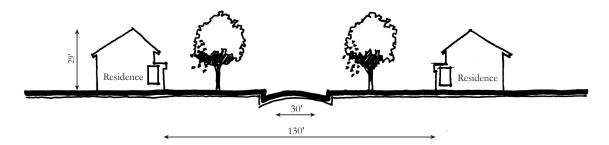
In the book Spaces: Dimensions of the Human Landscape, Barrie Greenbie describes physical relationships that affect our perception of streetscapes. Greenbie suggests to create the "feel" of a "Main Street" it is important to create an appropriate building height to street ratio. A building height to street ratio is the ratio between the width of the street corridor and the height of the building or walls of the corridor. Greenbie suggests that an ideal building height to street ratio is two to three times the height of the defining walls. He continues to suggest that when the width of the street corridor exceeds the height of the defining wall by more than 4 times we begin to lose the necessary spatial definition. As a general rule, the tighter the ratio, the stronger the sense of place. The following figure depicts appropriate and inappropriate spatial definition.



Spatial definition or spatial enclosure is particularly important in retail districts. Within the interior commercial portion of the proposed Village Core, there exist opportunities to provide an appropriate building height to street ratio. However, proposals to widen Route 206 present constraints in providing appropriate spatial definition. As a result, it is necessary to create the illusion of less space by creating vertical lines in the landscape. Vertical lines that commonly create spatial definition are buildings. Along Route 206, buildings are envisioned as providing vertical lines and consequently the beginning of the necessary "sense of enclosure".

One technique for adding the illusion of enclosure is the placement of a planted median with trees along the center of the Route 206 corridor. Collectively, the placement of a median, bringing buildings closer to the roadway edge and adding tall trees, the roadway appears narrower than it actuality is.

Inappropriate Spatial Definition



Building Height to Street Corridor Ratio: 4.5





Examples of Traditional Housing

Source: TND Series Volumes I and II













LAKE DISTRICTS



LAKE DISTRICTS

The Township received a Smart Growth Assistance Grant from the Association of New Jersey Environmental Commissions (ANJEC). The grant was awarded to study; recommend and implement ordinances to better regulate development along lakes. During public meetings associated with the Smart Growth Plan, public input was sought regarding existing problems and solutions to negative environmental impacts associated with lake front development. The ANJEC study and its recommendations will be addressed in a separate document to this Plan. After the completion of the ANJEC Lake Study, this Plan should be revised to incorporate all pertinent elements.



FUTURE LAND USE

SUSSEX COUNTY, NEW JERSEY 2002 Prepared by # HEYER GRUEL+ASSOCIATES COMMUNITY PLANNING CONSULTANTS

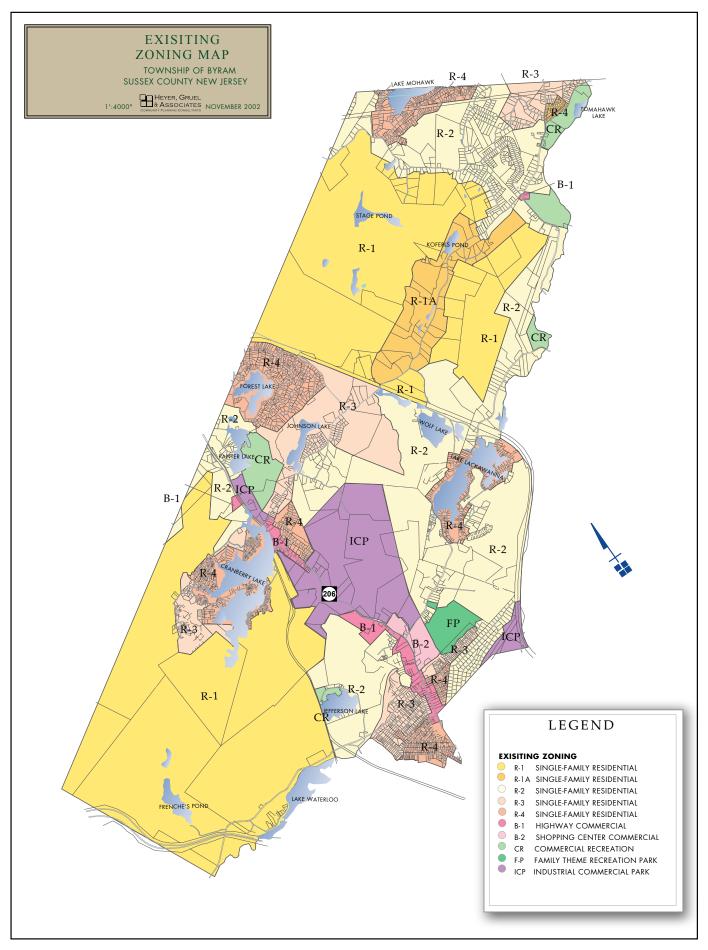
The pattern of development identified in the Future Land Use Plan is designed to allow for a balance of critical environmental areas, reduction of conflicting land uses, minimization of the costs for providing public services, and assurance of meeting essential development needs. The following graphic illustrates the recommended Future Land Use Plan. This Future Land Use Plan designates appropriate development types for the Township based upon a variety of factors identified below:

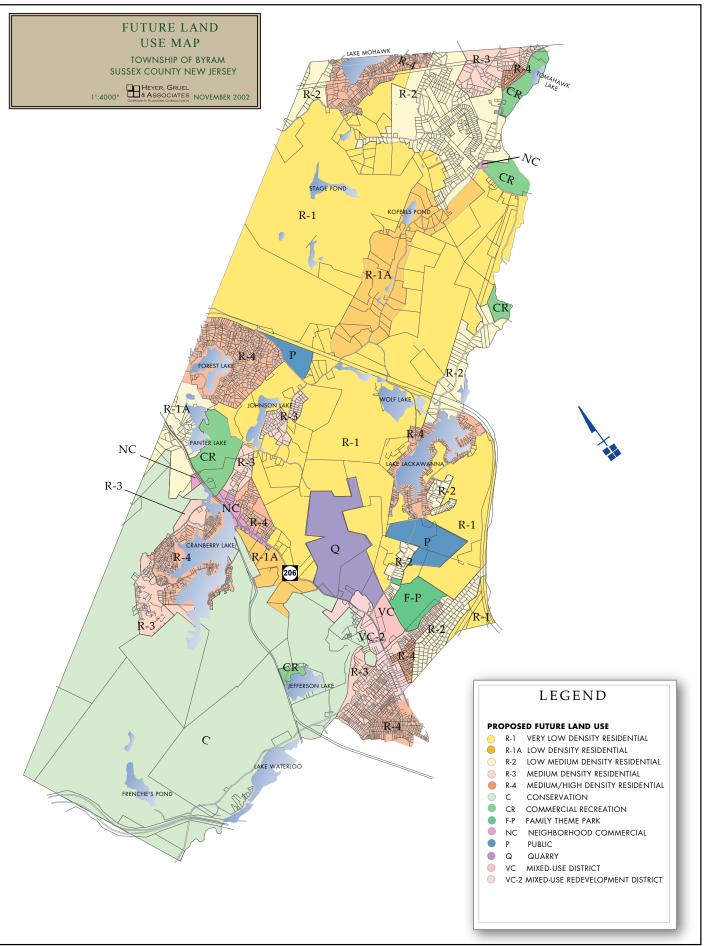


FUTURE LAND USE PLAN

- Focusing development in appropriate locations where infrastructure and services are available
- Consistency with the State Development and Redevelopment Plan
- March 2002 Draft Highlands Coalition Plan
- Consistency with the Township's Natural Resource Inventory
- Consistency with the Township's 2000 Recreation and Open Space Plan
- Promotion of goals of the Municipal Land Use Law
- Preservation of wildlife habitats, contiguous forests, water quality and rural character OB
- Establishing population densities consistent with the water resources and sewage disposal abilities of the land
- os Prevention of sprawling land uses
- Reduction in Infrastructure costs

This methodology differs from a traditional carrying capacity approach, which applies density adjustment factors to land based upon the presence or absence of environmental constraints. Rather this approach weighs environmental factors in creating an appropriate planning capacity of land.







Residential Buildout Analysis (Under Future Land Use Plan)

Zoning District	Total Acres	Constrained ¹ Acres	Net Developable Land (Acres)	Residential Units Per Acre	Residential Build out (units)
R-1	5,447	2,635	2,812	0.1	281
R-1A	836	291	545	0.2	109
R-2	1,261	1,043	93	1.08	100
R-3	622	589	33	2.17	69
R-4	1,411	1,370	41	4.35	178
VC	60	NA	NA	Varies	170
С	3,900	3,900	NA	0	0
Total	13,537	9,828	3,524	NA	907

(Footnotes)

If the Township continued to be regulated by its existing zoning, theoretically,
4,396 units could be constructed. In accordance with the Future Land Use
Plan, the potential number of additional residences in the Township is reduced
from 4,396 additional housing units to 907 additional housing units. While this
Plan implements policy to reduce development potential in the Township, the
Future Land Use Plan meets the Center for Urban Policy Research population
projections to the year 2020. Therefore, this Plan provides sufficient
development potential to meet local and regional needs.

¹ Constrained Acres include: Developed lands, wetlands, floodplain, steep slopes (25% or greater), preserved open space, and water bodies.

CIRCULATION



CIRCULATION

Pedestrian Circulation and Connections

"Pedestrian friendliness" is another critical element in measuring the success of the Byram Village Center. Today, most traditional subdivisions do not link pedestrian walkways with adjacent subdivisions or even nearby commercial areas. In addition to the proposed network of sidewalks and pedestrian bridges that cross Lubbers Run, the Village Center Core envisions footpath and bikeway links to the open space network and green (see following illustrations and concept Plan).

Street Design

Streets should be designed in the Village Center to be scaled to the pedestrian. This Plan encourages the development of a network of interconnecting streets that allow for the free flow of traffic while connecting and integrating neighborhoods with the Center. Street design should encourage the development of a network of sidewalks and bicycle lanes within the right-of-way to provide an attractive and safe mode of travel for cyclists and pedestrians. This design is applicable to all streets up to and including major thoroughfares, particularly those that enter the Center. Streets that are within the Village Center Core should be designed and posted as low-speed roads (20-35 mph). In Byram's Village Center Core, the street should be a unifying factor in tying the Center together along with sidewalks, footpaths and passive recreation trails.

The maximum block length for village design is 400 feet. The design is based upon providing ease of circulation for pedestrians and drivers.



Route 206 Circulation Vision

Both the design and perception of safe roads are key elements in creating a Village Center. A road can be safe yet uncomfortable for pedestrians. Further, just because a roadway does not have a history of pedestrian collisions, does not mean it is safe. Safety may be improved along Route 206 by increasing awareness of drivers, reducing conflict points and lowering speed. The vision for this corridor includes the creation of a pedestrian oriented environment with wide sidewalks, well marked crossings and a direct travel way.

Examples of how to increase awareness include the creation of high visibility crosswalks and refuge islands. High visibility crosswalks may include the use of different colors and textures than the roadway pavement to alert drivers of a pedestrian area. Refuge islands provide a buffer between opposite lanes of traffic so pedestrians can cross just one half of the road at a time. This is more comfortable, much safer and much more convenient than trying to cross all of the traffic lanes at once, especially on roads with many lanes and high speeds.

Conflict points are used to describe the accident potential of a roadway. By reducing the number of conflict points, the potential for accidents decreases.

Examples of methods to decrease conflict points include creating center medians and driveway restrictions. Center medians lessen the amount of continuous asphalt on roadways with four lanes or more and provide a visual amenity. Center medians also:





- Help make streets "pedestrian friendly" by providing a mid-point refuge for pedestrians crossings
- Narrow the appearance of travel lanes
 - Coordinate well with crosswalks

Arterial Access Management/ Driveway Restrictions

Strip development is often a by-product of commercial development along corridors. Businesses develop along corridors, because they have a high visibility and direct access onto a major road. However, when a number of business, such as fast food restaurants. are built on adjacent properties, each with two driveways, the number of turning points on and off this major road becomes a hazard and significantly slows the flow of traffic. This type of development can be witnessed on the more developed sections of Route 206. An opportunity exists during the proposed NJ DOT improvements, to eliminate many unnecessary driveway openings. The combination of reducing driveway openings with the inclusion of traffic calming techniques is instrumental in creating a comfortable pedestrian and vehicular environment within the proposed Village Center. Other advantages include the fostering of a safer environment, reduction in congestion and opportunities for improved business for local merchants.

The existence of numerous driveways on a busy street hinders traffic flow and interrupts the sidewalk. In many cases eliminating driveways is unpopular to business owners. However, this typically provides opportunities for additional business. For example, on a busy thoroughfare a consumer is limited in the number of times they will stop for services on a given route. If a consumer is required to make numerous left turning movements across traffic to visit adjacent stores, they typically will not. Shared driveways and parking lots creates an opportunity for convenience and "one stop shopping".

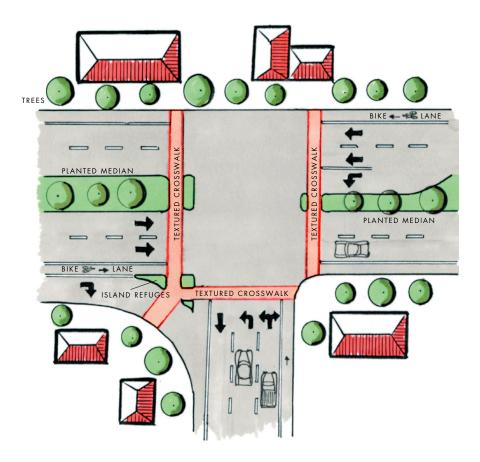
To discourage the multiple turning movements along Route 206, it is recommended that the number of drives per property be limited based on the linear foot of frontage. Also, driveways should be located at the edge of the property to promote shared driveways and access points through the use of access easements. Even more effective would be a single entrance point off the road, connected to a marginal access roadway, which services the multiple buildings on site. This Plan envisions creating a partnership between NJ DOT and the Township to eliminate driveways through the creation of an Access Management Plan.

Traffic Calming

Residents are often concerned about excessive speed on residential streets. Most residential streets are built to accommodate speeds well over posted speed limits. This problem is exacerbated when the existing highway network is not functioning properly and motorists cut through residential areas. Traffic calming devices are treatments designed to reduce speed. Traffic calming devices are a critical component in the development of the Village Center Core to create a safe and comfortable pedestrian environment. The following section describes the elements associated with traffic calming and contains specific examples and illustrations of techniques appropriate for Byram Township.

Comfort

The design of the Route 206 corridor plays an important role in creating a comfortable environment. Comfort relates to an individuals feeling within and arriving to the Center. Were you relaxed when you walked to the Center? Did you feel you might be blown over by the wind of passing cars? Can you find a parking space within walking distance to your destination? Are there places to eat and watch the crowds? Is there someplace to sit? All of these questions are factors that relate to a good Village Center design. One concern along Route 206 is the speed and noise of passing cars and the lack of comfort this may create.



Speed

Transportation planners define speed differently as follows:

Posted speed – The maximum speed considered prudent to drive considering land use and other factors. Posted speeds are set by statute.

Design Speed – The maximum safe speed that can be driven in free-flowing traffic and good weather. The design speed has a direct effect on the cost, safety and capacity of the roadway.

Running Speed – The average speed that most vehicles travel in a given section of roadway.

Typically the running speed exceeds the posted speed along highway corridors when there is no traffic. This is typically the result of poor design in pedestrian areas. Within the Village Center, cars traveling at high speeds (45-50 MPH) create a level of discomfort and a high degree of noise. From a planning perspective a speed limit of 35 miles per hour is appropriate within the Center area along Route 206 and a maximum of 25 miles per hour on local streets.

Raised Median

Raised medians are a practical solution to many constraints documented for the Center. From a design perspective, they assist in creating the illusion of a narrower roadway and assist in the visual appearance of the corridor. Along two-way multi-lane streets, they allow pedestrians to only cross one direction of traffic at a time. Raised medians should be designed with vegetative ground cover and trees. At key locations, island refuges should be contained within the median to provide a pedestrian refuge.

- Landscaped medians with refuge points for pedestrians
- Refuge islands
- Textured crosswalks having a different color than the roadway
- Well marked signage indicating a pedestrian crossing
- Keeping crossing distances to a minimum

Roadway Area Design

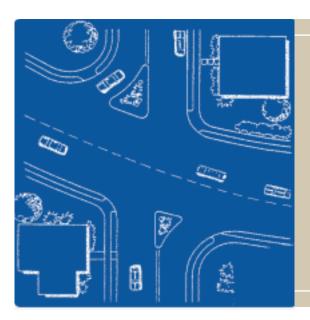
The function of roads is not solely to act as a corridor for traffic. Roads provide space for social interaction, walking, cycling, and playing. Depending on the location, each road will provide these elements in differing proportions. However, at no time should one function dominate to the exclusion of all others.

In delineating the Village Center, much attention was placed upon creating a distinct edge to differentiate the Center from surrounding environs. In the design of the Center, roadway amenities are equally important in illustrating the transition into the Center. Similar to how the types of buildings and their uses change, so should the sidewalk width, landscaping, highly visible crosswalks and other elements change as you enter the Center. It is this combination of building design and roadway design that is necessary to create a sense of place. Following are roadway and sidewalk design elements necessary from a circulation perspective to create a sense of place in Byram's Village Center.

Crossing

Particular attention should be given to roadway crossings in the Village Center, particularly across Route 206. Byram's Village Center is situated adjacent to two residential communities, East Brookwood and West Brookwood. East Brookwood is located on the east side of Route 206 and just south of the Village Center Core. This plan anticipates pedestrian bridges across Lubbers Run and sidewalks along Route 206 to access the Village Center. Residents of East Brookwood have less difficulty in accessing the Center. Concern arises for residents seeking to cross Route 206. Without the inclusion of traffic calming techniques to the corridor, crossing will continue to be difficult, uncomfortable and potentially unsafe. Recommended traffic calming techniques include:





Refuge Island

A pedestrian refuge island is a raised island placed in the center of the street at intersections or mid-block locations to help protect pedestrians from motor vehicles. As with medians, refuge islands allow pedestrians to be concerned with only one direction of traffic at a time. For example, a pedestrian can cross to the refuge island and wait for an adequate gap in traffic before crossing the second half of the street. Where mid-block or intersection crosswalks are to be installed at uncontrolled locations (i.e., where there are no traffic signals or stop signs), raised medians should be strongly considered as a supplement to the crosswalk. Pedestrian refuge islands can be as narrow as 4 feet, although 8 feet is preferred.

Landscaping

The careful use of landscaping along a street provides separation between motorists and pedestrians and reduces the roadway's effective width, which assists in reducing vehicle speeds. Landscaping also provides a more pleasant street environment for both pedestrians and motorists. Landscaping along the Route 206 corridor can include a variety of trees, bushes, and large flowerpots. Landscaping should be planted in the area between the sidewalk and the street.

Textured Crosswalk and Pavement

To make pedestrian crossing movements more predictable for motorists, marked crosswalks with textured pavement and a differing color than the street indicate the proper locations to cross. In many centers, crosswalks are commonly installed at all legs of all signalized intersections and also at other selected locations.

Crosswalks are generally desirable at signalized locations and are appropriate in conjunction with speed tables, medians, refuge islands, bumpouts, and other traffic calming measures. Various striping patterns and textures can be used. Crosswalk markings should be supplemented with pedestrian warning signs.

Travel Lane Width

Another alternative to reduce speeds along the Route 206 corridor includes diminishing the overall lane width from 12 feet to 11 feet. This slight reduction in roadway width typically causes drivers to adjust their speed to "feel comfortable". Reducing the travel lane width is another tool utilized by transportation planners to change the perceived overall width of the roadway. Overall benefits associated with reducing travel lane width include:

- The average running speed of drivers is reduced
- A reduction in roadway construction and maintenance costs
- The perception of a narrower highway
- The assistance in creating an appropriate building height to roadway width ratio, i.e. appropriate spatial definition for a Village Center

During the Smart Growth process, the Township partnered with the New Jersey Department of Transportation (NJ DOT) to improve Route 206 in a manner consistent with the Village Center Circulation Vision. While final plans have not been submitted to the Township for review and comment, several meetings with NJ DOT have led to numerous planned roadway improvements. A working agreement with NJ DOT has led to the following anticipated roadway improvements:

- A textured center turn lane
- Raised planted medians in appropriate locations
- Landscape and signage gateway treatments
- Reduction in the posted speed limit to 35 miles per hour
- The introduction of traffic calming devices where appropriate
- Sidewalks on both sides of the street
- A below grade crossing at Lubbers Run to provide a connection with existing trails
- Synchronization of lights
- Realignment of Brookwood and Waterloo Roads
- Reduction in lane width from 12 feet to 11 feet

Accordingly, these improvements are intended to improve traffic flow in the corridor while providing a suitable setting for the Village Center.

Parking

As the Village Center Plan is developed, parking will be required for residents, community residents, and customers. The Village Center Plan shows surface parking behind retail stores, adjacent to the public green and along collector and local streets. The overall design of surface parking should have walkways and landscaping to reduce the visual impact of these areas. The perimeter of the parking areas shall be buffered with a combination of ornamental walls, fencing and landscaping. High branched shade trees and lowgrowing shrubs and perennials in parking lot islands are desirable to soften these areas.

Principles of Pedestrian Design on Route 206

- Pedestrian spaces should be safe.
 Sidewalks should be designed and built free of hazards and minimize conflicts with noise and vehicular traffic.
- Sidewalks should be accessible to all Sidewalks and crosswalks should be designed to accommodate the needs of people regardless of age or ability.
- 3. The pedestrian network should connect with adjacent residential districts.



The pedestrian network should provide continuous direct routes from existing residential neighborhoods. Rather than extending existing residential roadways onto Route 206, consider extending pedestrian paths (from dead end streets and other areas) to connect with sidewalks to access the Village Center. Such extensions should be investigated between destinations, including homes, schools, shopping areas, public services, recreational opportunities and bus stops.



The pedestrian network should provide continuous direct routes from existing residential neighborhoods. Rather than extending existing residential roadways onto Route

Sidewalks

The New Jersey Department of Transportation (NJ DOT), is responsible for the design of sidewalks along Route 206. In their design, this Plan encourages the following elements:

buildings on Route 206 where there may be areas of intense the greater volume of walkers.

Safety — Sidewalk corridors should allow pedestrians to feel feel threatened by adjacent traffic.

attention is warranted in landscape design.

Landscaping

Street Trees

The incorporation of street trees into the overall residential and commercial street design is an essential element of the Village Center. Deciduous trees of hardy species that reach a minimum mature height of 55 feet are recommended. A minimum planting area of five (5) feet between the curb and sidewalk is required. Utilities should be located in a special utility easement located in front lawns beyond the sidewalk and outside the normal right of way in the form of a utility easement. Such standards will ensure that street trees will not be destroyed or damaged in case of utility repair or improvements. Performance bonds shall be required to replace dead trees. Urban soil mixtures should be utilized to prevent trees from lifting sidewalks. Such mixtures typically contain large gravel or stones that provide a solid load bearing base and pockets for roots to grow.

Greenways/Walkways

An inter-linked network of pedestrian trails is a basic design feature to create a successful Village Center. The network will link housing, schools, retail facilities, community buildings, the community green, recreational fields, open spaces and bus stops. Lubbers Run is the backbone of the Center's open space and trail system. It is the planned major open space link between the Intermediate School, High School, Municipal Building, Lackawanna Neighborhood, Allamuchy State Park and the Village Center Core.

The following guidelines should be used in trail design:

- Trails shall be a minim of 6 feet wide and appropriately lighted.
- Trails shall be separate and distinct from motor vehicle circulation.
- Trails shall provide sitting areas, landscaping, and other street furniture.
- A minimum 8 feet wide buffer area should be provided between road and parking pavement and trails.
- Trails must be continuous and not adjacent to open edged parking lots, blank walls, and treeless walkways.
- Pedestrian trail crossings shall be clearly delineated by a change in payement color, texture or material and where appropriate signage. Such changes alert drivers to yield to pedestrians.



ACTION PLAN

The Plan is an on-going process. It does not conclude when the Township Land Use Board adopts the Plan. A successful Plan is one that can be evaluated with tangible results.

From the beginning, the planning process focused on implementation.

Moreover, the public meetings have involved an active participation from individuals that are likely to be involved in the implementation of the project.

The Action Plan is articulated for three time periods. The first time period focuses on short-range strategies. It identifies actions that can be accomplished in the next one or two years. These include such smaller projects as tree planting, corridor-wide clean up, and installing gateway signs and planting to show progress and to generate continued interest in implementing the Plan. This also includes the beginning of the Village Center project.

The second time frame illustrates the middle range strategies. It is anticipated that this could take two to five years to accomplish, and the necessary resources and funding that may be necessary. Middle range strategies represent more permanent changes and improvements.

The third time frame is the long-range strategy, which may take five to ten years to accomplish.

For each strategy, the persons/agencies/ responsible for implementing the action are identified along with a suggested benchmark (time-frame).

township BYRAM



SUMMARY OF STRATEGIES, RESPONSIBLE PARTIES AND BENCHMARKS

S = Short Range Strategy (1 year or less)

M = Medium Range Strategy (2 – 5 years)

L = Long Range Strategy (5 – 10 years)									
Strategy Description	S	М	L	Responsibility	Comments				
	Creating a Sense of Place								
Conduct project visioning sessions	•			Smart Growth Task Force (SGTF)	Completed				
Organize a formal Chamber of Commerce	•			Businesses & Township					
Strengthen the "identity" of the area	•	•	•	Chamber, Business Owners Association, Township					
Provide a focus for year round events	•			Chamber					
Use Streetscape design, which includes signage to identify the Center		•		Planner, SGTF					
Apply for grants to promote community history and to emphasize gateways			•	Township, Planner					
Monitor the design guidelines	•	•	•	SGTF, Planner					
Research the history of the area and incorporate elements into Center design	•			Planner					
Relocate Byram Day into the Center to promote its identity	•	•	•	Chamber, Township					
Create a monthly meeting that focuses on one topic	•	•	•	Chamber					
Consider conducting a real estate market analysis to identify and capitalize on emerging market opportunities	•	•		Township					
Implement a signage and way finding program, as a principal part of the Center's overall marketing and communication strategy	•			SGTF					
Develop a public relations and communications effort that supports the marketing strategy and tie this strategy to specified events and destinations		•	•	Chamber					
Establish an icon or logo for the Center	•			Planner, Chamber, SGTF					
Publish an easy to use destination guide that lists events and places of interest to market the Center		•	•	Chamber					
Market the Center's infrastructure to potential businesses	•	•	•	Chamber, Township					

SUMMARY O	F STRA	ATEGI	ES, RE	ESPONSIBLE PARTIES AND BEN	CHMARKS				
S = Short Range Strategy (1 year or less) M = Medium Range Strategy (2 – 5 years) L = Long Range Strategy (5 – 10 years)									
Strategy Description	S	М	L	Responsibility	Comments				
Land Use and Transit									
Implement design guidelines for the Center core and Route 206 that:	•			Planner, SGTF					
Revise the official zoning map based on the Future Land Use Plan.	•			SGTF, Planning Board, Planner					
Revise the cluster ordinance in the Land Use Ordinance based on the Master Plan's Policies.	•								
Continually prioritize high value open space lands for acquisition including wetlands, wildlife habitat, forestry and a finding and				Open Space Committee, Environmental Commission					
Design, obtain funding and construct phase I of the trail network	•			Township, Township Engineer					
Design, obtain funding and construct phase II of the trail network		•		Township, Township Engineer, Planner					
Consider the relationship of the proposed trail network to sidewalks and other pedestrian ways.	•			Open Space Committee, Environmental Commission					
Rezone the village core area to a village commercial district	•			Planner, SGTF					
As the Village Center develops construct the multi-modal linkages using sidewalks, trails and bicycle paths		•	•	Project developer, Township, Environmental Commission, Engineer, Planner					
Partner with NJ DOT to create an Access Management Plan along the Route 206 Corridor.	•			Planner, NJ DOT, Township					
Evaluate Access Management Plan			•	NJ DOT, Planner					
Solicit interest in the Center via Request for Proposals for its development	•			Township, Planner					
Evaluate the use of impact fees for new development.	•			Planner					
Continue to review the needs of community facilities to determine the need for replacement or additions including, but not limited to: schools, fire substations, police station, highway department and recreational facilities.	•	•	•	Planner, Engineer, Township					



Establish a continuing program for re- evaluating the policies and implementing the programs established by the Smart Growth Plan	•	•	•	SGTF, Township	
Continue to review the Township's Land Use Ordinance to ensure that the quality of the ground and surface waters are protected	•	•	•	Environmental Commission	
Investigate and implement traffic calming measures in high density residential and commercial areas, especially adjacent to Route 206	•	•	•	Township, Township Engineer, Public Works	
Evaluate constructing the paper street connection between Sparta – Stanhope Road and Mansfield Drive		•		Township Engineer	
Encourage tourism opportunities in Wild West City, Waterloo Village, Tomahawk Lake and the surrounding trail network.	•	•	•	Chamber, Business Association, Township	
Encourage educational programs for conservation of lands, historic resources, community facilities and local businesses.		•	•	Chamber, Business Association, Environmental Commission, Open Space Committee	



SUMMARY OF STRATEGIES, RESPONSIBLE PARTIES AND BENCHMARKS S = Short Range Strategy (1 year or less) M = Medium Range Strategy (2 – 5 years) L = Long Range Strategy (5 – 10 years)								
Strategy Description	S	М	L	Responsibility	Comments			
Commercial Development/Rede	velopr	nent O	pportu	unities				
Promote commercial infill development along the Route 206 corridor.		•		Chamber, Planning Board				
Develop and make available information on various grants, loans, etc. for nonprofit organizations and businesses in the Center.	•			Chamber, Planner, Township				
Provide information to small businesses about developing business plans.	•			Business Association, Chamber				
Apply for public and private community development grants	•			Township, Planner				
Develop a business development and retention program.	•			Chamber, Township				

Continue to work with wireless, cable and data utility system providers to ensure state of the art facilities are available for residents and economic development.		•		Chamber, Business Association	
Identify and attract companies that would be suitable for the Village Center that would complement the business environment.	•	•	•	Chamber of Commerce, Business Association	
Investigate the creation of a revolving loan fund coordinated with the local Chamber of Commerce and fund through local financial institutions to encourage small business development.		•		Chamber, Township	

SUMMARY OF STRATEGIES, RESPONSIBLE PARTIES AND BENCHMARKS S = Short Range Strategy (1 year or less) M = Medium Range Strategy (2 – 5 years) L = Long Range Strategy (5 – 10 years)								
Strategy Description	S	М	L	Responsibility	Comments			
Retail/Restaurant and Entertainmer	nt							
Actively promote the Center as a place for retail/restaurant and entertainment activities. Potential attractions include:		•	•	Chamber, Township				
Identify potential sites and market demand for new retail, restaurant and entertainment uses		•	•	Chamber, Business Association				
Recruit small locally owned businesses		•	•	Chamber, Business Association				
Investigate the creation of a farmers market	•	•		Chamber, Business Association				



SUMMARY OF STRATEGIES, RESPONSIBLE PARTIES AND BENCHMARKS S = Short Range Strategy (1 year or less) M = Medium Range Strategy (2 - 5 years)L = Long Range Strategy (5 - 10 years)**Strategy Description** Responsibility Comments Adequate Infrastructure Upgrade sanitary sewer capacity Township, Township Engineer or systems to accommodate development in the Center Investigate and implement public Township, Township Engineer water where sanitary sewer exists. Inform utility companies and Township, Township Engineer, service providers of Center Planner development efforts Pursue grants/loans to assist in Township, Township Engineer implementing new infrastructure. Develop financing/capital a improvement plan to fund public Township, Township Engineer improvements Determine the feasibility of

Planner

Township Engineer, Township,

Township Sewer Consultant,

Township, Township Engineer

Township, Planner, Engineer

SUMMARY OF STRATEGIES, RESPONSIBLE PARTIES AND BENCHMARKS S = Short Range Strategy (1 year or less) M = Medium Range Strategy (2 – 5 years) L = Long Range Strategy (5 – 10 years)						
Strategy Description	S	М	L	Responsibility	Comments	
Business Organization						
Bring businesses together to discuss options, needs and strategies for organizing a business association	•			Chamber, Township		
Recruit members for future business association		•		Chamber		
Establish by-laws of business owners association		•		Business Association		
Create a "niche" marketing strategy for the Village Center		•	•	Business Association		

underground utilities along Route 206 and coordinate with future

Amend the Sewer Service Area in

Work with Water companies to

accordance with this Plan

map their distribution areas

major construction

FUNDING OPPORTUNITIES

FUNDING OPPORTUNITIES

Grant or Loan	Available Monies
Statewide Livable Communities Initiative by the Department of Transportation – Grant monies are available for streetscape and roadway improvement projects; streetlights or other programs to promote residential safety.	\$9,000,000
New Jersey Environmental Infrastructure Trust – Provides low interest loans for Infrastructure financing, open space acquisition, septic management, and projects related to: • Drinking Water • Wastewater • Stormwater • Runoff Control • Equipment Purchases (i.e. street sweepers) • Wellhead sealing Contact: Dirk Hofman, PE, Executive Director (609) 219-8600 www.njeit.com	\$200,000 Minimum
Statewide Livable Communities Program by the Department of Environmental Protection – Monies are available to purchase equipment and maintenance of parks and recreational open space areas.	\$5,000,000
Statewide Local ADA Compliance by the Department of Community Affairs – Monies are available for helping municipalities comply with the American with Disabilities Act (ADA).	\$1,500,000
Statewide Local Tourism Development by Commerce and Economic Development - Monies are available to further attract municipalities as a tourist destination.	\$1,500,000
Main Street New Jersey – NJ DCA – Provides technical assistance to municipalities wishing to improve the economy, appearance and image of their central business districts. (609-)633-9769 www.state.nj.us/dca/dhcr/msnj.htm	
NJ Historic Trust – Local governments can obtain matching grants to maintain and restore historic sites. (609)-984-0473 www.njht.org	
NJ Department of Transportation Enhancement Grants (TEA-21) -	
CDBG – Community Development and Block Grants -	
The Urban and Rural Community Economic Development Program -	
USDA – Rural Business Grant and Loans - Supports projects that provide employment and ownership opportunities for low-income individuals through employment skills development.	
National Fish and Wildlife Foundation Grants –	



APPENDIX

SUSSEX COUNTY, NEW JERSEY 2002 Prepared by # HEYER GRUEL+ASSOCIATES COMMUNITY PLANNING CONSULTANTS

HELP CREATE CHANGE IN YOUR COMMUNITY! BYRAM VILLAGE CENTER

- · Establishing a public meeting place
- · Creating a center for residents to enjoy
- · Creating recreation opportunities
- · And more!

JUNE 12TH, 7:30PM BYRAM MUNICIPAL BUILDING, 10 MANSFIELD DRIVE

SPONSORED BY THE BYRAM SMART GROWTH TASK FORCE

Mayor Michael Marotte

Planning Board Chairman George Shivas

Township Manager Ron Gatti

Vice Chairwoman Environmental Commission Margaret McGarrity Councilman/Open Space Chairman Lou Esposito

Recreation Commission/ Open Space Committee - Earl Riley

Sergeant, Byram Township Police Dept. - Ray Rafferty

Planning Board Member - Wayne Valentine

TOWNSHIP OF BYRAM SMART GROWTH PLAN

HELP CREATE CHANGE

IN YOUR COMMUNITY!

VILLAGE CENTER

- · Center-focused development
- · Preserving the Township's environs
- · Establishing a public meeting place
- Creating a new village center for residents to enjoy
- · Creating recreation opportunities

OCTOBER 8TH, 7:30PM BYRAM MUNICIPAL BUILDING, 10 MANSFIELD DRIVE

SPONSORED BY THE BYRAM SMART GROWTH TASK FORCE

Mayor Michael Marotte

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TOWNSHIP OF BYRAM SMART GROWTH PLAN

Village Center Plan

Stakeholder Survey

NAME:

ORGANIZATION/MUNICIPALITY:

1. What do you think are the biggest challenges to the Village Center within the next ten (10) years? Please List your top three (3)

2. What do you think are the biggest opportunities for the Village Center within the next ten (10) years? Please List your top three (3)

3. What do you think are the top three (3) transportation issues within the Village Center? (Cars, trucks, walking, biking, highways, local roads, etc.)

Village Center Plan

Stakeholder Survey

4. What do you think are the top three (3) land use issues within the Village Center? (Housing, commercial development (more/less), retail development (more/less) etc.)

5. What do you think are the top three (3) environmental issues/open spaces within the Village Center? (Air quality, water quality/runoff, flooding, trees, landscaping, etc.)

6. What are your top three (3) priorities within the Village Center? (Infill development/land use, circulation improvements, environmental, open space, others, etc.)

Byram Township Smart Growth

Village Center Plan

Stakeholder Survey

7. How would you characterize the potential for infill mixed-use development within the Village Center? Check the appropriate box under each, then explain why in the space provided:

ExcellentGoodAverageFairPoor

Explain why:





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