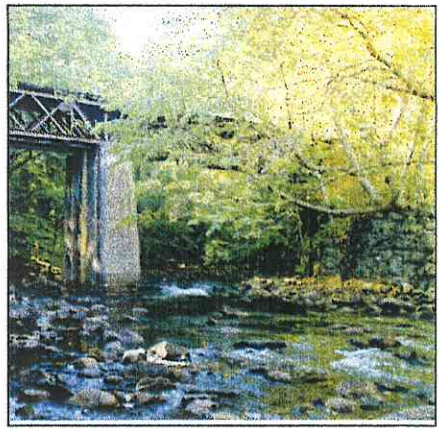
TOWN OF BOONTON MASTER PLAN

BOONTON PLANNING BOARD



EFB Associates - Land Use, Community and Environmental Planners

Dedicated to the memory of E. Alan Shute

TOWN OF BOONTON
MASTER PLAN

BOONTON PLANNING BOARD

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1998 MASTER PLAN prepared by

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A MESSAGE FROM THE PLANNING BOARD CHAIRMAN

We, as a community, began the process of revising the master plan four years ago. In 1994 we prepared a re-examination report of the existing plan and determined the need for a "wholesale" revision. The next two years were spent gathering information through a variety of techniques. These included convening visioning groups consisting of concerned citizens, circulation of a town wide survey (which received a widespread response) and creation of citizens empowerment groups in individual neighborhoods. The common thread among these efforts was the citizen involvement in the process which educated us as to the concerns and goals we shared. The results were compiled and reviewed with the people who participated in this process and our elected officials.

Our next step was to hire a consultant to assist us in turning our raw ideas into a usable tool. We interviewed several firms and chose EFB Associates to assist us with our task. Eileen Banyra and Grace Lynch reviewed the information we had compiled and went beyond this review by meeting with various civic groups, committees and other members of the community. Together, the goals and objectives as well as the problems our town faces, were identified. The following master plan captures the essence of this information and sets forth a strategy to achieve our desired ends.

Although we are four years into this planning process, we remain at an embryonic stage. The most difficult task of implementation remains before us. The Master Plan must be used as a tool in making decisions as to how we, the Town of Boonton, will be sustained, grow and evolve. We should prioritize the goals which are most important, set a time frame to attain these goals, and continue our self examination to determine the pursuit of unfulfilled goals.

I would like to express my gratitude to all of the people who have participated in this effort and assisted us throughout the process, the Mayor, and Town employees who helped supply valuable information and especially the citizen volunteers who gave of their time, thoughts and feelings. **Thank you**.

Now, let's get something accomplished!

Anthony Garrett
November 23, 1998

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TOWN OF BOONTON MASTER PLAN

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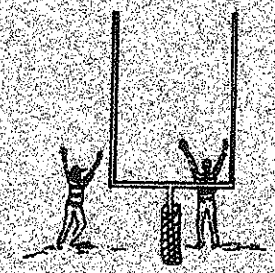


1. GOALS AND OBJECTIVES

GOALS AND OBJECTIVES

The New Jersey Municipal Land Use Law requires that all municipal Master Plans contain:

> "A statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical, economic and social development of the municipality are based." (C.40:55D-28)

The first element, commonly identified as the *Goals and Objectives*, is one of the three required elements of a Master Plan. This *statement of objectives* (as identified above) should be both general and specific in its ability to provide an overall theme for future community planning. In general, objectives should be broad enough to express the purposes of the MLUL (40:55D-2) and the community's ideals. These serve as a basis of the Plan yet are specific enough to provide guidance on their achievement.

This Master Plan Element evaluates and incorporates the objectives of past Master Plans, as well as introducing new objectives based on a response to current concerns. The goals and objectives are integrally linked to the Plan and should clearly identify the community's direction to the user.

Past master plan reports and re-examinations have identified many objectives for Boonton (some realized, some not) that have focused on the Town's character and have planned for its future. In addition, the 1996-97 community-based focus groups have reinforced some previous objectives, as well as identified new ones appropriate to Boonton today. Suggested goals and objectives developed in community meetings and existing Master Plan documents are identified below:

LAND USE

1. Achieve a balanced land use pattern of appropriate residential, commercial and industrial uses that respect the community's existing development pattern.

2. Encourage in-fill development that is compatible with the scale, density and design of Boonton's historic development patterns.

3. Encourage land use and development strategies that are consistent with and preserve the architectural and historical integrity (residential, commercial and industrial) of the community.

4. Encourage the utilization of the community's natural and historic features as the fabric and cornerstone of all planning and development efforts.

5. Enhance the Town "Gateways" with appropriate signage, landscaping and street amenities to create a sense of arrival and source of community pride.

6. Expand existing and designate new historic districts and structures in Boonton to protect and improve the existing architectural fabric from inappropriate alteration or demolition.

7. Consider consolidation of small properties in commercial and industrial areas to support and concentrate, rather than scatter, development, along the community's arterial roadways.

8. Consider the symbiotic relationship between Main Street, Myrtle Avenue and industrial properties as well as the residential uses, and maintain the characteristic distinction and separation between these areas.

9. Coordinate local, county and state planning efforts for the revitalization of underutilized commercial and industrial sites particularly along Division Street and Myrtle Avenue and examine the possibility of redevelopment for this area.

10. Explore and promote expanded recreational opportunities both locally and regionally including: establishing hiking and biking trails along the Rockaway River; providing a bicycle route from

Vreeland Avenue and the Fireman's Home to and along the Jersey City reservoir property; reestablishing a Town Beach; expanding and improving the existing parks in and along the Rockaway River; as well as Pepe Field and Sheep Hill Park; developing a community recreational facility; and working with the adjacent communities as well as Morris County to improve and increase recreational opportunities for Boonton residents.

11. Ensure that a clean up plan is developed at various industrial sites for possible development/redevelopment and new employment opportunities, as well as creating a market for the commercial entities in Town.

12. Clean up historic iron works site and encourage appropriate development while discouraging inappropriate activities near the Rockaway River.

13. Explore possible opportunities for aligning compatible business and industry in the community for improved business development and opportunities.

14. Improve code enforcement for multiple family dwellings and property maintenance to create an attractive atmosphere throughout the entire community.

15. Coordinate local planning with county and state agencies to insure compatibility and to ensure Town Center Designation from the State Planning Commission through its plan endorsement process.

16. Work closely with adjacent communities to foster a holistic view of Boonton, as well as its environs, to sustain its identity as the Town Center around which other, less intensely developed areas can revolve.

17. Actively seek funding sources to accomplish the goals of the Master Plan.

OPEN SPACE AND RECREATION

1. Preserve and protect important natural features such as the Rockaway River, the Hollow, Sheep Hill, and the lands around the Jersey City reservoir.

2. Focus efforts on developing a critical mass of open space through a network of paths and corridors linking environmentally sensitive areas along the Rockaway River, the Jersey City Reservoir and other public and semi-public lands in Boonton to insure environmental quality, habitat, protection, and active and passive recreational opportunities.

3. Expand passive and active recreational opportunities along both sides of the Rockaway River through public spaces in Boonton, including, but not restricted to, developing a riverwalk as part of an entire Rockaway River Development Plan.

4. Develop a plan to identify and acquire remaining open spaces in Boonton for both recreation and conservation while utilizing current practices of land swapping, clustered development, Right-of-Ways, trails easements, local bond issue, open space tax, Transfer Development Rights (TDR), and/or acquisition with NJ Green Acres funds.

5. Execute and enlarge a street tree planting program along Main Street, Myrtle Street, Plane Street and the historic area along the Rockaway River Valley.

6. Require that all new development provide improvements to the physical and aesthetic qualities of roadways with inclusion of street trees, hedgerows and sidewalks.

7. Clean up contamination at Pepe Field for reestablishment of recreational activities.

HISTORIC PRESERVATION

1. Retain and protect historic features in both existing, new and re-development projects, namely historic buildings and details, hitching posts, stone carriage steps, slate walks, pudding stone (and other stone) walls, historic fencing, viewsheds, hedgerows and mature vegetation.

2. Restore the existing railroad station, railroad cars, roundabout and swing trestle for incorporation into historic attraction in conjunction with downtown revitalization efforts.

3. Ensure that new, in-fill and restoration development be sensitive to historic buildings, features, landmarks and districts in the community and ensure that their features are incorporated and utilized as the basis for any design.

4. Restore community landmarks and buildings (Williams Street stairs, Opera House, Theater, railroad station and cars) as a foundation for economic development and revitalization efforts.

5. Actively pursue funding sources to assist in the community preservation efforts.

CIRCULATION

1. Provide road and intersection improvements to reduce safety hazards at primary accident locations and improve circulation through congested areas.

2. Coordinate with state and county agencies to insure that any roadway improvements will:

   a) maintain the existing scale of the community; and
   b) thoroughly examine all the circulation alternatives and resulting impacts on pedestrian mobility along Main Street.

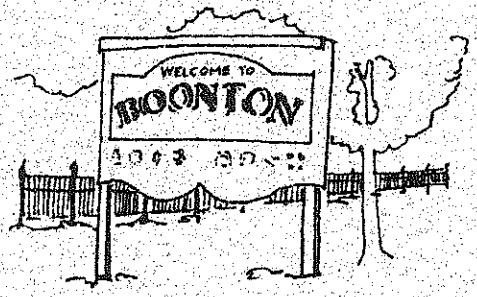
3. Pursue programs with state and county agencies that encourage transportation options for alternatives such as park and ride facilities, ride sharing, bus services, bike and pedestrian paths, and other innovative programs.

4. Require all new development and redevelopment sites to provide improvements to the physical and aesthetic qualities of parking areas and roadways with inclusion of street trees, hedge rows and sidewalks.

5. Examine traffic patterns and streets between Myrtle Avenue and Division Street and the PVO site and industrial areas to provide for improved truck access both to and from I-287.

6. Examine traffic lights and timing, parking, space utilization and architectural integrity along Main and Plane Streets with an emphasis on improving the parking and traffic patterns in downtown Boonton.

NOTES

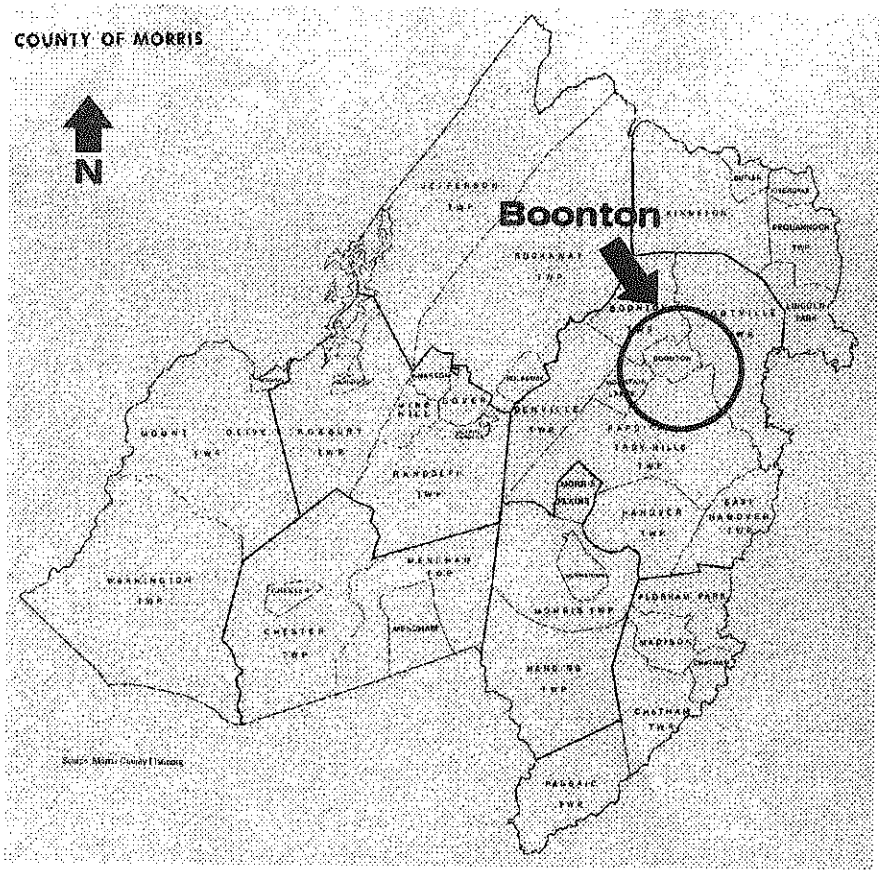


2. INTRODUCTION AND BACKGROUND

INTRODUCTION AND BACKGROUND

The Town of Boonton, 2.45 square miles in area, is located in the northeastern sector of Morris County. Strategically located near the crossing of Route 287 and Route 80, Boonton is 23 miles west of New York City and 7 miles north of Morristown.

In 1867, portions of the Townships of Pequannock and Hanover were incorporated to form the Town of Boonton. However, more than a century before the Town of Boonton incorporated, the Village of Boonton had been a thriving community on the Rockaway River about 1.5 miles downstream from the center of present day Boonton. Historically, Boonton was the site of Boonton Ironworks and later, with the construction of the Morris Canal, the site of the New Jersey Iron Company. Following the collapse of the ironworks company in 1876, new industrial uses including silk manufacturing, a knife factory, a paper mill, a nail factory, a brass and iron foundry and carriage factory streamed into the Town.



Near the beginning of the twentieth century, the Loanda Hard Rubber Company was established and eventually developed into a molded plastics industry. Petroleum Vegetable Oil International (PVO), one of the Town's largest industries, which was also established in the early 1900's, eventually went out of business. This site occupies a prominent location on Division Street, and requires comprehensive clean up due to on-site disposal of hazardous waste. Without clean up, the site has limited capacity for redevelopment.

Development over the past several decades has been predominantly residential with both single-family and townhouse development. Several new warehouse buildings have been developed, while other new non-residential development has occurred sporadically.

AERIAL VIEW

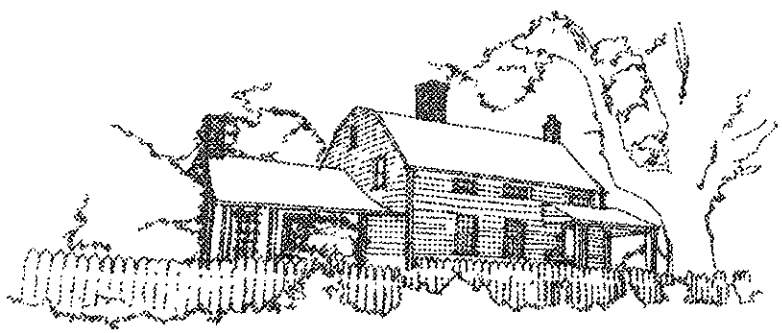
EXISTING CONDITIONS

Basic studies of the Master Plan outline historical and existing land use as well as demographic conditions in the community. Planning for future development must rely on the analysis set forth in the basic studies in order to make informed and rational planning decisions. The physical land use pattern of the Town has been established over the past several decades. Any proposed land use plan must recognize this and look toward changes which reconcile the older established land use pattern with the emerging patterns.

The Town is subject to environmental constraints with the presence of the Rockaway River, Boonton Reservoir, flood plains, hills, wetlands, and wooded areas. These natural elements played a significant role in helping determining the existing development and may also play a role in potential redevelopment opportunities.

Housing Characteristics

Table 1 shows, that in 1990, there were a total of 3,234 housing units within the Town, with 3,121 units occupied. Approximately 59% of the occupied housing was owner-occupied. Occupancy within the Town was very stable with a vacancy rate of only 3.5%.



Boonton Town is an older community with over 68% of its housing stock built prior to 1970 and over 47% built before 1939. As Table 2 shows, the largest single decade of housing construction occurred between 1960-1969.

TABLE 1
Housing Characteristics
1980-1990

CHARACTERISTICS	1980	1990
Total Housing Units	3,130	3,234
Total Occupied Housing Units	3,035	3,121
Owner-Occupied	1,810	1,845
Renter-Occupied	1,225	1,276
Total-Year Round Vacant Housing	95	113
Percent of Housing Units Vacant	3.0%	3.5%

Source: U.S. Census of Housing, 1980, 1990

TABLE 2
Year Structure Built
1990

YEAR CONSTRUCTED	NUMBER	% OF TOTAL
1939 or earlier	1,525	47.2
1940-1949	275	8.5
1950-1959	405	12.5
1960-1969	671	20.7
1970-1979	140	4.3
1980-1989	218	6.8
1990-1997	52	--
TOTAL	**3,286**	**100.0**

Source: U.S. Census of Population and Housing, 1990
MCC Activity Report 12/1997

In 1980, approximately 56% housing stock was located in single-family structures (detached/attached), 31% in 2-4 family structures and 13% in multifamily structures of 5 units or more. As shown in Table 2, the general housing trends in the Town did not change radically by 1990. In 1990, approximately 54% of the Town's housing stock was located in single family detached residences, while approximately 19% was located in two family residences. The remaining 27% was found in structures having 3 or more units. Table 3 shows the breakdown of housing units for 1990.

Since 1990, however, the construction of new housing has significantly declined.

TABLE 3
Housing Units in Structure

UNITS IN STRUCTURE	NUMBER	PERCENT
1 Family, Detached	1,761	54.5
1 Family, Attached	249	7.7
2 Family	620	19.2
3-4 Family	217	6.7
5-9 Family	155	4.8
10-19 Family	95	2.9
20-49 Family	58	1.9
50 or more	0	0.0
Mobile Home or Trailer	0	0.0
Other	79	2.4
TOTAL	**3,234**	**100.0**

Source: 1990 U.S. Census

In 1990, the mean value of a housing unit in the Town was $198,540. This represented an increase in value from 1980 when the average value of a housing unit was $69,800 and only six housing units were valued at $200,000 or more. Table 4 shows the breakdown of the value of owner occupied housing units in the Town.

TABLE 4
Specified Owner-Occupied Housing Units by Value
1990

VALUE	NO. OF UNITS	% OF TOTAL
Less than $15,000	4	0.3
$15,000 to $44,999	0	0.0
$45,000 to $74,999	41	2.4
$75,000 to $99,99	83	5.4
$ 1 00,000 to $149,999	18	12.2
$150,000 to $249,999	947	61.7
$250,000 to $299,999	124	8.1
$300,000 to$399,99	132	8.6
$400,000 to $499,999	17	1.2
TOTAL	**1,536**	**100.0**

Source: U.S. Census of Population and Housing, 1990

TABLE 5
Specified Renter-Occupied Housing Units by Rent
1990

RENT	NO. OF UNITS	% OF TOTAL
Less than $150	9	0.7
$150 to $199	47	3.7
$200 to $299	25	2.0
$300 to $399	61	4.8
$400 to $499	70	5.5
$500 to $599	112	8.9
$600 to $699	235	18.6
$700 to $749	122	9.7
$750 to $999	356	28.2
$ 1,000 or greater	178	4.1
No Cash Rent	47	3.7
TOTAL	**1,262**	**100.0**

Source: U.S. Census of Population and Housing, 1990

The average rent received in 1990 was $720. This was a substantial increase from the 1980 average rent of $253. Table 5 shows the breakdown of rents within the Town in 1990.

Population Characteristics

Table 6 shows, that the town's population expansion peaked in 1970. Since 1970, Boonton's population has been declining steadily and projections for its future population indicate that it will continue to decline. As with similar older communities, population decline often represents an aging population and a reduced birth rate in turn, with attendant smaller families. The decline is not due to lack of new housing.

TABLE 6
Historic Population Trends and Projections
1930-2010

YEAR	POPULATION
1930	6,866
1940	6,739
1950	7,163
1960	7,981
1970	9,261
1980	8,620
1990	8,343
2000*	8,305*
2010*	8,202*

* County Planning Board Projections

Source: U.S. Census of Population and Housing, 1990

Summarizing population by age groupings is an important tool used by any community to determine the needs of its residents. Table 7 shows a comparison and breakdown of Boonton's population by age from 1980 to 1990. Over this ten-year period the Town's population declined by 277 or 3.2%. The data show that from 1980-1990 the major shifts in population occurred in the 5-18 and 25-34 age categories. There was a decrease in the 5-18 age category (22% to 14%) and an increase in the 25-34 category(15% to 20%). The elderly percentage of the population remained relatively stable percentage of the population. Boonton's median age rose slightly from 33 in 1980, to 35 in 1990.

TABLE 7
Population by Age
1980-1990

	1990		1980	
AGE	TOTAL	PERCENT	TOTAL	PERCENT
Under 5	626	8	480	6
5-18	1,199	14	1,787	22
19-24	753	9	891	11
25-34	1,697	20	1,276	15
35-44	1,225	15	968	11
45-54	834	10	888	10
55-64	757	9	977	11
65 and Over	1,252	15	1,253	14
TOTAL	**8,343**	**100**	**8,620**	**100**

Source: U.S. Census of Population and Housing, 1980 and 1990.

Following the general trend in household size, the number of persons per household in Boonton has declined from 2.79 in 1980 to 2.62 1990. Boonton contained approximately 76% two or more person households and 24% one person households in 1990. Of the two or more persons households, approximately 70% were married couples while approximately 19% consisted of single heads of households.

Income Characteristics

The median household income in 1980 was $20,543 with a per capita income of $8,141. By 1990, the median household income had increased substantially to $44,958 with a per capita income of $20,099. As a result, Boonton's ranking among all 566 municipalities in New Jersey went from 272 (1980) to 218 (1990).

Approximately 95% of Boonton's population was above the poverty status in 1980. This increased to 97% by 1990. Additionally, in 1980, a total of 118 or 1.4% of persons in households received public assistance and 984 or 11.8% received social security. By 1990, a total of 351 or 4.0% of persons in households received public assistance and/or social security.

Employment Development and Employment Characteristics

Boonton has always maintained a number of industrial uses due to its proximity to regional highways which now includes its location adjacent to I-287, as well as its ability to access rail lines. These rail lines generated an employment base that was supplemented by typical community retail/commercial uses, as well as office space.

Boonton has followed the general trend of the northeast and the country with a continual loss of its manufacturing base. There still exists a number of larger employers and industries in the community such as Drew Chemical (Research & Development), Packard Industries (Parts), Battenfeld Blow Molding (Manufacturing), Unimast (Manufacturing), Aeropanel (Manufacturing) and Moulin Design (Manufacturing).

The community anticipates additional industrial and employment opportunities, particularly in transportation. This is due primarily to Boonton's strategic location resulting from the completion of I-287, the accessibility of I-287 and the availability of industrial space. Visual accessibility with I-287 as well as a number of points of access to the interstate make it ripe for redevelopment efforts.

In 1980, Boonton had a workforce of 4,407 with 2,629 persons 16 years of age or older not in the labor force. This resulted in an unemployment rate of 5.7%. By 1990, Boonton had a work force of 4,815 with 1,955 persons 16 years of age or older not in the labor force and an unemployment rate of 4.2%.

Eighty-three percent of the work force was private wage and salary workers in 1990, while 10% were government workers and 6% were self-employed. This is comparable to 1980 where 85% of the work force was private wage and salary workers, 9% were government workers and 6% were self employed.

The work force in 1980 was employed more in traditional blue collar and service occupations than in 1990. By 1990, the majority of the work force was employed in managerial and professional speciality occupations. Table 8 shows the breakdown of employed persons by occupation for both 1980 and 1990.

The transition from a predominantly blue collar work force in 1980 to a predominantly white collar work force in 1990, is further reflected in Table 9 which exhibits the breakdown of employment by industry for 1980 and 1990.

Statistics also indicate that people in the Town of Boonton have become much more mobile in terms of employment location. In 1980, 3,150 Boonton residents worked in Morris County and by 1990 this number remained relatively stable at 3,092 with only a 1.8% drop. However, out of county commutation has changed dramatically. In 1980, only 716 residents worked outside of the county, but by 1990 1,231 worked in another county — a 71.9% differential. Similarly, working out of state has increased from 135 in 1980 to 188 in 1990, a 39.3% differential.

TABLE 8
Employed Persons by Occupation
1980-1990

OCCUPATION	NO. of PERSONS 1990	1980
MANAGERIAL & PROFESSIONAL		
Executive, Administrative, Managerial	746	519
Professional Specialty	669	401
TECHNICAL SALES & ADMINISTRATIVE SUPPORT		
Technicians & Related support	155	176
Sales	476	426
Administrative, Support, incl. Clerical	985	798
SERVICE		
Private Household	5	9
Protective Service	20	47
Service (except Protective and Household)	390	378
FARMING, FORESTRY AND FISHING	37	12
PRECISION PRODUCTION, CRAFT & REPAIR OCCUPATIONS	568	465
OPERATORS, FABRICATORS & LABORERS		
Machine Operators, Assemblers & Inspectors	283	556
Transportation & Material Moving Occupations	159	218
Handlers, Equipment Cleaners, Helpers & Laborers	119	152
TOTAL	**4,612**	**4,157**

Source: U.S. Census of Population and Housing, 1980, 1990

TABLE 9
Employment by Industry
1980-1990

CLASSIFICATION	NO. of PERSONS 1990	1980
Agriculture, Forestry & Fisheries	26	17
Mining	0	6
Construction	283	193
Manufacturing nondurable goods	507	729
Manufacturing durable goods	631	658
Transportation	215	247
Communications & Other Public Utilities	252	124
Wholesale Trade	243	174
Retail Trade	607	510
Finance, Insurance, & Real Estate	327	320
Business & Repair Services	333	227
Personal Services	86	133*
Entertainment & Recreation		69
Health Services	331	315
Educational Services	273	222
Other Professional & Related Services	334	148
Public Administration	95	134
TOTAL	**4,612**	**4,157**

* Includes Entertainment and Recreation Services

Source: U.S. Census of Population and Housing 1990

3. LAND USE

LAND USE

OVERVIEW

The Land Use Element and resulting plan are the most critical element of a Master Plan. They require not only the input of community meetings, but also consistency with the findings of the other elements, as well as an analysis of existing conditions and emerging patterns. The Plan/Element is intended to guide development and, most importantly in Boonton, to provide guidance for undertaking revitalization opportunities to achieve the goals identified earlier in this document.

As stated in New Jersey Statutes Annotated 40:55D-62a, a section of the State Municipal Land Use Law, the zoning ordinances of a community are required to be essentially consistent with the Land Use Element of the Master Plan. The proposed Land Use Element is a compilation of the recommendations identified by the public visioning sessions and the analysis of other Master Plan elements, i.e., Goals and Objectives, Relationship to Other Plans, Historic Preservation, Open Space/Recreation, Circulation, Community Facilities and the 1996 Housing Plan Element. This analysis provides a picture of existing conditions, defines appropriate land uses and is used to shape future redevelopment efforts. The Plan provides guidance for realizing the community's vision in future land use decisions.

The Land Use Plan/Element and its categories provide the basis for the Zone Map. Within the Plan are suggested changes to the Town Zoning Ordinance. It is the suggestions from the Master Plan that, when translated into law via the Zoning Ordinance, actualize the plan. As discussed at community visioning sessions, the community is proud of its small town historical setting and traditional Main Street. The concerns expressed focused on how to maintain and improve upon Boonton's existing positive attributes and how to use them to bring new vigor to the town today. It is hoped that the Master Plan will be welcomed by the community as a guide to realizing the goals emerging from these visioning sessions.

The following Land Use Element of the Town Master Plan is broken into the various traditional land use categories with an emphasis on Main Street, Myrtle Avenue and selected areas in Boonton.

Since the intent of the Master Plan is to achieve the specified goals of the Plan, the Land Use goals are reiterated below.

LAND USE GOALS AND OBJECTIVES

1. Achieve a balanced land use pattern of appropriate residential, commercial and industrial uses that respect the community's existing development pattern.

2. Encourage in-fill development that is compatible with the scale, density and design of Boonton's historic development patterns.

3. Encourage land uses and development that are consistent with and preserve the architectural and historical integrity (residential, commercial and industrial) of Boonton.

4. Encourage the utilization of Boonton's natural and historic features as the fabric and cornerstone in all planning and development efforts.

5. Enhance the Town "Gateways" with appropriate signage, landscaping and street amenities to create a sense of arrival and generate a source of community pride.

6. Expand existing and designate new historic districts and structures in Boonton to protect and enhance the existing structural fabric from inappropriate alteration or demolition.

7. Consider consolidation of small properties in commercial and industrial areas to concentrate rather than scatter development, along the community's arterial roadways.

8. Consider the symbiotic relationship between Main Street, Myrtle Avenue and the Industrial properties as well as residential uses, and maintain the characteristic distinction and separation between these areas.

9. Coordinate local County and State planning efforts for the revitalization of underutilized commercial and industrial sites particularly along Division Street and Myrtle Avenue, and examine the possibility of redevelopment for this area.

10. Explore and promote expanded recreational opportunities both locally and regionally including: establishing hiking and biking trails along the Rockaway River; providing a bicycle route from Vreeland Avenue and the Fireman's Home to and along the Jersey City reservoir property; reestablishing a Town Beach; expanding and improving the existing parks (Pepe Field, Grace Lord Park), including those along the Rockaway River; develop a community recreational facility; and working with the adjacent communities as well as Morris County to improve and increase recreational opportunities for Boonton residents.

11. Ensure that a clean up plan is developed at contaminated industrial sites for possible development/redevelopment and new employment opportunities, as well as creating a market for new commercial entities in Town.

12. Clean up historic iron works site and encourage appropriate development as well as discourage inappropriate activities near the Rockaway River.

13. Explore possible opportunities for aligning compatible business and industry in the community for improved business opportunities and development.

14. Improve code enforcement for multiple family dwellings and property maintenance to create an attractive atmosphere throughout the entire community.

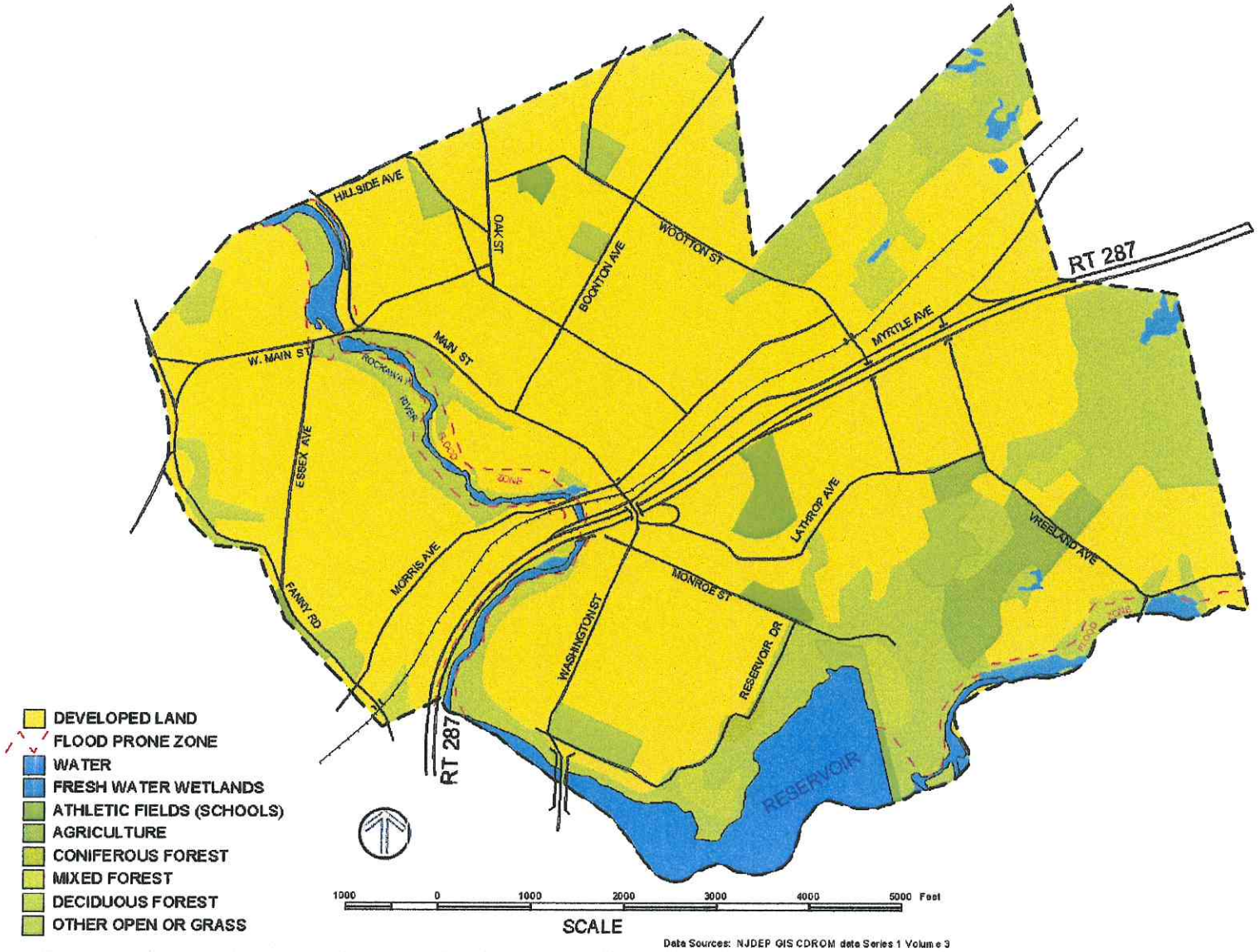
15. Coordinate local planning with county and state planning agencies to insure compatibility and to ensure Town Center designation from the State Planning Commission.

16. Work closely with adjacent communities to foster a holistic view of Boonton, as well as its environs, to sustain its identity as the Town Center around which other, less intensely developed areas can revolve.

17. Actively seek funding sources to accomplish the goals of the Master Plan.

EXISTING DEVELOPMENT PATTERN

The development pattern for the Town of Boonton was established by the late 1800's, as shaped by its industrial base, a busy main street and the associated housing typical of such a small industrial community. As evidenced by early maps, the community developed on the lands above the industrial furnaces, along the Morris Canal and adjacent to the present day Main Street Historic District.



GIS NATURAL RESOURCES

This early compact development pattern is as relevant today as it was when it was established. There is little vacant developable land remaining in the Town of Boonton. What remains are properties which are both irregular and constrained.

Future development opportunities will be realized through in-fill development, revitalization and redevelopment. These efforts could have a significant impact on the future of the Town and Main Street.

Existing Land Use

Generally, there are four different general land uses identified on the Existing Land Use Plan Map. These are classified as Residential, Commercial, Industrial, and Public/Quasi Public land uses. Land analysis of Boonton consisted of the review of existing data and tax records, with field verification. Table 10 shows the breakdown of these land use categories and the acreage devoted to each.

TABLE 10
Land Use by Category
Town of Boonton, 1998

LAND USE CATEGORY	AREA IN ACRES
Residential	633
Apartments	11
Commercial	53
Industrial	140
Public/Quasi-Public	417
Roads/Utilities/Railroad R.O.W.	221
Vacant Land	72
TOTAL	**1547 acres**

From these general categories, subcategories are reviewed to provide detail and specificity to the Plan. This analysis is useful in shaping future development and/or redevelopment and defining appropriate land use locations which satisfy community goals.

Historically, Boonton developed in a typical fashion for a small industrial town, with all the components extant: industrial development near a power and transportation source (the Rockaway River, Morris Canal and the railroad); a main street, centrally in proximity to both industry and residential neighborhoods; compact residential neighborhoods, within easy walking distance of work, shopping and recreation); and outlying farms, fields and forests. Presently, Boonton continues to develop along this historic pattern, with only minor changes, which include the relatively recent selling off of available open space for both industrial/commercial (Myrtle Avenue) and residential development.

As part of the 1998 Town of Boonton Master Plan, recommendations specific to Main Street and Myrtle Avenue and the immediate environs are also provided. An improved economy and the completion of I-287 have opened these areas to increased development pressures. Of particular importance to the current Master Plan are the changes afforded by the completion of I-287. This includes exposure to additional traffic on I287 as well as the view corridors into the town. Capitalizing on these changes will enhance the ability of the Town to attract new commercial and industrial enterprises.

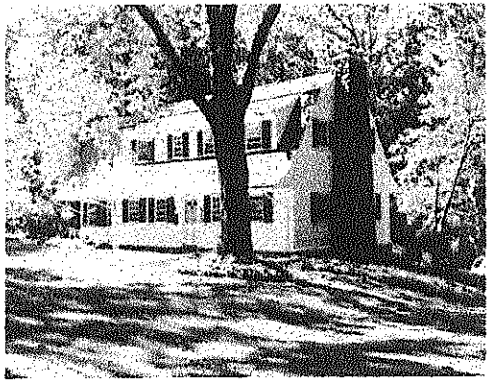
As a location, Boonton is convenient to interstate highways (I-287 and I-80), major roads (Rts. 46 and 10) and mass transportation (NJ Transit). In the areas deserving reexamination are revitalization opportunities — a deteriorated Main Street, and Myrtle Avenue where "anything goes" - development, redevelopment and/or rehabilitation efforts will have long-term implications to the community. These areas are key to establishing not only economic viability but a visually pleasing environment to both the community, its visitors and travelers along the peripheral view corridors.

RESIDENTIAL LAND USES

Existing Residential

The community developed in a compact pattern around its historic industrial uses and in close proximity to its business center. New residential development was situated located within walking distance to work, church and local business establishments.

Today, the predominant residential uses in Boonton are single and two-family residences. Lot sizes vary throughout the Town. A typical one or two-family dwelling rests on a lot varying from 6,250 to 12,500 square feet. There are many houses and buildings which contain three or more dwellings, but fewer than a dozen sites have specifically been developed as multi-family complexes. These multi-family sites include townhouses, garden apartments, public housing and apartment houses of various sizes and conditions. Generally, existing homes are older, well-maintained structures that reflect the period of construction.



The majority of the residential units are situated on small, narrow lots, which were typical of the land use patterns developed in the early part of this century. The residential development pattern today is not very different from that established at the turn of the century. Protection of the existing housing stock and its residential development patterns is essential to guiding future development in Boonton.

Proposed Residential

The community is developed with little remaining vacant residential land. In close proximity to Main Street is the community's historic residential district with small but varying lot sizes permitting one and two family homes. The historic district should be supported when new or rehabilitative construction occurs. Existing minimum lot sizes, front and side yard setbacks, as they exist, should be used as a guide for development. Due to its proximity to Main Street, parking is critical in this area. Moreover, Floor Area Ratio (FAR), building lines and facade treatment should respect existing historic development patterns.

While one and-two family homes are permitted, the land use survey also revealed the existence of many multi-family homes, some of which are illegal according to current zoning. These should not be encouraged in the historic district. Multi-family dwellings (three units or more) as a policy, should not be permitted in this area and only where adequate lot size and on-site parking is provided, since the parking needs of the Main Street business district should take precedence. Other residential development in the town will generally be on larger residential lots typically converted into smaller in-fill parcels. Pre-existing, non-conforming structures and lots should not be affected by any land use recommendations which may alter core use and bulk requirements.

Businesses thrive in areas which have constant pedestrian traffic and a residential population in the immediate proximity. Two areas where residential use could be encouraged are Plane Street and Division Street between Cedar and Birch Streets. Active use of the Plane Street frontage where width allows, and provision of street improvements to accommodate such use, will recharge the lower underutilized stories of Main Street structures. A proposed overlay district will provide potential for stabilizing existing residential and commercial use, while allowing such overlay areas to act as transitional zones where enterprising, innovative designs and strategies are encouraged to prevent further deterioration and stimulate local activity.

Apartments should be permitted and encouraged above stores along Main Street in order to maintain the street's vitality. It is recommended that an increase in lot area be required in both the Low Density (1-3 acres) and Moderate Density(12,000 to 15,000 sq. ft.) areas. Multi-family dwellings (townhouses, apartments houses) should not be encouraged except in areas designated by the Town of Boonton Housing Element/Plan or specifically identified for senior housing as shown on the Land Use Plan. Pre-existing multi-family units should be protected through the appropriate language in the zoning ordinance. Senior housing should be encouraged and developed on sites adjacent to the commercial areas such as the vacant lot on the south side of Upper Main Street and/or the School Street School, should it become available. These locations would be ideal, due to their central siting, proximity to medical, commercial services and emergency services and the reduced parking demanded of such facilities.

COMMERCIAL LAND USES

Existing Commercial

As previously noted, business and commercial land uses in Boonton have traditionally developed around Main Street and Myrtle Avenue. One issue associated with the completion of Interstate 287 has been that the highway has bisected Boonton, creating a physical barrier separating the existing commercial and residential streets. Today, the east/west commercial core principally begins on Main Street, with a few businesses on Washington Street east of I-287. However, the commercial core of the community begins on Main Street west of I-287 and extends in a westerly direction to the junctures of the Borough of Mountain Lakes and Boonton Township. This commercial core area includes the U. S. Post Office, the train station, the local library, a movie theater, restaurants, retailers; professional offices, banking establishments and many historic buildings.

Myrtle Avenue (Route 202) extends in a north/south direction with residential, commercial, mixed and industrial uses fronting its length. An exit and entry to I-287 are situated on Myrtle Avenue, resulting in heavy traffic volume. The area to the south of the entrance is a mixed-use area, with several historic residential and commercial buildings, including an old firehouse and the original train station and depot. To the immediate north, are historic industrial buildings and original train sheds, a small stream, and several residential structures of historic quality. Along Myrtle Avenue north, is an area of mixed-use/industrial properties and factories, a shopping center and car dealership, several gas stations and strip mall.

Proposed Commercial Land Uses

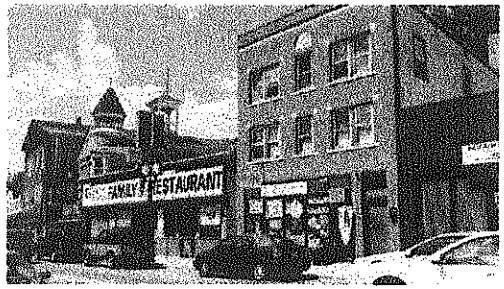
Local Commercial

Boonton's Main Street is an area of particular concern for the community. Main Street has functioned historically as the regional center for surrounding communities. Unfortunately, with the decline in industry within the community, and the expansion of shopping malls and retail uses along the highways, Boonton Town Center has suffered. Interestingly , unlike many other communities, Boonton has retained many of the attributes which can support an attractive and viable center. These include an interesting architectural fabric, historically significant buildings and area, pedestrian-friendly streetscape and scale, accessibility by pedestrians, public/quasi-public facilities, and a mix of retail/office space. This center is supported by mixed-use buildings on Main Street as well as compact residential uses adjacent to this area.

Unfortunately, while these positive conditions exist, there are also a significant number of vacancies along Main Street that indicate impaired function as a "healthy" downtown. The challenge is to identify and organize a strategy that creates a market condition specifically capable of attracting additional retail/office space and housing to the center.

In the book titled, *Visions for a New American Dream* (A. Nelessen, 1994) the author gives recommendations for community design, and provides guidelines for the ratio of commercial/retail that a community can support based on the population and density of the community.

As with any community, there are no simple solutions or quick fixes for the revitalization of Main Street. While a detailed study of Main Street may be warranted, a simple analysis as described by Nelessen provides some insight into the ratio of commercial, office space and the number of jobs that can be supported, regardless of the regional influences or demand.



The primary service area of Boonton is represented by a 1,500-foot radius around Main Street. (See following map.) This area represents the maximum distance an average person will walk (about five minutes). Beyond this distance, it is more likely for a person to drive. To support the needs of the residents, there must be a high enough density of local commercial establishments within this primary area.

A summary review of the census tract and block information for the Main Street business area reveals a significant base of housing (approximately 20%) falls within the primary service area. The balance of the community is within a one mile or less radius from Main Street.

TABLE 11
Population and Market Demand in Boonton

	Town of Boonton	Primary Area (+/-) 20%
Population	7,101	1,420
Number of Households	2,658	532
Largest Age Cohort 25-44	2,487 (35%)	497
Mean Income	$52,747	same

In *Visions for a New American Dream,* the author indicates that the following distances are optimum for a pedestrian friendly community:

■ Commercial Core	1,000 ft. (end to end)
■ Home to transit	1,300 - 1,500 ft.
■ Home to community facility, school or recreation	1,500 - 2,000 ft.
■ Retail space/household in primary and secondary radius	22.5 ft. - 56 ft.
■ Jobs to housing ratio (per unit) minimum to maximum	0.5 to 1 or 1 to 1

In Boonton, many of these ideal pedestrian components are met.

1. A commercial core of approximately 1,000 sq. ft. is evident; however, there are vacancies and breaks within this core of commercial/office space, weakening the base.

2. Transit stops for both the train and bus lines are located within close proximity to much of the community. With the upgrading of the Montclair rail link, the Boonton train line will have some direct access to New York City, and the attraction of using the train may increase ridership.

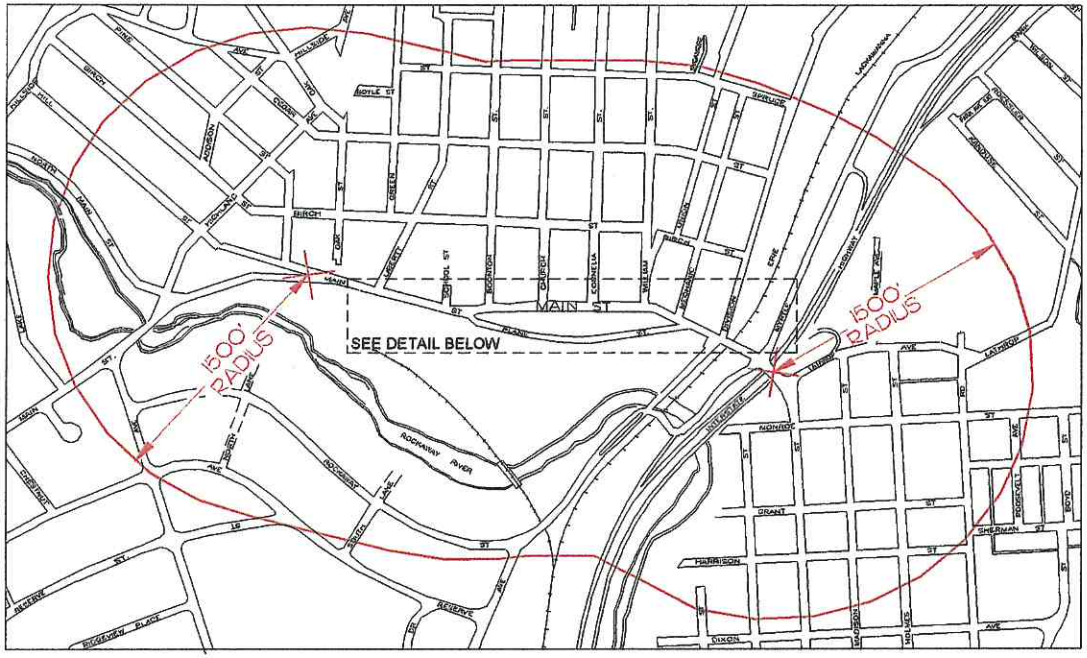
3. The distance to community facilities, recreation and schools are within walking distance to a majority of residents. The linear nature of Grace Lord Park, the Jersey City watershed lands and the Rockaway River provide access of these natural spaces to approximately 80% of the community.

According to Nelessen, the amount of convenient retail/commercial space that the community can support is between 60,000 and 149,000 square. feet. This is just for the immediate residents of Boonton and does not take into consideration use by any other communities. While Main Street itself does not currently support the minimum of 60,000 square feet, the inclusion of the North Main Street (Dell's Village) commercial area fills out this number. The North Main Street area, however, is also supported by the adjacent communities. Thus, it appears that additional retail space can be supported along Main Street by the community.

Finally, based on the cited job to housing ratio, Boonton can support a total of 1,300 to 2,658 jobs. These jobs would require an average of 150 to 300 sq. ft. per job, for a total office space requirement of 195,000 to 930,000 sq. ft. In the Town Center, based on the density of housing units, approximately 266 to 532 jobs should be supported with space requirements ranging from 40,000 to 160,000 sq. ft. While an inventory of space along Main Street was not conducted, there appears to be a significant amount of space available within the vacant buildings and the many large buildings backing onto Plane Street, to accommodate this requirement.

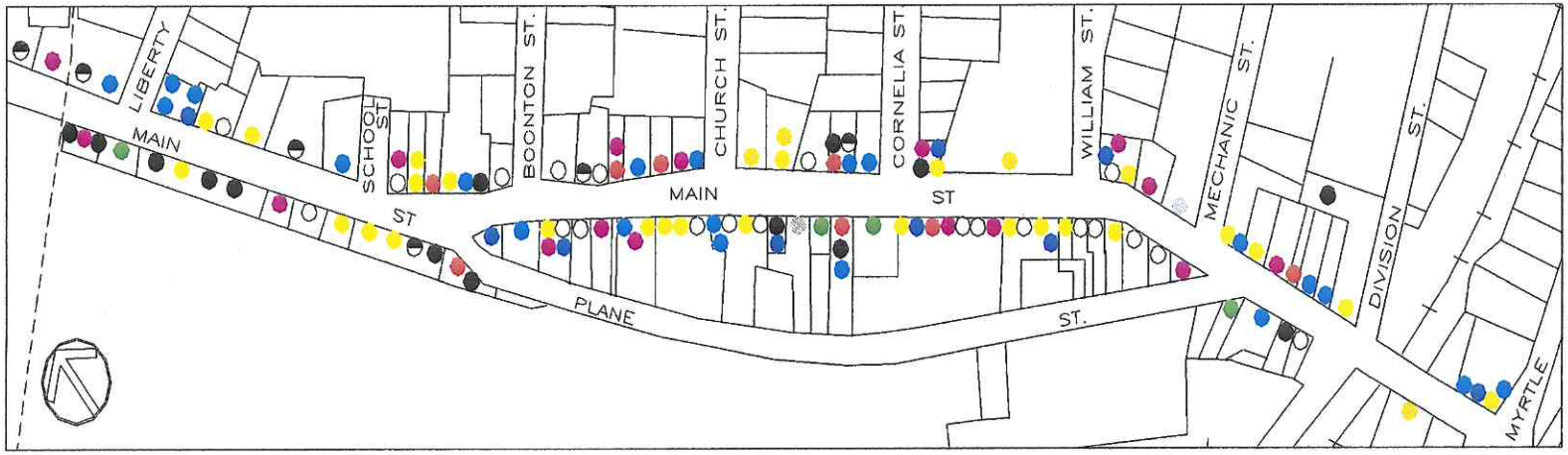
As indicated, Boonton has historically operated as both a town center and a regional center for adjacent towns and villages. Since the surrounding communities lack true downtowns, an appropriate mix of uses along Main Street may offer enticement to return to Main Street for shopping.

The enhancement of the Main Street business core should be strongly encouraged. Emphasis must be placed on developing a public/private sector partnership that will work in close cooperation to revitalize the Main Street commercial area. Such efforts should include: bringing in new businesses and helping existing local businesses expand; filling vacant storefronts; developing a systemic approach to appropriate and careful rehabilitation, renovation or restoration of the commercial building facades; expansion of previous efforts to beautify the streetscape by establishing a street tree planting program, adding more plants in front of stores and installing new benches; and initiating a program for the comprehensive replacement of sidewalks, curbing and street lighting units that will provide a uniform appearance along the business section of Main Street.



BOONTON MAIN STREET 1500' RADIUS

- PARK, OPEN SPACE, VACANT LOT
- PUBLIC, INSTITUTIONAL, SPECIAL
- RESTAURANT, FOOD SERVICES, PHARMACY
- ANTIQUES, PHOTOGRAPHY, ART GALLERIES, SHOPS, ARTISAN SERVICE
- HAIR & NAIL SALONS, BEAUTY AIDS
- RETAIL
- PROFESSIONAL SERVICE
- FINANCIAL SERVICE
- INDUSTRIAL, CONSTRUCTION, PRINTING SERVICES
- OTHER
- VACANT STOREFRONTS



MAIN STREET BUSINESS PROFILE

Also, the provision of historically appropriate signage to direct commercial traffic and identify sites and usage is essential. Further expansion of office or residential uses should be encouraged for the floors above the first floor. Other specific strategies should also include, for example, recharging the lower levels of Main Street structures fronting on Plane Street, through innovative planning for this area.

In addition, emphasis should be directed toward maintaining the historic integrity and aesthetics of Main Street, not only to preserve the history and identity of the community, but to provide Boonton with a regional identity that will draw people to it. The Design Guidelines and Framework for Revitalization included in this Master Plan provide general aesthetic and architectural recommendations to encourage facade improvements that are consistent with the historic character of the existing structures within the Main Street Historic District. It is important that where possible on Main Street, consideration be given for enhancing and opening up view corridors to the Rockaway River. Visual access to the river and park will only add to the warmth and viability of Main Street.

The historic Main Street commercial area should encourage retail and food establishments, professional offices and service companies that are traditionally associated with a town's main commercial core. Such businesses could include, but not be limited to: family restaurants, banks, men's/women's clothing stores, shoe stores, jewelry stores, café's, diners, book shops, tobacco shops, deli's, camera and film processing establishments, newspaper/candy shops, theaters, hardware, bicycle/recreational shops, day care centers, and professional offices providing accounting, law, and medical services.

These land uses are common to local central business districts and are readily supported by local residents who will use these shops and facilities before going to a regional mall. Presently, there is also a concentration of specialty shops, such as antique stores and art-oriented shops located in Boonton. These businesses, which do not necessarily cater only to residents, should be encouraged to help promote Boonton as a regional center for day-trippers.

The key to the success of a downtown area is to maintain and build economic vitality through a strong core of uses. An attractive center that is both visually inviting and provides the appropriate mix of uses will entice both residents and visitors. In Boonton this may require the services of a Main Street Manager, or the development of a Business Improvement District (BID). The focus on Main Street is vital and the services of a professional in this area may be warranted. The Town should consider this option and explore whether a shared arrangement can be made with a "sister city/town" of similar size and need, but one that would be non-competitive due to location (ie. Newton, NJ)

Town Business Land Uses

Town business areas are transitional, and are located on streets contiguous and adjacent to the Main Street commercial core. Town business is typically composed of residential, commercial and mixed-use, with the addition of several industrial properties at Myrtle Avenue and Division Street. These areas have a mixed-use identity and serve a variety of local needs. There are three areas in Boonton which can be classified as Town Business: the Washington Street area, east of I-287; the southern section of Myrtle Avenue and Division Street; and the West Main Street area, on the border of Mountain Lakes and Boonton Township. All have retained a low

residential scale. While the commercial entities in these areas should remain stable, business use should not be encouraged to expand beyond current borders. By preventing spread, adjacent residential neighborhoods will be protected and new commercial activity will be encouraged to locate and support the Main Street commercial core.

The Washington Street area has had its residential character impacted the least visually by commercial development, as most business properties are operating out of mixed residential/commercial structures. Similarly, the West Main Street area has maintained an overall residential character, with the exception of a large shopping center at Hawkins Place and Elcock Avenue.

Division Street is mostly residential on its north side, while the south side of the street which backs on to the railroad right-of-way is entirely commercial/industrial. It is the south side of the street which is included in the Town Business zone. The most outstanding feature of Division Street is one of the original train stations, with surrounding antique railcars ready for reuse. The southern section of Myrtle Avenue is the most mixed-use street in all of Boonton, with residential, commercial, mixed-use and industrial uses all in evidence. Also, there are many historic buildings along its length, including the train station, old firehouse, Boonton Autobody, train sheds and historic residential structures.

Design guidelines recommended for revitalizing Main Street should also be used to guide development on these streets, as each area has its own character worthy of protection.

Regional Commercial Land Uses

Due to the number of points of ingress and egress from I-287 in Boonton, and the visual connection that exists, it is logical to have regional commercial land uses in close proximity to these locations. The proposed regional commercial areas are located along Myrtle Avenue (especially North of Wootton Avenue), which borders industrial use and the railroad to the west, and I-287 to the east. Consequently, with the exception of the border with Fulton Street, where appropriate buffers should be provided, there is virtually no negative impact on adjacent residential areas. This area, which extends north of the I-287 entrance to the Montville border, can accommodate larger shopping areas, professional offices and fast food establishments, which can be appropriate, as they are close to highway access points. Such business concerns, by their very nature, require greater square footage than exist within the Main Street and Town Business areas.

While identified as appropriate for regional uses, discussions and recommendations of the Master Plan hearings concluded that these uses should not compromise the "design quality" of development simply because of their proximity to I-287. Special attention should be paid to development along Myrtle Avenue because the maintenance of this small scale, albeit heavily traveled, town roadway is essential. Although this road is well used, it is framed by existing development as well as I-287. This framing, or sense of enclosure, works to the community's advantage by maintaining the perception of a small town.

Additionally, there is excellent visibility from southbound Interstate 287 of Myrtle Avenue, Division Street and the Industrial area. Of the many communities located on the length of I-287 from New York State border, very few have a visual connection to the highway. This visibility is attractive to travelers who want to see a commercial area before they exit, rather than exiting on to a dark suburban road. Boonton should be taking advantage of this siting by creating an aesthetically pleasing face to the highway and creating design standards to have an attractive and inviting shopping area. Most importantly, this visibility is an introduction to the Town.

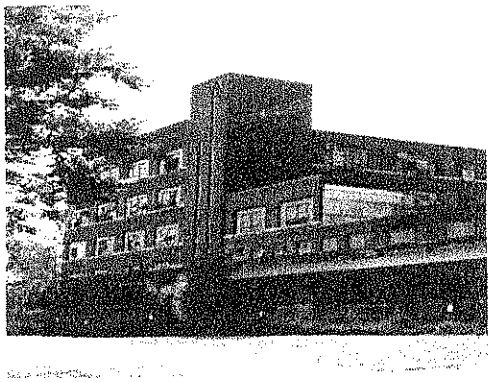
An appealing scale and good commercial design in the regional commercial area, will advance the perception of the community. It is important to the future development of Boonton that the views of the Town from I-287 are aesthetically pleasing. It is a benefit that prospective visitors are able to view establishments that indicate the provision of a variety of services. To this end, close attention should be directed to: massing of buildings (height, width and scale); rooflines; pattern of windows and door openings in the building facade; maintenance of street scale; buildings closer to the street; with parking to the side and rear of the parcel; signage; street trees; landscaping of not only the lot as a whole but also the parking lot as well; and appropriate lighting and signage. Billboards should be prohibited throughout the community.

Presently, the main uses in the proposed Regional Commercial area include many industrial properties, including the Dauphin and Carbone companies. There are also several sites, specifically between Wootton Avenue and Fulton Street, which are severely underutilized or abandoned, that are well suited for additional redevelopment.

At the Myrtle Avenue exit ramp, the highway is elevated. Currently the existing development is predominately single-storied. Multi-storied buildings similar to the Packard building are appropriate for this location. Additional height up to three stories and commensurate with parking should be permitted in this area. This height provides views into Wooton Avenue, Division Street and the Division Street extension as well as the Fulton Street Industrial park.

INDUSTRIAL LAND USE

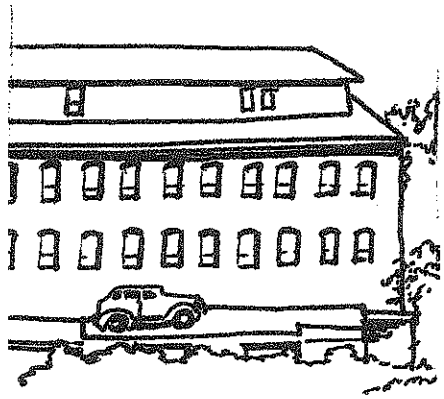
Existing Industrial



Historically, Boonton developed as an industrial town and today still maintains many industrial uses and zones. Consistent with this historic development pattern, these uses developed adjacent to the river and rail line. Today, industrial uses are still represented in these areas but have now concentrated along the rail lines and highway, and can also be found along Myrtle Avenue and Division Street, the Division Street extension as well as Fulton Street. Additionally, there are a number of tracts located toward the center of Town, presently zoned as the I-2 District, which include 22 acres (the former PVO site) that are currently inactive due to a chemical release and cleanup condition. A considerable amount of site remediation work has been undertaken on these parcels. Once the cleanup work is completed, these sites should be rezoned for uses that will provide a transition between the neighboring residential uses to the south and west and the large industrial tracts to the north. Permitted uses within that zone should include offices, hotels, or light industrial and manufacturing uses.

In addition, further consideration should be given to the possibility of designating the area along Division Street as an area in need of Redevelopment pursuant to the provisions of N.J.A.40A:12A-1, et seq. or the Local Redevelopment and Housing Law and the choices and opportunities that it may afford the community.

Proposed Industrial Uses



Visibility into the industrial areas is excellent from southbound Interstate 287. Additions to the industrial zoning in terms of density, height, architecture and rooftop treatments should be considered. While considering the industrial zones, their impact on adjacent land uses and zones must also be considered. This is particularly true of the PVO site and its proximity to residential neighborhoods. Additional buffering, setbacks and height restrictions, where necessary, must be considered. The following are compatible uses for inclusion within the industrial zones: light manufacturing and assembly, warehousing, research laboratories, hotel/motel and conference facilities, executive offices and mid-sized distribution centers.

There are a few factors that may somewhat impede the development of Boonton's industrial areas. The first is the Wootton Street train crossing. Traveling east on Wootton Street you cross the railroad lines via an elevated crossing only to approach the intersection with Myrtle Avenue with limited distance and at a significant grade. This is a dangerous crossing which requires improvement to adequately access the industrial areas.

Alternatives to the Wootton Street railroad crossing and improved access to Division Street and the PVO property should be explored. Finally, the public ownership of the Division Street extension should be pursued, formalizing it as a public street. This would improve access to the Fulton Street industrial area further enhancing its viability.

All new and/or expansion of existing uses both in the commercial and industrial zones should be required to contribute their pro-rata share to a traffic study of circulation pattern to access improvement possibilities for the Myrtle Avenue, Wootton and Division Street area.

The addition of an Historic Industrial zoning district in and around the Rockaway River area is being proposed as part of this Master Plan. This area is along Morris Avenue and in and around the Rockaway River, and consists of the site where the original ironworks in Boonton was located. There are several features which still exist from that period of the Town's history, including an unused railroad trestle and a stone roundabout. Currently, there is little evidence of an historic area, with the exception of a few small signs. There is great potential for adaptive reuse of this site, including commercial or museum use. However, protection of the trestle and advocacy of the natural resources in the Rockaway River gorge must take place. Current industrial uses are marginal; as these sites become available, the Town may consider of taking ownership of the parcel, for redevelopment purposes..

PUBLIC AND QUASI-PUBLIC LAND USES

Existing Public/Quasi Public Uses

Public/Quasi Public properties are scattered throughout the Town, including the: municipal building, fire houses, churches, public and private schools, the New Jersey Fireman's Home, the Holmes Library, various civic (VFW, Kiwanis and Elks) and historic (Boonton Historical Society) buildings , parks (Veterans Field, Pepe Field, Sheep Hill Park, Mayor's Park and Grace Lord and Helen Boesche Parks), cemeteries, and the Jersey City Watershed Lands.

Proposed Public/Quasi-Public Uses

Long range planning, for areas that are currently not publicly controlled, including such parcels as the Jersey City Watershed Lands, the Fireman's Home, and all environmentally sensitive lands, should be explored for future recreational and open space needs. The existing farm located on the Fireman's Home property and on Vreeland Avenue should be maintained

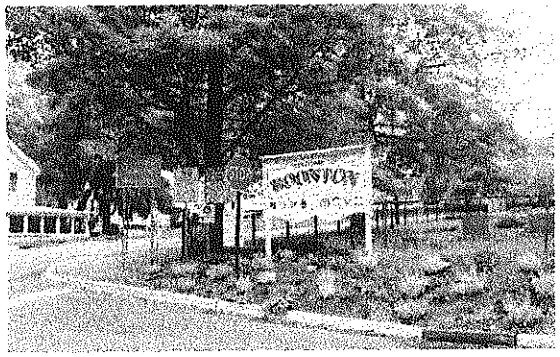
as a farm or explored as a community garden should it become available.

At a minimum, trail easements should be obtained from the watershed properties, the Fireman's Home and other properties through which the proposed trail system traverses.

Recognizing the significance of open space and recreational lands within the Town, the Master Plan provides an Open Space/Recreational Plan Element that details existing conditions and proposed improvements.

SPECIAL AREAS

Community Gateways



Access to the community should be both inviting and attractive, and immediately set forth the image the Town would like to project. There are a number of gateways into Boonton. Several heavily trafficked gateways - the exits from I-287, Myrtle Avenue, West Main Street and Boonton Avenue — need beautification through the use of landscaping, and well designed lighting and signage. This includes directional signs that identify, inform and guide drivers to important sites and locations unique to Boonton, such as historic Main Street, Grace Lord Park, the Rockaway River and the Fireman's Home, as well as to highways and commercial areas. The small gateways — Lower Montville Road, Vreeland Avenue, Washington Street, Fanny Road, North Main Street, Elcock Avenue and Morris Avenue should be provided with simple and attractive signage with a comprehensive image that is concise and informational.

View Corridors

As discussed previously, the views into Boonton from I-287 are particularly important. The character of development visible from this roadway is an excellent opportunity to examine the community. It is also important that any proposed development continue to advance the community's efforts.

There are several view corridors throughout Boonton, due to the natural change in grade. There are two views that are most important, in terms of an image, that Boonton presents to the public the view looking up to Main Street, from the northbound lanes of I-287, and the view of Myrtle Avenue visible from the southbound lanes of I-287. Main Street, the Presbyterian Church steeple in the background, and looking upward toward the town center presents a visual image of a small village surrounded by foliage is appealing from the highway. Boonton is one of two towns along I-287 that has a vantage point from the Interstate. Viewsheds include the section of Myrtle Avenue which can be seen from I-287 south, is below the grade of the highway. This area has excellent visibility for marketing the community and the proposed Regional Commercial zone.

Division Street contains the location of the largest developable site in the heart of Boonton. This site is highly visible from I-287 and its development should be sensitive to these view corridors. Environmentally constrained and bounded on two sides by residential uses, the PVO site may be appropriate for "redevelopment" as defined by Redevelopment and Housing Law N.J.S. 40:12A-1 in addition to sites along Myrtle Avenue, where more regional scale multi-storied development may be appropriate.

Senior Citizen Housing Sites

There are two sites within Main Street proper that should be considered as possible sites for Senior Housing. The first site is a vacant lot on upper Main that fronts on Main Street and backs into the Plane Street parking area. Creative design for this site with commercial/retail or office on the street level and Senior Housing on the upper levels and to the rear and abutting the park could be an amenity to the seniors and the community, especially with a new Senior Center having been recently completed at the northern end of Main Street. An additional site is the School Street School. This facility is within close proximity to Main Street and other community services, and should be considered if this building is deemed surplus property by the Board of Education.

Stairways and Alleys

There are a few spaces in Boonton with interesting attributes that should be capitalized upon.

The *Williams Street Staircase* should be repaired and landscaped in order to open up the view corridor from the old train station up the hill to the Presbyterian church steeple.

Alleys between buildings that go from Main Street to Plane Street should be more visually pronounced as they can add interest to the streetscape as well as provide access to Plane Street.

School Street should be made into a formal path or a grand stairway, with appropriate landscaping. This path could be functional as well as a design amenity to the community. A connection will provide the school, park and Main Street areas can act as a view corridor towards Grace Lord and Helen Boesche parks and the Rockaway River.

RECOMMENDED LAND USE AND ZONING CHANGES

It is recommended that simplifying the number of zones throughout the Town would be beneficial. The number and types of permitted uses however, should be clearly identified within those zones and would require the reorganization of the existing Zoning Ordinance. Within each Land Use category, specific recommendations are provided, based upon historic land uses, development patterns and compatibility. Protection of residential neighborhoods, which historically had quality-of-life impingements by adjacent industrial concerns, also remains a top priority. Negative impacts must be addressed through use of mitigating factors, such as landscaped buffers.

Based upon an analysis of existing land uses throughout the Town of Boonton, development trends noted since the preparation of the last municipal master plan, and the direction that the Town Planning Board and Council wish to see the community grow, specific recommendations for changes relating to the four basic land uses in the Town zoning are as follows:

Residential Zones

1. Eliminate the R-3 B Zone district.

2. Create a new Senior Citizen Housing zone designation in back of Main Street, in the area of the large municipal parking lot, west of the Plane Street parking area and at the School Street School. Parking area shall be one space per senior citizen apartment.

3. Any in-fill development the R-3 A Zone should have a front yard that is the average of the three houses on either side of the subject property. Parking to be limited to the side and rear yard areas only.

4. With the exception of the proposed Senior Citizen Housing zone, no other new multi-family housing should be permitted

5. Eliminate the single R-1 B zone on the north side of the Rockaway River at the municipal boundary and designate it a R-1 A zone. This will completely eliminate the R-1 B zone.

6. Increase the minimum lot area for the R-1 A zone from 12,500 square feet to 15,000 square feet.

Commercial

1. Eliminate the C-2 zone.

2. Establish a minimum lot area of 1 acre for the C-1 zone.

3. Encourage shared parking.

4. Encourage enhancement of the streetscape with parking in the rear and side, and landscaping along the lot frontage.

5. Establish a minimum front yard set back of 10 feet in the C-1 zone.

6. Include floor area ratio (FAR) requirements.

7. Provide a zoning overlay on Plane Street and Myrtle Avenue and Division Street to encourage residential and mixed redevelopment.

8. Include minimum landscape requirements in every zone except Main Street business.

Business

1. Eliminate senior citizen housing as a principal permitted use in the B-4 zone.

2. Eliminate the B-2 zone at the corner of Fulton Street and Myrtle Avenue and change the designation to R-2 A.

Industrial

1. Create a 200 foot wide Conservation zone buffer between the Rockaway River and the I-1 zone south of Main Street. This same new Conservation zone shall extend northwest and include the actual area of the Rockaway River and all public lands bordering the river, north of the Conrail railroad right-of-way.

2. Reduce the size of the I-1 zone south of Main Street to include the privately owned industrial parcels. Consolidate the Town Department of Public Works yard onto a condensed site within this zone or relocate it to an appropriate site elsewhere in the municipality. This will facilitate the riverfront area's development and redevelopment for recreational and historic industrial uses.

3. Reduce the maximum allowable height of buildings in the I-2 zone from 100 feet to 65 feet. No structure should exceed the average elevation of the Union Street residential structures.

4. Change the I-2 zone to an Industrial Transition zone. The principal permitted uses in this zone would include:

   a. Scientific and research laboratories devoted to research and design and/or experimentation or processing and fabricating incidental thereto.

b. Office buildings for business, professional, executive and administrative functions.

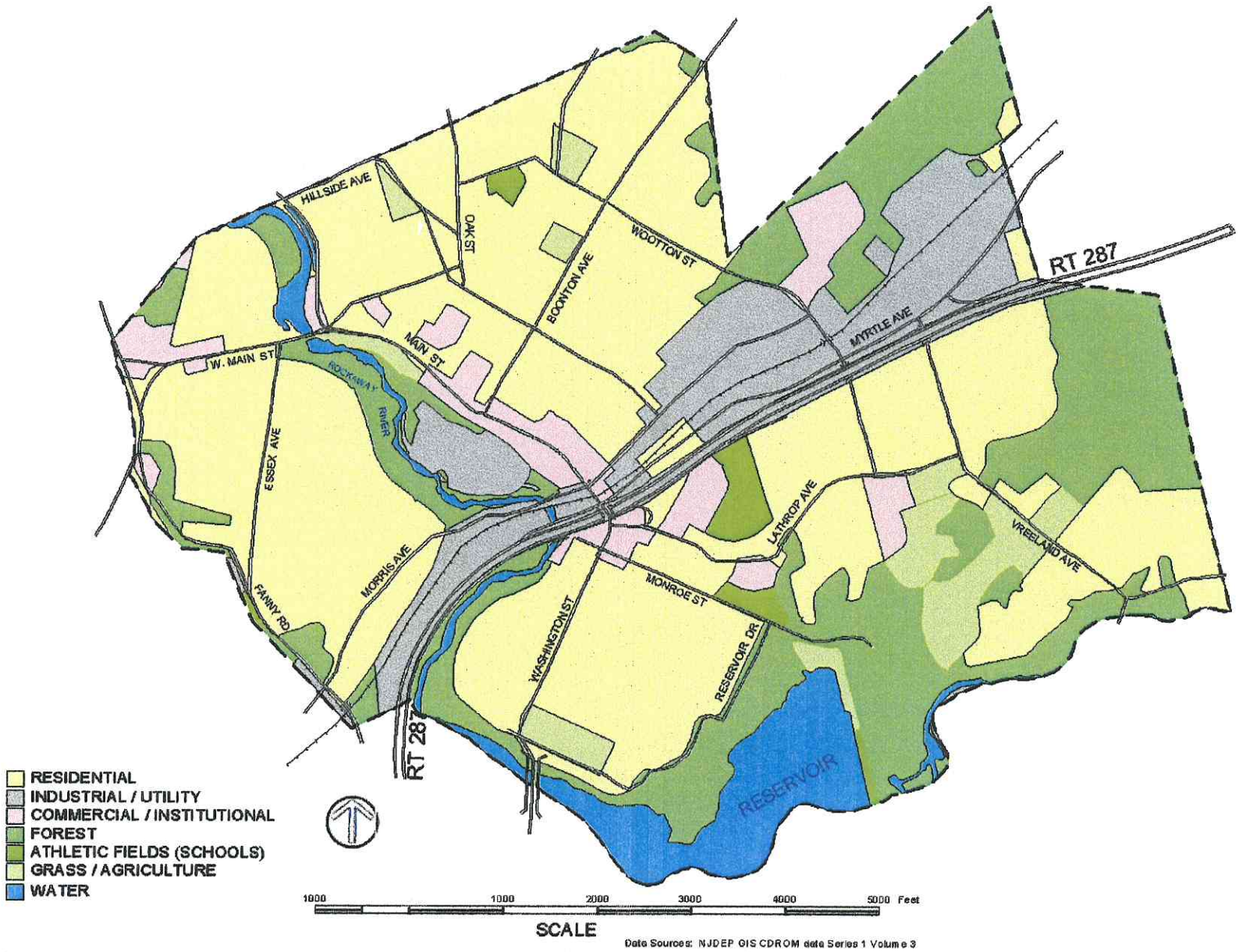
c. Public buildings and uses.

d. Storage and maintenance of construction vehicles and equipment associated with a construction business that has its principal use as an business office located on the site.

e. Hotels, motels, inns, or similar facilities that offer overnight accommodations.

5. Require a 75-foot landscaped buffer between the I-2 zone and any residential zone or use.

6. Establish appropriate F.A.R. requirements in both the I-1 and I-2 industrial zone districts.


HILLSIDE AVE
OAK ST
WOOTTON ST
BOONTON AVE
RT 287
MYRTLE AVE
W. MAIN ST
MAIN ST
ROCKAWAY RIVER
ESSEX AVE
LATHROP AVE
VREELAND AVE
MORRIS AVE
FANNY RD
MONROE ST
WASHINGTON ST
RESERVOIR DR.
RT 287
RESERVOIR
RESIDENTIAL
INDUSTRIAL / UTILITY
COMMERCIAL / INSTITUTIONAL
FOREST
ATHLETIC FIELDS (SCHOOLS)
GRASS / AGRICULTURE
WATER
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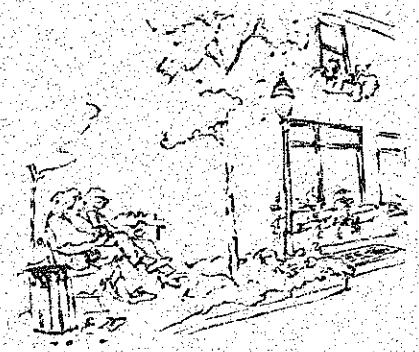
SCALE
Data Sources: NJDEP GIS CDROM data Series 1 Volume 3

GIS LAND USE

NOTES



4. FRAMEWORK FOR REVITALIZATION

Recommended Design Guidelines

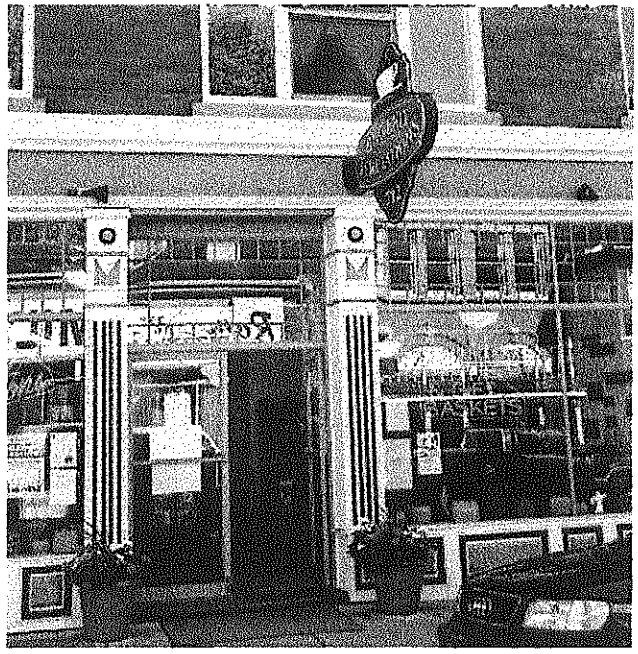
FRAMEWORK FOR REVITALIZATION

Revitalization implies the application of planning and implementation techniques to breathe new life into areas which can substantially benefit from a comprehensive program of improvements. Revitalization efforts should address: the physical condition of buildings, streets and sidewalks; the availability and condition of pedestrian amenities; the provision of a comprehensive program for appropriate signage; the provision of landscaping and tree planting programs; the provision of required support systems in business areas, relative to issues such as parking, trash removal and accessibility; the provision of strategies to advance economic development; and stabilization techniques for the area community. In order to accomplish a successful program for revitalization, a strong public/private partnership must be formed, with long-term commitments from all participants.

Typical 'before's

Boonton has traditionally served and should continue to serve as a regional center. Local historically rich and aesthetically pleasing architecture, beautiful natural features which include direct connections to the river, proximity to highway and rail access, and essentially stable development patterns are truly assets from which to generate revitalization efforts.

This Element has been prepared to speak to the needs of several specific areas in the Town of Boonton which have suffered from deterioration due to age, neglect, and a changing economy. As described in the Land Use Plan Element, areas cited for special consideration principally include: the Main Street Commercial core; Town Business areas on Myrtle Avenue and Division; the Regional Commercial area on Myrtle Avenue; and industrial land including the proposed Historic Industrial areas adjacent to the Rockaway River as well as the industrial area served by Myrtle Avenue and Division Street which encompasses the PVO site. These areas pose unique issues and opportunities for improvement.

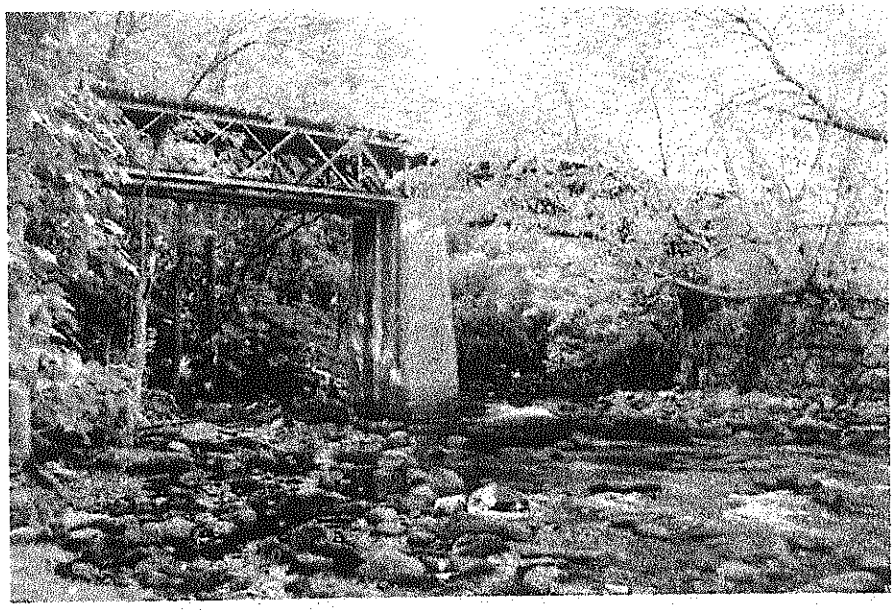


Successful Main Street renovation

The locations cited above are recommended for inclusion in future revitalization programs. Each area requires careful attention and consideration. Further detailed planning is recommended.

1) The Historic Industrial areas adjacent to the Rockaway River are rich in historical reference and truly significant to the Town of Boonton's development. Unfortunately, little has been done with these important sites since industrial usage has declined. The impressive, overgrown riverfront is an asset that should be enjoyed by all future Boonton generations.

   Detailed study of the Historic Industrial area is warranted, to establish strategies for the conservation of natural features, the preservation of the limited remnants of the ironworks, river and rail histories, and to provide for limited, appropriate development and recreational uses.



Historic Railroad Trestle on the Rockaway should be restored to preserve a remnant of Boontons' industrial origins and provide a connection to pedestrian and bike pathways along the river

PVO site looking North

2) The PVO site, which requires environmental remediation, is located along Division Street between Main and Wootton. This large parcel with proximity to rail and highway access, has great potential impact on Boonton's economy. Future development will affect the residential and industrial uses surrounding the site. Future traffic patterns and demand for Town services will also be affected. Accordingly, environmental and quality of life issues exist which must be addressed prior to redevelopment of the site. Development plans should address traffic flow and provide for sensitive and attractive design, adequate buffers, protection of view corridors, (the site is clearly visible from 287), and the provision of amenities that will protect neighboring residential use and enhance the character of the community.

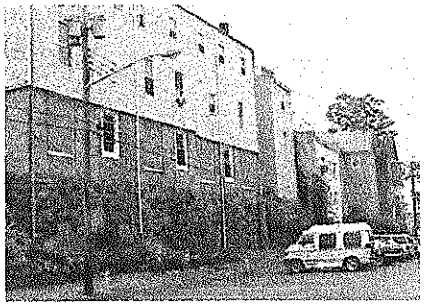
3) The remaining industrial properties to the west of Division Street and north of Wootton Avenue are, in general, well tended and occupied. Circulation improvements have been recommended. Many structures are visible to the highway. Any new development or redevelopment plan should include an examination of traffic circulation, provide for landscaping and remain sensitive to the image of the community. Recommended design guidelines should serve as a reference.

4) The Town Business area at West Main Street includes stable commercial uses, the largest of which is a shopping center whose supermarket is currently being improved. The Town Business area at Washington Street, which continues to Lathrop behind the municipal buildings, is also stable. No further expansion of these areas is recommended. New alterations, modifications and improvements in these Town Business areas should remain compatible with the historic character of the Town. The low scale and massing of adjoining residential neighborhoods should be used as a standard in conjunction with design guide recommendations.

5) The Main Street Business Core is the most significant historic commercial resource in Town and defines Boonton as a regional Center. Main Street's eastern terminus is at its intersection with Lathrop, Washington and I-287, adjacent to the municipal building, and from this point climbs past the rail lines and thereafter continues as a dense concentration of civic, retail, service and specialty commercial uses, as well as residential/commercial mixed uses. At Grace Lord Park, density decreases and space opens to views of the Rockaway River and the remnants of the Morris Canal. The historic architecture of Main Street and that of the adjacent residential use, defines the character of the community. It is especially important to maintain this historic character, keep businesses vital, attract new business and residential use, and provide a pleasant, safe accessible route to pedestrians and vechicular traffic. Modifications to buildings which negatively affect Main street's historic character, incompatible land use and lack of maintenance which result in the deterioration of the fabric of Main Street, should be prevented.

Views to the river should be provided to Main and Plane Streets through selected clearing, and pedestrian and bike pathways with clear signage to park ways, river, and historic sites should be provided.

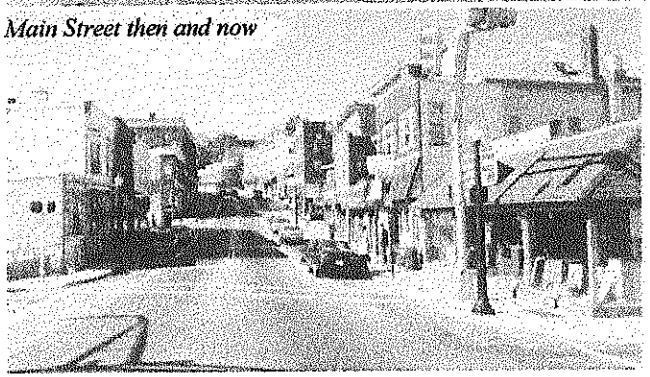
The provision of a comprehensive revitalization program should be a priority to advance an economically strong and viable Main Street.

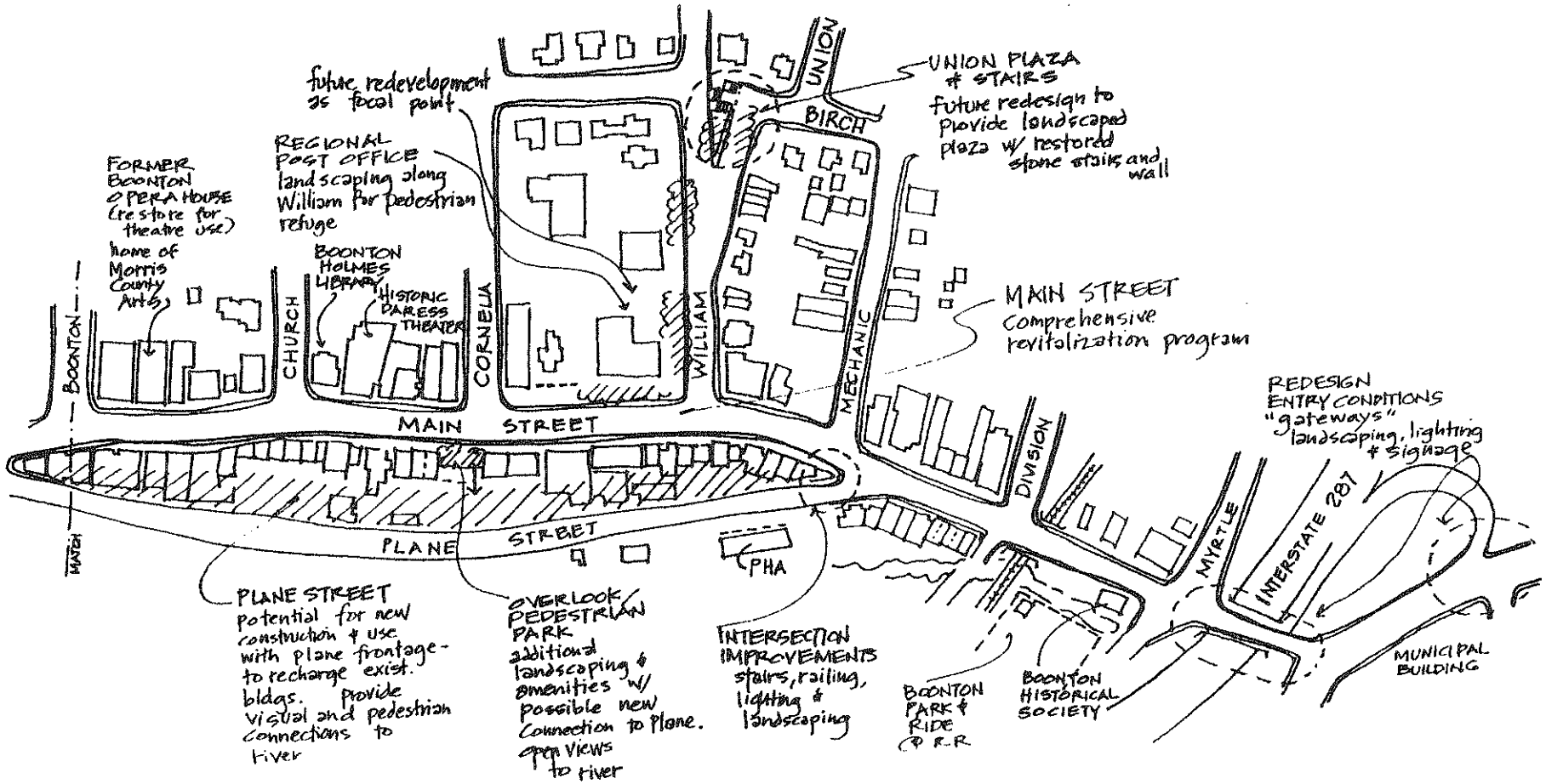


Plane Street

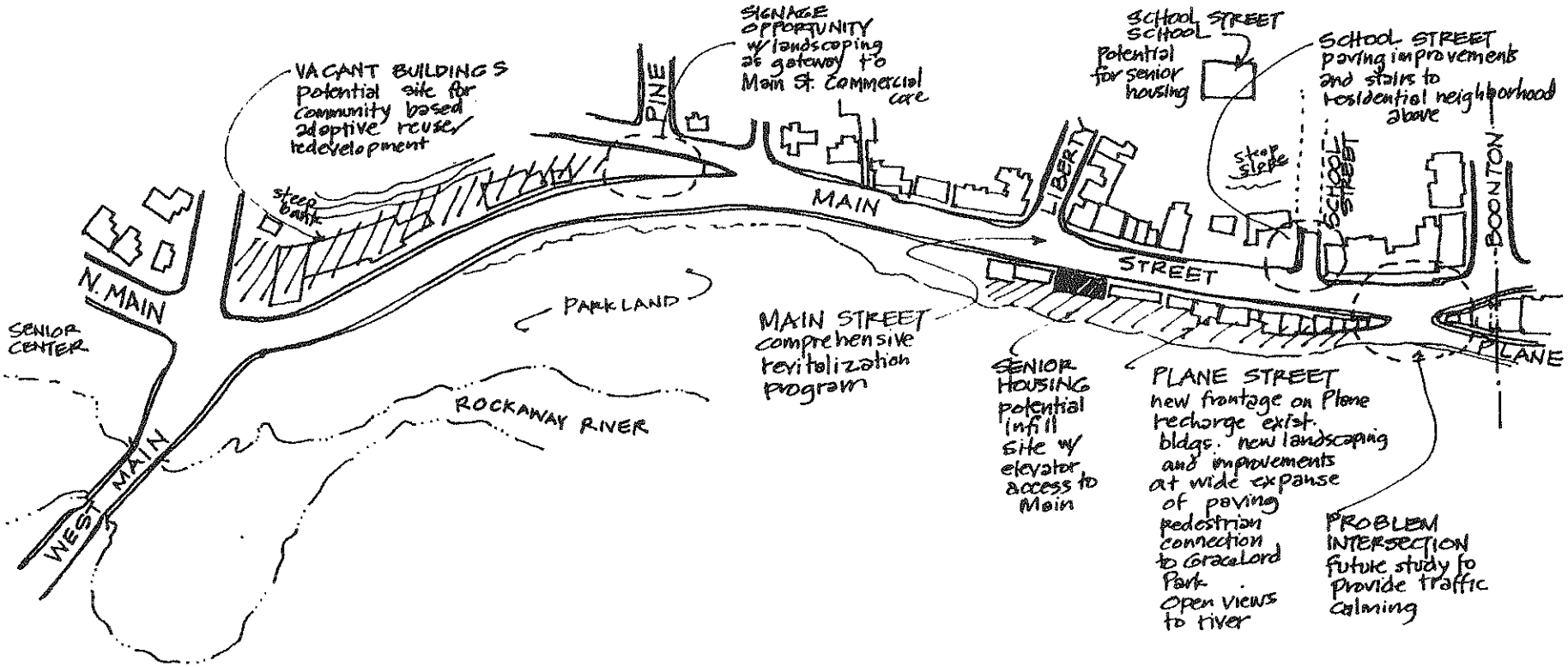
The Main Street core encompasses Plane Street, which offers an opportunity for second frontage. Due to the significant change in grade, most building lots along the southern edge of Main, with frontage on both streets, have underutilized space in lower stories facing Plane. Adaptive reuse through active Plane Street access, paving and traffic and landscaping improvements, as well a new identity as an improved access path in its own right, could allow for new mixed and innovative uses (IE: senior housing at infill site). Such activity would support the Main Street core and as a result may induce property owners to provide improved access to Main.

Main Street then and now



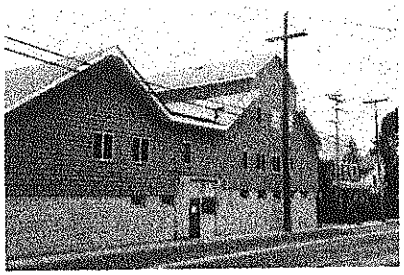


MAIN STREET
MYRTLE TO BOONTON

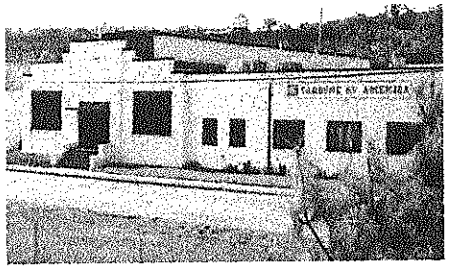


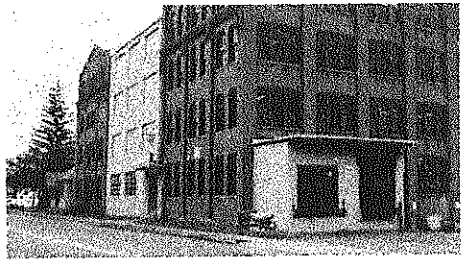
MAIN STREET
NORTH MAIN TO BOONTON

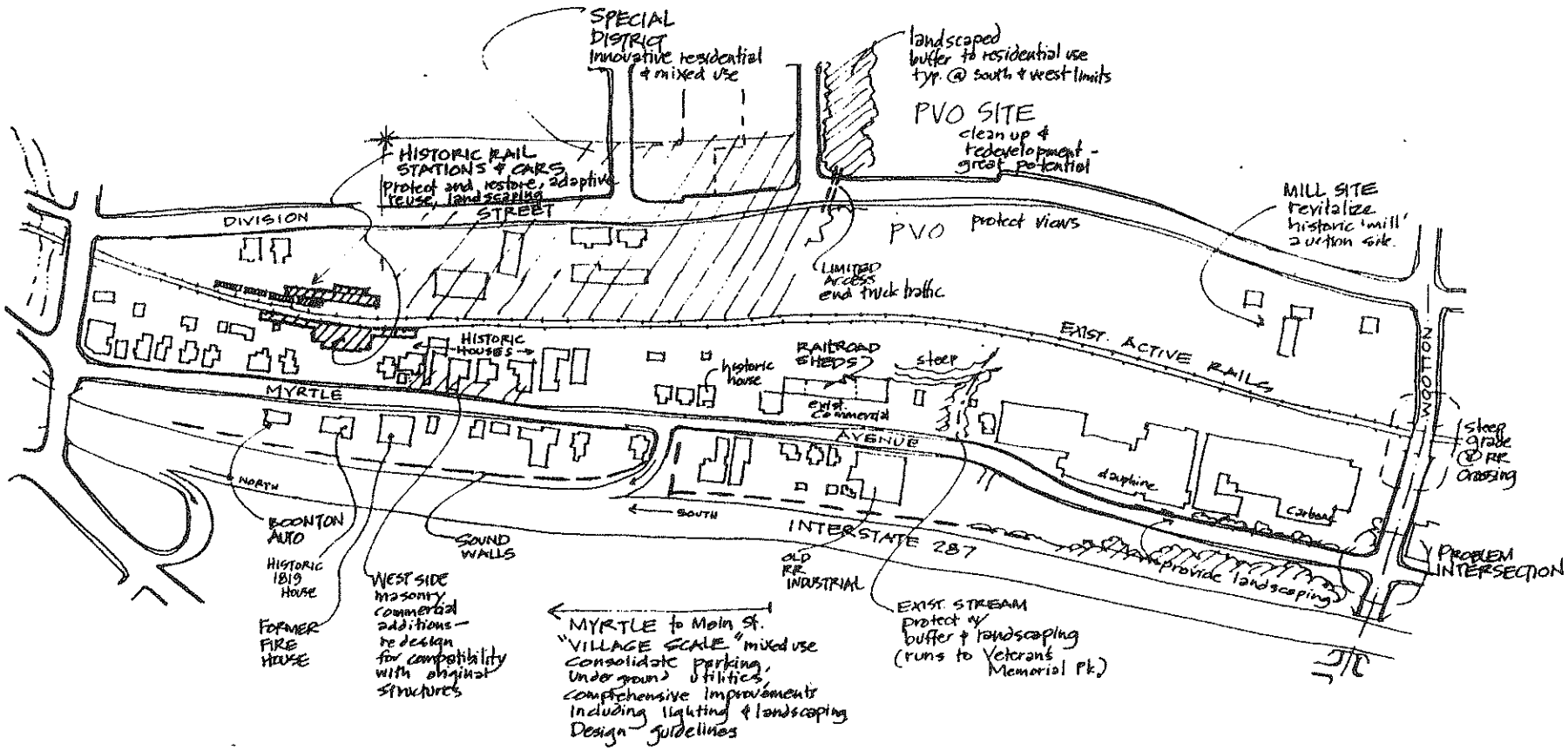
6) The Town Business area which encompasses Myrtle Avenue and Division Street and the rail lines between Main and I-287, has retained many residential structures and a low village scale. Although many changes brought about by mixed use have negatively affected the streetscape by introducing incompatible street front additions, there is a variety of building types including the historic train stations and rail cars, a historic fire house, historic residential structures, railroad sheds and older industrial buildings which are fully occupied and have changed in use or have potential for adaptation. Historic rail stations, cars and rail side historic structures should be restored for appropriate adaptive reuse. As on Main Street, conditions vary. Renovations, alterations, modifications and new construction should be provided in accordance with design guide recommendations.



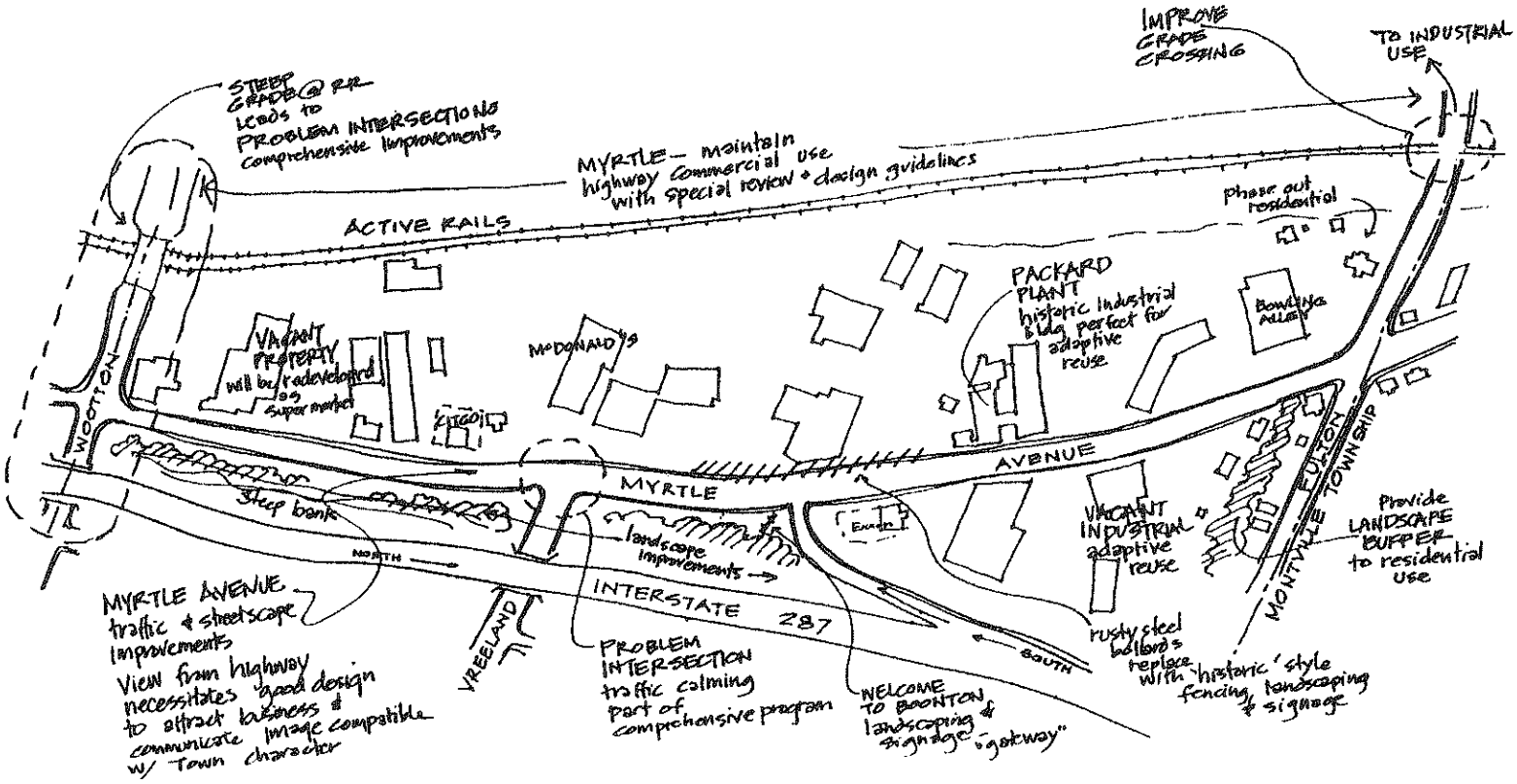
7) The Regional Business area at Myrtle Avenue, from the I-287 entrance north to Fulton Street, also has excellent opportunities for innovative redevelopment strategies. Architecturally interesting industrial buildings are potential locations for adaptive reuse, with other sites prime for consolidation and redevelopment. The auction house at the old mill site is an example of such reuse. The former Packard factory on Myrtle Avenue is also a candidate for innovative redevelopment. Commercial use along Myrtle Avenue is highly visible from I-287,and it is important that new construction visually promotes the image that Boonton wants to project. Landscaping and plant screening, attractive signage, especially at entries from I-287, should be provided in accordance with design standards. Issues specific to redevelopment issues require special review to ensure compatibility with the Character of the Town and goals for the future.







MYRTLE AVENUE
MAIN TO WOOTTON



MYRTLE AVENUE
WOOTTON TO FULTON

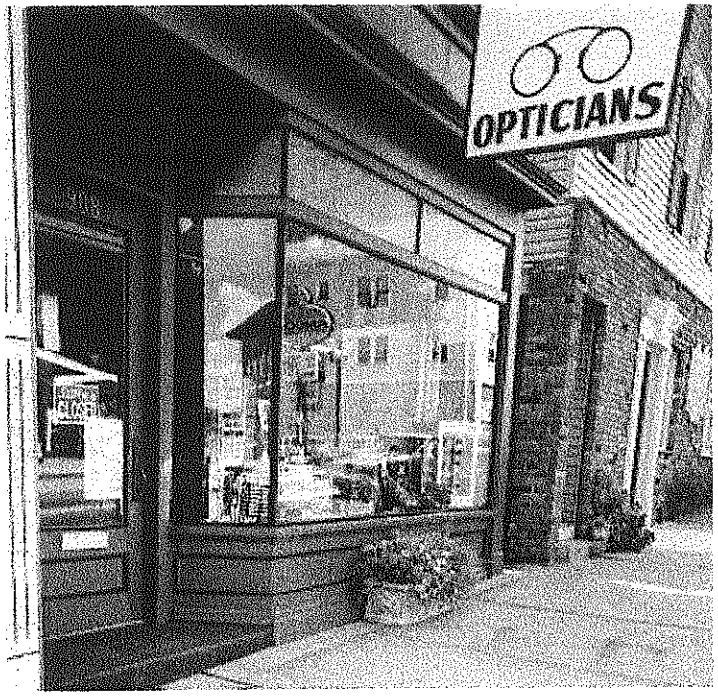
RECOMMENDED DESIGN GUIDELINES

The following recommendations for architectural design guidelines expand on the *Recommended Design Guidelines for Main Street,* prepared by EFB Associates for the Booton Town Planning Board for use in conjunction with the Main Street Facade Grant program.

Design guidelines will identify and provide an overview of some typical characteristics in the commercial and mixed use structures found in Boonton, and provide for the application of minimum standards of appropriateness. As such, design guidelines can serve as a reference to Town staff, property owners and designers, and aid in the process of protecting and enhancing existing historic and neighborhood qualities, ensuring that new construction is compatible, new development sensitive and contextual. The goal is to revitalize cited areas with: businesses that are viable; residential mixed use that is stable; and structures and streetscapes which are attractive and inviting to residents, shoppers, pedestrians and new businesses.

Many small communities with a historic fabric similar to Boonton are adopting design guidelines as a tool to protect the special identity of their commercial areas. Boonton's Main Street and surrounding areas have evolved over the past hundred years, with excellent examples of period architecture in various states of repair and alteration dating from the 1800s to the 1940s. This natural growth over time has created a distinct downtown and adjacent business areas. Incompatible alterations threaten the historic fabric and visual cohesiveness. Independent businesses can improve the collective image of the entire Main Street district and adjacent revitalization areas by retaining and improving and/or redesigning storefronts and building facades to project a compelling and positive visual message, especially when coordinated with public pedestrian improvements programs.

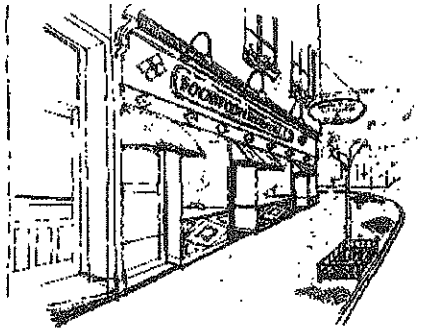
Facade improvements can start with small investments in the form of a new awning or an attractive sign. Even the addition of a well-maintained flower box or a new coat of paint can add to an enhanced image and perception of Boonton. Every effort which promotes the course of revitalization should be encouraged.



THE BUILDING FACADE

Facade improvements should address the entire building. In Boonton, many of the buildings along Main Street have been altered above the first floor storefronts. Many buildings on Myrtle Street have had street front additions. Many of these alterations are out of character and detract from the streetscape. Whenever possible, renovation should include the restoration of original facade details including the roofline, doors, windows, sashes, sills, lintels, molding and decorative ornament which are an integral part of the building facade which should be restored if they are still in evidence. New construction, alterations and additions should be compatible in scale, proportions, materials, etc., and should enhance, not detract from the original architecture. Even small details in the rhythm of window openings, the width and profile of trim boards, the provision of wood shutters and brackets (where appropriate) are all typical eye pleasing details recommended for consideration.

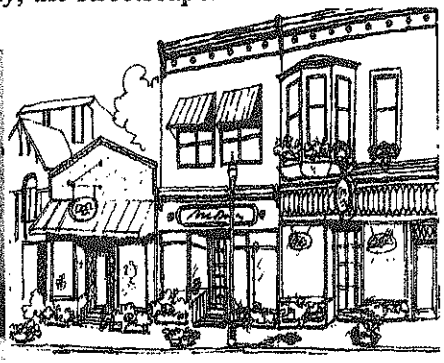
Original door details with damaged black glass beyond



Restoration and new details form a new attractive image

First impressions mean everything. Careful maintenance and the provision of thoughtful details in quality materials and subtle color schemes can transform a building and collectively, the streetscape.

Storefront elements have been lost or covered



Restored detail on both storefronts and upper floors increase visual activity

Flat empty facades have little visual appeal

New facade elements for a new look including awnings, vertical signage, lighting, and roofline changes

When renovating, every attempt should be made to use facade and streetscape elements that are typical to Boonton architecture in form and material.

PROPORTION, SCALE AND MASSING

It is important that both new construction and additions to existing buildings are compatible with the existing architectural fabric. *Proportion* (the relationship of width to height of the building and the relationship of its sum parts), *scale* (the relationship of the size and component parts of one building to the next), and *massing* (the volume created by the building), are design tools which can be utilized to insure compatibility. A long, low structure is not contextual with tall narrow structures. A five story building is out of place in a neighborhood of two story buildings. The massing of an ornate wood frame Victorian with varied gables and turrets has different massing than a simple brick structure such as those found on Main Street.

Additions to historic structures should express the scale, proportion and massing of the existing structure. New construction should be compatible to the existing context.

Inappropriate Infill

Compatible Infill

ARCHITECTURAL RHYTHM

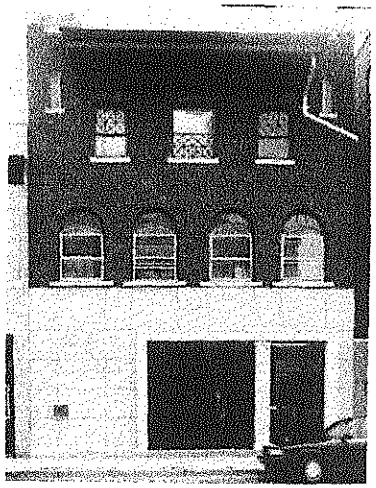
Architectural rhythm can be seen in the number and spacing of openings in the windows of a facade, the relationship of a block of structures to the streetline, the solid and negative forms made by the solids of buildings and the spaces between them. The combined effect of these rhythms can enliven the visual experience of the street. Additions and adjacent new construction should maintain the existing rhythms of massing, solids and voids, and window and door openings.

Original windows and storefronts have been altered

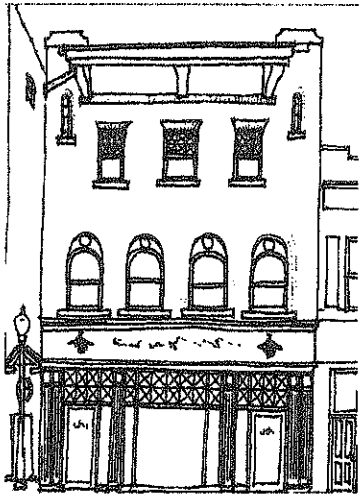
Restored details, window spacing, coordinated awnings and signage provide an harmonious visual facade

MATERIALS

Inappropriate facing materials such as aluminum or stucco often replace or cover original facades. If restoration of original materials is impossible, replacement materials should be compatible with the original design ie., if replacement siding must be used where wood clapboard exists, match original siding in height, profile and trim details. Wood, steel, cast iron, cast aluminum, glass, ceramic tile, marble, granite, terrazzo, and stainless steel can all be good materials to use, when used appropriately. It is recommended that materials used for new construction are compatible with the materials originally used in the adjacent areas. Concrete block is not recommended for facades in revitalization areas.



Previous storefront alteration



An example of storefront improvements which respect the upper floor details

Color

Properly applied paint can provide simple yet dramatic improvements. Color can tie together all the elements of a building and add richness and variety to Main Street. Color schemes should be simple, provide contrast (ie. traditionally trim was painted as decoration in a lighter or darker contrasting shade), be historically appropriate and neighbor-friendly. Required repair and replacement should be addressed prior to painting.

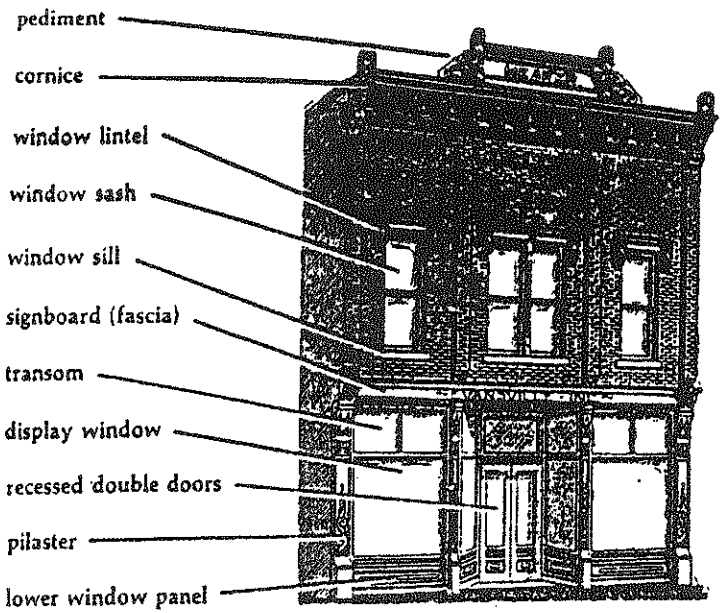
BUILDING STYLES

Colonial, Federal, Greek-Revival, Victorian, neo-Classical, neo-Georgian, neo-Tudor and Beaux Arts styles from the 1800s through 1940s are all represented in the architecture of Boonton. Though styles vary, most buildings were related in their height, and width, the proportion and rhythm of their openings. This visual relatedness is crucial to a unified streetscape. Remodeling of old facades with inappropriate materials, signage, storefront treatment, and window openings, can destroy the continuity, and in turn, the character of the street. Facade renovations should include the uncovering and restoration of original details whenever possible; provide eye pleasing, complementary results; and relate to surroundings. Criteria for evaluation includes height, width, relationship to the street, roof forms, proportion, composition, rhythm, proportion of openings, scale, materials and colors.

Traditional Facade Components

Architectural consistency is also found in the components of the facade. The basic components include the storefront, with entry, transom, display windows and baseband or bulkhead, pilasters, a signband or breakband, signage and awnings; upper facade above the storefront, with windows, lintels, window hoods, and the roofline, which includes the roof form, pediment, cornice and brackets. Almost every commercial building has this tripartite design made up of three vertical levels - the storefront, the upper facade, and the roof line or cornice. This tripartite design, provides a consistent framework for buildings which may vary in style and materials. It can be used not only in restoration, renovation and adaptation, but also in new design.

As a general approach to renovation, it is best to respect the original period and style of the building. However, if a structure has had architecturally significant alterations (ie., an intact 1930s Art Deco storefront in an 1890s Victorian structure), it may be prudent to keep the later period architecture instead of demolition and replacement with a false "Victorian" storefront.



Typical Boonton Archtiecture

STOREFRONTS

The storefront is one of the most significant architectural features of the commercial building facade. More importantly it is the "face" that the retail business presents to potential customers and a key ingredient of a successful streetscape. All traditional storefront elements should be considered design elements when renovating. In new construction, the use of traditional facade components will help provide a compatible design.

It is helpful to determine if the existing storefront is the original or a later alteration. The integrity of the storefront with the upper floors should be maintained. Preserve original materials and details as well as the size and shape of original openings so that the proportions of the facade will remain. Replace missing original elements such as, transom windows, if possible. Retain well designed and constructed alterations, even if they are of a style different from the original storefront elements, if they are of equally significant architectural value.

Entries

Historically, commercial storefront entries were recessed, providing additional display space, sheltered transition from the street and emphasis to the entrance of the building. Existing recessed entries should be retained and are recommended in new storefront construction. Commercial entry doors typically have large glass panels with vertical proportions. Solid or residential-type doors with small areas of glass should be avoided, unless there is a clear separation between residential and commercial entrances. Openings containing double entry doors should be retained. Most commercial doors in Boonton were historically made from wood.

This before and after example shows how storefront elements can tie together the entire facade, by choosing the right materials and sympathetic usage of doors and windows

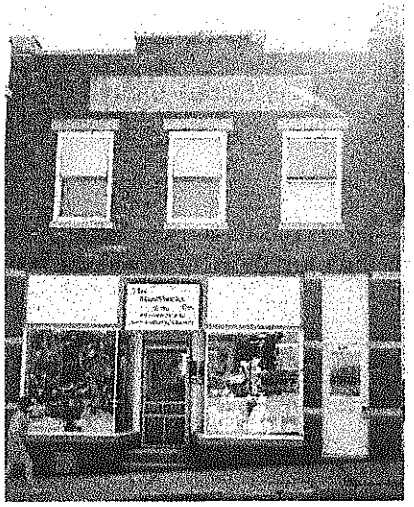
A traditional storefront design, with entryways for both public and residential usage

Display and Transom Windows

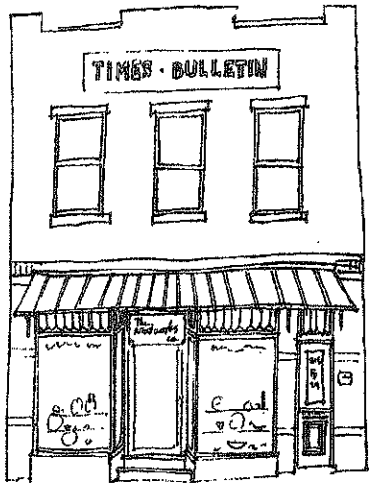
Main Street sunburst transom window

Display windows should be inviting to the pedestrian while actively advertising the products and services offered, through attractive design, window display and signage. The original size, division and shape of display windows within the overall storefront frame should be preserved. Glass should be transparent. While traditionally sized storefront glass is recommended, blinds or cafe curtains can be used for privacy.

Transom windows that allowed light to enter above the display windows were a traditional facade element typically comprised of small decorative panes of glass. Throughout Boonton, there are fine examples of transoms both preserved and utilized. Those which have been removed or altered, should be restored, or recreated when possible.



Intact existing storefront element



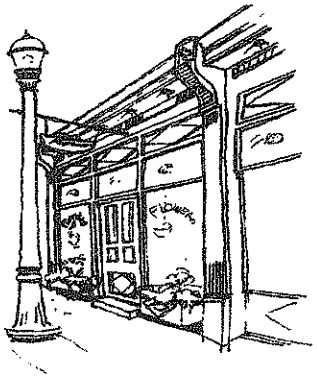
Simple changes in storefront design, including restoring the transom windows and awning work to draw attention to the streetscape

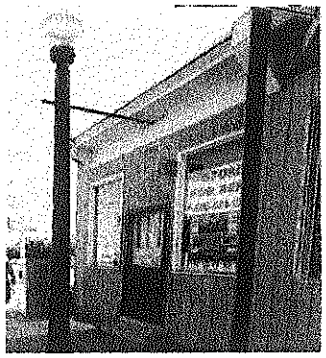
Baseband and Pilasters

Basebands or bulkheads are the link between the sidewalk and street, the display windows and entries. Historically, materials have varied. Bulkheads of wood panels, stone, glass and steel are all typical to Boonton. Bulkhead design should complement the facade design.

Pilasters are vertical columnar elements made of wood, steel or cast-iron, that either support or face the support members of the facade above the storefront. Many buildings on Main Street that have intact pilasters have been or can be restored. The restoration and/or recreation of pilasters with traditional forms and color can offer a lively accent to the storefront and street.

Retaining intact columns and pilasters and providing other traditional storefront elements will tie the building facade together



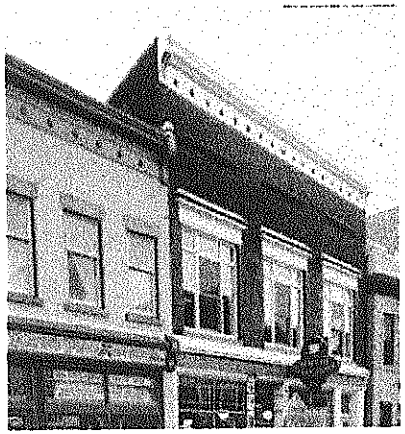


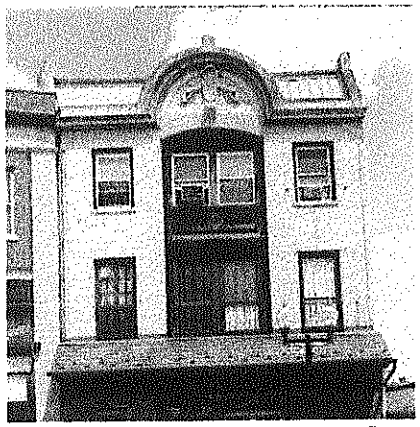
ROOF LINES, PEDIMENTS AND CORNICES

Boonton typically has varied roof lines, both in style and in height, along the commercial corridors and as in residential neighborhoods. Gables with a number of variations in dormers and directional changes, mansards and flat roofs accentuated by decorative cornices, are all common. The roof line is important in creating an attractive completion to a building's facade and defining the vertical edge of the street. Historic roof lines should remain. New construction should reflect the shape and scale of typical Boonton roof construction and detail, especially in revitalization areas where the roof shape is a particularly important visual element. Wide or long scale buildings should be broken into smaller masses with rooflines of different height and direction to minimize their effect.

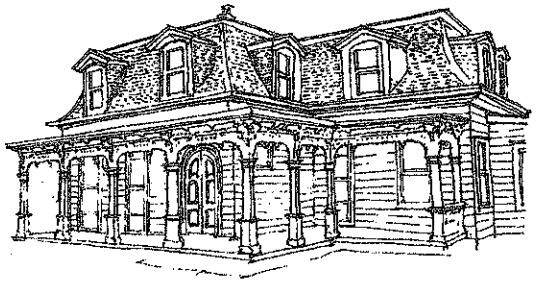
Pediments are the curved or triangular projecting decorative ornaments at the roof line. In many cases, they display the name of the building, building's owner or a date when the building was constructed. Pediments generate curiosity in pedestrians and visitors interested in the history of Boonton and should be restored where existing and recreated where they have been removed.

Cornices were once a strong element on Main Street and should serve as an attractive architectural termination of the facade. Where cornices have been removed, they should be replaced. Where they are damaged, they should be restored.





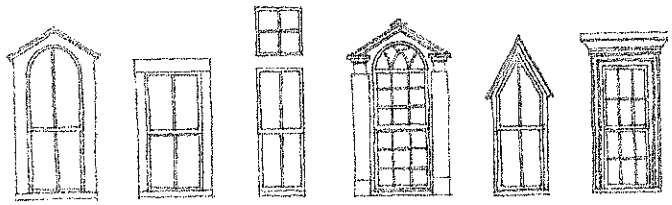
Typical Main Street Rooflines



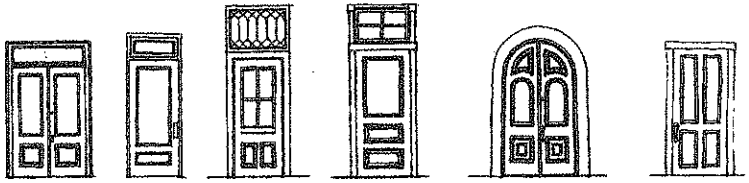
Typical historic Mansard in Boonton

DOORS AND WINDOWS

Historic windows, shutters and doors still exist on many of Boonton's facades. Every attempt should be made to restore these and all original building components. When this is not possible, and where required for new construction, new windows and doors should either replicate or be compatible to the originals. The proportion of windows and doors should be appropriate to the original and to the neighborhood fabric, just as the number and size of panels and glazing lights should be appropriate.



Typical Windows and Doors in Boonton



PORCHES

Although porches are not common on Main Street, other locations such as Myrtle Street, cited for revitalization, still retain historic porches. Several beautiful originals, add a lively and human scale to the experience of the street. Even in commercial buildings, the porch, or a derivative thereof, can be a positive addition. When adding to or renovating a commercial addition to a structure of residential scale and proportions, the porch serves as a recommended prototype for new design.

AWNINGS

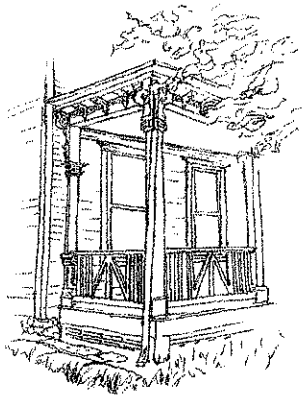
Awnings and banners provide additional opportunities for signage. Design should be clear, simple and complimentary.

Awnings add visual interest and rhythm to the streetscape. Retractable shed awnings of heavy duty canvas are traditional and appropriate. Whether striped or solid, awnings should be color compatible with the storefront and total facade. Awnings that are colorful, yet, reserved create an attractive addition to the building while providing a weather guard for the pedestrian. They should, however, complement the building's exterior and not become the dominating feature. Glass and metal canopies are also appropriate additions to the facade. The use of vinyl or metal clad awnings is not recommended.

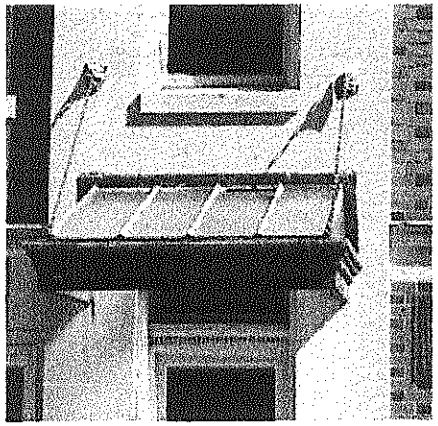
SIGNAGE

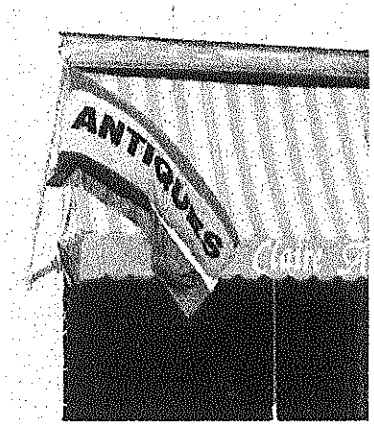
Well designed signage is crucial to an attractive commercial streetscape. The size, number and design of signs provide either a lively, informative and attractive visual experience or a cluttered, numbing and negative one. There are many types of signs fitting for use in an historic setting. Whatever the sign type, simplicity, clarity and attention to detail are crucial. Lettering, detail and color should be easy to read and historically appropriate.

Signage along the building facade should be flush and proportional with the facade. New signage and signs on larger commercial structures should be appropriately scaled and should not overshadow the architecture or the streetscape.



Typical Boonton Porches





Good examples of Boonton Awnings

Traditional Storefront Sign Locations

When determining sign placement and size, avoid covering important architectural features on the building's facade. Obsolete signs remaining on the storefront and facade should be removed or replaced.

Materials

Signage materials should be appropriate and complimentary to the architecture, such as wood and metal. Vinyl signage and flashing or exposed lighting are not recommended.

Sign Bands

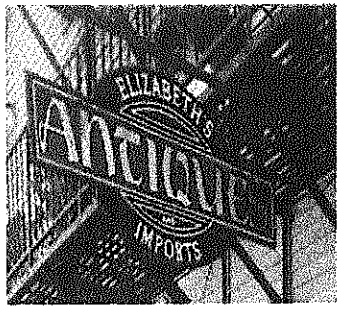
Signs mounted on the *sign band* or break band are recommended for use. Signage can run the full width of a storefront opening but should remain within the pilasters. Signage should fit within the break band and not obscure the second floor windows or other architectural details.

Vertical Signage

Vertical signage has been quite effective in Boonton, in both advertising the products or services of a building and creating pleasing graphics that hold the eye of the potential consumer. Vertical signage is visually more accessible to vehicular traffic than signage located along the building facade.

Signage should have non-glare lighting. If possible, historic signs should be restored. Careful use of sign lighting will have a beneficial effect on the building's facade. Lighting should not overpower the sign, storefront or building.

Typical historical signage located on signband above storefront entryway



Some good examples of vertical signage in Boonton. Various materials and bright graphics create a neat, bold statement without detracting from the street.

FENCES AND WALLS

Landscaping, such as hedge rows, should be used whenever possible instead of fencing to define property boundaries. Fences and low walls should be historically appropriate.

Historic fencing in Boonton, typical to other areas of the Northeast, was comprised of picket or stockade fencing, and wrought-iron. Today in Boonton, fencing includes a large mix of picket, wrought-iron and aluminum fencing in all areas of town, except the Park section. Much of the fencing is between side property lines, and replaces hedgerows or other plantings that informally marked boundaries.

New fencing installations should be sensitive to both the property it sits on and the streetscape. Fences in commercial areas should be compatible with planned streetscape improvements in material, style and color. Chainlink fencing is not recommended where visible from the street and should be softened with landscaping.

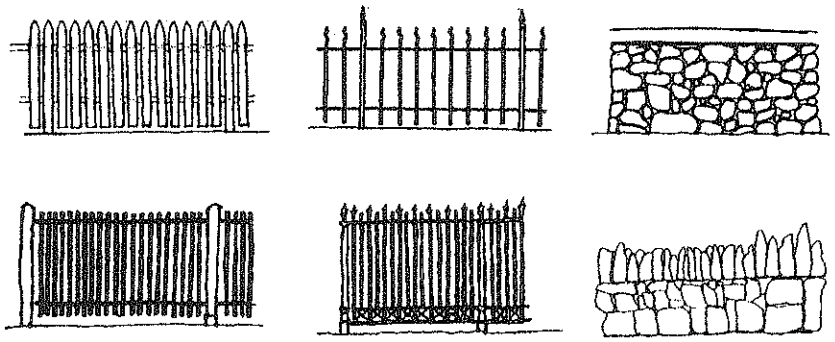
The signature retaining or low decorative wall in Boonton is constructed of puddingstone. The distinctive color of the low puddingstone walls, along with a crown of jagged rocks, sets them apart from other decorative stone, brick and masonry walls. Puddingstone walls or inclusion of puddingstone elements should be encouraged and are recommended for replacement and new construction wherever possible.

SIDEWALKS, PAVING AND PARKING

Much of Boonton has sidewalks, yet many are older, in poor condition, steeply sloped and narrow. A coordinated sidewalk and curbing program should be provided along all active vehicular routes, activity centers, commercial and industrial sites to provide safe and convenient pedestrian circulation and access.

Typically new sidewalks and curbs will be constructed of concrete. There are many historically appropriate materials which may be recommended for interior walks at historic sites, train stations, municipal

Typical Fencing and Walls in Boonton

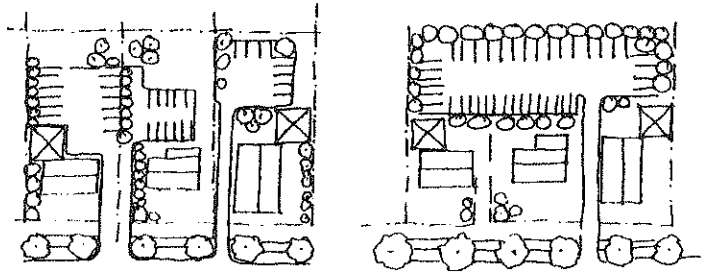


Wood Pickets *Wrought Iron Pickets* *Fieldstone and Puddingstone Walls*

Landscaping should be used to soften high-intensity and highly-trafficked areas, such as parking lots.

and civic locations, and Main Street. These materials include slate, bluestone, brick, Belgian block, and granite and should be installed in accordance with a coordinated, comprehensive plan. Where stone curbs now exist they should be retained if possible.

Every opportunity to minimize the visual impact of parking is recommended, including the provision of historically compatible fencing and/or low walls, landscaping with shade trees and shrub screening. Where possible, parking should be located to the rear of the building. If parking at the rear cannot be accommodated, parking located at the side is recommended with the provision of a continuous landscaped buffer zone at the sidewalk.

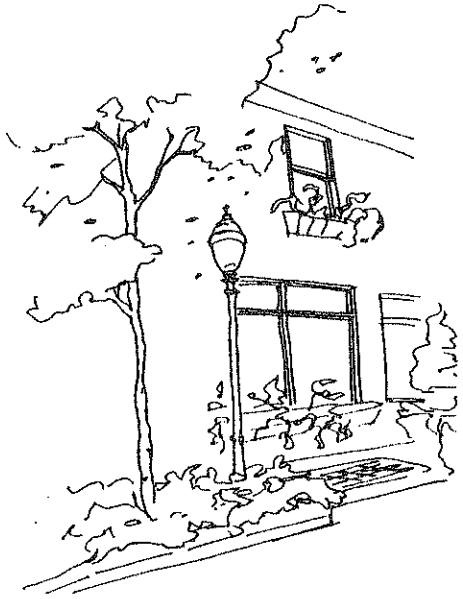


Recommended Rear Parking Strategies

Common driveways are recommended wherever possible to reduce the number and size of curb cuts. Parking lots should be designed so that glare, noise and exhaust fumes are buffered to avoid negative affects to adjacent properties. Where parking is permitted on the street, traffic calming devices and planting should be provided as buffer.

LIGHTING

Lighting is a crucial element of the streetscape. Heavy traffic demands high output street lighting along commercial areas. The redesign of such lighting may not be feasible, yet the introduction of pedestrian scale lighting, as introduced previously on Main Street, is recommended. Lighting on facades should accentuate special architectural features such as entrances, steeples, special ornament etc., but should not overwhelm a building. Street lighting should be part of a comprehensive and coordinated program for improvements.



Typical Street Elements

LANDSCAPING

The natural features of Boonton are considerable assets that contrast the major roadways and Town streets. Landscaping can soften the hard edge of paved surfaces and provide a unified greenway to connect pedestrian paths, visually linking noteworthy sites and natural resources, and as such, its importance cannot be underestimated.

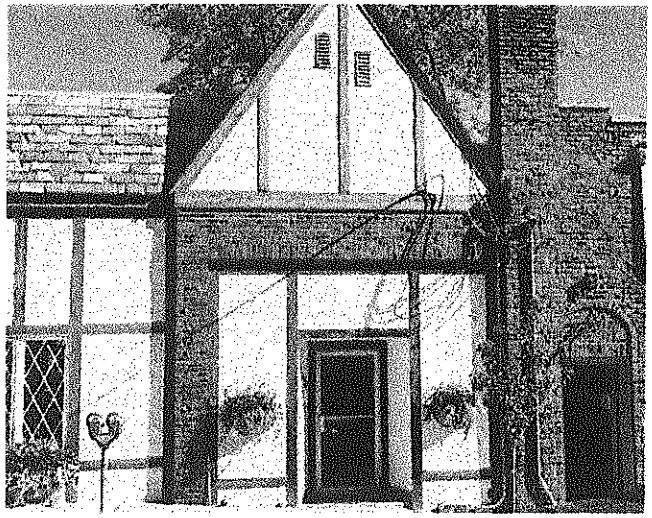
Landscaping designed to be compatible with the architectural and historic character of the community adds liveliness, texture, variety, softness, color, human scale, shade, and enlivens the environment. Well chosen street trees and planting with appropriate screening can hide problem areas such as blank walls, trash and recycling containers, storage yards, mechanical equipment, and can soften parking lots and paved areas.

Landscaping should be included as a requirement in every development plan for all commercial and industrial properties. New residential properties should also provide shade trees and reclaim disturbed land through proper grading and planting of native trees, shrubs and groundcovers, as part of the comprehensive development plan. Inclusion of landscaping requirements in the Land Use ordinances of Boonton is also recommended.

Mature and specimen trees add to the historic character of the Town and should be protected. Trees should be planted wherever possible, appropriate in size and species and be chosen and located in conjunction with a comprehensive municipal tree planting program. Many commercial property owners now provide seasonal landscaping, in window boxes and planters where space is limited, and should be encouraged (where they do not impede movement) to continue such efforts as a valuable pedestrian amenity. Planters should be compatible with municipal streetscape improvements.

Landscape elements should not obscure historic sites, properties, obstruct view sheds, or impede traffic flow. If not maintained, some landscape materials and vines, can aid in the slow deterioration of masonry structures and should be removed.

To insure an attractive streetscape, the first ten feet inward from the curb, or to the building face, if that distance is less, for the length of the street frontage, can be designated streetscape landscape areas. The remaining distance to the edge of parking or building dedicated to landscaping may be variable depending on the type of street and building height.



Seasonal Window Boxes

STREETSCAPE

"Streetscape" implies the image as well as the actual components which make up the street, including walks and paving, lighting, landscaping and pedestrian amenities, signage, and structures. These components, in combination, and by their very nature, present the image of the community to the public.

Streetscape improvements should be provided as part of a comprehensive design program so that a continuity of scale, texture and materials is provided. An incompatible patchwork of styles and materials should be avoided. A program to maintain and upkeep new streetscape improvements, provided in conjunction with new installations, will insure both visual appeal and material life and is recommended.

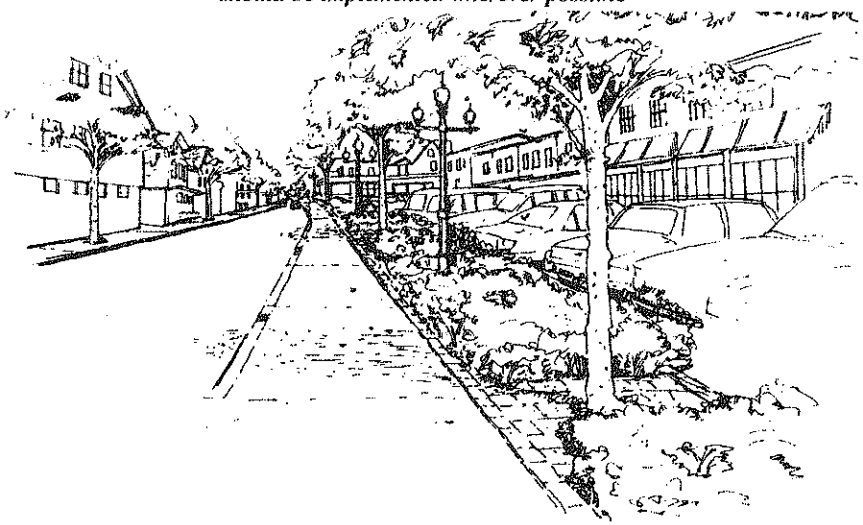
Specific stategies need to be developed that strengthen the identities of individual residential and commercial areas. The style, scale, frequency, and material treatment of improvements must be sensitive to the existing context.

A positive visual image of the street in turn affects economic vitality, safety, and real estate values and local pride.

A successful streetscape improvements program is a crucial ingredient in a comprehensive plan for revitalization.

Unimproved Streetscape

To improve the Streetscape, Landscaping, Lighting and Underground Wires should be implemented wherever possible



The Secretary of the Interior's Standards for Rehabilitation

The Standards (Department of Interior regulations, 36 CFR 67) pertain to historic buildings of all materials, construction types, sizes, and occupancy and encompass the exterior and the interior, related landscape features and the building's site and environment as well as attached, adjacent, or related new construction. The Standards are to be applied to specific rehabilitation projects in a reasonable manner, taking into consideration economic and technical feasibility.

1. A property shall be used for its historic purpose or be placed in a new use that requires minimal change to the defining characteristics of the building and its site and environment.

2. The historic character of a property shall be retained and preserved. The removal of historic materials or alteration of features and spaces that characterize a property shall be avoided.

3. Each property shall be recognized as a physical record of its time, place, and use. Changes that create a false sense of historical development, such as adding conjectural features or architectural elements from other buildings, shall not be undertaken.

4. Most properties change over time; those changes that have acquired historic significance in their own right shall be retained and preserved.

5. Distinctive features, finishes, and construction techniques or examples of craftsmanship that characterize a property shall be preserved.

6. Deteriorated historic features shall be repaired rather than replaced. Where the severity of deterioration requires replacement of a distinctive feature, the new feature shall match the old in design, color, texture, and other visual qualities and, where possible, materials. Replacement of missing features shall be substantiated by documentary, physical, or pictorial evidence.

7. Chemical or physical treatments, such as sandblasting, that cause damage to historic materials shall not be used. The surface cleaning of structures, if appropriate, shall be undertaken using the gentlest means possible.

8. Significant archeological resources affected by a project shall be protected and preserved. If such resources must be disturbed, mitigation measures shall be undertaken.

9. New additions, exterior alterations, or related new construction shall not destroy historic materials that characterize the property. The new work shall be differentiated from the old and shall be compatible with the massing, size, scale, and architectural features to protect the historic integrity of the property and its environment.

10. New additions and adjacent or related new construction shall be undertaken in such a manner that if removed in the future, the essential form and integrity of the historic property and its environment would be unimpaired.

5. HISTORIC PRESERVATION

HISTORIC PRESERVATION

As part of its municipal Master Plan, the Town of Boonton has developed an Historic Preservation Plan Element. Significant achievements in historic resource identification, planning and implementation of historic resource preservation programs have occurred since the initial municipal-wide Historic Sites Inventory was conducted in 1986/1987. These accomplishments include: the creation of an Historic Preservation Commission; the development of a local historic preservation ordinance; the nomination of key sites and structures in the town to the New Jersey and National Registers of Historic Places; the designation of two historic districts within the oldest parts of Boonton; and, the inclusion of an historic preservation section in the 1994 Reexamination Report .

This Historic Preservation Plan Element, of the Boonton Town Municipal Master Plan, is organized according to the New Jersey Municipal Land Use Law requirements for an historic preservation plan. It includes information and recommendations as follows:

a. Indicates the location and significance of historic sites and historic districts.

b. Identifies the standards used to assess worthiness of historic sites or district identification.

c. Analyzes the impact of each component and element of the town Master Plan on the preservation of historic sites and districts. As part of this analysis, a review and update of the Master Plan's goals and policies statement governing future development and preservation within the town has been accomplished in order to assure compatibility with this Historic Preservation Plan Element.

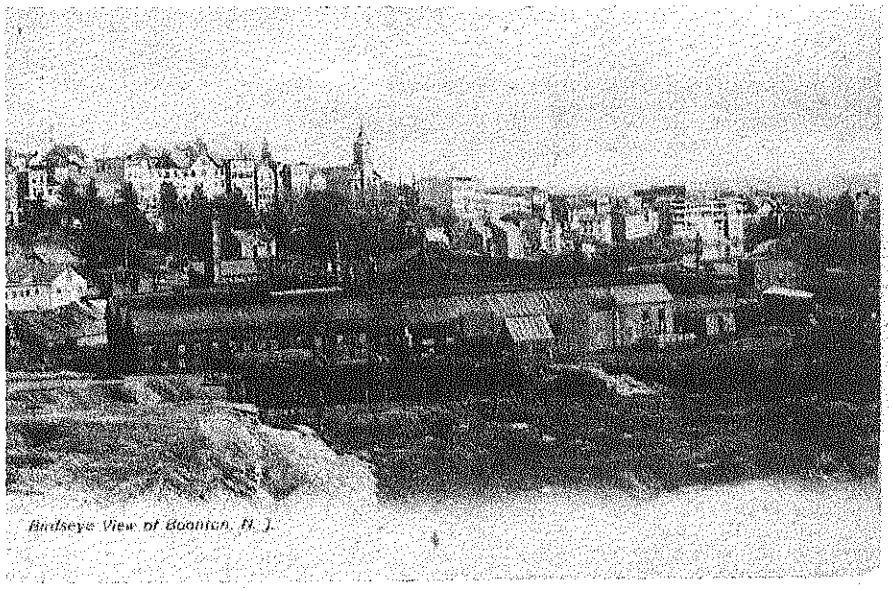
This plan element draws upon the significant additional historic research and resource documentation that has been produced or reproduced since the adoption of the 1994 Reexamination Report. Excerpts and summaries of this research are provided in this report. In addition, a listing of key resource information is provided as an appendix of this plan element for additional background information and data for use in subsequent project planning, development or improvement activities that may have a direct impact on the historic and cultural resources within Boonton.

HISTORIC, ARCHITECTURAL AND CULTURAL DEVELOPMENT

History

Boonton became a separate municipality and was incorporated as a Town under a charter granted by the State Legislature in March, 1867. The area within the limits of the new town was formerly part of the old Townships of Pequannock and Hanover. Under the charter, the new town was governed by a seven-man Board of Trustees; by an amendment to the charter in 1872, authority was vested in the Mayor and Common Council, now known as the Mayor and Board of Aldermen.

Boonton's charter of 1867 was but a milestone in the long history of the town. More than a century earlier the village of Boonetown (Booneton, Boonton) was established on the Rockaway River, about a mile and a half downstream from the center of the present town. As early as 1747, Obadiah Baldwin operated an iron refining forge at that place, where water power was in ample supply and raw materials, such as iron ore and wood for charcoal, were not too far away. Under David Ogden, the owner of the site and a large tract of surrounding land, and, later, under his son, Samuel, the ironworks was enlarged, and a village of workmen and their families emerged. This village was named by the Ogdens "Boone-Town" in honor of the Colonial Governor, Thomas Boone, in the year 1761.



Birdseye View of Boonton, N. J.

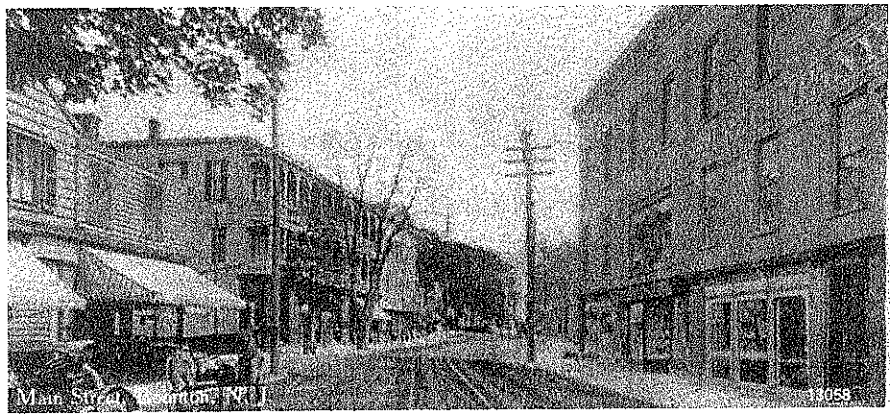
Throughout the Revolutionary War the Booneton ironworks, which, a few years before, had been enlarged to include a rolling and slitting mill — the first in the County — was busily engaged in supplying numerous miscellaneous iron products for the military. Axes, kettles, horseshoes, tires, cups, rods and sheet-iron were among the items supplied. After the war, operations at Boonton were continued under John Jacob Fresch and his two sons, and then later by William Scott, who vainly sought to instill new life in the declining business. In 1824, Scott's interest in rejuvenating the antiquated ironworks faded when he learned that the Morris Canal was soon to be constructed, and that it would be of little service to the Village of Booneton a mile or more away.

William Scott was not the only one to see that the nearness of the canal to Booneton Falls (in the present Town of Boonton) would make that site ideal for a large manufactory. A group of businessmen in New York City shared Scott's view, and in 1830 incorporated themselves as the New Jersey Iron Company with a capitalization of $283,000. Machinery and families of ironworkers were imported from England, and with the erection of the mills, a new town called Booneton Falls began to appear on the rugged hillside overlooking the river. With but few lapses the new Iron Company flourished for nearly fifty years, during which time the works were greatly enlarged, and many more employees were hired and encouraged by easy terms to own their own homes. The new village of Booneton Falls — like the older Booneton downstream — was essentially a one-industry town. The iron company supported the town with its payrolls, and owned most of the land that was later to be within the town limits. In a spirit of benevolent paternalism, the company encouraged its employees to be not only industrious, but also sober, church-going, and responsible citizens. Toward that end, it made generous contributions of land for churches, schools, and cemeteries. With the fortunes of the town so intimately tied in with those of the iron company, what followed when the company closed down its operations in 1876 can be described as nothing short of a major disaster.

The discovery of large deposits of surface iron ores in the Great Lakes region, and the national depression of the 1870's had a paralyzing effect on the iron mining and manufacturing companies in the East; the deaths of D.B. Fuller and J.C. Lord, who had acquired ownership of the New Jersey Iron Company properties in 1852, made the collapse of the industry in Booneton more precipitate and final. Although several attempts (one by the eminent Joseph Wharton) were made to reestablish the iron works on a smaller scale, none endured for any great length of time. Only vestiges of foundations and structures remain in the "Hollow," between Plane Street and the river, to remind Boonton of its iron age.

The disaster of 1876 taught the people of Booneton an important lesson: never again should the economic health of the community be allowed to depend upon that of a single industry, and every effort should be made to secure a diversity of industries for the town. One of the first of the new industries secured for the town was a silk manufactory, which, as Pelgram & Meyer and later the Van Raalte, Inc., contributed materially to the town's prosperity. Others that followed were a knife factory, a paper mill (at the old village, by then called Old Boonton), a nail factory, a brass and iron foundry, and a carriage factory. Other payrolls also brought money into the town. The Morris Canal, although going into a rapid decline, still employed a number of men. The Lackawanna Railroad, which had completed its Boonton-Paterson branch in 1875, gave employment to a number of Boonton people, and provided commuter service to a number of Boonton residents who worked in New York City and other places along the way. There were many individually-owned businesses, such as blacksmith shops, machine shops, bakeries and a miscellany of stores, all of which began to prosper as the nation, and Boonton, emerged from the depression of the 1870's.

In 1891, the Loanda Hard Rubber Company was founded by Edwin A. Scribner, and began the manufacture of molded hard rubber products. Seven years later, Mr. Scribner died, and the management of the firm fell to other hands. Among the latter, in 1906, was Richard W. Seabury, who, casting about for new materials, learned of experiments with synthetic resins



made by Dr. Leo Hendrick Baekeland, for whom the well-known material "Bakelite", was later named. Originally intended by Dr. Baekeland for a synthetic varnish, the new material was used by Seabury is making the world's first molding of organic plastics in 1907. From that simple and early beginning, one of the world's great industries has developed, and made the name of Boonton famous.

The molded plastics industry was to some extent responsible for bringing the radio and electronics industry to the Boonton area. In the 1920's, the burgeoning radio industry created a large demand for molded parts, and attracted the attention of Richard Seabury, who organized Radio Frequency Laboratories to exploit that new field. Spawned by that original company, more than a half dozen radio and electronics firms were later formed, and were recognized internationally for the excellence of their products. Most of those companies today are operated as divisions of larger corporations,

some have undergone changes in name, and a very few have located elsewhere. RFL Industries, Aircraft Radio Corporation, Measurements Corporation, and Ballantine Laboratories are among those contributing materially to the prosperity of the area.

The largest industry in the Town of Boonton today had its beginning in 1917, when E.A. Stevenson & Company established the "Butter Works" on the site of the old Knox Hat factory, and started processing of coconut and vegetable oils and the manufacture of margarine. Under later operation by E.F. Drew & Company (now the Drew Division of PVO International) the plant in Boonton has grown to be one of the largest in the country for the processing of edible oils and allied products.

Various national and ethnic groups have settled in Boonton over the years, and have played important roles in the prosperity and culture of the Town. Mention has been made of the 30 English ironworkers and their families who came in 1830. Within the next two decades a large group of Irish settled in the town. Beginning in 1890, the immigrants from the Slavic nations began to arrive in significant numbers, and were followed by Italians, Poles, Germans, African-Americans and people of Jewish descent.

The present town with its interstate highway, I-287, its relatively new Town Hall, low-income housing unit on Plane Street, and two schools built after the second World War, bears only small resemblance to the village of Booneton Falls, and still less to the village of Old Boonton, whose site has been covered by the Jersey City reservoir since 1903.[1]

Architecture

The 1975 study prepared by Lawrence Korinda, entitled *"Profile of Boonton: An Architectural and Historical Perspective"* has provided a detailed history of the community, as well as a thorough review of the "numerous facets of Boonton's visual character through the surviving reminders of its culture and architectural past." Likewise, the Town of Boonton section of the *"Morris County Historic Sites Survey"*, prepared in 1986/87 by the consulting firm Acroterion, provided a detailed inventory and assessment of the historic built environment of the municipality.

Based upon the information contained in both of these documents, it is evident that Boonton contains a significant number of buildings and structures that have easily identifiable historic architectural styles. These styles begin with the Dutch and Georgian Colonial Styles, which cover the period of 1700 to 1790. These were followed by the Federal Style (1790 to 1820), the Greek Revival Style (1820 to 1860) and the Gothic Revival Style (1840 to 1870). The Italianate Style of architectural design (1840 to 1885) was also employed in the construction of local homes. These periods of distinctive architectural styles developed during the pre-Victorian period. Boonton also has another very distinctive style that was first witnessed during the pre-Victorian era — the Octagon House. First brought to public attention by Orson S. Fowler, in his 1848 publication *"The Octagon House - A House For All"*, Boonton can boast of having the only two remaining octagon houses still standing in Morris County.

[1]Brief history by Alex D. Fowler, 1969.

Around the time of the American Civil War, a striking change in building design took place. With the beginning of the Victorian Era, architects dramatically altered the form and massing of buildings, and included extensive amounts of decorative woodwork. Broad and sweeping porches, with highly ornamented supporting columns, rails and screens were included. Roof lines included a new shape, designed by Francois Mansart (the mansard roof). These roofs might also include intricately patterned cut slate shingles.

Boonton, like so many other communities, saw many of these new buildings constructed. Homes were built in the Mansard Style, also referred to as the Second Empire Style (1860 to 1875); this style was followed by residences constructed in the Queen Anne Style (1880 to 1910), Richardsonian Romanesque Style (1880 to 1900), Stick Style and Shingle Style (1890 to 1910) and Neo-Classical Revival (1895 to 1915). Korinda's *"Profile of Boonton"* provides a detailed description of each of these individual architectural styles and the locations of the numerous examples throughout the town.

BENEFITS FROM DESIGNATING HISTORIC LANDMARKS AND HISTORIC DISTRICTS

> *"...We seek to preserve because our historic resources are all that physically link us to our past. Some portion of that patrimony must be preserved if we are to recognize who we are, how we became so and, most important, how we differ from others of our species....We preserve historic sites and structures because of their relation to past events, eras, movements and persons that we feel are important to honor and understand... We seek to preserve the architecture and landscapes of the past simply because of their intrinsic value as art.... We seek to preserve our past because we believe in the right of our cities and countrysides to be beautiful."*
> (Robert Stipe, *Legal Techniques in Historic Preservation.* Washington, D.C.: National Trust, reprinted 1989.)

The importance of historic preservation has been recognized by many preservation experts and the local citizenry of Boonton. Landmarks and districts that are part of the New Jersey Register and the National Register of Historic Places are provided a measure of protection from adverse development impacts which may result from projects supported by state and/or federal funds.

However, such protection does not extend to privately financed or even other non-federal public agency initiated development activity. For example, the federal program does not provide any protection from building demolition or inappropriate alterations that are privately funded.

Therefore, it is important that locally designated districts be considered to protect significant local historic resources. The Municipal Land Use Law governing local planning and zoning authority in New Jersey allows for the creation of an Historic Preservation Plan Element as part of a municipality's overall Master Plan. As such, the ability to create guidelines for the regulation of historic sites and districts by local zoning ordinance provides

for local control to mitigate adverse impacts associated with development activity affecting a community's historic resources.

The Town of Boonton has designated historic landmarks and created historic districts to preserve its local heritage, culture, history, and architecture utilizing the authority provided by the State and National Register programs as well as the Municipal Land Use Law.

One of the broadest views offered in response to the question of why establish an historic district, has been presented by Arthur P. Ziegler, Jr. in his book *Historic Preservation In Inner City Areas - A Manual of Practice*. Ziegler offers five reasons for pursuing the creation of local historic preservation districts which are paraphrased here. Historic preservation provides:

A. **A cost-effective method of revitalizing older neighborhoods**. The assembly and clearance of large sections of urban areas cannot be financially supported by the public and relocation of households which extracts a social cost that can no longer be borne. Preservation of historic neighborhoods through conservation and rehabilitation offers an acceptable alternative to major redevelopment.

B. **Positive feelings which bolster public morale.** The recognition of intrinsic value in neighborhoods, even though they may be deteriorated or in transition, supports basic human pride in the person and the living environment.

C. **Aesthetic satisfaction**. The retention of buildings of architectural value juxtaposed with the many less attractive settings that exist in urban areas offers a pleasant experience for the observer, a function long provided by the community.

D. ***Financial benefits***. Restored neighborhoods stabilize property values and therefore tax revenues for a community. Restored neighborhoods and sites also encourage tourism which has been demonstrated in many towns and cities across the country.

E. ***Unification of community forces***. Many diverse factions in a community can unite behind an historic preservation project creating a positive community attitude by uniting public and private organizations.

Historic preservation efforts have resulted in the stabilization or improvement of property values, stimulates the upgrading and maintenance of structures, provides more employment and less dependence on increasingly scarce natural resources, and generally adds to the quality of life and enjoyment of residents and workers.

Many times it is actually less expensive to rehabilitate a structure than it is to build a new one. The consequences of not preserving can result in the loss of a "special" identity or character, historic landmarks that are surrounded by new contemporary buildings, left over buildings of little distinction, the conversion of structures for more intense land uses, and the sameness of contemporary buildings.

Various residential rehabilitation efforts both within and outside of the locally designated historic districts have followed the Secretary of the Interior's Standards for Rehabilitation. Over time, the growing number of improvement projects will not only help in the stabilization of neighborhood property values, but also will spur renewed interest in property maintenance to the benefit of residential owners located in the local historic districts.

The town and its appointed planning agencies can effectively use historic preservation concepts as part of a comprehensive neighborhood conservation and improvement strategy. By maintaining the historic character of existing neighborhoods in the local historic districts, it will be able to prevent inappropriate commercial encroachment, and will promote resident awareness and pride in the upkeep and improvement of its older residential neighborhoods.

LOCATION AND SIGNIFICANCE OF HISTORIC SITES AND HISTORIC DISTRICTS

In 1986/1987, an Historic and Cultural Resources Survey was completed for the County of Morris, including the Town of Boonton. This survey is contained in a separate volume that was prepared by Acroterian, of Morristown, New Jersey, and is on file in the Boonton Town Library, the Morris County Library, the Morris County Heritage Commission Office, and the State Office of Historic Preservation in Trenton. This survey identified in excess of 300 properties utilizing the National Register and New Jersey Register of Historic Places criteria. The survey resulted in the recommendation that five individual sites were definitely eligible for inclusion on the Registers, while four individual sites were potentially eligible. The survey also indicated that three of the identified historic districts were eligible for inclusion on the Registers, while a fourth historic district was potentially eligible for inclusion on the Registers.

This survey was a comprehensive inventory of historic resources located within the Town of Boonton. As such, the survey establishes technical foundation upon which an Historic Preservation Element can be formulated under the Municipal Land Use Law requirements. The survey indicated the location, on a block and lot basis, and the significance of the individual historic sites, streetscapes, and historic districts. The survey also identified the standards that were used in order to assess the worthiness of the historic sites, streetscapes and potential districts that were identified.

The resource survey identified and proposed the possible establishment of five different historic districts, which included:

(a) The Flats - This district is bounded to the north by Monroe Street, to the south by Greenwood Cemetery and Reservoir Drive, to the east by Reservoir Drive, and to the west by the Rockaway River. The district comprises the following streets: Lincoln Street, Washington Street, Madison Street, Holmes Street, Old Boonton Road, Boyd Street, Reservoir Drive, Dawson Avenue, Dixon Avenue, Harrison Street, Grant Street, Taft Street, Monroe Street and Lathrop Avenue.

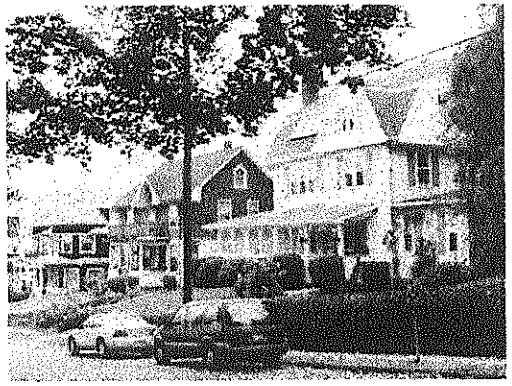
(b) Boonton Iron Works - This district is located within the valley of the Rockaway River, known as The Hollow. This district includes various structural elements that survived from the 19th Century Iron Works. Spanning the Rockaway River is an 1866 fieldstone arched bridge. Embanked into the hillside on the north side are four stone arched furnaces. Closer to Plane Street is an embanked brick structure with a high fieldstone foundation. Parallelling Plane Street is a section of the inclined plane, forty-feet long, which was formerly part of the Morris Canal. Also, located to the south is the Mill Yard Trestle, and the remains of the turntable and tracks.

(c) The Park Historic District - The Park District comprises approximately twenty-eight houses along a curved roadway system with mature specimen trees. The district includes Morris Avenue (between Rockaway Street and Reserve Street), Reserve Street, South Lane, Rockaway Street, North Lane and Essex Avenue (only up to Fairview Avenue). The area is bounded to the north by Rockaway Avenue, to the south by Reserve Street, to the west by Essex Avenue and to the east by Morris Avenue.

(d) Bucco, Sterling Construction Company Historic District - This proposed residential historic district is found along Essex Avenue, Ridgeview Place, Reserve Street, Ely Street and Fairview Avenue. It is bounded to the south and west by Fanny Road, to the north by West Main Street, and to the east by the intersection of Reserve Street and Fairview Avenue.

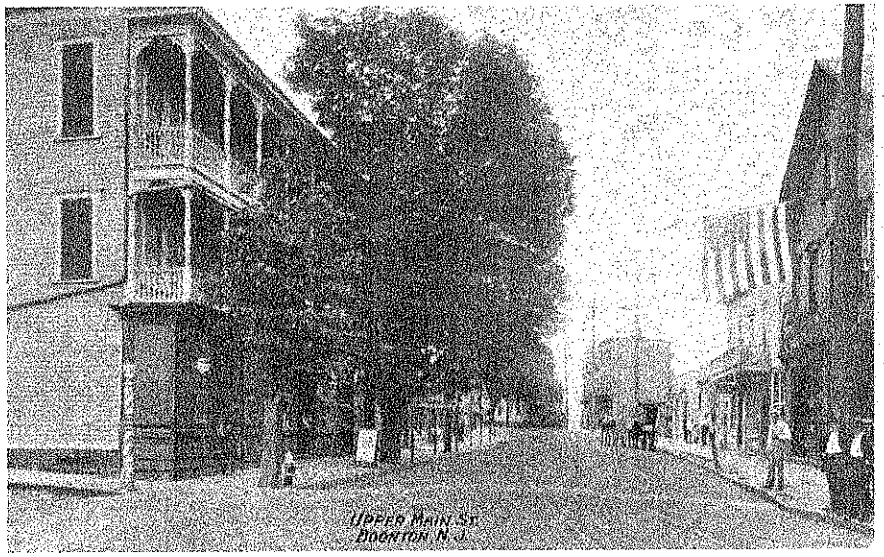
(e) Iron Works Historic District - The proposed Iron Works Historic District includes the Boonton Historic District (previously included on the National Register of Historic Places) along with several adjacent and outlying streets. The area is bounded to the north by Laurel Street and Boonton Avenue, to the south by Main Street, to the east by William Street, and to the west by Boonton Avenue. Included in the proposed Iron Works Historic District are the following streets: Church Street, Cornelia Street, Birch Street, Cedar Street and Spruce Street.

It should also be noted that the resource survey incorporated information regarding the Boonton Historic District that was placed on the New Jersey Register of Historic Places on January 14, 1980 and on the National Register of Historic Places on September 29, 1980.



Based on this survey and subsequent historical research, the Town of Boonton in 1992 adopted an Historic Preservation Ordinance that established the Town of Boonton Historic Preservation Commission. The establishment of this commission was undertaken in accordance with N.J.S.A. 40:55D-107 (New Jersey Municipal Land Use Law). At the same time as the commission was created, the municipality formally established two historic preservation districts that included: The Iron Works Residential District; and, the Main Street Commercial District. (See following Historic District map)

In addition to the five proposed historic districts, the historic and cultural resources survey also identified a total of seven streetscapes and forty-seven individual sites, buildings, structures or objects as significant historic resources within the town. The following map shows these five proposed historic districts. that were identified in the county historic and cultural resources survey. The survey document should be referred to for detailed mapping and site identification data.



Seven streetscapes were identified as important because each best represents and reflects the development patterns in the community's history. The streetscapes that were identified in the cultural resources survey included:

a. Lathrop Avenue - extending from Woonton Street to Wilson Street.
b. Wilson Street - extending from Lathrop Avenue to Park Avenue.
c. Morris Avenue - in the vicinity of Fanny Road.
d. Chestnut Street - extending from River Road to West Main Street.
e. Lake Avenue - extending from Main Street to River Road.
f. Main Street - extending from Myrtle Avenue to Oak Street (this streetscape formed the core of the present locally designated Main Street Historic Commercial District).
g. William Street - extending from Spruce Street to Laurel Street.

In terms of regulation, the current Historic District Ordinance does not include the vast majority of the identified potential historic districts and streetscapes. Thus, maintaining the historical character of these areas will, at present, have to be encouraged by promoting public awareness of the valuable historical and cultural resources that constitute the unique character of the community.

The historic and cultural resources survey identified a total of five individual sites that were definitely eligible for inclusion on the National Register of Historic Places. The same survey indicated that four individual sites or structures were potentially eligible for inclusion on the Register. Further, of the five potential historic districts that were identified in the survey, four were determined to be definitely eligible for inclusion on the National Register, while one was identified as being possibly eligible for inclusion. It should also be noted that the survey did not identify any of the seven streetscapes as being eligible for or potentially eligible for inclusion on the Registers.

Although the Historic District Ordinance does not specifically address or identify the existing districts or structures included on the State and National Registers of Historic Places, it should be noted that the following have been included on the Registers and are so noted in publications issued by the New Jersey Office of Historic Preservation. These include:

Boonton Historic District
Main, Church, Birch, Cornelia, and Cedar Streets.
SR: 1/14/80 NR: 9/29/80

Boonton Public Library
619 Main Street
SR: 10/26/72 NR: 11/13/72

Boonton Railroad Station
(Delaware, Lackawanna & Western Railroad Station), Myrtle Avenue, Main and Division Streets
SR: 10/19/76 NR: 7/13/77

Miller-Kingsland House
445 Vreeland Avenue
SR: 6/13/73 NR: 7/24/73

Morris Canal
SR: 11/26/73 NR: 10/01/74
(Portions of 28 municipalities in six counties; see Phillipsburg Town, Warren County)

Dr. John Taylor House
210 Main Street
Certification of Eligibility: 12/11/90

Note: SR = State Register of Historic Places
NR = National Register of Historic Places.

In addition, the Historic Preservation Ordinance includes language that sets forth the responsibilities of the Historic Preservation Commission. Some of this language encourages the expansion of the historic overlay zones to incorporate additional sites, landmarks, structures, buildings, streetscapes or districts that will help promote historic preservation in the Town of Boonton. Boonton's Historic Preservation Ordinance is aimed at maintaining the historic character of the area by delineating an overly zone within which alteration or new construction is to be compatible with the character-defining features of the area.

The overlay zone is a recognized zoning technique that allows the imposition of additional requirements above and beyond those required by the base zone in which a property is located. Within Boonton's local historic districts, there are multiple underlying residential and commercial zone districts. The Historic District overlay zone does not alter the basic use, bulk or intensity standards permitted in these underlying residential and commercial districts, but establishes general design criteria that are sensitive to the historic resources that should be preserved. These design criteria supplement the underlying zone requirements.

The Historic Preservation Commission consists of seven regular members and two alternate members. The commission is charged with six basic responsibilities, which include:

1. Prepare a survey of historic sites in the town pursuant to criteria identified in the survey reports;

2. Make recommendations to the Planning Board on the Historic Preservation Plan Element of the Master Plan and on the implications for preservation of historic sites of any other master plan element;

3. Advise the Planning Board on the inclusion of historic sites in the recommended Capital Improvement Program;

4. Advise the Planning Board and Board of Adjustment on applications for development pursuant to subsection 30-8.3 of this section;

5. Provide written reports pursuant to subsection 30-8.4 of this section on the application of the Zoning Ordinance provisions concerning

historic preservation;

6. Carry out such other advisory, educational and informational functions as will promote historic preservation in the town.

The ordinance does not attempt to regulate emergency repairs, changes to the interior of a structure, or ordinary repairs and maintenance of existing structures. It does, however, provide for a review of exterior site alterations.

Rehabilitation of historic resources can bring tax credits to individual property owners under certain conditions. Generally, an owner must use the credit annually to offset income derived from other real activities and up to $7,000 of tax owed on other income. Under the Economic Recovery Act of 1981, as amended, the current historic preservation tax credit is ten percent of the rehabilitation expenditures for commercial buildings constructed prior to 1936 or twenty percent for certified historic structures (those listed on the National Register of Historic Places). The rehabilitation work must meet the Secretary of the Interior's Standards for Rehabilitation and be certified by the National Park Service in order for a property owner to obtain the permitted tax credits.

The Town of Boonton should petition the State Office of Historic Preservation to become a Certified Local Government (CLG). As such, it is eligible for certain planning grants designated to CLG municipalities for advancement of historic resource preservation activities. Depending upon the availability of funds and priorities established by the New Jersey Historic Preservation Office, the following is a partial list of the type of projects that are funded under the CLG program:

1. Preparation of printed local histories.

2. Preparation of a video tape concerning the history of a community.

3. Preparation of a streetscape preservation report that identifies the cultural resources of a streetscape and make specific recommendations concerning the preservation of these structures.

4. Preparation of National Register of Historic Places nominations.

5. Preparation of a booklet on the procedures of the Historic Preservation Commission.

6. A book of guidelines on how to go about preserving, rehabilitating or restoring structures that can be used by local property owners within the designated historic preservation areas.

7. Preparation of an archaeological survey.

8. Preparation of a booklet that identifies the different architectural styles within a community.

HISTORIC PRESERVATION PLAN RECOMMENDATIONS

The background materials and information described in Section Four of this portion of the Boonton Master Plan, entitled "Location and Significance of Historic Sites and Historic Districts", summarize the community's historic evolution, the known existing historic and cultural resources and the present status of effort to encourage historic preservation. This section also notes areas that should be researched in greater depth for possible consideration as locally designated historic districts, local district streetscapes and for nominations to both the State and National Registers of Historic Places.

The provisions contained in the New Jersey Municipal Land Use Law require an Historic Preservation Element to be incorporated into and become an official part of the municipal Master Plan. This serves as the "enabling basis" for developing this particular element of Boonton's Master Plan. This element is only one of several elements that will comprise the updated Master Plan of Boonton. Under this completely revised and updated municipal Master Plan, the goals and objectives for historic preservation will now become an official part of the overall planning process in the community.

Although there are a number of locally important streetscapes, districts, buildings and sites that have been identified, it should be stressed that Boonton's efforts in the area of historic preservation planning should be concentrated on developing a strategy of preserving the oldest resources as well as those resources that are identified as being threatened by either development pressures or deterioration. Using this concept as the central guiding preservation strategy, the first logical step would be to undertake the necessary additional research work on the five identified potential historic districts. These possible historic districts included: The Flats Historic District; Boonton Iron Works Historic District; The Park Historic District; Bucco, Sterling Construction Company Historic District; and an expanded Iron Work Historic District.

The research into each of these five potential historic districts should include, but not be limited to: the periods of time that frame the historic significance of the district; the proposed boundaries of the historic district and the historical justification of those boundaries; the number and type of buildings that are located within the proposed boundaries of the district; the historic and/or architectural significance of each building within the proposed district; the different types of historical land uses and those land uses that presently exist within the potential district; the historical events that took place within the district that establishes meets the criteria for significance. It must be stressed that all of the research work and descriptions should be based upon the criteria and format established by the Secretary of the U. S. Department of the Interior for inclusion on the National Register of Historic Places.

Once the research has been completed and sufficient justification has been established for the creation of the proposed five additional historic districts, two levels of action should be considered. The first is the establishment of these districts as locally designated historic districts. This would provide the required level of protection for the historic resources at the local level, through oversight by the municipal Historic Preservation Commission and the ordinances that regulate alterations to the improvements within a district. The second level of activity would be for the actual nominations to be prepared for each of the districts for inclusion on both the State and National Registers of Historic Places. By including these districts on both Registers, a level of protection can be offered to the buildings, structures and sites within the districts from encroachment or adverse impact by projects that are funded with either state or federal funds (Section 106 of the National Historic Preservation Act of 1966, as amended).

As previously noted, there are seven streetscapes that have been identified as important or significant because each best represents and reflects the development patterns in the community's history. For those streetscapes that were identified, but are not a part of either an existing historic district or one of the five potential historic districts, these areas should be given consideration for special consideration and protection. Once the appropriate level of research as been undertaken and concluded, these areas could then be considered for local designation as smaller historic areas or districts.

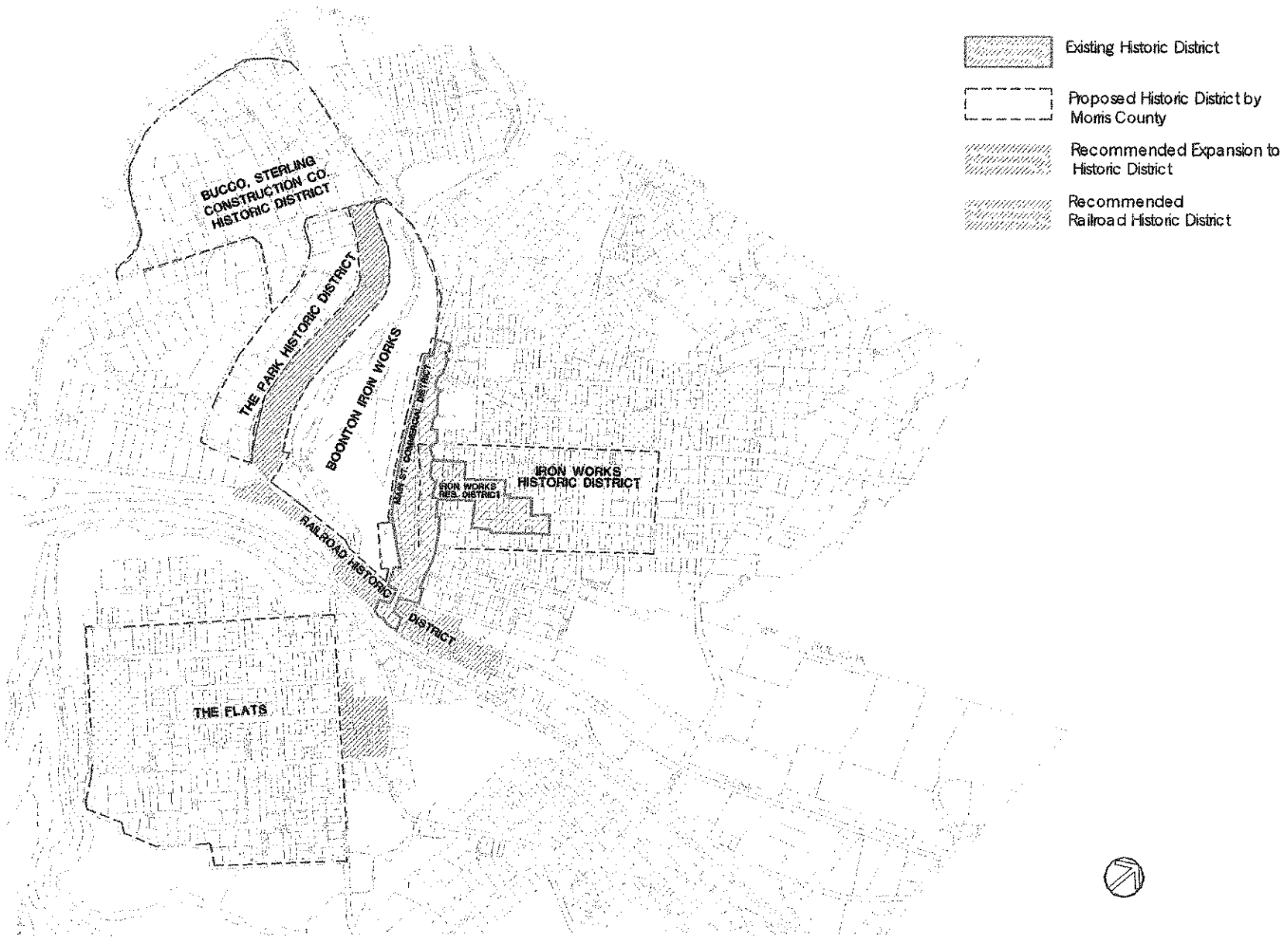
The Historic and Cultural Resources Survey that was undertaken in 1986/87 also identified five individual sites were definitely eligible for inclusion on the State and National Registers of Historic Places. The survey also targeted four sites as being potentially eligible for inclusion. It is recommended that the appropriate action be taken to prepare the nomination applications for at least these five individual sites and that all nine be identified and included in the local historic preservation ordinance as being locally designated individual sites.

Finally, as set forth in Section Four of this Master Plan element, the Town of Boonton should petition the State Office of Historic Preservation to become a Certified Local Government (CLG). The petition most likely will require the slight modification of the local historic preservation ordinance to include specific language required as a part of this designation process. By receiving this designation, the community becomes eligible for certain planning grants that are targeted for CLG municipalities for the advancement of specific historic resource preservation activities. The different types of planning and educational activities that this program provides funding for can become an integral part of the comprehensive program that Boonton should develop in order to assure the preservation of the existing historic and cultural resources that form the core fabric of this community.

STANDARDS USED TO ACCESS WORTHINESS OF HISTORIC SITES AND DISTRICTS

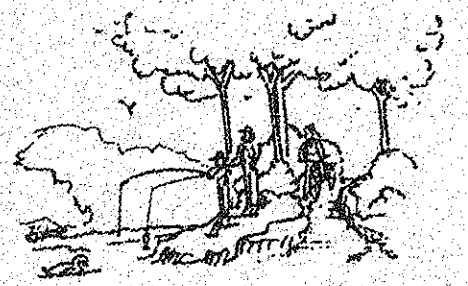
The Historic Preservation Ordinance for the Town of Boonton (Section 30-39) has identified the standards used for the designation of historic districts and sites. In addition to the structures already identified as located within the Ironworks Residential District and the Main Street Commercial District, the Historic Preservation Commission shall consider the following with regard to a particular district or site to be considered for being designated as having historic, archaeological or architectural significance:

1. Association with a significant historical event;
2. Association with an historic figure or personage;
3. Embodiment of distinctive characteristics of a specific type, period or method of construction;
4. Is representative of the work of a master builder, or noted architect;
5. Significant or distinctive architectural or artistic value (including those structures that represent a significant or distinguishable entity whose components may lack individual distinction);
6. Archaeological significance; and/or
7. Inclusion on the New Jersey Register of Historic Places or National Register of Historic Places.



HISTORIC DISTRICTS

NOTES



6. OPEN SPACE AND RECREATION

OPEN SPACE AND RECREATION

The Open Space and Recreation Plan/Elements are combined elements in the 1998 Boonton Master Plan. These elements are generally an understated part of the Master Planning process yet are important inter-related components of this plan.

Open Space primarily serves three functions:

- Satisfying positive human needs both physically with recreation and psychologically with light, air, space;
- Protecting the natural resources (water, wetlands, slopes, viewsheds, habitat, ecosystems);
- Affecting economic development decisions such as cost of development, desirability (attractiveness) of the community, real estate values, etc.

For the purposes of this element, Open Space is defined in the broad sense as "areas without buildings" and includes: vacant and underdeveloped lands, sidewalks, tree lined streets, trails, river corridors, view sheds, decks and overlooks. The challenge to Boonton is not limited to the identification of these resources but the recognition, use and protection of these open spaces to enhance the future and purpose of the community and region.

The recreational facilities identified in this element consist of both the formal, active facilities and the passive uses. The formal and active recreational facilities include baseball/soccer fields, tennis courts, and basketball courts. The passive and less formal facilities are in the open spaces and are include trail walking, bird watching and fishing.

The Recreational Element identifies both the existing facilities and the potential use of natural resources for an expansion of the recreational uses in the open spaces and parks situated throughout the town. The natural resources in the community are important as they directly relate to the opportunities that avail themselves to the Town with the potential for improving both the quality and desirability of community life.

Open Space/Recreation Element

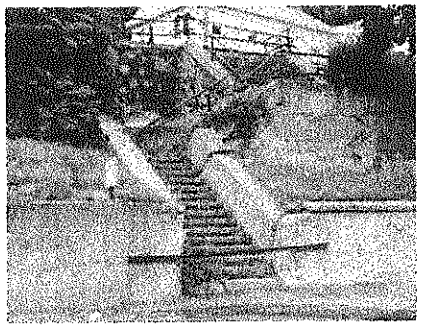
The historic development of the Town of Boonton is intrinsically tied to the natural features of the community. The use of the Rockaway River was imperative to the development of the iron industry in the "Hollow" as the river offered a cooling source as well as water energy to supply the fuel.

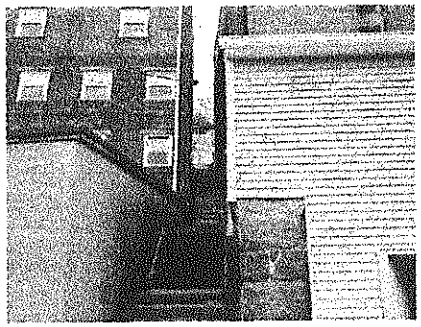
The natural grade of Main Street and the sheltering "Hills" protected the community from the hustle and bustle of the industrial uses providing a clear separation of industry from both the town center and residential neighborhoods. In addition, the hills provided a tremendous view of the region and Town, and afforded a window to witness the development occurring in the flatlands.

The historical development of Boonton grew naturally with a traditional Main Street, river front factory development, and railroad industry — all supporting compact residential development. These development trends shaped the open spaces we see today. The majority of open space is found in the parkland and private easements which adjoin the river, small municipal parks, school fields and privately owned open lands many of which are wetlands. Additionally, there are open spaces which are unique

to the community. These spaces offer potential enhancements to Boonton's appeal with the appropriate improvement. These include:

- The Main Street to Plane Street connection via the interesting "alleys" between buildings;
- The William Street stairs that frame the streetscape from the rail station to the Presbyterian church and steeple;
- The tree lined and slate sidewalks streets in the historic district;
- The views and trails leading from Main Street and the neighborhoods into Grace Lord Park and Rockaway River.





These features are attributes that can add to the charm of the community and should be used advantageously.

Approximately 7% or 113 acres of Boonton is town-owned open space. There are several parks within Boonton, the largest being Sheep Hill Park and Veteran's Memorial Park (which are partially located in adjacent municipalities). They comprise a total of 159 acres of open space. The largest open space parcel in the Town is a 134 acre portion of the Jersey City Reservoir and surrounding watershed. Presently, only very limited access to these reservoir lands is permitted. Adding this parcel to the Town's open space/recreational inventory results in a total of approximately 326 acres or 20% of open space.

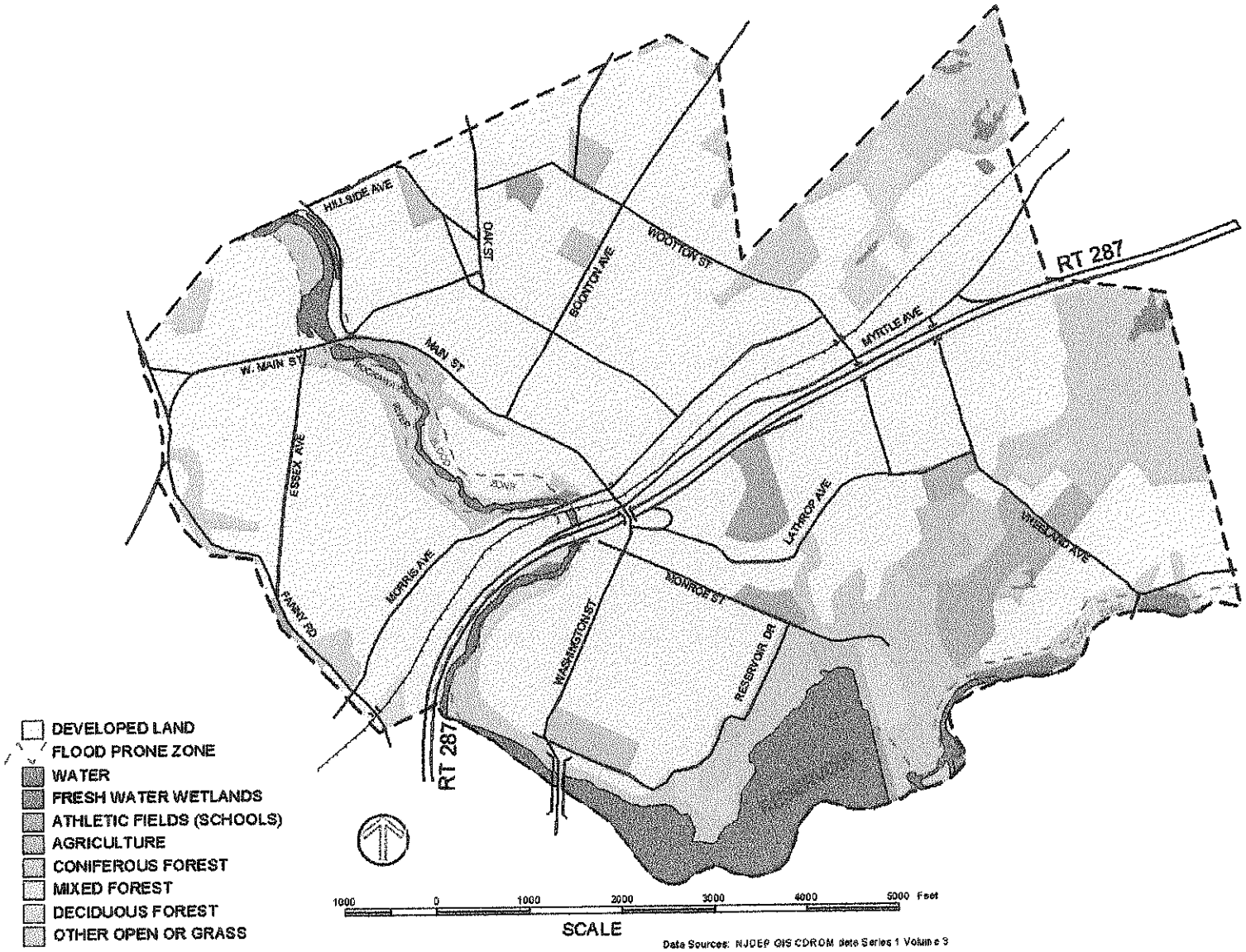
It is the intent of this Plan/Element to identify both open space and recreational needs and suggest mechanisms to protect and preserve natural attributes, as well as to identify potential linkages to benefit the community.

NATURAL FEATURES

A review of the natural resources and the limitations they present, assists in understanding the challenges imposed on the remaining developable parcels in the community. The information presented on land use, wetlands, water courses and forested areas also offers insight into how these features "fit" into the larger system of open spaces.

In a community that is almost fully developed these features and their impact upon development may not be as critical as in a developing community. However, careful assessment of these features is warranted for determining suitability of the remaining vacant lands and for the proposed redevelopment efforts likely to occur in the Town.

The clearest way to represent these natural features in the community is through the use of a Natural Features Map. The GIS Natural Resources Map shows the location of stream corridors, wetlands, and forested area habitats, in addition to developed lands.



GIS NATURAL RESOURCES

This representation is useful to help identify generalized habitat (flaura/fauna) as well as to understand the features within the context of the whole community.

Wetlands

The New Jersey Freshwater Wetlands maps provide the most comprehensive inventory of wetland areas for all municipalities in the State of New Jersey. The wetlands data, derived from the New Jersey Department of Environmental Protection wetlands maps, were prepared using remote sensing techniques and field investigations for statewide wetland identification and mapping purposes.

Wetlands are defined as:

> *Lands transitional between terrestrial and aquatic systems where the water table is usually at or near the surface or the land is covered by shallow water. For purposes of this classification wetlands must have one or more of the following three attributes: 1) at least periodically, the land supports predominantly hydrophytes; 2) the substrate is predominantly undrained hydric soil; and 3) the substrate is nonsoil and is saturated with water or covered by shallow water at some time during the growing season.*

Generally, wetlands lie between the well-drained, rarely flooded uplands and the permanently flooded deep waters of lakes, rivers and coastal embankments. Wetlands include a variety of marshes, bogs, swamps and bottomland forests that exist throughout the country. They usually lie in upland depressions or along rivers, lakes and coastal waters where they are subject to periodic flooding. Wetlands are of such importance that in 1988, the State of New Jersey took jurisdiction of all wetlands in the State and now regulates all development in or around these features.

While there are many different types of wetlands of varying resource

quality ranging from ordinary to exceptional, they are primarily known for their ability to hold water, thus acting as a sponge for surface water supplies. Wetlands not only help to contain floodwater, but also protect surface waters from contamination by acting as a nutrient sink and purifier. The wetlands both in and above the Town are particularly important for maintaining the water quality along the Rockaway River and its tributaries as they make their way to the Boonton reservoir.

The preservation of wetlands is also critical to the health of many diverse plant and wildlife populations. These area provide important habitat to sustain these species.

Flood Plains and Rockaway River

All Flood Hazard areas have been mapped by the state as well as the Federal Emergency Management Agency (FEMA) on its Flood Insurance Rate Maps. These maps identify both what is known as the 100 and 500-year flood plains as well as secondary flood hazard areas. The flood hazard areas are important for storm water control as they store water and

dissipate the waters energy. Additionally, they serve as habitat to many different and specialized animal and plant species. As is evidenced throughout the State, the construction and filling of flood plain areas, not only move a flood control problem downstream, but usually result in greater force than the original storm condition.

The Town has floodplains identified along the Rockaway River both above and below the Boonton Reservoir. Construction located upstream of the Town and along the Rockaway River has increased flooding as well as degraded water quality.

The water of the Rockaway River in Boonton is considered to be of high quality. The river, classified as a trout maintenance river, is stocked annually with trout and is a scenic respite which flows through Grace Lord Park and towards the Boonton Reservoir. This water course, along with the receiving body are open to anglers with the appropriate licenses and permits.

Wildlife and Habitat

Wildlife is displaced and habitat altered as a result of any type of development. All aspects of plant life, ranging from the tiniest seedling to the tallest tree, and all aspects of animal life, ranging from the smallest insect to the largest mammal, are affected by development. In all dealings with nature, utmost precaution and care should be exercised to maintain natural conditions to the greatest extent possible. Awareness of the interrelationships of nature's communities and populations is crucial to their well being. This is exemplified by the relationship that bear, bobcat and many bird species have with the substantial ranges of the environs in which they move. The tracts of contiguous lands, such as forests, wetlands, fields, corridors and the fringes of these areas, become particularly important for these animals. These areas contain not only a food supply but offer protection for nesting and migration as well.

While many communities have participated in open space preservation, many times these efforts result in the development of isolated green spaces or pockets. While these areas may contribute to open space needs, they provide little in the way of habitat protection and continuity. Disjointed or spotty preservation efforts will not sustain many of these populations. Forethought and planning should be exercised to insure that preservation efforts link open spaces. The formation of contiguous open spaces will help to insure these populations and help to facilitate their movement between these spaces.

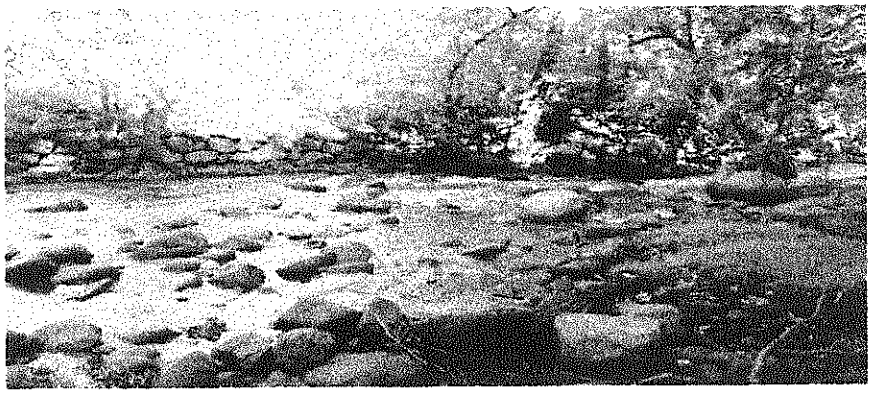
New Jersey Highlands

The Town of Boonton and its neighboring communities are part of a much larger physiographical system identified as the New Jersey Highlands. This unique statewide resource stretches from the New York State border and Passaic County to the Pennsylvania State border and Hunterdon County encompassing 87 communities in between.

The New Jersey Highlands provides over half of the State's population with high quality surface water and is home to the greatest diversity of natural resources of any region in the State. The forested areas within the Highlands are home to over 23 of the state's rare and endangered species and well over 120 resident bird species. A quick glance at the Natural Features Map reflects the lands within Boonton that contribute to the maintenance of the open spaces of the New Jersey Highlands. These include: Sheep Hill Park, Veterans Park, Fireman's Home, Jersey City Watershed, Rockaway River Corridor, Grace Lord Park as well as other smaller properties. These properties are a wonderful resource to not only to the community, but to the New Jersey Highlands as well. Maintenance of Boonton's share of the Highlands is important to the overall health of the entire region as incremental erosion contributes to the deterioration of the larger system.

RECREATIONAL PLAN

The open spaces identified were evaluated for their ability to enhance the recreational opportunities existent in Boonton and as a means to expand opportunities or to connect the Town with its neighboring communities. An open space/recreational policy for utilizing existing easements and/or acquisition of these properties, must be established so that these spaces can become a better utilized resource to the community.



Identification of open space areas, with sensitivity to appropriate and protective use, is important in planning for future maintenance and enhancement of the quality of the community's open space resources. Information and a detailed description of the New Jersey Highlands is available from the New Jersey Conservation Foundation and from their publication entitled, *The NJ Highlands: Treasures at Risk.* Appendix A is a listing of the bird species, rare animal and plants found in the New Jersey Highlands.

RECREATIONAL FACILITIES

The guidelines established by the National Recreation and Parks Association (NRPA) are a "core system standard," that are used to determine the recreational area needs for a community. This standard, based on population, indicates that an overall ratio of 6.25 - 10.5 acres of developed open space is required per 1,000 residents. This ratio only represents active recreational facilities for sports facilities typically represented in a community (playgrounds, football, soccer and ballfields, basketball and tennis courts). The inclusion of lands for open space or resource protection is separate from this standard and would be used in addition to the active recreation guidelines provided.

The Town Recreation Department offers a full array of formal sporting activities. Activities are offered year round and for all ages.

Swimming - There are few swimming possibilities in Boonton at the present. Previously, a Town beach had been located near the site of the new senior center on North Main Street. This was closed due to degradation of the water quality.

Fishing - Good fishing opportunities exist in town along the Rockaway River as well as the Jersey City Reservoir.

The acreage estimates relate to the type of facility proposed such as mini parks, neighborhood parks/playgrounds and community-wide fields and parks. The guidelines for various park types and areas are as follows:

TABLE 12
Parklands Review For Boonton

TYPE OF PARK	ACRES/1000 POP.	NRPA REQUIREMENT
Mini-Parks	0.25 - 0.5	2.6 - 4.2 acres
Neighborhood Parks or Playgrounds	1.0 - 2.0	8.3 - 16.7 acres
Community Parks	5.0 - 8.0	41.7 - 66.7 acres
TOTAL	**6.2 -10.5**	**52.6 - 87.6 acres**

As mentioned previously, there are very few parcels of Town owned fields that are developed open space. A review of the facilities revealed the following:

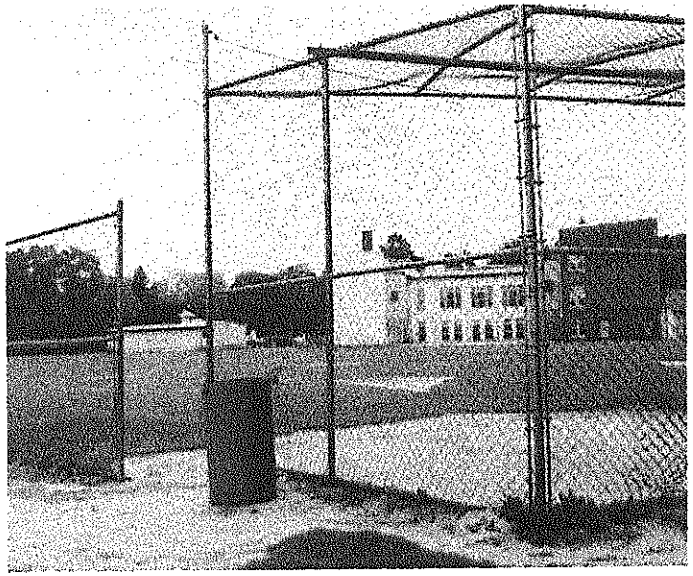
PUBLIC PARKLAND

Veterans Memorial Park*	± 40.0	acres (a)
Grace Lord Park	± 15.0	acres
Sheep Hill Park	± 5.0	acres (b)
Pepe Park (contaminated)	± 3.3	acres
Helen Boesche Park	± 0.7	acres
Mayors Park*	± 0.2	acres
"Park" Neighborhood Easements*	±1.8	acres
Other Pocket Parks	± 0.5	acres
TOTAL	**± 65.8**	**acres**

* No active recreational facilities
(a) 10 more acres in Montville
(b) 35 more acres in Boonton Township

The Town's mini or pocket parks are located at the corner of Lathrop and Washington Avenues and a public playground on 0.5 acres is situated on the canal side of the Rockaway River. A third playground is located at the intersection of Kanouse Street and the Park Avenue extension, adjacent to I-287. Additional playgrounds are located at various schools throughout the Town. Also, the "Mayors Park" is located at the intersection of Lathrop Avenue and Old Boonton Road and boasts a time capsule topped with a giant puddingstone rock and a ceremonial plaque.

Using the NRPA guidelines, Boonton is well under the minimum total of 8.3 acres for a Neighborhood Park or Playground. It will, however, meet the requirements for a neighborhood park, if and when, Jinella Court/Veterans Park is developed for active recreation. Recreational lands however, are well under the minimum requirements for both the neighborhood parks and mini-parks in the community. The facilities that



are scattered throughout the Town are in need of repair and upgrade as some of the equipment (swing sets, playground equipment) is broken or outdated. Currently, the open space recreational needs of the community are addressed by the community parks. The active recreational facilities are currently satisfied by the following:

- Pepe Field, a 3.3-acre playing field is currently unusable and was described as "contaminated" in the 1994 Reexamination Report. This field is currently undergoing a clean up and is scheduled to be rehabilitated by the end of this year.

- All of the athletic fields (except Pepe) are located on the Board of Education properties. The schools offer the following facilities:
  High School - Football field, track, one baseball and one softball field, a soccer/field hockey field and (3) tennis courts.
  John Hill School - Three ballfields, one soccer/field hockey field, two basketball courts, playground and fitness equipment.
  School Street School - One ballfield, two basketball courts, playground and swing set.

These properties have fields and recreational facilities on approximately 20 acres.

- The Fireman's Home has a 3-5-acre field which is open to the public on a limited basis and regulated by the Board of Education.

If the Board of Education and Fireman's Home property is included as de facto recreational open space along with Pepe Field, the Town of Boonton would meet NRPA standards. However, town-owned property designated for active recreation is limited. Boonton is well-below the 52.6 acres that NRPA proposes as a minimum standard for a community of this size.

In terms of gross acreage there appears to be adequate lands available in the Town. Much of this available land is located in areas that have not yet developed facilities, parking, or are unsuitable due to environmental constraints. A review of these lands is identified below:

- The Jinella/Veterans Memorial Park at 40 acres, is the largest park in Boonton. Accessibility to the area is available via four residential cul-de-sacs and a three-foot easement from Vreeland Avenue. Currently this property is wooded with a network of hiking trails but no formal recreational facilities, access or parking. The property's interior is composed of mature forest with some slopes, stream corridors and possible wetlands. The peripheral lands around the core are more transitional or new growth woods and with minimal slope. These features will limit its development potential and ability to be used for formal recreational facilities.

- Sheep Hill Park with its prominent views and observatory, is readily accessible to the community. The park, which is located on the border of the community, providing a somewhat secluded location. Unfortunately this location has encouraged vandalism of the observatory and degradation by four-wheel vehicles eroding turf, making parts of the road virtually impassable. This area is currently underutilized, but with its extensive views, trails and observatory could add an unusual recreational amenity to the community.

- Grace Lord Park, which wraps around the Rockaway River, forms the center spine and heart of the community. While the park has trails, park, playgrounds and picnic facilities along a beautiful section of the Rockaway River, additional opportunities exist to expand the facilities at this location. There is excellent accessibility of this park to a large segment of Boonton's population.

The community is below standards in regard to its existing facilities. A full assessment of the recreational facilities and an exploration of the development potential of additional facilities at Jinella Court/Veterans Park and or near the DPW yard with appropriate access, parking, fields and playgrounds, would add immeasurably to the Town's recreational opportunities and curtail the shortfall that currently exists.

Within the Town there are other lands that are both Public/Quasi-Public entities that should be considered.

OTHER PUBLIC/QUASI-PUBLIC OPEN SPACE

Jersey City Watershed properties	± 41.0 acres
Board of Education properties	± 30.0 acres
Other Town-owned Rockaway River properties (Including DPW)	± 32.0 acres
Publicly-owned Rockaway River properties	± 2.5 acres
Fireman's Home property	± 80.3 acres
TOTAL	**± 185.8 acres**

These properties are of great value to the community in regards to offering additional open space and recreational opportunities.

The Jersey City Watershed property has historically limited access to the public. In 1998, the area was opened for limited hiking and fishing opportunities. Additional access in the form of connectors and trail easements along the perimeter of the reservoir would assist in realizing a central piece in the development of a Town trail network.

The Board of Education properties contain almost all of the active recreational facilities with developed playing fields, tennis and basketball courts and a running track. While these are owned by the Board of Education, the existing cooperative arrangement should continue.

The Fireman's Home (and Museum) field is only open to organized team sports on a limited basis. This facility and its lands are publicly owned. Future disposition of the lands should be discussed with the appropriate parties for possible acquisition of the field as well as acquisition and/or access easements across the property to connect to the Jersey City Watershed lands and Jinella/Veterans Memorial Park. These connections would prove important to the future trail network for the community.

The lands that provide the Town with the greatest open space/recreational opportunities are the municipal owned properties in and around the DPW yard. This area naturally connects to Grace Lord Park and the Rockaway River corridor. This area is a diamond in the rough for the community and is suitable for many uses if the DPW yard was either moved or consolidated.

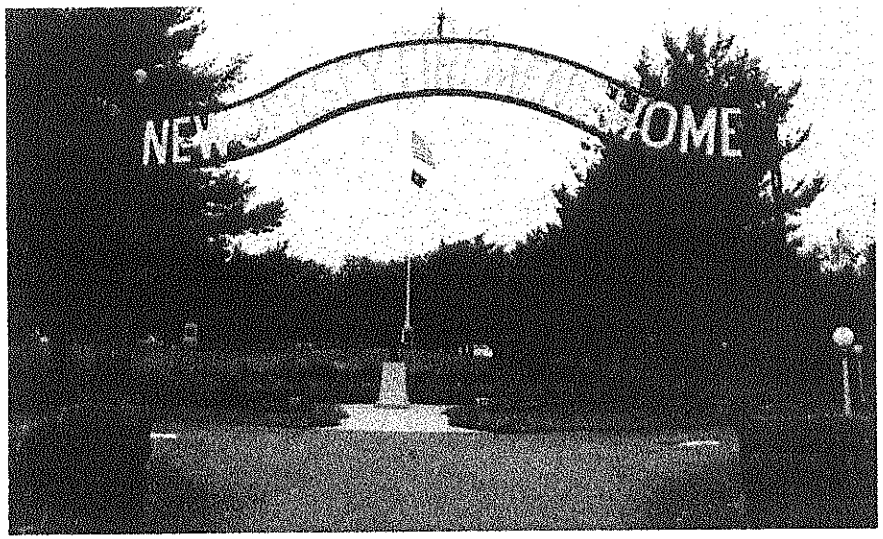
The appropriate development of this area for public use, parklands and possibly limited commercial uses would be an asset to the community.

RECOMMENDATIONS

1. **Jersey City Watershed Lands**
   The land area owned by the Jersey City Watershed in Boonton, is limited to a perimeter band around the reservoir. The future use of this area for recreational purposes holds great potential for Boonton and the region. Access to this area via a trail network would be an integral part of a proposed trail system that could wind through the entire Town. The access and future use of this area for hiking, biking, birding and fishing should be discussed in ongoing communications with authorities in Jersey City.

2. **Trails**
   There are a great number of trails that exist within the community. These can be multi-purpose trails used for hiking, mountain biking, cross country skiing and commuting to the Town center or train yard.

   Within the community there is a loop trail within Grace Lord and



Helen Boesch Parks. The south side of the Rockaway River is a dirt path of uneven surface and steeply sloped areas. The west side is a flat, hard-packed macadam surface. The major restrictive feature of this connection today is the railroad bridge over the Rockaway River. Funding sources including transportation or historic preservation grants, should be explored to improve this structure for safe pedestrian use. Jinella/Veterans Park is a large, heavily wooded area that has many trails leading to and from the adjacent neighborhoods. The varied terrain, while suitable and interesting for informal recreational pursuits such as hiking, mountain biking or cross country skiing, will be difficult to develop for formal activities such as ball fields without totally changing the existing conditions. The connection of these trails to the Fireman's property and to the watershed property offers tremendous potential.

Other potential outside connections include links to connect Veterans Memorial Park with Montville; Sheep Hill Park with Boonton Township; the Rockaway River lands and Grace Lord Park (including Jersey City Watershed) to Boonton Township and connection from West Main from Elcock Avenue and Fanny Road to connect with theMountain Lakes path system.

The linking of these trails could prove to be a tremendous asset to the residents of Boonton. The comprehensive linking of trails within the community as well as between adjacent communities should be discussed..

Biking Trails

Many park areas of Boonton have unimproved paths and are currently unsuiitable for biking, etc. Boonton, following the example of other municipalities around the country, should create a network of bike paths along roads while incorporating a theme to connect various open spaces, historic properties, etc. For example, one path could start at Fanny Road, go through the Park Neighborhood, around to Grace Lord Park, proceed along Main Street to Cornelia Street, and up to Ross Drive to Sheep Hill Park. In this manner, many streets would become part of a designated bike path system.

3. **Playgrounds**

There is a need for at least one more playground in Boonton. There are several locations in town that would be appropriate for the placement of a new playground such as Grace Lord Park, Helen Boeche Park or Jinella/Veterans Park.

4. **Swimming**

The former "swimming hole" and Town beach had been located near the site of the new senior center on North Main. This area was closed due to water quality problems. The Town should fully explore what opportunities exist to improve the water quality and reopening this area as there are limited possibilities in Boonton at the present. The possibility of an additional beach area at the Jersey City reservoir should be explored with the City.

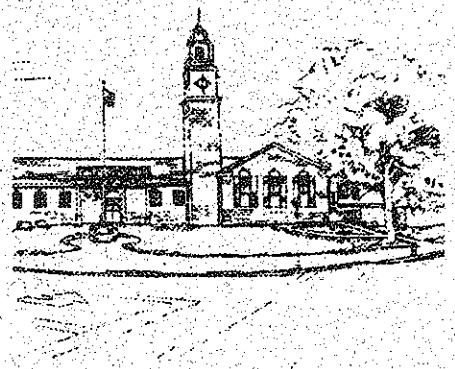
5. **Open Space Tax**

For the purpose of improving existing parklands, purchasing easements for trails, developing trails and bike paths, etc., the Town should consider the adoption of an Open Space Tax that would fund these recreational needs. Such a tax can be developed with a degree of specificity that allows the municipality to prioritize the use of the revenues it generates.

6. **DPW Yard**

Options for relocation of the DPW yard for an eventual expansion of Town-wide recreational facilities should be explored.

NOTES



7. COMMUNITY FACILITIES

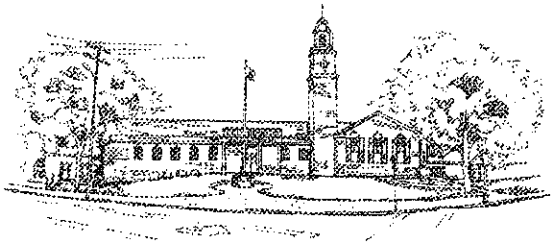
COMMUNITY FACILITIES

The Community Facilities Plan Element of the Master Plan serves as a guide to public policy by identifying present deficiencies and projecting future needs in community facilities. It is an inventory of those facilities that are commonly used by a large number of people and usually consists of facilities that are public or owned by non-profit organizations.

PUBLIC BUILDINGS AND FACILITIES

Town Hall

Built in 1965, the Town Hall is situated at the intersection of Washington and Lathrop Streets, near the I-287 overpass at Main Street. With a central front entrance and exterior steps leading to an interior staircase and central hallway, the colonial style brick structure is built into a rise. This entrance leads into the Municipal Offices and the Court Room. A second front entrance to the north of the central entrance has an interior staircase which leads to the Building and Health Departments. Additional points of access, at a lower grade level (from the parking lot), connect to both Boonton's Police Headquarters, at the side entrance facing Lathrop Street and to the Boonton Fire Station. An interior staircase leads up to a small open community room adjacent to the Health and Building offices.



While the Town Hall structure is generally in good physical condition, most of the municipal offices and community meeting areas are undersized and inadequate for their current usage. The design of the building does not provide for easy expansion and has isolated segments of the building, such as the Building Department, from other Municipal offices. Building access, except through the main front entrance, is quite constricted; it is actually easier and more direct to leave the building at one entrance and enter it at another to get to a particular office than to get from one section of the building to another through interior corridors and staircases.

Access requirements for the handicapped have not been addressed. The separation of building segments, the tight secondary entrances, and narrow hallways and constricted bathroom areas will pose a considerable challenge to attaining the Americans with Disabilities Act (ADA) goals. Despite a defined handicapped parking space, there is no adequate entry for the disabled to any areas other than the fire and police stations. Because Town Hall is a multi-use building that is intensively used by Boonton residents and business people, provisions for adequate access should be a top priority.

There have been no significant alterations to the original building. Recent building improvement projects have been limited and include air condition improvements and the addition of offices within the building department. Paving improvements in the parking area are recommended.

Police

There is a single location for Boonton's nineteen full-time law enforcement officers, one part -time traffic enforcer, and related staff and services. The centrally-located police headquarters, housed in the lower level of Town Hall, is undersized and in need of expansion and accessibility improvements.

Boonton police maintain radio access with law enforcement agencies in Boonton Township, Mountain Lakes, Montville and Lincoln Park.

Fire

Boonton has a volunteer fire department with two fire houses with separate companies. The first is located in the lower level of the Town Hall and houses Salvage and Rescue Co. No.1 and South Boonton H&E Co. No.3. The central Boonton Fire House is located on Boonton Avenue near Cedar Street and houses Max Field H&E Co. No.1, Max Field Hook and Ladder

Co. No. 1 and Harmony H&E Co. No.2. Both stations are well located to serve Boonton and are in generally good structural condition. Central station has been steadily providing significant maintenance improvements on a fairly regular basis.

The South Boonton Fire House at Town Hall has had improvements to provide accessibility and is currently updating the existing heating and cooling system.

The central Boonton Fire House needs to provide handicapped access to the office and bathroom located on the upper floor for its volunteers. Existing bathrooms at both fire houses need improvements to comply with ADA requirements.

Although there are still accessibility needs, visitors such as school children can access fire trucks through open overhead garage doors.

Ambulance

The volunteer Ambulance Station, provided by the local Kiwanis Club, is located on Lathrop Avenue opposite the Town Hall. The brick modern colonial style building, which appears to be in good condition, houses the ambulance as well as a meeting room. Paving improvements are needed in parking areas. ADA requirements have not yet been addressed. The ambulance service, provided by a private non-profit organization (the Kiwanis), is directly reimbursed by the Town of Boonton.

The 30-space parking lot (with the exception of six spots reserved for ambulance workers) is open to the public as a municipal parking lot.

Library

The Boonton-Holmes Library is located in the Historic Landmark Holmes Residence, a mid-19th century wood-frame building on Main Street, under the shade of one of the few remaining large trees on this main thoroughfare. Formerly private, the Library is in serious need of additional space. The library's location and construction pose difficult challenges to meeting accessibility requirements and future code compliance. The main floor of the Library is accessible by a ramp from Church Street but the bathroom on the main floor does not meet accessibility requirements. Discussions are underway regarding the possibility of relocation.

Department of Public Works

The Department of Public Works (DPW), is situated on 25 acres of riverfront property. At this site are maintenance facilities and attendant storage needs including fill stockpiling, salt storage, composting and leaf mulching operations, and truck storage. The DPW site was formerly used for dumping and the property should be tested to establish soil and ground conditions. Due to its proximity to the river, as well as to the commercial core of Boonton, the historic iron works site and the railroad properties, this site has significant potential for a higher quality use. The site slopes to the water and has an exceptional view corridor to the river. It also forms a visual backdrop to the rest of the Town when viewed from Morris Avenue or I-287. The DPW yard at this site impairs this view of Boonton. The DPW site has significant potential for public use and river access in recreation or related development. In addition, the site is also adjacent to an old inactive railroad trestle bridge, and the remaining active railroad line. This area can play a significant role in the reclamation of Boonton's historic rail past.

Previous plans have recommended relocation of the DPW to allow for better utilization of this site. This plan supports this recommendation and at a minimum, a consolidation of the DPW yard.

The DPW garage located on Plane Street holds thirteen trucks, two street sweepers, two front end loaders and all other maintenance equipment for parks, buildings and grounds maintenance.

Water and Sewer Department

Boonton's Water and Sewer Department are located at 124 North Street. The structure houses offices, as well as seven vehicles and a backhoe. Boonton's water supply comes from a well field located in Boonton

Township consisting of five deep wells, one well point system and the Stony Brook Reservoir. There are six water towers in full use. Also, there are two potable water filtration plants, one located in Boonton Township, the other in Montville Township, which produce 1.0 mgd (million gallons/day). The Town is currently upgrading its water supply system to new 8-inch main lines throughout. Improvements to the Water Department building have been limited and it is not compliant with ADA accessibility requirements.

Sanitary Sewer System

Over the last decade, the Town has completed its sanitary sewer construction program; all residential and commercial structures in Boonton are served. The last section of town, the Park neighborhood, received sewer lines in 1993. All sewage is by gravity flow and treated downstream by the Rockaway Valley Regional Sewerage Authority (RVRSA). This sewerage system was constructed by Jersey City to prevent pollution of the Rockaway River, the City's primary source of water supply.

As of 1985, Boonton's sewer system was at 128,405 gpd (gallons per day), or 76% of the total 168,750 gpd allotted by law. As of 1998, capacity was at 100%. All new developments must go to RVRSA for any remaining gallonage that can be allocated from other areas within the RVRSA's jurisdiction and then to Court for approval. Allocation is on a first-come, first-serve basis.

Utilities

General Power and Utilities Energy, Inc. (GPU) supplies power and electricity to the Town of Boonton.

Natural gas service is provided by the New Jersey Natural Gas Company.

Public Housing Authority

Boonton's Public Housing Authority properties consist of the 60-unit Riverview Apartments at Plane Street, a 14-unit senior citizen rowhouse project at Chestnut Street, and offices located at 125 Chestnut Street. In addition to these 74 units, the Housing Authority supervises 159 Section 8 vouchers and certificates which are fully utilized throughout the Town of Boonton.

The Housing Authority's offices have been recently reconstructed on the present site and are newly re-occupied. Improvements to the Plane Street site include new paving and playground improvements, as well as improvements to security systems and elevators. Renovation and repair work on the facade of the building are underway. Some building systems, including plumbing and heating, are at the end of their lifespan and require replacement and upgrading in the near future. Underground piping improvements are underway at the Chestnut property. No other improvements are currently anticipated.

Two Plane Street units and one rowhouse unit at Chestnut Street are completely handicapped accessible. Other accessibility improvements have been limited to those that are required to minimally comply with ADA.

The facade of the Riverview Apartments has a front screen wall of decorative concrete block whose appearance is incompatible with many of the historic structures in and around Main Street. These apartments command a beautiful site and design additions are recommended to soften the appearance of the front facade.

Senior Citizens

A new senior citizen center is nearly complete on a site adjacent to the Water Department on North Main Street. It will have a meeting hall for up to 150 people and a smaller adjacent activity room. It is intended for general community use in addition to use by seniors.

Preventative care and testing services are provided by the Health Department which include blood and hypertension testing.

A Meals On Wheels Program is run from Riverside Hospital in Boonton Township.

A shuttle bus specifically for seniors is provided by the town of Boonton for shopping, access to medical care and other longer distance services.

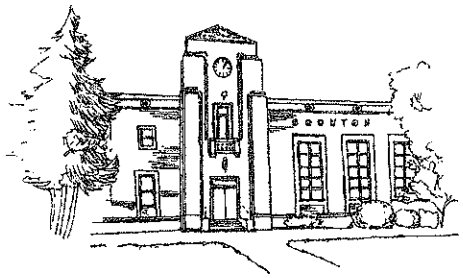
There is also an annual Over-80 Senior Recognition Evening sponsored by the Recreation Department.

Public Schools

Boonton's public school facilities include Board of Education offices, the High School, the Child Study offices, the John Hill School and a Specialized Pre-School located at various sites on Lathrop Avenue and the School Street School located on Birch Street. No significant changes have been seen in Boonton's schools since the 1994 re-examination report.

School capacities taken from the 1994 reexamination report remain in excess of estimated 1998 enrollments as taken from the District Budget Statement. Despite increases in enrollments for the 1998 school year, surplus deficit capacities are as follows: High School 348; John Hill 119; School Street School 110.

Boonton's small school district is generally well-maintained. Minor improvements in the schools have resulted in the District's ability to comply with previous monitoring programs. Most storage tank upgrades are nearly conforming, with only one tank left to be completed. Handicapped accessibility improvements have been limited to the High School and the Specialized Pre-School. The balance of the facilities are in need of upgrading and replacement. Requirements for compliance with ADA standards, as well as the replacement and upgrading of building elements and systems nearing the end of their effective lifespans, such as windows, ceilings, flooring, plumbing, HVAC, as well as site work including fencing and paving, should be included in upcoming plans for building improvements. The last bond program was more than ten years ago.



Boonton's high school received major renovations in 1961, with a major one-story addition to the original John Hill School, a lovely one and two-story Art Deco structure facing Lathrop Avenue. The high school houses grades 7 through 12. While generally in good condition and well maintained internally and externally, the high school is in need of miscellaneous interior and exterior improvements. More importantly, however, a new program for handicapped accessibility is needed.

A new science lab was recently constructed, as was as an elevator. Previous measures to meet barrier-free requirements for various levels included the provision of stair and platform lifts, new hardware, curb cuts, ramping, etc. Several installations, such as the stair lift, have reached the end of their lifespan however and need replacement. A thorough program of improvements to address ADA requirements is recommended.

The John Hill School was built in 1922 and expanded by later additions and a subsequent freestanding modular classroom structure. The school houses a transitional Kindergarten and grades Kindergarten through 6. A major renovation program was planned to completely update John Hill School, but financing did not materialize. As a result, major renovations, including a program for ADA compliance, are still required.

School Street School was built in 1967 and is the newest school structure in Boonton. It is the only facility in the District that is not located on Lathrop Avenue. Instead, it is sited on Birch Street, on a steep hill overlooking Main Street and the Rockaway River. The school houses grades Kindergarten through 3. Although the main floor is accessible from grade level at Birch Street, the upper and lower levels that contain core

facilities are not. The building is well-maintained. There are typical interior and exterior conditions in need of attention and a program for ADA compliance should be planned.

TABLE 13

Projected Enrollment by Grade Level Organization-Boonton

Grade	95/96	96/97	97/98	98/99	99/2000
Pre-K	0	0	0	0	0
K	90	85	85	85	85
1	86	86	86	86	86
2	97	80	80	80	80
3	86	91	75	75	75
4	69	86	91	75	75
5	82	66	83	87	72
6	62	79	63	80	84
7	56	59	75	60	76
8	55	56	60	76	61
9	137	154	131	163	149
10	142	115	157	131	163
11	152	142	113	155	139
12	145	152	135	107	147
TOTAL	**1259**	**1251**	**1234**	**1260**	**1292**

TABLE 14

Enrollment - Morris County Statistic Book

Grade	1995-1996
Pre-K	4
K	83
1	99
2	84
3	81
4	74
5	76
6	59
7	55
8	48
Special Ed Pre-K - 8	55
9	110
10	146
11	154
12	131
Special Ed 9 - 12	13
TOTAL	**1272**

SEMI-PUBLIC BUILDINGS AND FACILITIES

Private and Parochial Schools

Private and parochial schools in Boonton include Our Lady of Mt. Carmel School located on Birch Street, a Roman Catholic parochial elementary school (grades Pre-K-8) and The Craig School, a private school located at Hill Street, which provides elementary (grades 1-8) education for children with learning differences.

The Mount Carmel School has an enrollment of 122. The facility does not fully comply with accessibility requirements of ADA. Mount Carmel Church participates with the Town on a local SHARE (Social Services Food Pantry) program and community programs include an after care daycare center for approximately 24 children. It also runs a thrift shop and annual golf and

carnival fund raisers

The Craig School addresses the needs of learning disabled students drawn from Morris, Bergen, Somerset and Sussex counties. Currently it is are located in space rented from St. Cyril's and Methodius's Church. Its building does not meet ADA requirements. Fifty-eight students are presently enrolled and if possible, the Craig School hopes to expand in Boonton. The Craig School has participated in the Christmas parade and Walk-a-Thons to raise money for needy local families. The school is active in the summer with academic and recreational summer programs.

Post Office

Centrally located on Main Street, the Boonton Post Office is federally-owned and operated and is not a municipal, public use building. It is a regional facility serving the Town of Boonton, Boonton Township and segments of Rockaway, Parsippany, Denville, Lake Hiawatha and Montville. The structure was built in 1978 and is generally in good condition. A small parking lot, which is difficult to maneuver in, is found on the north side of the building. The rear parking area is used for loading and unloading of trucks. There is a 20-foot wide plaza on Main and William Streets. The Post Office has steadily provided a number of improvements in recent years to address handicapped accessibility. These include parking, curb cuts, ramps, and accessible bathrooms.

The Fireman's Home

The Fireman's retirement home located on Lathrop Street commands the largest remaining undeveloped parcel in Boonton. The structure is one of two such facilities in New Jersey. A museum which is open to the public is handicapped-accessible from the upper, but not the lower floor.

Civic Organizations

Several civic organizations located in Boonton add to the vitality and well-being of the community. They include the Elks Club located on Cornelia Street, the Kiwanis Club located on Lathrop Street and the Knights of Columbus on Church Street. All have halls which are utilized by the community.

The Kiwanis provides for ambulance services while the Knights of Columbus, in conjunction with the local YMCA, provides additional space for aftercare for Boonton children during inclement weather.

Recreation

The Recreation Department sponsors a host of youth athletic programs in conjunction with the Parks Department and the Public Schools, including football, basketball, baseball and lacrosse. There are also adult programs, such as volleyball and softball. Other activities, such as day trips and craft days are scheduled throughout the year. The Jersey City and Boonton Reservoirs and adjacent land are open to fishing and hiking on a permit basis.

There are a number of usable public recreational resources within Boonton's boundaries including Grace Lord Park, Canalside Park and Helen Boesche Park, Sheep Hill Observatory, Veteran's Memorial Park, and the Iron Works Historic Area. Pepe Field and Jannelli Court are currently closed to the public.

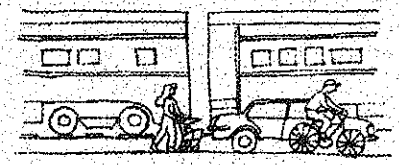
RECOMMENDATIONS

1. The Town should explore funding sources to implement a comprehensive program for compliance with the Americans with Disabilities Act for all school and municipal buildings.

2. The existing Town Hall will not permit expansion without major redesign. Alternate sites of surplus municipal or school buildings should be explored.

3. An intergovernmental partnership between the municipal government and Board of Education should be fostered to address the desire of the community to attain excellence in education. Implementation strategies may include the provision of a comprehensive School Facilities Master Plan as per Department of Education requirements to bring school programs and facilities into the 21st century.

NOTES



8. CIRCULATION

CIRCULATION

In conjunction with the Land Use Plan, the Circulation Plan addresses the need for safe and efficient movement of goods and services throughout the municipality. It also provides for consideration of transportation planning, without which the quality of life in any community will be compromised. The key to a successful Circulation Plan for Boonton is a balanced approach to these challenges. Although the Town can recognize this need and reconcile local land use decisions with transportation planning, it still must cope with increasing traffic congestion on local, county and state roadways because of regional growth.

The Circulation Plan addresses the important goal of reemphasizing the Town of Boonton's role as a center for the surrounding suburban communities. Circulation redesign, including pedestrian improvements, are essential to the health of Boonton's commercial corridors, principally located on Main Street and Myrtle Avenue, which are in the process of being revitalized.

The purposes of this Circulation Plan are to:

- Analyze the extent to which the existing transportation system is meeting current demand;
- Predict future demand on the transportation system based on the proposed Land Use Plan;
- Determine what transportation improvements will be needed;
- Determine the mechanisms required to improve the circulation without compromising community values.

The circulation element of a Master Plan generally focuses on the street system's capability to move traffic in accordance with projections for the future. Traffic is a basic element of a community's economy and particularly of its commercial center. Throughout its history, Boonton has been shaped by both rails and roads and their impact still shape the community today. Whether driving, walking, or riding on a bus or train, the visual impressions one receives while moving through a community largely defines one's perceptions of and relationship to that community.

Boonton has primarily developed in a grid pattern in both the "hills" and the "flats", which have dictated a number of truncated streets probably due to steep slopes encountered. While in the "Park" area, a more curivilinear plan draws its design from the Rockaway River path and slopes.

As most of the town is within a one mile radius of Main Street and the natural and recreational areas along the Rockaway River, a majority of residents can reach the center by foot. In order for Boonton to maintain its pedestrian, small town scale, efforts to manage these traveled ways is paramount to the successful look and design of the community.

The Plan describes existing and proposed transportation components within the Town including roadways, bus, rail, bicycle and pedestrian facilities. It examines existing conditions and explores the integration of these various modes of transportation.

EXISTING TRANSPORTATION SYSTEM

Roadway Network

The Town of Boonton is well served by a network of local, county and regional roadways. The regional road network servicing Boonton and Morris County has been an important factor influencing the community's development.

The county roadways consist of Boonton Avenue (Route 511) and Main Street (Route 624). These roadways are well traveled but have seen changes in traffic patterns with the completion of I-287. Until the completion of I-287, Boonton Avenue to Wootton Street was the primary roadway for vehicles coming from Route 23 and the Kinnelon and Montville

areas to I-287 and south. With the completion of I-287 and an interchange at Route 23 in Riverdale, the use of this crosstown route has been significantly reduced. The changes in traffic volume and effects on these streets particularly the intersection of Wootton and Myrtle Avenues have yet to be fully assessed.

There are major roads which pass through the community, interstate roadway I-287 and state highway Route 202. Route 202 is the historical highway route which takes on the characteristics of both a local road and a state highway depending on the community it traverses. Route 202 extends from Montville to the north and enters Boonton as Myrtle Avenue. It runs to Main Street and exits the community as Washington Street. The latter half of the street can be characterized as a local street with vistas into the Jersey City reservoir and watershed lands as it exists the community.

Interstate 287 which was completed to the New York State line in 1995, has a significant impact on Boonton. The community is well situated with three entrance ramps (two on Myrtle and Vreeland) and three exit ramps (Main, Myrtle, and Wootton Streets) from the interstate offering excellent accessibility. The interstate accessibility is both a disadvantage and an advantage to the community. The disadvantages include the increased volume in interstate traffic, particularly truck traffic, that seeks to avoid New Jersey Turnpike tolls when traveling to and from New York State. This volume significantly impacts both air and noise quality, particularly where the roadway is elevated. While some of the sound and visual impacts can be ameliorated with sound walls, these walls can also impinge upon the visual accessibility of the community. The views from the highway should be carefully assessed as they will be important to the successful attraction of both business and tourism.

The advantages of Boonton's location and highway accessibility should be capitalized upon. Traveling both north and south on I-287, there are no communities with as clearly an identifiable and visually accessible community based commercial district.

Traveling north on I-287, the viewshed typifies a traditional community with the Presbyterian church steeple and town center beckoning from the hill. As you exit at Main Street, the Rockaway River, Packard building and town hall form an inviting entrance to the Town center.

Southbound, the exit to Myrtle Avenue, while not visually attractive, offers visual accessibility from the interstate, an attribute that few communities can offer. This visual and competitive edge Boonton currently holds will receive competition from Wanaque Borough in Passaic County since the Borough has recently received center designation from the State Planning Commission and aggressive commercial development at the I-287 interchange is currently underway.

The completion of I-287's final 16.5 miles has, and will continue to have, a profound impact traffic on local roads, while opening a door to future land use possibilities. Further analysis of suitable land use for the possibilities these interchanges offer have been analyzed in the land use element of this plan.

The functionality of Boonton's roadways are described below.

Roadways

This Circulation Element describes and classifies Boonton's roadways in accordance with the Uniform Functional Classification of roads established by the American Association of State Highway and Transportation Officials (AASHTO). Roadways are classified under this system according to their primary functions. The classification system allows for road design and improvements to be tailored to the primary function. A transportation system must serve to both carry trips between destinations, a "mobility" function, and to provide a locus for each trip's start and ending, an "access" function. This system has evolved to describe the relative importance of each street or highway in providing for mobility or access.

The highway classification system consists of five different classifications or functional categories: expressways and freeways, principal arterial roadways, minor arterial roadways, major collector streets, and minor collector streets. Local streets generally do not fall into any of the above categories and are referred to only as local streets.

Not all communities have roadways that fall into all of the above categories. Boonton's roadways fall into three: freeway, minor arterial and collector.

The highway classification system is described as follows:

Freeways and Expressways

Freeways and expressways are high speed, high capacity, limited access highways devoted entirely to the movement of motor vehicles and provide no direct access to abutting properties. Design features include the separation of opposing traffic lanes by a continuous center barrier or median strip and full access control grade separation at intersections or interchanges which are generally widely spaced. Interstate 287 would be classified as an expressway.

Principal Arterial Roads

Principal arterial roads serve as major feeder roads to and from freeway systems and carry major movements of traffic between the principal traffic generators in the region. Principal arterial roads typically have four or more traffic lanes and provide direct access to abutting properties; a secondary function which affects traffic flow.

They usually incorporate at-grade intersections and utilize timed traffic signals, jug-handle intersections, and center barriers to facilitate traffic flow. The minimum right-of-way for a principal arterial road should be 80 feet with 120 feet recommended.

Minor Arterial Roads

Minor arterial roads generally connect collector streets with principal arterial roads and freeways and often serve as alternate routes to principal arterial roads. Like principal arterial roads, they are characterized by direct land access and at-grade intersections but carry less traffic and often have only one travel lane in each direction. These roads make up the bulk of Boonton's major roadways.

Minor arterial roads should have a minimum right-of-way of 66 feet with two moving traffic lanes in each direction. Where possible, the desirable right-of-way width for minor arterial roads is 100 feet. There are several examples in Boonton of minor arterial roadways such as Route 202. Route 202 runs in a north/south direction and is a two-lane highway. It generally follows the north/south path of I-287 from Montville, following Myrtle Avenue thru the community to Washington Street where it enters Parsippany. Access to Route 202 is unrestricted in Boonton with only a few signalized intersections: one at I-287 and Myrtle Avenue, Wootton Street and Main Street. The east/west connectors of Main and West Main Streets, Fanny Road, and Elcock Avenue and Hawkins Place are minor arterial roads which act as feeders to the commercial districts in the town as well as access to I-287 and Route 202.

Collector Streets

Collector streets provide access between local streets and principal and minor arterial roads. They also provide access to abutting properties and carry traffic from residential neighborhoods to arterial roads.

One of the major collector streets in Boonton is Wootton Street west of Boonton Avenue. This street collects local residential traffic as well as traffic from the neighboring Boonton Township.

Local Streets

Local streets, classified as residential access streets, serve to provide access to abutting properties and easements for various public utilities. Local streets should have a minimum right-of-way of 50 feet. All streets within Boonton not previously mentioned are local or residential access streets and are under the jurisdiction of the Town and are maintained by the Department of Public Works.

The Circulation Plan Map depicts the roadways within Boonton and their functional classification.

Bus Service

Morris County is served daily by Lakeland Bus Lines and the Morris

County Metro Bus Service. The Lakeland Bus Lines provides Boonton with service to and from New York City along Main Street and Washington with limited service offered on Lathrop and Vreeland Avenues.

The commuting time to NYC from the easternmost Morris County varies from 40 to 60 minutes. Local bus service to Boonton, from the Willowbrook Mall to the east and Morristown to the south is also provided by the Morris County Metro. This bus line provides service along Boonton and Myrtle, Lathrop, Vreeland Avenues with varying degrees of frequency six days per week excluding Sundays. It serves as an alternative to the suburban corporate parks not typically served by the major bus lines.

Railroad Service

The Boonton line is a well established passenger line serving the communities between Netcong and Lincoln Park. The former Erie Lackawanna line has been taken over by New Jersey Transit which offers weekday service eastbound every half hour on the quarter hour between the hours of 6:13 am - 8:13 am. Similarly, weekday westbound service from Hoboken from 3:30 pm to 11:00 pm hours. The daily ridership for 1990 from the Boonton station is 63. These passengers travel weekdays from Boonton to Hoboken where they change modes of transportation and head to NYC or Newark.

The original station is no longer in use and has been replaced by a commuter parking lot (42 spaces) and platform. This facility is underutilized with less than 100 commuters per day utilizing it. The Boonton line is scheduled for some positive changes within the next few years with the development of the Montclair connection. This connection will facilitate an easier and more convenient change in Montclair, allowing passengers to transfer to either Newark or New York. This connection will invariable help reduce commuting time.

Freight lines no longer run through Boonton, where they once served the industrial businesses along both Myrtle Avenue and Division Street. These old freight lines are indicative of the important role the railroad played in providing for the freight transportation need of the community as evidenced in the old warehouses and buildings along Myrtle Avenue, Division Street and Morris Avenue, as well as the old rail road bridge and line that crossed over the Rockaway and into the historic iron works.

Park and Ride Facilities

Park and Ride lots are an important component in the State's overall strategy for increasing vehicle occupancy rates, as required by the Clean Air Act. Presently, there are 153 official park and ride lots in the State with 33,000 available spaces. On a daily basis, approximately 22,000

spaces or 67 %, are occupied.

Boonton has two such facilities located within its borders. One facility is located at Lathrop Avenue, opposite the Police station and the other is located at the Main and Plane Street parking lot. Long term meters are available at both facilities. In Morris County, there are an additional 14 other Park and Ride lots scattered throughout the County. Here commuters can leave their cars and ride to work in a bus or car pool. The closest Park and Ride facility outside of the municipality is located on the Boulevard in Mountain Lakes.

CIRCULATION PLAN RECOMMENDATION

In general, the Plan recommends that the Town utilize existing roadways as the basis for the Circulation Plan. Additional lanes and road widths should be approached cautiously, as widening tends to increase speed and volume. Improvements to the street may also reduce the pedestrian nature of the community. Roadways requiring improvements should first seek roadway realignments, turning lanes, minor spot widening, and general upgrading and reconstruction to the greatest extent practicable. Much of the Town's pressing traffic problems are caused by through traffic. Improvements to the most problematic intersections require careful evaluation to improve the roadway conditions while not compromising the Town atmosphere.

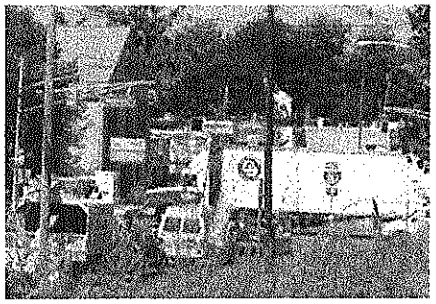
In general, roadway improvements are a governmental function by either the local entity or the county. When possible, these improvements should be done in conjunction with new development where a pro rata share for off-tract improvements is allocated to the developer. Boonton should aggressively seek Federal, State and County funds in order to undertake roadway improvement projects. These funding sources include:

1. Intermodal Surface Transportation Efficiency Act (ISTEA)
2. Community Development Block Grants
3. Private Railroad Grants

Specific Circulation Element recommendations are as follows:

Local Roadways

1. Road conditions within the Town vary. The general condition of the existing road network is good despite the sloping terrain and stormwater, sleet flow that occurs. Maintenance of the existing road network, including resurfacing, restriping and general repairs, should be considered a priority need. The Town's street resurfacing program should be continued.



The circulation needs within Boonton are largely related to regional traffic growth and peak hour congestion along heavily-traveled roadways. There are several local and County roads that suffer from either poor intersection alignment or a condition that results in restricted travel, poor traffic flow and/or traffic conflicts. It is recommended that Boonton's roads be improved as part of the Town's ongoing road maintenance program.

In addition, special circulation areas for Myrtle Avenue, Main Street and side streets along with key intersections, identified as exhibiting unsafe conditions, are shown on the Circulation Map. It is recommended that the Town seek Federal, State and County assistance to implement improvements to these intersections to accommodate future traffic and eliminate hazardous conditions.

2. Improvements proposed by the New Jersey Department of Transportation (NJDOT) in their present form will visually impact, the perception of Boonton as a Town center. Highway improvements such as sound walls, guard rails, and road widths can alter the small town aesthetic of Boonton and alter land uses and the plans of the community. It is important that the Town take

a proactive role in the design and implementation of any identified State improvement at the ramps or bridges for I-287. Local grassroots involvement in the process can result in measurable improvements for the community particularly in the areas of aesthetic, and other quality of life improvements.

Sidewalks/Bikeways/Pedestrian Paths and Trails

1. Paths and trails designated for use by pedestrians and bicyclists generally provide safe and convenient access to public and community facilities such as schools, parks and recreational areas as well as other public and private facilities and developments. Such paths contribute to the health of the individual as well as conserving energy by reducing reliance on motor vehicular travel.

   Over the past two decades, there has been a dramatic increase in the use of bicycles and the development of pedestrian walkways and other facilities. The increase in bicycle and pedestrian travel has fostered a demand for improved bicycle facilities and the designation of dedicated bikeways and pedestrian routes. Many county and municipal recreation, planning and transportation departments have incorporated bikeways and pedestrian paths into their respective transportation and recreational plans.

   Safely accommodating bicycles on the roadway is primarily a function of roadway width. However, determining the appropriate roadway widths depends on several factors. These include: Annual Average Daily Traffic (AADT), grade, speed, parking on the roadway, sight distance and truck traffic. A Federal Highway Administration Manual, *Selecting Roadway Design Treatments to Accommodate Bicycles*, recommends that based on AADT bicycles can share the roadway without a need for widening on roads with AADT of less that 2,000; at AADT of greater than 2,000, the need for additional roadway width increases particularly for higher speed roads. At AADT of more than 10,000, a separate lane for bicycles is recommended. While a separate bike lane along Town roads may be prohibitive in design and cost, improvements utilizing resources (existing roads and paths) are simple by comparison.

   While Boonton does not maintain a bikeway network, there is the semblance of paths existing throughout the community. Natural routes exist in Grace Lord Park which can access Main Street and either the train stop or Park and Ride facilities. At a minimum, bike racks and/or lockers should be installed around the community (Main Street, Post Office, RR station, Town Hall, playgrounds and Park and Ride). The addition of these facilities may invite more people to use this alternate means of transportation.

   The municipality should seek funding to develop such facilities for the transportation and recreational opportunities it will afford. Additionally, inter-municipal bike routes should also be considered since relatively simple connections exist into Mountain Lakes and within Boonton's Grace Lord Park.

2. Sidewalks exist in much of the developed areas of the Borough, but should be installed where necessary for pedestrian access and safety. This includes the area around Pepe Field where upon its completed restoration can anticipate an increase in pedestrian activity particularly among children.

3. Pedestrian paths and trails are often associated with parks and recreational facilities. They are generally unpaved and associated with man-made or natural passageways through a natural setting.

   The Circulation Plan as well as the Open Space/Recreation Plan proposes a series of "natural" pedestrian paths for passive recreational use. These natural paths can follow existing stream or river corridors and can provide additional links to community facilities while becoming a part of a recreational plan for the community. To fully access these natural links, formal or informal easements and agreements may be necessary to insure their viability. Those proposed for consideration include the watershed lands, Fireman's Field, Rockaway River corridor, old railroad bridges and Veterans Field.

Easement agreements should be explored with the various owners with assistance sought by the county. Grants should be explored from Intermodal Surface Transportation Efficiency Act (ISTEA) Funds or Green Acres.

4. The Williams Street stairs, stairways to Plane Street, as well as the stairs and access points leading to various parks should be, at minimum, maintained. Signage identifying these points should also be provided.

5. Continuous pedestrian and bicycle paths should be provided through interconnections between residential developments and public facilities either along public rights-of-way or separate rights-of-way restricted to bicycle or pedestrian use. A comprehensive system of pedestrian paths/sidewalks and bikeways is shown on the Circulation Plan Map.

OTHER RECOMMENDATIONS

1. Provide improved visual treatment (architectural details; landscaping; identifying, directional, and informational signage) to the following commercial roadways particularly: Myrtle Avenue (length) Main Street (commercial center), Boonton Avenue (commercial district) and Wootton Avenue (west of Myrtle) through industrial zone.

2. Contact the NJDOT regarding improved Interstate signage identifying community attributes (Town Center, historic district, restaurants, antiques, Fireman's Home).

3. A traffic study of the Division Avenue, Wooton Avenue and Myrtle Avenue intersections including the elevated railroad crossing on Wooton Avenue should be conducted to fully realize the redevelopment/development potential of the PVO properties and industrial zone. Any development in this area should be assessed to contribute its pro-rata share to a Town study.

4. Designate areas within the Town as "special areas" that provide visual improvements and enhancements via streetscape improvement designs, such as those described in the Revitalization Element and design guidelines.

5. Explore traffic calming improvements and sidewalks in the Oak/Wootton Street area to reduce through speeds and in anticipation of the increased pedestrian activity level resulting from the restoration of Pepe Field.

6. The traffic light sequencing and timing along Main Street should be reviewed with Morris County. In conjunction with this review, a stop line on Main Street for the Boonton Avenue light should be installed to facilitate traffic movements to and from Plane Street and the North Plane parking lot.

7. Intersection and pedestrian improvements in and around Dell's Village should include the intersection alignment of Elcock and Fanny Roads; a bus pull-off area on West Main Street; and sidewalks/bike paths that circles the entire area and continue to meet the Boulevard in Mountain Lakes.

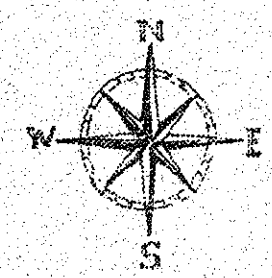
   In light of the diverse and numerous school and municipal uses located along Lathrop Avenue, improvements to the following intersections/areas are recommended:

   - The exit ramp from I-287 North to Lathrop Avenue should prohibit left turns.
   - The Old Boonton Avenue/Lathrop Avenue intersection should be realigned to improve safety and circulation.

8. The blinking light on Wootton and Boonton Avenues should be reviewed with the County to determine whether or not a stop light is warranted.

9. In any traffic study conducted by the Town, the grade railroad crossing (Fulton Avenue) should be assessed.

NOTES



9. RELATIONSHIP TO OTHER PLANS

Appendix

Rare Plant Species of the New Jersey Highlands[1]

Allegheny-vine
purple giant hyssop
slender wheatgrass
large water-plantain
marsh meadow foxtail
running serviceberry
bog rosemary
Canada anemone
long-headed anemone
hairy
putty root
hairy rock cress
dwarf mistletoe
rock sandwort
virginia snakeroot
whorled milkweed
Bradley's spleenwort
lobed spleenwort
rush aster
white heath aster
cornel-leaved aster
low rough aster
glade fern
swamp birch
leathery grape-fern
blunt-lobed grape-fern
side-oats gramma grass
Kalm's bromegrass
pale Indian plantain
northen metalmark
Long's bitter cress
cuckoo flower
foxtail sedge
water sedge
Bicknell's sedge
brownish sedge
Bush's sedge
brown sedge
Dewey's sedge
ebony sedge
dry-spiked sedge
Frank's sedge
Hitchcock's sedge
mud sedge
few-fruited sedge
bog sedge
white-tinged sedge
plantain-leaved sedge
variable sedge
cyprus-like sedge
beaked sedge
Tuckerman's sedge
green sedge
Georgia hackberry
redbud
devil's bit
hairy lipfern
maple-leaved goosefoot
purple clematis
hemlock parsley
fineberry hawthorn
fleshy hawthorn
pear hawthorn
button-bush dodder
northern wild comfrey
Lancaster flatsedge
small white lady's-slipper
showy lady's-slipper
leatherwood
few-flowered spikerush
lateral bluet
meadow horsetail
variegated horsetail
slender cottongrass
sheathed cottongrass
rough cottongrass
labrador marsh bedstraw
small bedstraw
creeping snowberry
narrow-leaved gentian
small floating mannagrass
clammy everlasting
checkered rattlesnake
plantain
oak fern
swamp-pink
hemicarpha
Canada hawkweed
featherfoil
green violet
broad-leaved waterleaf
larger Canadian St. John's-wort
mountain holly
false pennyroyal
Lake quillwort
small whorled pogonia
pale laurel
false boneset
smooth veiny peavine
slender pinweed
star duckweed

[1] Source: Mitchell, Allison; *The New Jersey Highlands: Treasures at Risk*, Published by the New Jersey Conservation Foundation..

pale duckweed
twin-flower
grooved yellow flax
hoary puccoon
water lobelia
stiff clubmoss
white adder's mouth
water marigold
Virginia bunchflower
tall millet grass
musk flower
creeping bishop's-cap
long-awned smoke grass
whorled water-milfoil
Mitchell's satyr
small yellow pond lily
Virginia false-gromwell
white-grained mountain ricegrass
American ginseng
northern panic grass
wiry panic grass
downy phlox
red pine
Hooker's orchard
large round-leaved orchid
drooping bluegrass
Greek valerian
Senega snakeroot
Indian physic
northern pondweed
Illinois pondweed
sheathed pondweed
flat-stemmed pondweed
marsh cinquefoil
Allegheny plum
low sand cherry
Fernald's meadow grass
Torrey's mountain mint
early buttercup
yellow water crowfoot
creeping buttercup
rhodora
smooth blackberry
New England blackberry
orange coneflower
arum-leaved arrow head
hoary willow
shining willow
meadow willow
autumn willow
arrow grass
Torrey's bulrush
Allegheny stonecrop
stiff goldenrod
narrow-leaved bur-reed
green-fruited bur-reed
small bur-reed
shining ladies'-tresses
puff-sheathed dropseed
rosy twisted-stalk
northern white cedar
foamflower
Fraser's St. John's-wort
sea-side arrow grass
three birds orchard
spreading globe flower
humped bladderwort
lesser bladderwort
witch hobble
American purple vetch
Caroline wood vetch
Canada violet
large-leaved white vioilet
northen blue violet
northern yellow-eyed grass

Rare Animal Species of the New Jersey Highlands

blue-spotted salamander
wood turtle
bog turtle
timber rattlesnake
Hebard's noctuid moth
longtail salamander
buck moth
eastern woodrat
southern bog lemming

Bird Species of the New Jersey Highlands

Acadian flycatcher
alder flycatcher
American bittern*
American black duck
American coot
American crow
American goldfinch
American kestrel
American redstart
American robin
American tree sparrow
American wigeon
American woodcock
Baird's sandpiper
bald eagle*
bank swallow
barn swallow
barred owl*
bay-breasted warbler
belted kingfisher
black rail
black scoter
black tern
black vulture
black-and-white warbler
black-bellied plover
black-billed cuckoo
black-capped chickadee
black-crowned night-heron
black-throated blue warbler
black-throated green warbler
blackburnian warbler
blackpoll warbler
blue jay
blue-gray gnatcatcher
blue-winged teal
blue-winged warbler
bobolink*
Bonaparte's gull
boreal chickadee
brant
broad-winged hawk
brown creeper
brown thrasher
brown-headed cowbird
bufflehead
Canada goose
Canada warbler
canvasback
Cape May warbler
carolina wren
caspian tern
cedar waxwing
cerulean warbler
chestnut-sided warbler
chimney swift
chipping sparrow
clay-colored sparrow
cliff swallow*
common barn owl
common goldeneye
common grackle
common loon
common merganser
common moorhen
common nighthawk
common redpoll
common snipe
common tern
common yellowthroat
Connecticut warbler
Cooper's hawk*
dark-eyed junco
dickcissel
double-crested cormorant
downy woodpecker
dunlin
eastern bluebird
eastern kingbird
eastern meadowlark
eastern screech owl
eastern wood-peewee
eurasian wigeon
european starling
evening grosbeak
field sparrow
fish crow
Forster's tern
fox sparrow
gadwall
glaucous gull
glossy ibis
golden eagle
golden-crowned kinglet
golden-winged warbler
grasshopper sparrow*
gray-checked thrush
great black-backed gull
great blue heron
great crested flycatcher
great egret
great-horned owl
greater scaup
greater yellowlegs
green-backed heron
green-winged teal
gyrfalcon
hairy woodpecker

hermit thrush
herring gull
hooded merganser
hooded warbler
horned grebe
horned lark
house finch
house sparrow
house wren
Iceland gull
indigo bunting
Kentucky warbler
killdeer
king rail
lapland longspur
least bittern
least flycatcher
least sandpiper
lesser black-backed gull
lesser scaup
lesser yellowlegs
Lincoln's sparrow
little blue heron
loggerhead shrike*
long-eared owl*
Louisiana waterthrush
magnolia warbler
mallard
marsh wren
merlin
morning dove
mourning dove
mourning warbler
Nashville warbler
northern bobwhite
northern cardinal
northern flicker
northern goshawk*
northen harrier*
northern mockingbird
northern oriole
northern parula
northern pintail
northern rough-winged sparrow
northern saw-whet owl
northern shoveler
northen shrike
northern waterthrush
oldsquaw
olive-sided flycatcher
orange-crowned warbler
orchard oriole
osprey*
ovenbird
palm warbler
pectoral sandpiper
peregrine falcon
Philadelphia vireo
pied-billed grebe*
pileated woodpecker
pine siskin
pine warbler
prairie warbler
purple finch
purple martin
red crossbill
red phalarope
red-bellied woodpecker
red-breasted merganser
red-breasted nuthatch
red-eyed vireo
red-headed woodpecker*
red-necked grebe
red-necked phalarope
red-shouldered hawk*
red-tailed hawk
red-throated loon
red-winged blackbird
redhead
ring-billed gull
ring-necked duck
ring-necked pheasant
rock dove
rose-breasted grosbeak
rough legged hawk
ruby-crowned kinglet
ruby-throated hummingbird
ruddy duck
ruffed grouse
rufous-sided towhee
rusty blackbird
sanderling
savannah sparrow*
scarlet tanager
semipalmated plover
semipalmated sandpiper
sharp-shinned hawk
short-eared owl
snow goose
snowbunting
snowy egret
snowy owl
solitary vireo
solitary sandpiper
song sparrow
sora
spotted sandpiper
summer tanager
surf scoter
Swainson's thrush
swamp sparrow

Tennessee warbler
tree swallow
tufted titmouse
tundra swan
turkey vulture
upland sandpiper*
varied thrush
veery
vesper sparrow*
virginia rail
warbling vireo
water pipit
western sandpiper
whip-poor-will
white-breasted nuthatch
white-crowned sparrow
white-eyed vireo
white-rumped sandpiper
white-throated sparrow
white-winged crossbill
white-winged scoter
wild turkey
willow flycatcher
Wilson's warbler
winter wren
wood duck
wood thrush
worm-eating warbler
yellow warbler
yellow-bellied flycatcher
yellow-bellied sapsucker
yellow-billed cuckoo
yellow-breasted chat
yellow-headed blackbird
yellow-rumped warbler
yellow-throated vireo

* indicates a rare species

APPENDIX

RELATIONSHIP TO OTHER PLANS

The Municipal Land Use Law requires that all municipal master plans incorporate a consideration of all master plans of contiguous municipalities, county plans and the State Development and Redevelopment Plan (SDRP). The intent of this requirement is to insure that development in areas proximate to municipal boundaries is harmonious and not in conflict with adjacent municipalities, County or State plans.

The Town of Boonton is surrounded by four municipalities: the Township of Boonton to the north, northwest and west; the Township of Montville to the northeast and east; the Township of Parsippany-Troy Hills to the south and southeast, and the Borough of Mountain Lakes to the southwest.

ADJACENT MUNICIPALITIES

Township of Boonton

By far, Boonton Township has the largest adjoining border with the Town of Boonton than any of the other surrounding municipalities. With the exception of a small office building located in the northwestern corner of the Township, all land uses, as established in the Township's 1995 Master Plan, are residential. Generally, these single-family residential land uses are proposed for areas ranging from .5 acres to 3.5 acres residential zoning. However, a large affordable housing district, north of the Town of Boonton and along its boundary, is recommended by the Land Use Plan.

Generally, the existing development pattern and the recommended land uses in Boonton Township are consistent and compatible with those of The Town of Boonton.

Township of Montville

In its Master Plan of 1993, Montville recommended (in a north to south sequence) low density residential, highway business, a small industrial area North of Boonton, affordable housing, public lands, and a small medium density residential area. Boonton land use consists of commercial and residential development along the northern boundary with Montville (north of I-287) and is generally consistent with Montville's land use recommendations in this area. South of I-287, Boonton's land uses consist primarily of low density residential development. While Boonton's residential density is lower than Montville's in this area, the general land use permitted in both communities is similar.

Township of Parsippany-Troy Hills

Parsippany-Troy Hills, in its Reexamination Report and Land Use Plan of 1998, recommended low density residential for the area west of the reservoir, and specialized economic development for the area east of the reservoir. The Rockaway River separates the Town of Boonton from the Township of Parsippany-Troy Hills and forms part of the boundary between the two municipalities. While land uses between the municipalities are generally compatible, the existing Rockaway River forms a physical barrier and buffer between Parsippany-Troy Hills specialized economic development land use and Boonton's low density residential uses.

Borough of Mountain Lakes

Mountain Lakes, in its Master Plan of 1996, recommended a land use change for the Fusee Tract (Block 88, Lot 18) which is located across Fanny Road from Boonton on Morris Avenue. The plan recommends a revision in the land use designation of this site, from office and light industrial to moderate residential. The change results in a compatible use and, while not inconsistent, is at a greater density in Mountain Lakes then what is permitted in Boonton. The existing and future land uses of these two communities are consistent.

Morris County Master Plan

The Future Land Use Element of the Morris County Master Plan was adopted in 1975. This plan identified the Town of Boonton as a traditional center stating that it had a well defined historical identity, was connected to the metropolitan area by rail, was served by a major highway and had bus transportation. The Future Land Use Element emphasized that populations

should be concentrated in the downtown area, that the town center should contain a concentration of office and commercial uses, mixed with high density housing and that radiating outward from the town center would be increasingly less dense residential development. This is consistent with the existing and recommended overall development pattern of the Town of Boonton Town.

State Development and Redevelopment Plan

The State of New Jersey's first State Development and Redevelopment Plan (the SDRP) was formulated in response to the mandates of the New Jersey Legislature contained in the new Jersey State Planning Act (the Act). The Act was signed into law on January 2, 1986. It created New Jersey State Planning Commission (the Commission) and required the Commission to prepare and adopt the SDRP. The Act also created a statewide planning process called Cross-acceptance, to ensure that governments at all levels and the public participate in preparing the State Plan and is described in the Act as:

> *"... a process of comparison of planning policies among governmental levels with the purpose of attaining compatibility between local, county and State plans. The process is designed to result in a written statement of agreement or disagreement and areas requiring modification by parties to the cross acceptance.* (N. J. S. A. 17:3 2)

The Cross-acceptance process is made up of three phases: the Comparison Phase, the Negotiation Phase and the Issue Resolution Phase. The SDRP, including its Resource Planning and Management Map (RPMM) should be used only as a guide to municipal and county master planning, State agency functional planning and infrastructure investment decisions. All levels of government in New Jersey, and any appropriate agencies, are encouraged to review their plans with the goal to bring into consistency with Strategies, Objectives and Policies of the State Plan. Using the State Plan in this manner assures that:

- the integrity of existing planning and regulatory process is maintained, that planning is coordinated and integrated statewide;
- the State Plan does not interfere with the prerogatives of government and agencies in carrying out their responsibilities;
- the State Plan does not delay regulatory or other processes.

The SDRP is intended to serve as a guide for how public policy decisions should be made at all levels of government to achieve the Goals of the State Planning Act. The State Plan identifies these Goals as well as Strategies and public policy measures that, when applied by all levels of government, will shape growth in ways that will help achieve the intent and purpose of the State Planning Act. The following statements summarizes the State Planning Goals and Strategies:

- Revitalize the State's Urban Centers and Areas.
- Conserve the State's Natural Resources.
- Promote Beneficial Economic Growth, Development and Renewal.
- Protect the Environment.
- Provide Adequate Public Services at a Reasonable Cost.
- Provide adequate Housing at a Reasonable Cost.
- Preserve and Enhance Historic, Cultural, Open Space, and Recreational Lands and Structures.
- Ensure Sound and Integrated Planning Statewide.

The General Plan Strategy is *to achieve all state planning goals* by coordinating public and private actions to guide future growth into compact forms of development and redevelopment, located to make the most efficient use of infrastructure systems and to support the maintenance of capacities in infrastructure, environmental, natural resource, fiscal, economic and other systems. The Resource Planning and Management Structure identifies the types of compact forms of development that are desirable and necessary to assure efficient infrastructure and protection of

natural and environmental resources in the various regions of the State. It also identifies the regions of the State within which there are critical natural and built resources that should be either protected or enhanced in order to achieve the goals of the State Planning Act. The compact forms are called Centers and the regions are called Planning Areas.

The State contemplates the following five types of Centers: Urban Centers, Towns, Regional Centers, Villages and Hamlets. Centers are compact forms of development that, compared to sprawl development, consume less land deplete fewer natural resources and are more efficient in the delivery of public services. The concept of Centers is a key organizing principle for new growth and development in the State.

Planning Areas serve a pivotal role in the State Plan by setting forth Policy Objectives that guide the application of the State Plan's Statewide Policies within each area, guide local planning and decisions on the location and size of Centers within the Planning Area and protect or enhance the environs of these Centers. There are five Planning Areas as follows: (PA1) Metropolitan Planning Area, (PA2) Suburban Planning Area, (PA3) Fringe Planning Area, (PA4) Rural Planning Area, and (PA5) Environmentally Sensitive Planning Area. Planning Areas in the State Plan account for the unique qualities and conditions that exist in different areas of the State. Accordingly, each Area has Policy Objectives that guide growth in the context of these unique qualities and conditions.

The Town of Boonton is located in the PA1-Metropolitan Planning Area. This Planning Area includes a variety of communities that range from large urban centers to post-war suburbs. Most of these communities are fully developed, or almost fully developed, with little vacant land available for new development. Much of the new growth, therefore, will take the form of redevelopment. These communities form a part of the metropolitan mass where municipal boundaries tend to blur. The nature of this settlement pattern can undermine efforts to address a host of functional problems on a municipal basis. It is increasingly impractical, for instance, to manage traffic congestion, solid waste disposal and air and water pollution locally. These and other concerns spill over from one municipality to the next, requiring a regional perspective on potential solutions.

They have many things in common: mature settlement patterns resulting in a diminished supply of vacant land; infrastructure systems that generally are beyond their reasonable life expectancy; recognition that redevelopment is, or will be in the not-so-distant future, the predominant form of growth; and a growing realization of the need to regionalize an increasing number of services and systems in light of growing fiscal constraints.

The SDRP criteria for delineating the metropolitan Planning Area are as follows:

- Densities of more than 1,000 persons per square mile;
- Existing public water and sewer systems, or with physical accessibility to said systems, and with access to public transit systems;
- Land area greater than one square mile;
- A population of not less than 25,000 persons; or
- Areas that are totally surrounded by land areas that meet the criteria of a Metropolitan Planning Area, are geographically interrelated with the Metropolitan Planning Area and meet the intent of this Planning Area.

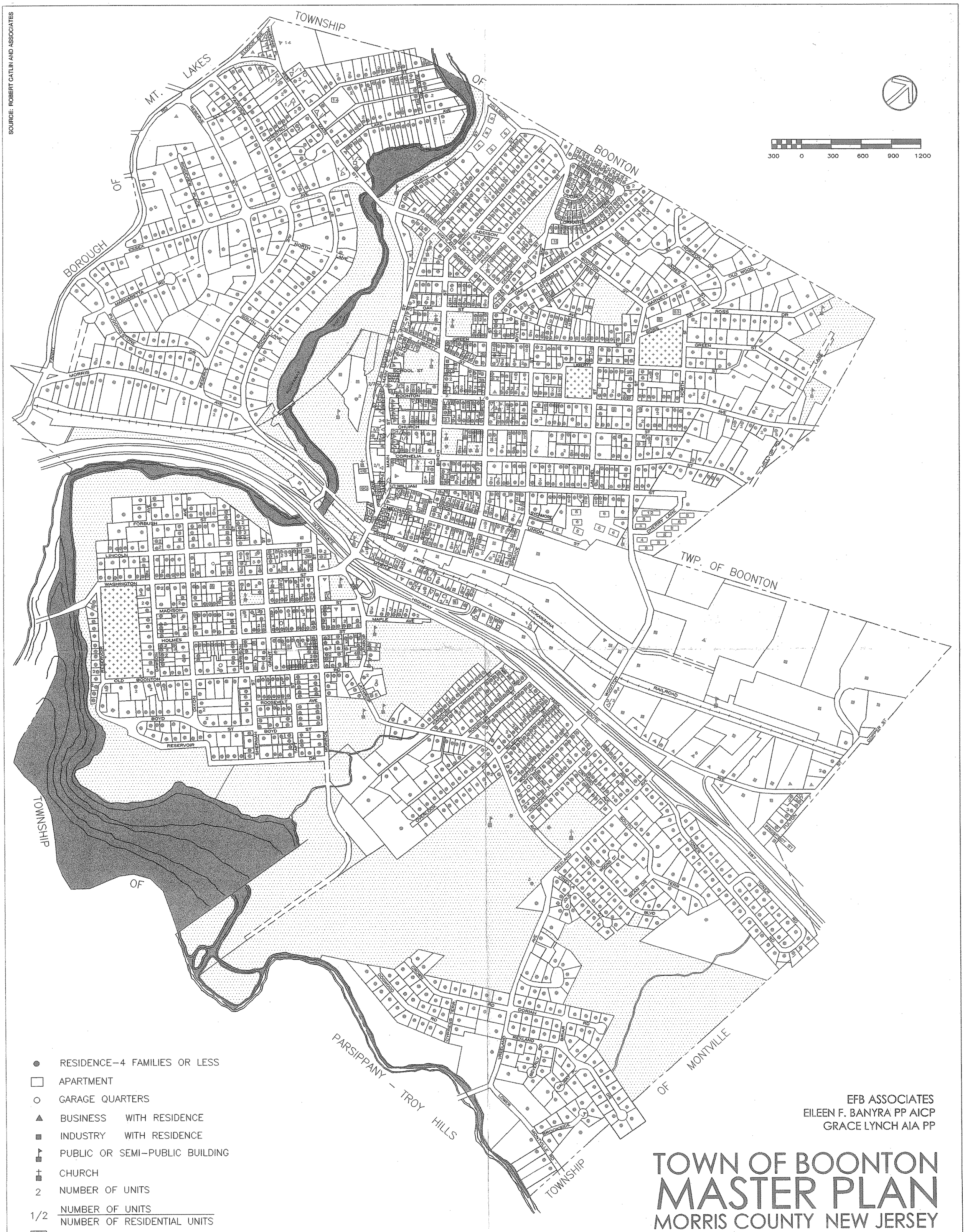
The existing characteristics of the Town of Boonton are consistent with the criteria established in the SDRP for PA1 (Metropolitan Planning Area). The Town of Boonton 's Master Plan and Zoning Ordinance are also consistent with the goals and objectives of the SDRP.

The Town should actively participate with Morris County in the Cross-acceptance process of the State Development and Redevelopment Plan. During this process, Boonton should consider identifying a Town Center and providing the required mapping of the Community Development Boundaries. Following the Cross-acceptance process, a municipality may achieve "Town Center" status through a new process called Plan Endorsement, as well as through the more traditional method of applying to the State Planning Commission for Center designation. By identifying a Town Center area during the Cross Acceptance phase of the State Plan Boonton can positively position itself to either achieve Plan endorsement

from the Office of State Planning and the State Planning Commission, or to more easily achieve Town Center designation from the Office of State Planning and State Planning Commission through a formal application process.

Designation by the State Planning Commission will provide the Town the opportunity for the additional revenue sources this designation offers.

SOURCE: ROBERT CATLIN AND ASSOCIATES



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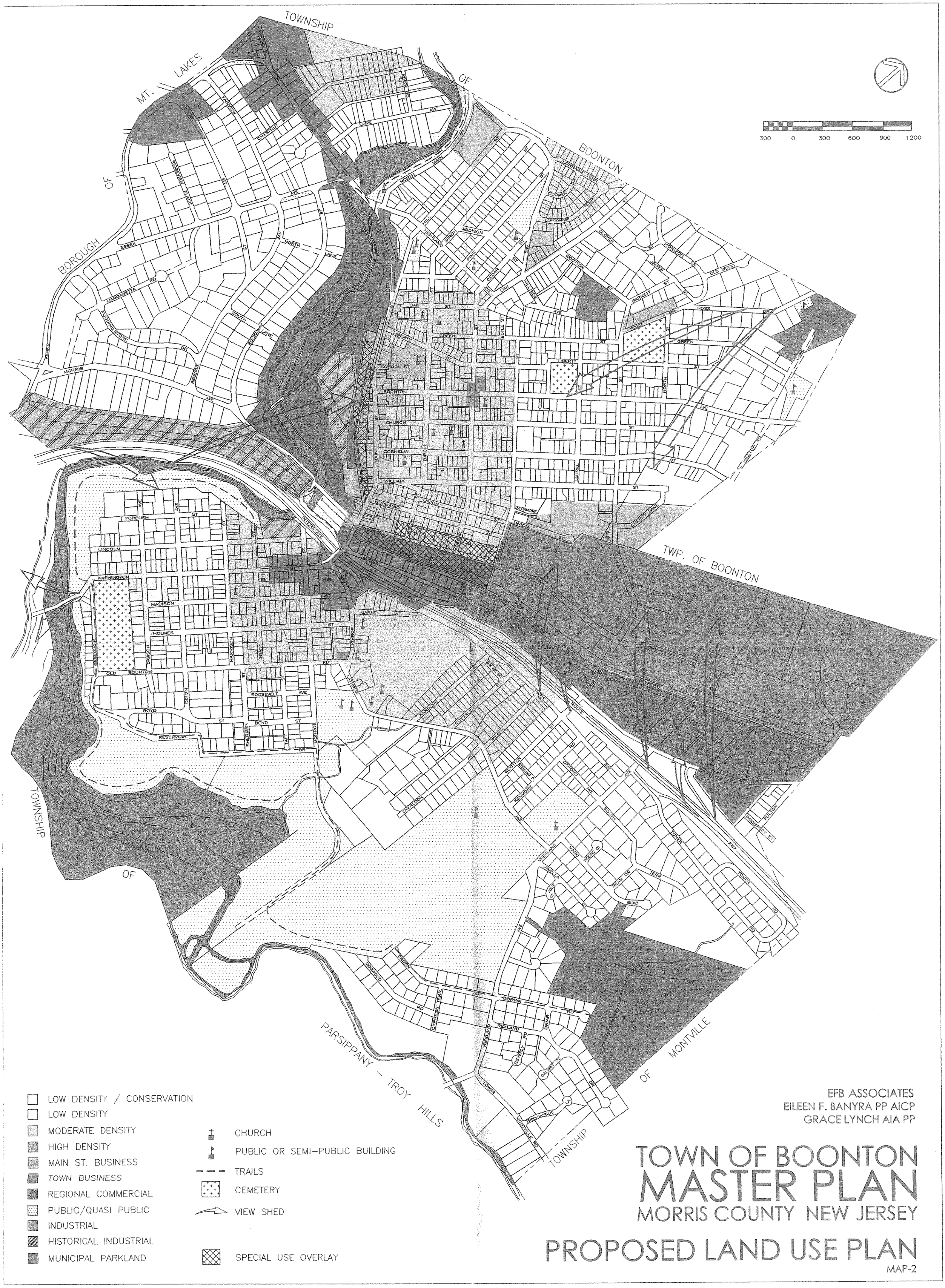
TOWN OF BOONTON MASTER PLAN

MORRIS COUNTY NEW JERSEY

EXISTING LAND USE

MAP-1


TOWNSHIP OF MT. LAKES
BOROUGH OF BOONTON
TOWNSHIP OF BOONTON
TWP. OF BOONTON
TOWNSHIP OF PARSIPPANY - TROY HILLS
TOWNSHIP OF MONTVILLE
300 0 300 600 900 1200
LOW DENSITY / CONSERVATION
LOW DENSITY
MODERATE DENSITY
HIGH DENSITY
MAIN ST. BUSINESS
TOWN BUSINESS
REGIONAL COMMERCIAL
PUBLIC/QUASI PUBLIC
INDUSTRIAL
HISTORICAL INDUSTRIAL
MUNICIPAL PARKLAND
CHURCH
PUBLIC OR SEMI-PUBLIC BUILDING
TRAILS
CEMETERY
VIEW SHED
SPECIAL USE OVERLAY
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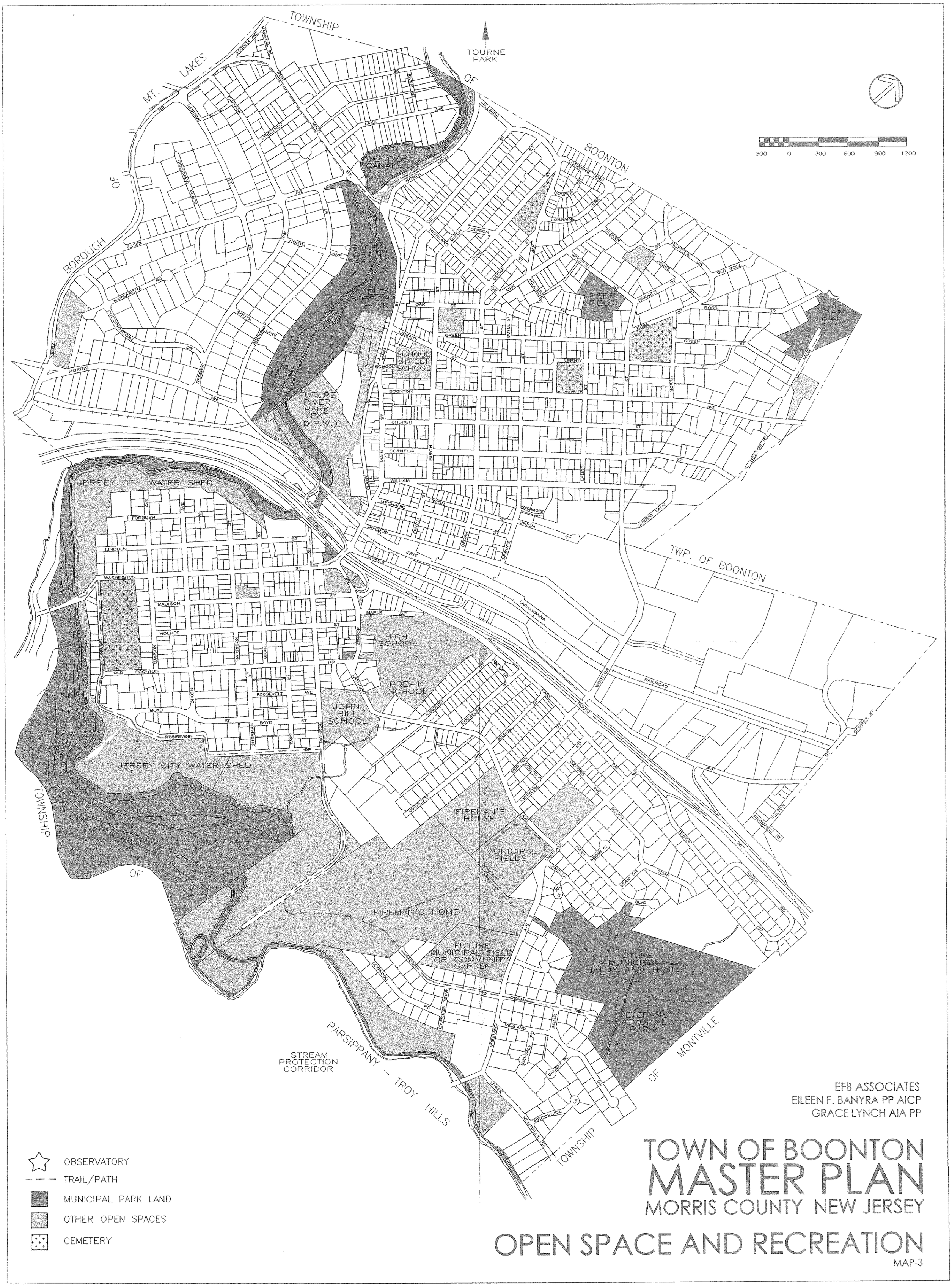
TOWN OF BOONTON
MASTER PLAN
MORRIS COUNTY NEW JERSEY
PROPOSED LAND USE PLAN
MAP-2


TOWNSHIP OF MT. LAKES
BOROUGH OF
BOONTON
TOURNE PARK
300 0 300 600 900 1200
MORRIS CANAL
GRACE LORD PARK
HELEN BORSCHS PARK
PEPE FIELD
SHEEP HILL PARK
SCHOOL STREET SCHOOL
FUTURE RIVER PARK (EXT. D.P.W.)
JERSEY CITY WATER SHED
HIGH SCHOOL
PRE-K SCHOOL
JOHN HILL SCHOOL
FIREMAN'S HOUSE
MUNICIPAL FIELDS
FIREMAN'S HOME
FUTURE MUNICIPAL FIELD OR COMMUNITY GARDEN
FUTURE MUNICIPAL FIELDS AND TRAILS
VETERAN'S MEMORIAL PARK
TWP. OF BOONTON
TOWNSHIP OF MONTVILLE
PARSIPPANY - TROY HILLS
STREAM PROTECTION CORRIDOR
OBSERVATORY
TRAIL/PATH
MUNICIPAL PARK LAND
OTHER OPEN SPACES
CEMETERY
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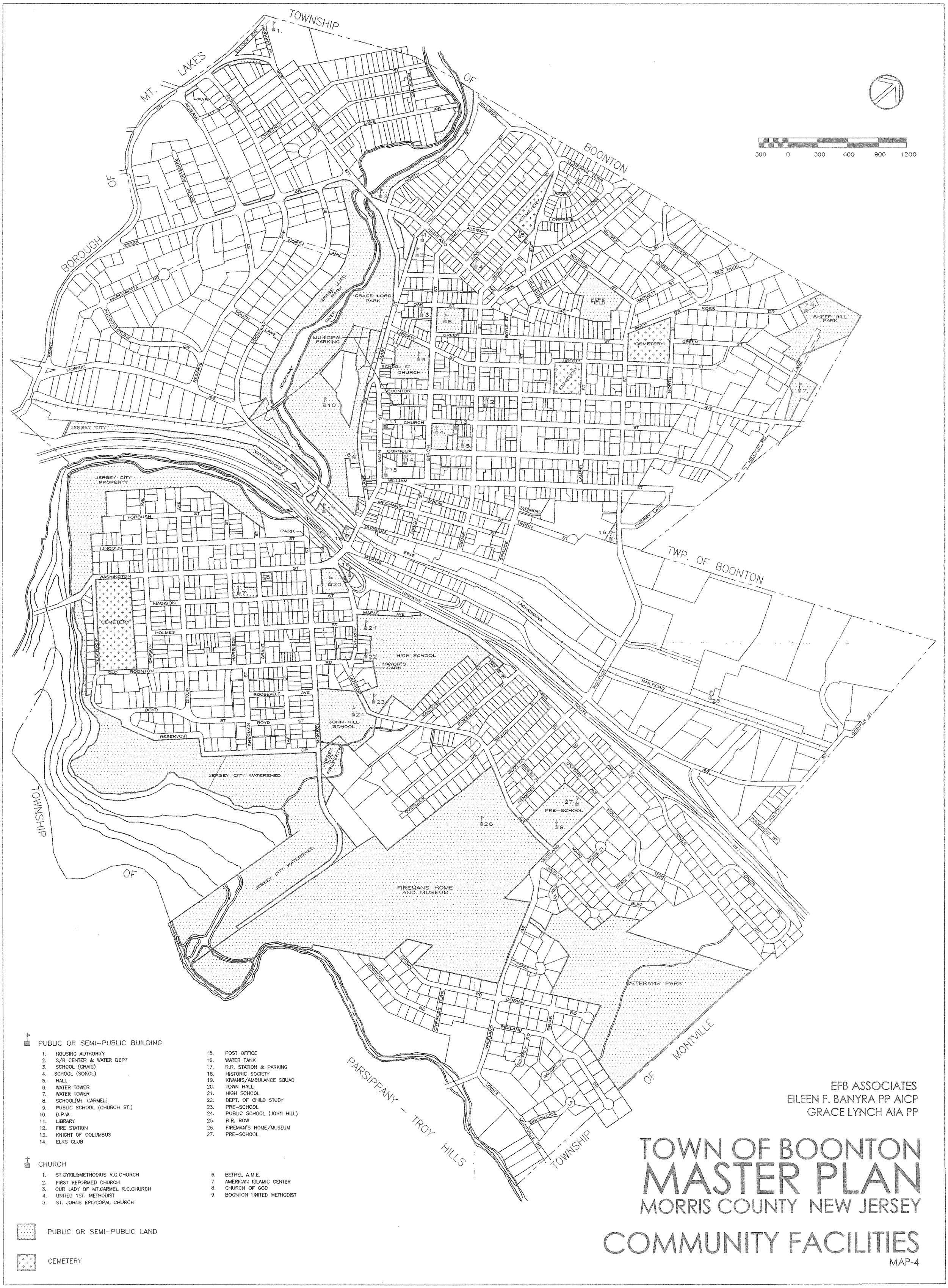
TOWN OF BOONTON
MASTER PLAN
MORRIS COUNTY NEW JERSEY
OPEN SPACE AND RECREATION
MAP-3



PUBLIC OR SEMI-PUBLIC BUILDING

1. HOUSING AUTHORITY
2. S/R CENTER & WATER DEPT
3. SCHOOL (CRAIG)
4. SCHOOL (SOKOL)
5. HALL
6. WATER TOWER
7. WATER TOWER
8. SCHOOL(Mt. CARMEL)
9. PUBLIC SCHOOL (CHURCH ST.)
10. D.P.W.
11. LIBRARY
12. FIRE STATION
13. KNIGHT OF COLUMBUS
14. ELKS CLUB
15. POST OFFICE
16. WATER TANK
17. R.R. STATION & PARKING
18. HISTORIC SOCIETY
19. KIWANIS/AMBULANCE SQUAD
20. TOWN HALL
21. HIGH SCHOOL
22. DEPT. OF CHILD STUDY
23. PRE-SCHOOL
24. PUBLIC SCHOOL (JOHN HILL)
25. R.R. ROW
26. FIREMAN'S HOME/MUSEUM
27. PRE-SCHOOL

CHURCH

1. ST.CYRIL&METHODIUS R.C.CHURCH
2. FIRST REFORMED CHURCH
3. OUR LADY OF MT.CARMEL R.C.CHURCH
4. UNITED 1ST. METHODIST
5. ST. JOHNS EPISCOPAL CHURCH
6. BETHEL A.M.E.
7. AMERICAN ISLAMIC CENTER
8. CHURCH OF GOD
9. BOONTON UNITED METHODIST

PUBLIC OR SEMI-PUBLIC LAND

CEMETERY

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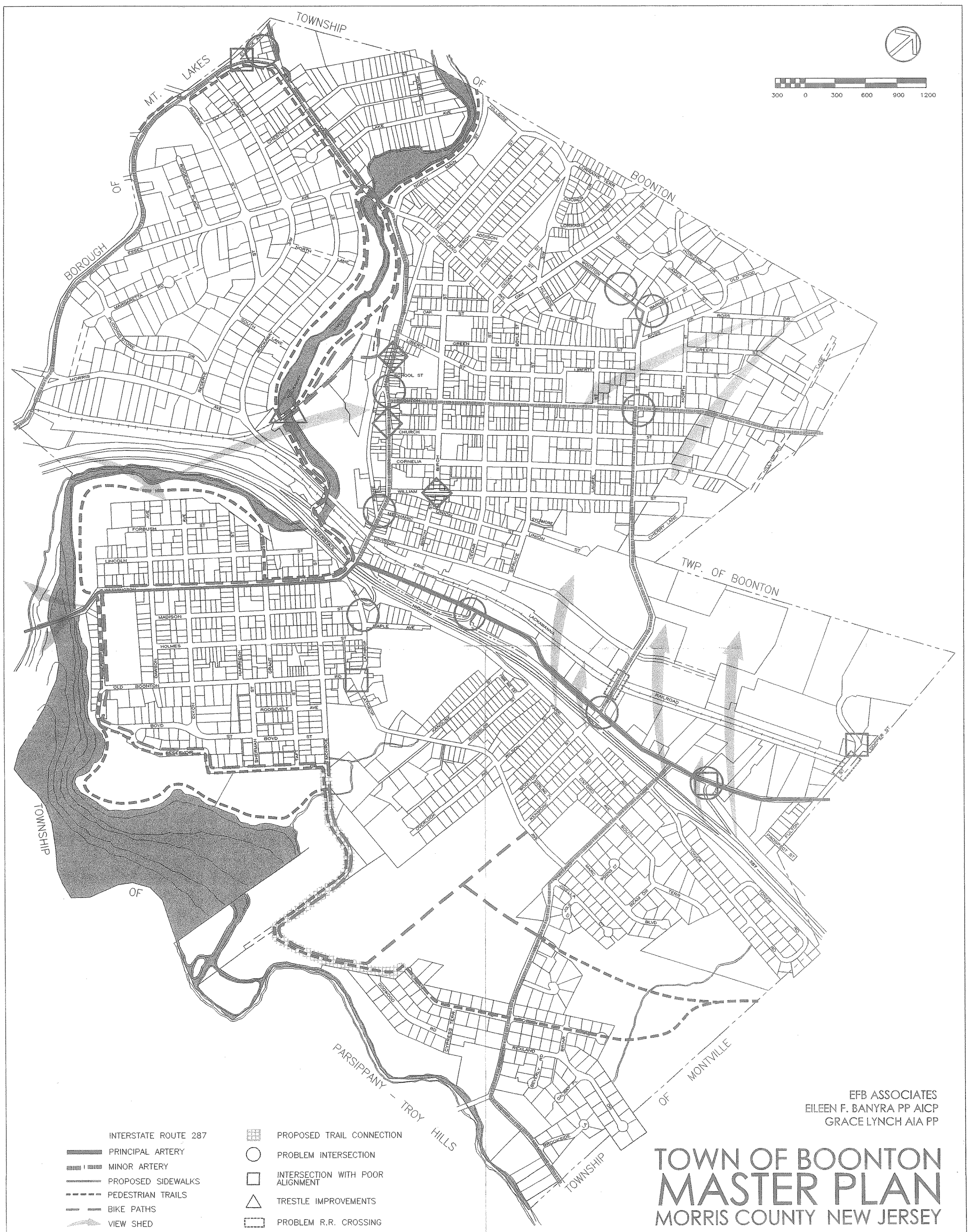
TOWN OF BOONTON MASTER PLAN

MORRIS COUNTY NEW JERSEY

COMMUNITY FACILITIES

MAP-4



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TOWN OF BOONTON MASTER PLAN

MORRIS COUNTY NEW JERSEY

CIRCULATION

MAP-5