

LAND USE PLAN

TOWNSHIP OF HANOVER

MASTER PLAN



Township of Hanover Planning Board

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*The original of this document has been
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LAND USE PLAN

The Township of Hanover is an almost fully developed community. As such, its development pattern is well established, and future development will consist primarily of infill of scattered vacant or underdeveloped parcels or redevelopment of parcels that are already built upon. The land use plan seeks to preserve and strengthen the positive aspects of Hanover's residential neighborhoods and business districts, to ensure that any infill development is compatible with these areas, and to reduce or minimize any negative features. In some areas, the land use plan seeks to promote the redevelopment or adaptation of existing developments to new or different uses or layouts, in order to improve upon substandard, obsolete or undesirable conditions.

The general land use proposals are shown on the LAND USE PLAN map. The PROPOSED ZONING MAP shows the specific zoning districts proposed within the broad land use categories depicted on the LAND USE PLAN map. The land use categories and various zoning districts on these maps are described in the following sections.

Single Family Residential Use –R-10, R-10A, R-15, R-25, R-40 and R-40N Zone Districts

Single-family detached residential use is the predominant land use in the Township of Hanover, as in many suburban communities. The single-family residential zone districts are generally based upon the existing development pattern, including use, lot areas and dimensions, setbacks, intensity of use and other factors, and are designed to protect and enhance these patterns. Subdivisions, site plans and alterations that substantially depart from the zone pattern should not be permitted. The trend toward increasing home sizes may be incompatible with neighborhoods of smaller homes, and the zoning regulations should limit the size and scale of homes in such situations.

Six zone districts are designed primarily for single-family residential development: the R-10, R-10A, R-15, R-25, R-40 and R-40N districts. These zones differ primarily in the lot and bulk standards that apply. Required minimum lot areas vary from 10,000 to 40,500 square feet in the R-10, R-15, R-25, R-40, R-40N districts, as noted in the name of the zone. The required lot width, lot depth, and bulk regulations vary by zone, with the requirements generally being more restrictive as the lot area increases. In various locations, this plan proposes to change the zone designation for residential areas exhibiting a development pattern that deviates significantly from the existing zone standards. The following table sets forth the recommended standards for these zone districts:

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R Zones – Summary of Recommended Lot, Bulk and Coverage Standards

ZONE	MINIMUM			MINIMUM			MAX.	MAX.	MAX.	
	LOT AREA-DIMENSIONS			YARD DIMENSIONS			BUILDING	FLOOR	ABOVE-	
	AREA	WIDTH	DEPTH	FRONT	SIDE-a	REAR	HEIGHT	AREA	GRADE	IMPROVEMENT
								RATIO-c	STRUCTURE	COVERAGE-c
R-40	40,500 sf	150'	200'	75'-a	20-30'	50'	2½ st/35'	15%	8%	20% - 40%
R-40 N	40,500 sf	100'	200'	75'-a	15-18'	50'	2½ st/35'	15%	8%	20% - 40%
R-25	25,000 sf	125'	160'	50'-a	15-18'	50'	2½ st/35'	20%	10%	20% - 40%
R-15	15,000 sf	75'	120'	50'-a	15-18'	40'	2½ st/35'	24%	15%	20% - 40%
R-10	10,000 sf	70'	120'	40'-a	10-15'	40'	2½ st/35'	28%	18%	20% - 40%
R-10A	entire zone max. 16 dwellings	n.a.	n.a.	n.a.	35-40'	35-40'	2½ st/35'	30-35%	20%	40%

a- Or existing neighborhood pattern.

b- Side yards to vary, depending upon building height, with greater requirements for taller buildings

c- Percentage is to vary by actual lot area; higher percentage for smaller lots.

For the most part, development in these areas is intended to be of the conventional type (i.e., single-family homes on individual lots without common open space areas). In the R-40 zone district, however, residential cluster development is recommended as an option. The cluster option would allow a reduced lot size, but would maintain the same density permitted for conventional development. One of the primary objectives with the residential cluster option is the preservation of open space and protection of environmentally sensitive areas.

The R-10A zone is planned to allow multiple detached single family dwellings on a single lot as a single coordinated development. The zone is planned as a transitional use between the adjacent house of worship and single-family dwellings. Unlike other single-family residential zones, accessory buildings and structures should be prohibited or minimized to ensure coordinated development and preservation of the openness of yard areas.

In addition to single-family detached residences, these zones are intended to accommodate customary accessory uses, including residential recreational facilities (swimming pools, decks, play equipment, etc.), limited home occupations and family day care homes, subject to appropriate regulations. Other uses should be permitted in some or all of these districts, including but not limited to community residences and shelters, houses of worship, schools, parks and other public uses, etc., where appropriate and with appropriate regulations applicable to the use.

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Multi-Family Residential Use – R-M, R-M2, R-M3, R-M4, AH-1, AH-2 and AH-3 Zone Districts (Amended 12-11-12)

The Township of Hanover contains a variety of multi-family housing developments. In addition, this plan proposes additional areas for multi-family housing. Seven zones are recommended for these developments: the R-M, R-M2, R-M3, R-M4, AH-1, AH-2 and AH-3 districts. The type of multi-family housing permitted varies by zone district, as well as the lot and bulk regulations that apply.

R-M Districts

The five R-M zones in the Township are developed with multifamily housing that resulted from affordable housing litigation during the 1980's, and include the Eden Mill Village, Hanover Hills, Oak Ridge at Hanover, Sterling Park and Sunrise at Hanover projects. The standards for these zones permit various types of residential units, including garden apartments, townhouses, two-family and single-family dwellings. The overall permitted density is 13 units per acre, with 22 percent of the dwellings required to be affordable. The zones also encourage the construction of age-restricted housing through a density bonus. These zones are fully developed and no significant further development is anticipated. Given the developed character of these districts, and since the zone standards have been established as a result of the above-referenced litigation, no substantial change in these standards is recommended.

R-M2 District

The R-M2 zone is located east of the intersection of Route 10 and Jefferson Road, on the north side of Route 10. A portion of Stoney Brook (aka Malapardis Brook) runs along one side of the district. The zone is currently vacant, except for a few single-family dwelling lots having frontage on Route 10. The zone is planned to permit primarily multifamily and single-family residential development, and secondarily limited office or institutional use. An overall density of 2.45 units per acre is planned for townhouse and apartment developments. In order to encourage the preservation of open space, any land in the adjacent PU district provided by the redeveloper in the R-M2 district that is restricted as open space is included in the density calculation. Single family dwellings in the district should be subject to the same standards that apply in the R-25 zone district. A 160-unit housing development with a small office component has been approved in the zone district and is now under construction.

R-M3 District

The R-M3 zone is located on Horsehill Road on the site of a school bus maintenance and storage garage, construction equipment storage facility and restaurant. The zone is located between industrial and office uses to the south and

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residential areas to the north, and is intended to provide a transition between such uses. The zone is planned for age-restricted townhomes and for single-family dwellings, with appropriate accessory uses. Townhouses are limited to a density of no more than four dwelling units per acre. Single family dwellings in the district should be subject to the same standards that apply in the R-15 zone district. Site plan approval has been granted for a 40-unit age-restricted development in the district, which would also result in the demolition of the existing buildings. In addition, a six-bedroom group home is under construction at the time of this writing.

R-M4 District

The proposed R-M4 zone is located on Cedar Knolls Road, immediately west of Route 287 and the Whippany River, on the site of an abandoned industrial facility. The zone is intended to encourage the redevelopment of the industrial facility with age-restricted multifamily housing development at a density of no more than 8.5 dwelling units per acre. Appropriate setbacks and buffers should ensure adequate separation of the development from Patriot's Path and the Whippany River (on the east) and industrial development (on the west).

AH-1 District (Added 12-11-12)

The AH-1 District is an overlay district located between Horsehill Road and Ridgedale Avenue. The zone is intended to promote the development of 100% affordable housing in accordance with the housing element of the master plan, as an alternative to the permitted uses in the underlying I and I-B3 zones. Townhouses, multifamily dwellings and two-family dwellings should be permitted on tracts of at least 10 acres with a maximum density of 8 units per acre. A recreational amenity should be provided for any housing development.

AH-2 District (Amended 12-11-12)

The proposed AH-2 zone is located on Parsippany Road. The subject property is currently developed with automotive uses. This district is intended to encourage the elimination of these automotive uses and development of multi-family dwellings and/or townhomes in order to address future obligations for affordable housing within the Township. Accordingly, 20 percent of the dwellings developed on the property should be made affordable in accordance with the rules of the N.J. Council on Affordable Housing (COAH). The maximum density should be 6 dwelling units per acre, or 8.5 units per acre if affordable rental units are provided.

AH-3 District (Amended 12-11-12)

The AH-3 district is located on Troy Hills Road, between the railroad line and single-family neighborhoods to the north. Currently, the zone is developed with an

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industrial facility that is incompatible with the adjacent residential uses. Like the AH-2 zone, this zone is intended to encourage the elimination of the industrial use and the development of multi-family dwellings at a density of six dwelling units per acre in order to address future obligations for affordable housing within the Township. 20 percent of these dwellings should be made affordable in accordance with the rules of the N.J. Council on Affordable Housing (COAH).

All of the multi-family zone districts are designed to permit uses that are accessory and incidental to the permitted principal uses in the zones. All multi-family development in the districts should provide buffers when adjacent to single-family or two-family residential uses.

The following table summarizes the recommended development standards for the various multi-family residential zone districts:

Multi-family Residential Zones – Summary of Recommended Density, Lot, Bulk and Coverage Standards

ZONE	USE	MAX. DENSITY (du/ac.)	MIN. LOT/TRACT AREA	MAX. BLDG. HEIGHT	MAX. BLDG. COVER.	MAX. IMPROVE. COVER.	MIN. OPEN SPACE
R-M	garden apts. (only family units)	13-14 -a	10 ac.	3 st/40 ft.	30%	60 - 70%	20%
	garden apts. (w/affordable senior units)		10 ac.	4 st/45 ft.	30%	60 - 70%	20%
	townhomes		10 ac.	2 ½ st/35'	30%	60 - 70%	20%
	two-family		6,000 sf	2 ½ st/35'	30%	50 - 60%	n.a.
	single-family		5,000 sf	2 ½ st/35'	30%	50 - 60%	n.a.
R-M2	multi-family	2.45 -b	50 ac. -b	2 ½ st/40'	20%	50%	n.a.
	townhomes		50 ac. -b	2 ½ st/40'	20%	50%	n.a.
	single-family		25,000 sf	2 ½ st/35'	10%	20%-40%-d	n.a.
	office	n.a.	5 ac.	2 ½ st/40'	7% or 15,000 sf	25% or 65,000 sf	n.a.
R-M3	townhomes	4	10 ac.	2 ½ st/35'	20%	50%	n.a.
	single-family	(lot area)	15,000 sf	2 ½ st/35'	15%	20%-40%-d	n.a.
R-M4	age-restricted multi-family	8.5	12 ac.	3 ½ st/45'	25%	55%	n.a.
AH-1	multi-family, townhouses, two-family	8	10 ac.	3 st/45'	20%	50%	community building, outdoor rec. area
AH-2	multi-family, townhomes	6-8.5 -c	10 ac.	3 ½ st/45'	25%	55%	n.a.
AH-3	multi-family, townhomes	6	2 ac.	2 ½ st/35'	25%	50%	n.a.

a - Density applies to overall project. Up to 14 du/ac. if affordable senior-citizen units provided, based upon the number of such units.

b - Density and lot area applies to overall townhouse/multi-family residence project, and includes area in both RM-2 and adjacent PU districts reserved for open space.

c - Density of 8.5 units per acre only if rental affordable housing provided.

d - Percentage is to vary by actual lot area; higher percentage for smaller lots.

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Retail Business Uses – B and D-S Zone Districts

The Township of Hanover has several areas developed with retail and general business uses. These areas are located along Route 10 in the Whippany section of the Township and further east, along Ridgedale Avenue in Cedar Knolls and at the intersection of Ridgedale Avenue and Hanover Avenue. In addition, a conference center use is planned adjacent to the Birchwood Manor property on North Jefferson Road. Four zones in these areas are planned for retail and/or related services development: the B, B-P, CC and D-S districts.

B (Business) Districts

The B zone district is located primarily along Route 10 and side streets. The district also includes a small area on Ridgedale Avenue in the center of Cedar Knolls. In many locations in the district, a mix of incompatible business, residential and other uses exists. Many lots are small and narrow, with insufficient setbacks, excessive lot coverage, and excessive front yard parking. Due to the small and narrow lots, numerous driveways open onto Route 10 and Ridgedale Avenue, both of which are heavily traveled roadways. Complicating this situation is the fact that shoulders on these roadways have a limited width or do not exist in many locations. Access to the Route 10 properties is also limited by the existing highway barrier separating eastbound and westbound traffic. The presence of the Whippany River to the rear of many Route 10 properties is also problematic, as it limits the potential for expansion and results in water quality and flooding issues due to runoff from these properties. These issues are significant and point to the need for long-term solutions involving cooperation between the Township, Morris County and various State departments. In the interim, the land use plan seeks to preserve the positive features of these districts and to prevent the worsening of negative aspects, and to encourage appropriate new development and redevelopment.

The proposed B district is designed primarily for various retail and professional office uses, as well as other compatible uses, including child care centers. Certain uses, such as public garages, motor vehicle service stations, hotels and motels should be regulated as conditional uses, with detailed standards to ensure that only appropriate locations are developed with these uses. In appropriate locations and sites, mixed nonresidential and residential use (e.g., on the upper floors of buildings) should be permitted, subject to standards that ensure a high quality of development and sensitive design. Except as specifically permitted otherwise, uses that are conducted outside the confines of a building should be prohibited. Following is a list of uses that should be permitted in the district, either as of right or as conditional uses.

- Paint, glass and wallpaper stores
- Hardware stores
- Retail nurseries and garden supply stores

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Department stores, variety stores and miscellaneous general merchandise stores
Food stores
Automotive and other motor vehicle sales
Auto parts stores
Gasoline service stations (conditional use)
Apparel and accessory stores
Home and office furniture, furnishings and equipment stores
Eating and drinking places, but excluding fast food restaurants
Drug stores and proprietary stores
Liquor stores
Miscellaneous shopping goods stores
Banks
Business, administrative and professional offices
Hotels and motels (conditional use)
Laundry, cleaning and garment services
Portrait photographic studios
Beauty and barber shops
Shoe repair
Motor vehicle repair shops (conditional use)
Watch, clock and jewelry repair
Video tape rental
Advertising agencies
Mailing, reproduction, commercial art and photography, and stenographic services
Amusement and recreation services (e.g., tennis courts, pitch-and-put golf courses)
Child care centers
Business, professional, labor, civic, social and political associations
Municipal buildings and uses, public safety uses and other governmental uses

Buildings should be fairly low in height with appropriate front, side and rear yards provided. A range of standards should apply to different uses and to different-sized properties, in order to recognize the variation in lot sizes that exist. The smaller lots should be limited to lower intensity uses that generate less traffic and need less parking and smaller buildings. More intense development should be limited to larger lots that can accommodate such uses without resulting in excess coverage and insufficient setbacks. The use of overlay zoning should be considered, whereby the acquisition of several properties is encouraged in order to provide a more coordinated form of development. Industrial, construction and wholesale type uses should be prohibited. The development regulations should seek to avoid a highway strip development pattern or appearance in these districts, as much as possible, by limiting or prohibiting front yard parking, numerous driveways and freestanding signs, and by requiring buildings and parking areas on adjacent lots to be separated by landscaped areas. The zone standards should also ensure adequate separation and buffers between incompatible uses and between development and the Whippany River. In order to avoid clutter and overcrowding, only one principal building should be permitted on each lot.

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D-S (Designed Shopping Center) Districts

The D-S zone district recognizes the two shopping centers in the Township: Morris County Mall/Cedar Knolls Plaza on Ridgedale Avenue and Pine Plaza on Route 10. Both centers have existed for many years, and both have undergone periodic renovations and/or expansions. Retail sales and services and professional offices are the primary uses permitted in the D-S districts. This district also contains the existing Jewish Metrowest Community Center, located behind the Pine Plaza shopping center. The community center is designated in the housing element as an affordable housing site, planned as an age-restricted multi-family residence development of approximately 180 units. In addition to the community center, permitted uses should include the following, and/or similar uses:

- Paint, glass and wallpaper stores
- Hardware stores
- Retail nurseries and garden supply stores
- Department stores, variety stores and miscellaneous general merchandise stores
- Food stores
- Auto parts stores
- Apparel and accessory stores
- Home and office furniture, furnishings and equipment stores
- Eating and drinking places, but excluding fast food restaurants
- Drug stores and proprietary stores
- Liquor stores
- Miscellaneous shopping goods stores
- Banks
- Business, administrative and professional offices
- Laundry, cleaning and garment services
- Portrait photographic studios
- Beauty and barber shops
- Shoe repair
- Watch, clock and jewelry repair
- Video tape rental
- Advertising agencies
- Child care centers
- Community center (Metrowest)
- Municipal buildings and uses, public safety uses and other governmental uses

The standards for the D-S district should require a planned and coordinated design for these two shopping centers, including building facades and signage. Large parking areas should be interspersed with landscaped islands. Access should be carefully designed to avoid undue traffic impacts. Buildings should be relatively low. The following table summarizes the various recommended development standards for the B and D-S zone districts:

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Retail Business Zones - Summary of Recommended Development Standards

ZONE	SCALE & INTENSITY OF USE	MAX. FLOOR AREA, MAX. PARKING	MIN. LOT AREA	MAX. BLDG. HEIGHT	MAX. FLOOR AREA	MAX. BLDG. COVER.	MAX. IMPROVE. COVER.
B	small scale/ low-intensity	4,000 sf, 22 spaces	10,000 sf	2 st./28 ft.	20%	20%	70%
	medium scale/ medium-intensity	9,000 sf, 50 spaces	20,000 sf	2 st./28 ft.	22.5%	22.5%	75%
	large scale/ high-intensity	n.a.	40,000 sf	2 st./28 ft.	25%	25%	80%
D-S	large scale/ high-intensity	n.a.	10 ac.	2 st./28 ft.	25%	25%	90%

Conference Center - CC District

This district is located near the intersection of North Jefferson Road. The zone includes the Birchwood Manor site and an adjacent vacant lot. The zone abuts the I-P2 industrial district on Eastmans Lane to the west and other industrial and office development in Parsippany to the north. Existing single-family residential areas are located to the east and south. The zone is designed to both to recognize the existing Birchwood Manor and to permit a conference center compatible with the Birchwood Manor use, and to provide a transition between the adjacent industrial and residential uses. The zone standards should also provide for appropriate front yard treatments along Jefferson Road, to ensure that such use is screened from the residential areas across Jefferson Road.

USE	SCALE & INTENSITY OF USE	MIN. LOT AREA	MAX. BLDG. HEIGHT	MAX. FLOOR AREA	MAX. BLDG. COVER.	MAX. IMPROVE. COVER.
Banquet facility, restaurant, conference center	medium to high scale/intensity	10 ac.	2 st./28 ft.	25%	25%	70%

Office, Service and Shopping Center Uses – OB-DS Zone District (Added 10-23-12)

The OB-DS District is located in the northwest corner of the Township, north of Route 10 and west of Route 287, abutting the Mack-Cali Business Campus in Parsippany. The Business Campus in Parsippany is comprised of corporate office buildings, day care facilities and a hotel. The OB-DS district in Hanover Township also contains a hotel. Except for the hotel, the district is vacant. Much of the district is restricted by conservation easements for existing wetlands and state open waters. The OB-DS zone is intended to promote development of the developable parcels area with a variety of uses that are compatible with and/or

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support, or are supported by, the remainder of the business campus and which are compatible with the location of the zone at the intersection of Route 287 and Route 10. The following uses should be permitted in the district:

- Business, administrative and professional offices
- Research labs
- Hospitals and nursing homes
- Retail shopping center – supermarket, restaurants, office supply, convenience goods, banks, personal services and similar uses.
- Hotels
- Conference centers
- Child care centers
- Computer and data processing services
- Commercial communications towers and antennas
- Indoor physical fitness facilities

Retail uses should only be permitted as part of a large-scale designed center having coordinated access, parking, drainage, signs and not as small-scale or “highway strip” development. Different development standards should apply to different uses, recognizing that not all sites in the district are appropriate for every permitted use, but generally the following development regulations are recommended:

USE	MIN. LOT AREA	MAX. BLDG. HEIGHT	MAX. FLOOR AREA	MAX. IMPROVE. COVER.	MIN. FRONT YARD
Conference centers, shopping centers, hospitals	10 ac.	6 stories 85 feet	30%	70%	100 ft. (Rt. 10); 75 ft. (other)
Other uses	5 ac.	6 stories 85 feet	30%	70%	100 ft. (Rt. 10); 75 ft. (other)

Offices and Service Uses – B-P, B-P2, OB-RL, OB-RL3, O-LI and O-S Zone Districts (Amended 12-11-12)

Several areas within Hanover have developed primarily with office and compatible service uses and these areas are recognized in the land use plan. In other areas, this plan seeks to promote office development in areas of existing mixed land use. The types of offices to be permitted vary, including professional, business and administrative offices. In some locations, limited small-scale retail sales should be allowed, as described below. Six different zones are designed to recognize and accommodate the various types of office/services development, and to promote reasonable standards of development in the various neighborhoods in which they are located: the B-P, B-P2, OB-RL, OB-RL3, O-LI and O-S districts.

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B-P (Business-Professional) District

The B-P districts consist of two small areas of mixed residential and small business uses: 1) at the intersection of Route 10 and Jefferson Road and 2) fronting on the eastbound lanes of Route 10 near the Pine Plaza shopping center. The access limitations in the B District on Route 10 also exist in the B-P district. The district is designed to encourage conversion or redevelopment of these properties for professional offices, personal services and a limited range of retail uses. The permitted uses in the B-P district should be limited to the following uses, and/or similar uses:

Business, administrative and professional offices

Banks

Eating and drinking places, but excluding fast food restaurants

Laundry, dry cleaning pickup establishments (off-site cleaning) and garment services

Beauty shops, barber shops and tanning salons

Shoe repair

Child care centers

Convenience stores and gasoline filling stations (conditional use)

Municipal buildings and uses, public safety uses and other governmental uses

Drive-in uses or outdoor uses should not be permitted, except drive-in facilities or outdoor activities for drive-in banks, outdoor dining associated with a permitted food service establishment (but drive-in restaurants should be prohibited) and gasoline filling stations. The lot and bulk requirements should be designed to avoid a highway strip character and to ensure adequate space for permitted uses while preventing over-development of the properties. Properties should be limited to a single principal building and use. As with the B district, buildings are to be fairly low in height and appropriate front, side and rear yards should be required. Front yard parking should be limited or prohibited, and the number of driveways minimized. Freestanding signs should be prohibited, except for drive-in banks, restaurants, convenience stores and gasoline filling stations. Buildings and parking areas on adjacent lots should be separated by landscaped areas. The zone standards should also ensure adequate separation and buffers between incompatible uses.

B-P2 (Business-Professional) District

The B-P2 zone district in this plan is located at and near the intersection of Parsippany Road and Whippany Road. It is presently developed with a mixture of uses, including the Corporate Mailings facility, a house of worship, a child care center, funeral home, some small office buildings, a bank, a former gasoline station and several single-family dwellings. This area has been in the B – Retail Business zone for many years, but for the most part does not exhibit a retail business character. This plan proposes to change this area to a new B-P2 zone designation in order to promote a limited range of smaller office and service uses. Should the Corporate Mailings facility be redeveloped, the plan envisions either a complex of

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small office uses or age-restricted housing that would help to address the need for senior housing in the Township. The zone would also allow single-family dwellings in recognition of the existing dwellings in the area and since a number of smaller lots in the area may not be suitable for office or service uses. The permitted uses in the B-P district should be limited to the following uses, and/or similar uses:

Business, administrative and professional offices
Banks
Barber shops, beauty salons, hair and nail salons
Diet and weight reducing centers, tanning salons and saunas, electrolysis
Funeral homes
Dry cleaning pickup establishments (off-site cleaning) and garment services
Portrait photographic studios
Child-care centers
Age-restricted housing units (large tracts only)
Single-family detached dwellings
Institutional uses that are permitted in all zone districts
Municipal buildings and uses, public safety uses and other governmental uses

Different development standards should apply to different uses, recognizing that not all sites in the district are appropriate for every permitted use. Parking should be prohibited in front yards or at least within the required front yard setback.

OB-RL (Office Building – Research Laboratory) District

This district is located near the intersection of South Jefferson Road and Cedar Knolls Road. The zone is designed for high-quality professional, executive and administrative offices, as well as limited laboratory uses devoted to research design and experimentation. The zone is fully developed with these uses. Lot and bulk requirements should be designed to ensure adequately-sized lots that maintain the pattern of the zone, with large yard areas. Larger, medium height buildings are anticipated in this district.

OB-RL3 (Office Building – Research Laboratory) District

This district includes the Lucent Technologies campus on Whippany Road, as well as some other developments on Eden Lane. The zone is designed primarily to recognize the existing office and laboratory development in this zone, as well as other existing uses. Given its uniqueness, separate standards should be provided for the Lucent site. The standards for other sites in the district should reflect existing conditions in the district.

O-LI (Office – Limited Industry) District

The O-LI zone includes the properties located on Saddle Road and some properties located near the intersection of Hanover Avenue and Horsehill Road. Whereas this area was formerly primarily industrial in nature, in recent years it has undergone a

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transformation to office uses, and medical offices in particular. The district is designed to recognize and encourage this type of development, and to preclude incompatible industrial development. The standards for the district should reflect the lot size and other existing development conditions.

O-S (Office – Services) Districts

The O-S districts are located along Route 10 west of Route 287, near the intersection of Ridgedale Avenue and Malapardis Road, on South Jefferson Road and along Park Avenue and Columbia Turnpike, west of the Morristown Airport. These areas are developed primarily with office uses and with service uses that are compatible with office development. The O-S district is intended to promote this pattern and to preclude incompatible industrial and retail development. Along major highways, the regulations should prohibit the proliferation of a strip pattern of development, with generous setbacks and limitations on the amount of pavement in the front yard.

The following table summarizes the various recommended development standards for the office/service zone districts:

Office/Service Zones - Summary of Recommended Development Standards (Amended 12-11-12)

ZONE	USE	MIN. LOT AREA	MAX. BLDG. HEIGHT	MAX. FLOOR AREA	MAX. DENSITY	MAX. BLDG. COVER.	MAX. IMPROVE. COVER.
B-P	offices, personal services	15,000 sf	2 st./28 ft.	25% 25,000 sf	n.a.	25%	70%
B-P2	offices, personal services	15,000 sf	35 ft.	25% 25,000 sf	n.a.	25%	70%
	senior multi- family resid.	10 ac.	3 st./45 ft.	n.a.	6 du/ac.	20%	50%
	single-family resid.	See R-10 zone district standards					
OB-RL	offices, labs	5 ac.	75 ft.	25%	n.a.	n.a.	65%
OB-RL3	corporate office/ lab campus	150 ac.	75 ft.	20%	n.a.	20%	60%
	other offices	2 ac.	3 st./45 ft.	20%	n.a.	20%	60%
O-LI	offices, limited industry	55,000 sf	3 st./45 ft.	25%	n.a.	25%	65%
O-S	offices, services	2.5 ac.	3 st./45 ft.	25%	n.a.	25%	65%
	hotels	10 ac.	75 ft.	25%	n.a.	n.a.	60%
	motels	5 ac.	2 st./28 ft.	25%	n.a.	n.a.	60%

LAND USE PLAN

Mixed Use Planned Development Center - WC, TC and I/TC Districts (amended 10-23-12, 11-12-13)

WC District

The WC zone district is located at the intersection of Route 10 and Troy Hills Road. This district is intended to promote the redevelopment of the district with a mixed use planned commercial development. The planned commercial development will not only result in the redevelopment of an obsolete and underutilized property, but provide a coordinated development with shared access and unified design themes appropriate to its location.

The permitted uses in the zone should include traditional small- to medium-scale retail sales establishments, professional offices and other commercial uses that provide goods and services to the Township and, to a lesser extent, adjacent municipalities. A mixture of these uses with residential uses should also be permitted, which should include an affordable component.

The development standards for the district should recognize and address existing problems in the district, including a mix of incompatible uses, insufficient lot areas and setbacks, excessive lot coverage, access constraints and flooding and water quality issues related to area watercourses. The standards should encourage the assembly of smaller land parcels into larger lots that can accommodate development without resulting in excess coverage, insufficient setbacks or undue environmental impacts.

The regulations should also avoid creation of a "highway strip" development pattern and appearance and prevent access and circulation problems by restricting the location of parking and other paved areas, limiting the number and spacing of driveways, limiting freestanding signs and by requiring buildings and parking areas on adjacent lots to be separated by landscaped areas.

Where lot assemblage is not achievable, the zone standards should also permit conventional development with appropriate standards. The standards should encourage, to the extent feasible, a design that is compatible with any planned development in the district.

TC District

The TC district is located along Eden Lane and the Whippany River between South Jefferson Road and Parsippany Road. This district is the subject of a detailed amendment of the land use plan set forth in a report entitled, "Amendment to the Master Plan, Township of Hanover," adopted on June 22, 2004 and prepared by Clarke, Caton and Hintz. Most of the zone was formerly developed for industrial use by the Whippany Paper Board Company, but that use has been abandoned and

LAND USE PLAN

most of the buildings demolished. This district seeks to create a focal point in the geographic center of the Township for a mixture of uses, including retail sales and services, restaurants, banks, lodging, theaters and other entertainment and cultural facilities, health clubs, professional and business offices, public uses, age-restricted housing, and other uses. A planned commercial district approach is proposed in order to provide greater flexibility and to concentrate development away from the district's natural resources, i.e., the woodlands, freshwater wetlands, ponds and the Whippany River itself.

I/TC District

The I/TC District is located on both sides of South Jefferson Road. It is presently developed with a variety of industrial and construction uses, offices, a Postal distribution facility, a house of worship, a few dwellings. Many lots have nonconforming width, and some have nonconforming area. Several properties have nonconforming setbacks. A number of properties are unattractive, with obsolete or incompatible architectural design. The long-term plan is for this area to be redeveloped in a coordinated manner similar to that planned for the TC district immediately to the east, and regulations should be adopted that promote such development. Absent such redevelopment, the district standards should be designed to permit similar uses as permitted in the I district, to limit over-intense development, to encourage an upgraded form of development and to ensure that impacts from incompatible uses are appropriately mitigated.

Following are recommended standards for the WC, TC and I/TC districts:

Mixed Use Planned Development Center Zones – Summary of Recommended Development Standards

ZONE	USE	MIN. LOT OR TRACT AREA	MAX. BLDG. HEIGHT	MAX. FLOOR AREA	MAX. BLDG. COVER.	MAX. IMPROVE. COVER.	MAX. DENSITY	MIN. OPEN SPACE
WC	planned commercial development	8 ac.	2 st./37 ft. 3 st./52 ft. (with appropriate setbacks)	35%	25%	75%	46 units	4,000 sf
	conventional commercial or mixed use	20,000 sf	2 st./37 ft.	25% (small lots) 35% (larger lots)	25% (small lots) 35% (larger lots)	65% (small lots) 70% (larger lots)	2 du/lot	n.a.
TC	planned commercial development	entire zone	2½-3 st., 35-50 ft.	15%	n.a.	65%	1.8 du/ac.	30% of resid. area

LAND USE PLAN

ZONE	USE	MIN. LOT OR TRACT AREA	MAX. BLDG. HEIGHT	MAX. FLOOR AREA	MAX. BLDG. COVER.	MAX. IMPROVE. COVER.	MAX. DENSITY	MIN. OPEN SPACE
I/TC	small-scale industry, office	60,000 sf	2 st./28 ft.	20%	20%	60%	n.a.	n.a.
	medium-scale industry, office	3 ac.	3 st./45 ft.	25%	25%	65%	n.a.	n.a.
	planned commercial development	25 ac.	2½-3 st., 35-50 ft.	15%	n.a.	65%	1.8 du/ac.	30% of resid. area

Industry and Service Uses – I, I-2, I-4, I-5, I-6, I-B2, I-P and I-P2 Districts

I Industrial District

The I district is located primarily along Algonquin Parkway and Melanie Lane. A small portion of the district is located on Hanover Avenue east of the Morris County Mall/Cedar Knolls Plaza. The zone is intended for a broad range of industrial uses, subject to various performance standards. This zone is also intended to accommodate uses permitted in the OB-RL district as discussed above; however, offices and similar uses are intended to be limited to no more than one third of the floor area of principal buildings. The lot and bulk standards are designed to ensure adequate lots for modern industrial development, to limit buildings to medium heights, and to ensure large yard areas.

I-2 Industrial District

The I-2 district consists of a single property located at the intersection of Whippany Road with the Whippany River. The land uses permitted in this district should be similar to those in the I district, with the development standards based upon the unique conditions existing at this site. The standards should be designed to ensure protection of the stream corridor for the Whippany River, which abuts the site.

I-4 Industrial District

The I-4 district is comprised of a single property on Parsippany Road developed as an office/distribution center on the site of a former landfill. The standards for this district are designed to promote this development and to ensure that adequate setbacks from the residential areas along Parsippany Road are maintained.

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I-5 Industrial District

The I-5 district is located along Hanover Avenue west of Horsehill Road. The land uses permitted in this district should be similar to those in the I district, with the development standards based upon the existing development pattern.

I-6 Industrial District

The I-6 zone is located on private lands surrounding the Morristown Airport. Much of this land is wetlands and regulated against most forms of development. Although the land use plan provides for industrial and office development in this area in recognition of the adjacent airport use, the standards are more restrictive than in other industrial zones, in recognition of the wetlands constraints, and in order to avoid negative impacts to the water quality and other environmental features in the area.

I-B2 (Industrial – Business) District

The I-B2 district consists of a small area at the intersection of Routes 10 and 287. The site is surrounded by the cloverleaf ramps for this interchange, and as such is affected by the high traffic volumes in the area and limited access. The zone is intended to promote development of the property for industrial, retail and service uses that generate low volumes of traffic and fewer numbers of turning movements into the site. The development standards reflect the unique conditions at the site. Approval has recently been granted for a self-storage facility in the district.

I-B3 (Industrial – Business District) (Added 12-11-12)

The I-B3 district is located along Hanover Avenue and Ridgedale Avenue in the southwestern portion of the Township. The zone contains a number of older, obsolete industries, along with some newer industries and offices, and a mix of other uses. With the decline of industry in the region, a number of the older industrial uses and buildings have redevelopment potential. The zone in the plan is intended to promote development for industrial, office and related service uses, with an option for larger scale retail development. Development of small-scale or highway strip retail should not be permitted. Permitted uses should include the following:

LAND USE PLAN

Industrial uses

Research laboratories

Administrative, business and professional offices

Larger-scale retail sales and related commercial establishments containing one or more of the following:

- Automotive parts and accessories stores, excluding tire dealers

- Furniture and home furnishings stores

- Electronics and appliance stores

- Paint and wallpaper stores

- Hardware stores

- Home improvement superstores

- Garden centers

- Food, beverage and liquor stores

- Supermarkets

- Health and personal care stores, including but not limited to pharmacies and drug stores.

- Clothing and clothing accessories stores

- Sporting goods, hobby, and musical instrument stores

- General merchandise stores

- Convenience stores

- Motor vehicle service stations

- Banks

- Personal services establishments limited to:

 - Laundry, cleaning and garment services

 - Portrait photographic studios

 - Beauty salons, nail salons and barber shops

 - Shoe repair and shoe shine establishments

- Rental and leasing services limited to rental of formal wear, costumes, and video tapes and discs

- Eating and drinking establishments, such as but not limited to restaurants and bars

Child-care centers

Indoor physical fitness facilities

Self-service storage facilities

Conference centers

Governmental buildings and uses and public parks and playgrounds

The standards in the district should encourage the redevelopment of outdated uses and buildings for upgraded uses structures. Where possible, the standards should encourage the assembly of small, undersized parcels into larger tracts in order to provide a more coordinated development pattern and reduce the number of driveway openings.

I-P (Industrial Park) District

The I-P district is limited to one location along Wing Drive and Ridgedale Avenue. The land uses permitted in this district should be similar to those in the I district, with the development standards based upon the existing development pattern.

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I-P2 (Industrial Park) District

The I-P2 district is located along Eastmans Road in the northwest corner of the Township. This area is developed primarily with industrial land uses. The land uses permitted in this district should be similar to those in the I district, with the development standards based upon the existing development pattern.

Industry and Service Zones - Summary of Recommended Development Standards

ZONE	USE	MIN. LOT AREA	MAX. BLDG. HEIGHT	MAX. FLOOR AREA	MAX. BLDG. COVER.	MAX. IMPROVE. COVER.
I	industry, office	60,000 sf	3 st./45 ft.	25%	25%	65%
I-2	industry, office	14 ac.	3 st./45 ft.	25%	25%	65%
I-4	industry, office	3 ac.	3 st./45 ft.	25%	25%	65%
I-5	industry, office	5 ac.	3 st./45 ft.	20%	20%	60%
I-6	industry, office	10 ac.	2 st./28 ft.	20%	15%	50%
I-B2	limited industry, retail and services	5 ac.	28 ft.	47%	35%	70%
I-B3	industry, office, retail, services, conference centers	10 ac. (conf. centers, retail and related) 60,000 sf (other)	3 st./45 ft.	25%	n.a.	75%
I-P	industry, office	3 ac.	3 st./45 ft.	25%	25%	65%
I-P2	industry, office	2.5 ac.	3 st./45 ft.	20%	20%	60%

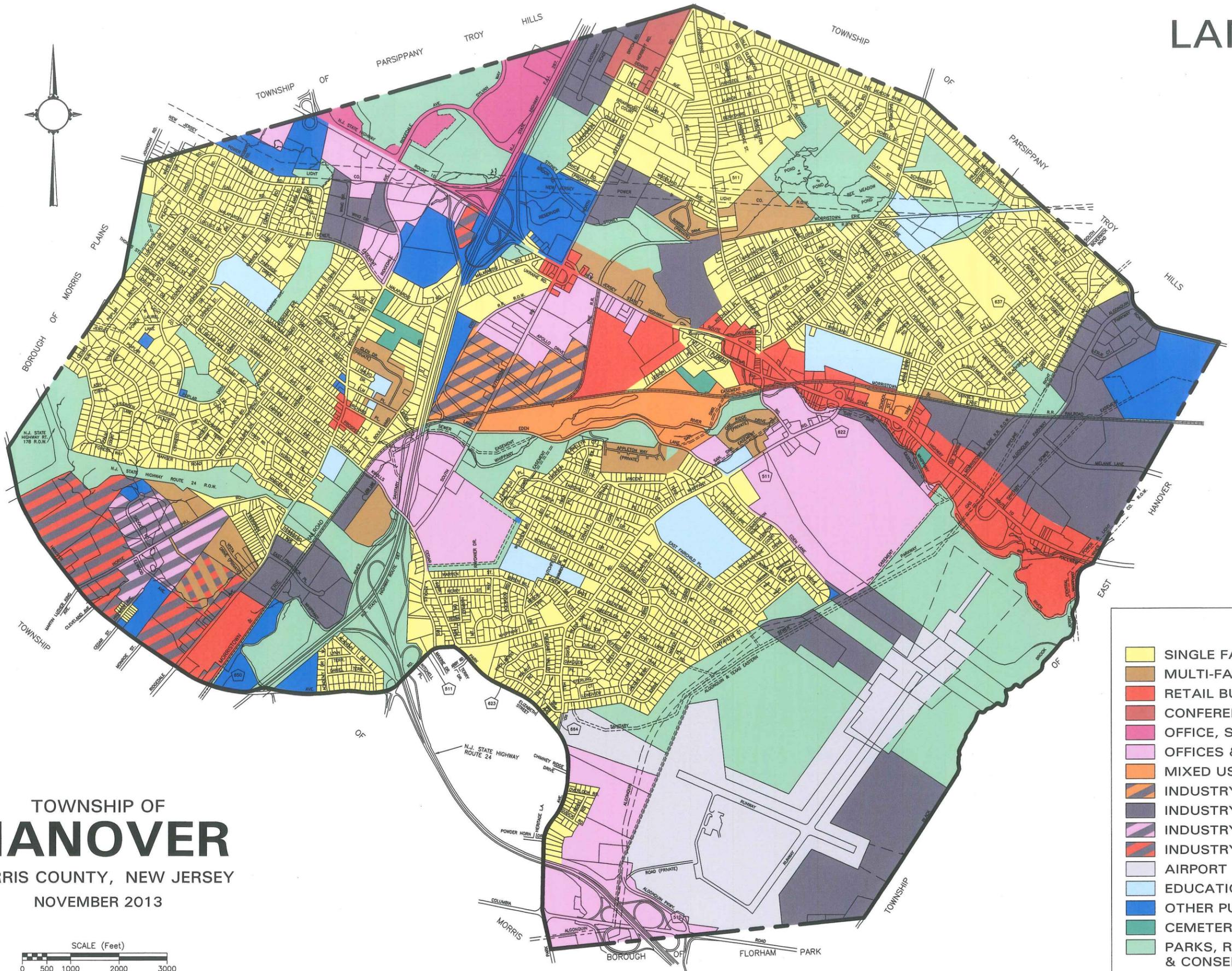
Airport Use – A District

The A Airport district is designed to recognize the large area utilized by the existing Morristown Airport in the southeastern portion of the Township as well as the airport clear zone on adjacent properties. Use, lot and bulk standards are based upon requirements of the Air Safety and Hazardous Zoning Act of 1983.

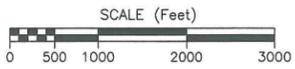
Public Use – PU District

The PU - Public Use District is intended to recognize those various large scale public or quasi-public uses in the Township, including but not limited to County and Township buildings, schools, parks and open space and major utility operations. The zone is to include lot and bulk standards appropriate for the type of uses involved.

LAND USE PLAN



TOWNSHIP OF
HANOVER
 MORRIS COUNTY, NEW JERSEY
 NOVEMBER 2013



LEGEND	
	SINGLE FAMILY RESIDENTIAL
	MULTI-FAMILY RESIDENTIAL
	RETAIL BUSINESS & SERVICES
	CONFERENCE CENTER
	OFFICE, SERVICES, SHOPPING CENTER
	OFFICES & SERVICES
	MIXED USE PLANNED DEVEL. CENTER
	INDUSTRY/TOWN CENTER
	INDUSTRY & RELATED SERVICES
	INDUSTRY/OFFICE
	INDUSTRY/RETAIL
	AIRPORT (DASHED LINE-FLIGHT SAFETY ZONES)
	EDUCATIONAL USE
	OTHER PUBLIC OR QUASI-PUBLIC USE
	CEMETERY
	PARKS, RECREATION, OPEN SPACE & CONSERVATION

PROPOSED ZONING MAP



TOWNSHIP OF
HANOVER
MORRIS COUNTY, NEW JERSEY
NOVEMBER 2013

