



November 30, 2012

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# Speedwell Redevelopment Plan

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Rendering provided by Marchetto, Higgins, Stieve Architects, P.C.

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Prepared for:

Morristown, New Jersey

Prepared by:



Jonathan Rose Companies, LLC  
Planning & Urban Design  
551 Fifth Avenue, 23rd Floor  
New York, NY 10176



Marchetto Higgins Stieve  
Architecture, Planning, Urban Design  
1225 Willow Avenue  
Hoboken, NJ 07030





# Table of Contents

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## 1. Introduction

- 1.1 Background
- 1.2 Approach - Goals & Objectives
- 1.3 Speedwell Redevelopment Principles

## 2. Redevelopment Area Context

- 2.1 Smart Growth Location
- 2.2 Existing Development
- 2.3 Mobility & Circulation
- 2.4 Neighboring Redevelopment Plans

## 3. Regulatory Framework

- 3.1 Local Redevelopment & Housing Law
- 3.2 Municipal Land Development Ordinance
- 3.3 Affordable Housing Requirements
- 3.4 Municipal Master Plan
- 3.5 Adjacent Municipalities
- 3.6 Morris County Master Plan
- 3.7 NJ State Development & Redevelopment Plan
- 3.8 NJ Smart Growth Development Principles

## 4. Development Program

- 4.1 Land Uses
- 4.2 Parking & Loading/Unloading Requirements
- 4.3 Program Development Yield
- 4.4 Property & Land Area Location
- 4.5 Public Improvements

# Table of Contents

---

## 5. District Design Sustainable Development

- 5.1 Neighborhood Pattern & Design
- 5.2 Green Infrastructure & Building Design
- 5.3 Architectural Design Standards

## 6. Appendix

- 6.1 Redevelopment Plan Provisions & Other Regulatory Requirements
- 6.2 Speedwell Redevelopment - Illustrative Plans & Drawings
- 6.3 Redevelopment Properties - Block and Lot Data
- 6.4 USGBC LEED - Neighborhood Development Project Checklist
- 6.5 Planning & Design Resources



# I. Introduction

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In August, 2011, the Town of Morristown amended the Speedwell Avenue Redevelopment Plan (the “Amended Redevelopment Plan” or the “Amended Plan”). The Amended Plan amended and restated the Original Speedwell Redevelopment Area Plan which was adopted by the Morristown Redevelopment Entity on November 29, 2007 (the “Original Redevelopment Plan”). Now in November 2012, the Amended Speedwell Redevelopment Plan was revised again to provide more specificity for Phase Four of the Speedwell Redevelopment Area and to incorporate the findings and recommendations of the traffic analysis that were prepared as part of the Phase One site plan approval.

The Amended Plan focuses on four key areas of Morristown planning concern:

- Redevelopment Area Context
- Regulatory Framework
- Development Program
- District Design – Sustainable Development

The purpose of this Amended Plan is to provide a clear understanding of the area in need of redevelopment, the policy and regulatory parameters of the redevelopment, planning directives for the redevelopment of the area, and to establish the projected development program. It also serves as a guide to clearly communicate the redevelopment policies of the Town of Morristown and the Town’s Planning Division.

## 1.1 Background

At its outset, the Original Redevelopment Plan recognized various challenges associated with redevelopment of the Speedwell Avenue area, which included irregular topography, fragmented property ownership, as well as ineffective street alignments and connections that have caused traffic congestion and pedestrian safety concerns.

These challenges were addressed in the Original Redevelopment Plan, but required significant public and private capital investment, which created additional, complex financial burdens on the implementation of the Original Redevelopment Plan for both the municipality and the designated redeveloper. Since the Original Redevelopment Plan’s adoption, those challenges were compounded by major economic contraction that negatively affected the market assumptions and financial strategies previously contemplated to implement the Original Redevelopment Plan.

This Amended Plan addresses these challenges and builds upon the district context by creating a flexible, but clearly directive, redevelopment framework for the Speedwell Avenue Redevelopment Area that can respond to evolving real estate economic conditions, while achieving Morristown’s community and economic development, urban design and mobility, and sustainable redevelopment planning and policy objectives. Specifically, this Amended Plan includes strategies for a more fine-grained, contextually appropriate, phased implementation process, which provides for an immediate redevelopment project and more cost effective public investment to address mobility, housing affordability, and other public infrastructure concerns. This Amended Redevelopment Plan honors past planning efforts, while more appropriately responding to municipal, community, and redeveloper concerns to create a comprehensive vision for strengthening and revitalizing the Speedwell district.

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## 1.2 Speedwell Redevelopment Approach - Goals & Objectives

This Amended Redevelopment Plan is intended to provide a vibrant, mixed-use environment for those who live, work, ride and play in Morristown. Attention to site planning and building design through the use of materials, window and bay differentiation, varied roof and cornice lines and corner elements, and the placement of open space and active building areas at the sidewalk will help foster development that retains the pedestrian-friendly, human scale of traditional styles while providing the modern amenities that befit today's lifestyles.

This Amended Redevelopment Plan is designed in accordance with sustainable development and smart growth principles. Consistent with this approach, this Amended Redevelopment Plan clusters new development on centrally-located infill sites, rather than on "greenfield" land; provides housing for a variety of income levels, with provisions for a set aside for low-and moderate-income households; and reduces the amount of land devoted to the parking of cars by taking advantage of convenient access to the train station. Residents of the new development will benefit from being part of an attractive mixed-use neighborhood within walking distance of downtown shopping, services and public transportation.

The design, construction and operations of the redevelopment will be based on the United State Green Building Council (USGBC) Leadership for Environmental and Energy Design (LEED) for Neighborhood Development (LEED-ND). As such, this Amended Redevelopment Plan has been crafted to be easy to use and refers to specific credits within the LEED-ND program, as opposed to lengthy articulation of various design guidelines, to which the redeveloper is required to adhere. This user-friendly planning and sustainable development approach represents Morristown's general commitment to creating efficiencies in the plan review process, and to an informed collaboration with private developers and the communities of Morristown.

## 1.3 Speedwell Redevelopment Principles

This Amended Redevelopment Plan seeks to fulfill the following planning principles developed by the Morristown administration and as voiced by the citizens of Morristown. Illustrative plans and drawings are in the [Appendix: Speedwell Redevelopment – Illustrative Plans & Drawings](#).

### **Create a Unique Identity for the Speedwell Avenue Corridor**

- Recognize the role of the area as an important extension of the Central Business District, with a unique quality and character of its own.
- Create linkages and gateways that will further identify the Redevelopment Area as a unique neighborhood of Morristown, while connecting the Redevelopment Area to the broader Town fabric.
- Build upon the existing physical neighborhood fabric, business network, cultural and social infrastructure through public engagement and coordination with the special improvement district and community stakeholders.
- Create a coordinated design for public spaces and streetscapes that uses street trees and landscaping, signage and awnings, lighting, street furniture, open space and sidewalks to create an attractive pedestrian friendly environment.



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- Provide architectural and urban design variation to differentiate between residential and nonresidential streets and areas.

### **Pedestrian-Friendly Complete Streets**

- Design streets that have various physical characteristics and designed for multiple uses (outdoor eating, storefront benches, street fairs, farmers markets, etc.)
- Design sidewalks and other public amenities to comply with applicable statutory standards for access by persons with physical impairments.
- Design pedestrian-scale improvements that promote safety and walkability with street lighting and other designs (decorative paving patterns, woonerfs, bike racks, etc.) Public art installations (sculptural and visual) are permitted and encouraged as a place-making strategy.

### **Reduction of Car Congestion**

- Coordinate with local, county and state departments of transportation to develop cost efficient and long term solutions for reducing the negative impacts of car circulation surrounding the site and to enhance the Town's major roadway network.
- Deploy vehicular access management strategies to reduce interruptions to traffic flows by reducing the number of curb cuts on Speedwell Avenue (US Route 202) to allow more efficient and safe use of the State Highway.
- Develop on-and off-site car circulation and parking solutions that create safe and friendly pedestrian and bike circulation within and surrounding the site.
- Provide adequate off-street parking spaces to support demand from proposed retail and residential uses and provide opportunities for shared parking.
- Place bike racks throughout the Redevelopment Area and in buildings to encourage the use of bicycles as a transportation mode.
- Provide opportunities for reducing automobile trips by encouraging neighborhood designs that promote walking and biking and provide linkages to transit.
- Pilot programming, including a train station shuttle service, to reduce trips generated by train commuters.

### **High Quality Architecture and Urban Design that is Characteristic of Morristown**

- Encourage signature architectural features and design elements to create visual interest within the development and an identity for the area as a whole.
- Design buildings and a neighborhood plan that draw upon, and strengthen, the architectural design traditions of Morristown.
- Design mixed-use and residential buildings that maximize windows and views onto the streets (eyes on the street).
- Enhance the visual character and safety of the Speedwell Avenue Redevelopment Area via landscape and streetscape improvements.

### **Green Infrastructure & Environmental Design**

- Incorporate street trees into the site plan that create a canopy for the sidewalk.
- Minimize the burden on Morristown's storm sewer system as well as the risk for non-point source water pollution by constructing non-structural stormwater management systems that are

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integrated within planted areas, greenways and swales that filter runoff and maximize on-site infiltration.

- Development and design standards will meet the certification standards of the U.S. Green Building Council: Leadership for Environmental and Energy Design (LEED) – Neighborhood Development. (Application for LEED certification will be at the discretion of the developer.)
- Install highly efficient “Energy Star” appliances within residential and commercial units.
- Design and construct “Energy Star” dwellings, as may be applicable.

### **Quality Usable Open Space**

- Cultivate and build the neighborhood fabric through public spaces that are designed and programmed for community purposes (gardening, concerts/ movies and cultural events, picnics, dog walking, strolling, relaxation, etc.)
- Maximize utility of underground culvert and related easement as an opportunity for green infrastructure, greenway circulation, and open space.

### **District Economic Development**

- Serve as a catalyst for future revitalization in adjacent areas.
- Enhance and build strong connections with the existing commercial corridor through active street level uses and well-designed frontages along Speedwell Avenue.
- Serve existing and project neighborhood needs through mixed-use buildings that maximize street level retail.
- Respond to changing market conditions and opportunities by building flexibility into development infrastructure and site plan.
- Promote the overall economic and redevelopment objectives of the Town’s Master Plan, and related redevelopment plans and programs.
- Promote the creation of job opportunities in Morristown that provide opportunities for both existing residents and as well as for others in the region.
- Increase the number of people living proximate to the downtown Central Business District to provide the critical mass to sustain retail businesses in the downtown and surrounding areas.

### **Expanded & Equitable Housing Options**

- Provide a variety of housing and unit types, as well as tenures (rental and for-sale) including market-rate units, as well as units targeting low and moderate income households.

### **Blight Elimination**

- Protect the health, safety, and welfare of the citizens of Morristown by redeveloping underutilized and stagnant properties that could more effectively contribute to the economic well being of the Town.
- Eliminate blighting influences and non-compatible land uses such as the Morristown Department of Public Works garage, buildings in poor repair as well as other inappropriate land uses and configurations.
- Create a transition in scale and mass from the Headquarters Plaza complex to the existing lower building heights adjacent to the Redevelopment Area.



## 2. Redevelopment Area Context

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### 2.1 Smart Growth Location

The Speedwell Redevelopment Area (the “Redevelopment Area”) occupies a critical location within the urban neighborhood fabric of Morristown. The Redevelopment Area adjoins Morristown’s downtown, is less than one-third of a mile from the Town Green, and is about a half-mile from the NJ Transit Morristown train station – a designated Transit Village. The Redevelopment Area is located at the intersection of three critical streets serving Morristown (Spring Street, Speedwell Avenue, and Early Street) and is in close proximity to the regional highway network.

The Redevelopment Area includes and is adjacent to Speedwell Avenue, an important neighborhood commercial corridor with a mix of low-density mixed-use residential and commercial and retail businesses. Many of the retail businesses along the corridor serve the existing low- and moderate- income population in Morristown. The Redevelopment Plan is intended to facilitate economic and community development opportunities for the small local businesses in the area.

In addition, Headquarters Plaza, developed in the 1980s, is located along the southeastern border of the Redevelopment Area along Speedwell Avenue. Headquarters Plaza consists of a series of office towers built over a large parking garage base, and contains many professional firms and a major hotel. The owners of Headquarters Plaza are presently planning for the redesign and programming of the existing stark urban plaza, which will strengthen the street and pedestrian connection from the Redevelopment Area to the Town Green.

The Speedwell Redevelopment Area is composed of a series of infill parcels located generally north and west of the Speedwell Avenue / Spring Street intersection. The Redevelopment Area encompasses properties on both sides of Speedwell Avenue (US Route 202), between Early Street and Flagler Street; properties on the eastern side of Spring Street just south of the intersection with Speedwell Avenue; and properties on both sides of Early Street from Speedwell Avenue extending westerly almost to Atno Avenue. The topography of the Redevelopment Area varies greatly, ranging from roughly 335 to 365 feet in elevation, with interior portions of Block 5803 being significantly lower in grade than the surrounding streets. The Redevelopment Area includes approximately 11.4 acres of private lands and 3 acres of public right-of way.

Approximately three-quarters of a mile north of the Redevelopment Area is Historic Speedwell, a National Historic Landmark. The Speedwell Iron Works existed on this site from 1815 to 1873, and in 1837 Samuel F.B. Morse perfected the design of the telegraph at this site. During the post-Civil War era, the land around Speedwell Avenue was subdivided and developed with single-family homes. Later, Speedwell Avenue transitioned from a residential-only street to one whose buildings were used in both a commercial and residential fashion.

### 2.2 Existing Development

The Redevelopment Area is almost fully developed with buildings, a municipal public works yard and a large municipal (surface) parking lot. The properties within the Redevelopment Area contain a mix of

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older, relatively small-scale buildings of various ages and compositions, mostly ranging from two to three stories in height. Ground-floor retail with upper-floor residential structures are the predominant land use types along Speedwell Avenue, with detached residential structures most prevalent along Clinton and Early Streets.

Most commercial buildings within the Redevelopment Area do not provide off-street parking. The surface parking lot owned by the Morristown Parking Authority (Block 5803, Lot 1) serves the retailers that front along Speedwell Avenue. A number of additional smaller municipal and private parking areas are scattered among the few vacant lots in the Redevelopment Area, and metered parking is available in several locations.

## 2.3 Mobility & Circulation

### Background & Prior Studies

Speedwell Avenue and the local street network experience significant automobile congestion during peak traffic hours. Congestion is largely created by traffic bottlenecks resulting from regional through traffic that exceeds the capacity of existing roadway and signalization designs. Specifically, vehicles traveling northbound on Speedwell Avenue from Spring Street experience considerable delays during the evening traffic peak.

Between September 2000 and June 2007, the New Jersey Department of Transportation undertook a detailed study of the Speedwell Corridor. The result was a “Roadway Improvement Feasibility Assessment” completed by the Parsons Corporation (“NJDOT Report”), which analyzed traffic patterns in and around the Speedwell Corridor to enhance safety and circulation of pedestrians and automobiles. Included in the NJDOT Report were alternative concept designs that considered performance, costs, and “compatibility with the historical environment and current aesthetic characteristics of the Speedwell Avenue corridor.”

The NJDOT Report set forth an Initially Preferred Alternative (“IPA”) after considering over 16 different improvement concepts. However, at the conclusion of the study, the NJDOT opted to only implement the pedestrian portions, as the IPA “was not supported by the Town of Morristown since [the Town was] concerned it would affect Redevelopment efforts.” Essentially, the IPA involved a redesign of Spring Street with Speedwell Avenue to create a more traditional “T” intersection design compared to existing conditions. This redesign was preferred as it was found to reduce congestion with minimal impact to the existing community, avoid right-of-way takings, and require a significantly lower public capital investment.

Due to conflicting recommendations and evidence, the Amended Speedwell Redevelopment Plan initially directed further study and analysis as part of the Phase One Site Plan approval.

### Recent Corridor Analysis

In satisfaction of this requirement Dewberry-Goodkind, Inc. prepared a Traffic Impact Report, dated February 2012 (the “Dewberry Study”) that evaluated the existing road network around the Speedwell Redevelopment Area and considered four (4) alternative mitigation scenarios in the context of pedestrian and vehicular mobility. The Dewberry Study concluded that both the realignment of Spring and Early Street, as well as the NJDOT IPA, promote better pedestrian connectivity and safety, as well as improved vehicular traffic performance, recognizing that the realignment of Spring and Early Street would require



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significant right-of-way acquisitions and construction of a new roadway. To accommodate the anticipated traffic impacts for Phase 1, the Dewberry Study immediately recommended modifying signal timing and phasing at the intersection of Speedwell Avenue and Early Street, as well as changing the lane movement assignments at the Early Street approach. The Planning Board included this immediate recommendation as a condition of the Phase One Site Plan approval, dated April 26, 2012. Concurrent with this approval, it was determined that the Town, in conjunction with the next phase developer, would conduct additional traffic analyses to determine long-term mobility and traffic congestion improvements for the Speedwell Avenue corridor.

The Morristown Planning Division conducted several traffic analyses that built upon the Dewberry Study and NJDOT IPA as part of its evaluation of proposals for Phase 4 of the Speedwell Redevelopment Area. In addition to the redesign of the Spring Street/Speedwell Avenue intersection and the lane configuration/signal operational changes at the Early Street/Speedwell Avenue intersection, two (2) additional improvements were considered. First, the existing uncontrolled pedestrian crossing at the Flagler Street/Speedwell Avenue intersection causes significant safety, mobility, and congestion issues. In order to mitigate this condition, the Planning Division evaluated the benefits of a Pedestrian Hybrid Beacon that assigns the right of way to pedestrians during designated intervals, thus providing a safe crossing and allowing vehicles to proceed during other times. The second additional improvement was the installation of an additional northbound through lane along Speedwell Avenue from Spring Street to Flagler Street. This improvement requires a right-of-way dedication along the Phase 4 redevelopment site frontages. The inclusion of the additional lane significantly reduces congestion.

The Town conducted traffic simulations to analyze the vehicular and pedestrian movements along the Speedwell Avenue corridor under several different scenarios. Substantial improvements were identified when the combined mitigation improvements were considered.

### **Implementation Strategy & Recommendations**

An implementation and phasing strategy has been identified that will: 1) incrementally address the preexisting causes of vehicular congestion, 2) accommodate new traffic impacts as they are created by increased development, and 3) maximize the impact of public capital investment along the corridor by leveraging private-sector funds:

*Step 1:* Reassign the lane configuration of Early Street, align the Phase 4.1 driveway appropriately with the reconfigured lanes on Early Street, and modify the traffic signal at Speedwell Avenue and Early Street. To be funded by Phase 1 and Phase 4.1 redevelopers.

*Step 2:* Installation of pedestrian hybrid beacon at Speedwell and Flagler Street.

*Step 3:* The redesign of Spring Street/Speedwell Avenue intersection. Phase 3 will require considerable public funds for engineering, design and implementation. As such, Step 3 should be considered a long-term improvement that may be funded cooperatively by the municipality, NJDOT and later phase redevelopers (i.e. Phases 2 and 3).

Note: The additional northbound lane along Speedwell Avenue should be considered last after the

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Phase 4.2 right-of-way dedication is secured. This improvement can be considered in conjunction with the Spring Street/Speedwell Avenue intersection redesign if the right-of-way is secured.

Section 4.5 of this Amended Redevelopment Plan outlines a detailed set of required public improvements associated with each phase of the Speedwell Redevelopment Plan. These public improvements will incrementally effectuate the congestion mitigation and pedestrian safety strategies outlined in this section of the Amended Redevelopment Plan. As a matter of policy, future development within the Speedwell Redevelopment Area shall consider these infrastructure improvement scenarios and shall not inhibit the potential for public improvements along the Speedwell Avenue corridor as outlined above. In addition, the Morristown Planning Division has prepared a detailed traffic simulation model, which it will maintain on file. Future phase redevelopers shall retain a Traffic Engineer to update the traffic simulation with traffic conditions present at the time of application and shall prepare a report that confirms the efficacy of the public improvement strategies contained herein.

## 2.4 Neighboring Redevelopment Plans

Together, the street network comprised of Speedwell Avenue / Spring Street / Morris Street serves as a connector for three important redevelopment areas in Morristown, including the Speedwell Redevelopment Area, described below.

### **Center / Coal Redevelopment Plan**

The Center / Coal Redevelopment Area is located southeast of the Speedwell Avenue Redevelopment Area. It encompasses lands east of Spring Street and south of Martin Luther King Avenue, straddling both sides of Center Street and Coal Avenue. The redevelopment area is located near the Spring Street and MLK mixed-use retail and residential corridor, and within the Morristown Transit Village. Within the “oxbow” of land formed by a bend in the Whippany River, a multifamily development, including affordable housing, is planned along Center Street and Coal Avenue. A significant new public park is being planned along the Whippany River, connected to the Patriot’s Path trail system. The Center / Coal Redevelopment Plan was introduced for adoption by ordinance in 2006 by the Morristown Redevelopment Entity, but has not yet been adopted. The Center / Coal Redevelopment plan will be amended due to subsequent changes in New Jersey environmental regulations.

### **Spring Street Redevelopment Plan**

The Spring Street Redevelopment Area is located further southeast of the Speedwell Redevelopment Area, and occupies a narrow valley fronting along either side of Spring Street between Morris and Water Streets, and connects to the NJ Train Station. Due to the steeply sloping topography and shallow parcel depths, design of buildings in this area is a particular challenge, especially when combined with the need to improve the pedestrian environment on busy Spring Street. Up to 275 residential units and 60,000 square feet of retail / commercial space are allowed in mixed-use, mid-rise buildings that range in height from four to eight stories. Building design takes advantage of the variation in site grade to keep building heights relatively low compared to the downtown area, and heights are also low adjoining the Center / Coal Area. The Spring Street redevelopment project is required to comply with LEED NC standards for progressive, green building design. The Spring Street Redevelopment Plan was adopted in early 2007, and is presently



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being re-evaluated to respond to current economic and market conditions.

### **Epstein's Rehabilitation Plan**

The Epstein's Rehabilitation Area focuses on the site of the former Epstein's department store bordering the southwestern edge of the Town Green, several blocks south of the Speedwell Redevelopment Area. Additional lands further west are also included, which provide additional opportunities for residential and mixed-use development, as part of the downtown area.

The Epstein Rehabilitation Plan includes mid-rise, mixed-use buildings with retail uses along the ground floor fronting on the Town Green and along DeHart and Market Streets; a parking garage at the interior of a block; an office building along Maple Avenue, and lower-scale townhouses in two areas between Maple and MacCulloch Avenues.

The Rehabilitation Plan utilized an innovative bonus system to grant developers higher building heights and densities in exchange for compliance with specific urban design and green building standards (USGBC LEED certification), affordable housing, and public amenities and street improvements.

With all bonuses pursued under the Epstein's Rehabilitation Plan, the maximum allowable development would yield nearly 325 units and roughly 180,000 square feet of retail and office uses, with buildings up to seven stories in height. The Epstein's Rehabilitation Plan was adopted in 2005. In January 2008, several townhomes were approved on DeHart Street as part of the Epstein's Rehabilitation Area. Two multi-family structures, "40 Park" and "The Metropolitan," were completed in April 2010.

## 3. Regulatory Framework

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### 3.1 Local Redevelopment & Housing Law

The Town of Morristown has determined that the use of the redevelopment powers granted to municipalities under the Local Redevelopment and Housing Law (“LRHL”) (N.J.S.A. 40A:12A-1, et. seq.) would be the most effective approach to revitalize the Speedwell Avenue area. The Town directed the Town’s Planning Board to undertake an investigation to determine whether the Speedwell Avenue area qualified as an area in need of redevelopment pursuant to the LRHL. The resulting report, Redevelopment Study for Three Select Areas within the Town of Morristown, New Jersey, prepared by Abeles, Phillips, Preiss & Shapiro, Inc. in December 2002, concluded that the area qualified as an area in need of redevelopment. Based on the recommendation of the Planning Board, the Town Council designated the Speedwell Avenue area to be an area in need of redevelopment by resolution on February 10, 2004.

This Amended Redevelopment Plan has been designed to comply with the requirements, set forth in Section 7 of the LRHL, as well as to advance the comprehensive planning objectives of the Town of Morristown.

### 3.2 Municipal Land Development Ordinance

#### **Applicability of Zoning Requirements**

The standards contained within this Amended Redevelopment Plan shall supersede any conflicting standards contained within the Land Development Ordinance of the Town of Morristown (“LDO”) or other applicable Town of Morristown codes or ordinances. In cases where this Amended Redevelopment Plan does not define (or imply) a particular standard, compliance with the LDO or other applicable Morristown code or ordinance shall be required.

In accordance with N.J.S.A. 40A:12A-7(c), the current Morristown Zoning Map, adopted in September 2007, was revised to show the boundaries of the Redevelopment Area as defined in the Original Redevelopment Plan, and shall be identified as the “Speedwell Avenue Redevelopment Area.” This Amended Redevelopment Plan does not propose any further adjustments to the Zoning Map or modification to the boundaries of the Redevelopment Area.

#### **Underlying Zoning Districts**

The Redevelopment Area encompasses 55 separate tax parcels. Individual properties in the Redevelopment Area are listed in the [Appendix: Redevelopment Properties – Block and Lots Data](#).

At the time the Original Redevelopment Plan was adopted, the Redevelopment Area was located in four (4) zoning districts defined on the 1978 map, as amended through September 21, 2004. The Districts included: Central Business (CBD), Business (B), Moderate Residential Density (RT) and Garden Apartment (RG). The current Zoning Map, adopted in 2007, defines it as a “Redevelopment Zone.” District Boundaries are illustrated in the [Appendix: Area Plan of Existing Zoning District Boundary](#).

#### CBD-2 Zone

CBD-2 zoning allows for office and retail uses. Moreover, all ground-floor uses must be retail. Restaurants (except fast food businesses), funeral homes, clubs, hotels, and theaters are also permitted, as well as all uses



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permitted in the RG district (namely, garden apartments, two-to four-family homes, and single-family homes.) The existing CBD-2 zone allows up to 6 stories and 65 feet in height.

In terms of proposed changes to zoning, the 2008 Master Plan Re-Examination recommended that residential development be allowed as a permitted use in the CBD Zone, presumably within mixed-use buildings that prohibit the use of ground level floor space for residential uses. The 2008 Re-Examination suggested a maximum density of 50 units/acre, similar to the M-1 Zone.

#### B Business Zone

B Business zoning permits offices, retail and personal services, restaurants, and theaters as principal uses, and combinations of these uses within a single building. The B zone also allows the same residential uses that are permitted in the RG-R and RG-M zones; namely, garden apartments and multi-family dwellings. As conditional uses, the B zone also allows fast-food establishments, bowling alleys, churches, schools, parking lots, and automotive related business. Minimum yards are 10 feet front, 15 feet side for new construction adjacent to residential districts, and 25 feet rear. The B zone's maximum building height is 3 stories and 35 feet.

Both the 2003 Master Plan and 2008 Master Plan Re-Examination (Section 2.2.02, Item J) support mid-rise residential in B zones with a maximum density of 50 units per acre, and prohibiting ground-floor residential uses. The Master Plan further makes the increased density contingent on the availability of sufficient parking and on compliance with the Housing Plan Element and a Fair Share Plan, at such time as the Town may adopt one.

#### RT-1 Moderate Residential Density Zone

The RT-1 Zone allows only one and two-family detached or semi-detached single-family dwellings. The maximum building height is 3 stories and 35 feet. Minimum yards are 25 feet front, 25/10 feet side (60/20 for parks), and 30 to 40 feet rear. Minimum lot sizes vary from 6,250 square feet to 8,400 square feet depending on the number of units in the dwelling.

#### RG Garden Apartment Zone

The RG Garden Apartment Residential zone permits 1-family to 4-family dwellings; two-story garden apartments up to 16 units per acre with a minimum lot area of 1 acre; and some institutional uses on a conditional basis. The maximum building height is 3 stories and 35 feet. Minimum yards are 25 or 30 feet front yard, 25/10 or 60/20 feet side, and 30 or 40 feet rear.

### 3.3 Affordable Housing Requirements

Pursuant to N.J.S.A. 40A:12A-7(b) and the New Jersey Fair Housing Act (N.J.S.A. 52:27D-301 et. seq.), this Amended Redevelopment Plan incorporates the affordable housing requirements set forth in Article VIIIA ("Affordable Housing Overlay Zone") of the Morristown LDO. Pursuant to LDO §30-8A03, a portion of the dwelling units within projects containing eight or more residential units must be set aside, restricted, and sold or rented to low and moderate-income households, as defined by the Council on Affordable Housing ("COAH") in accordance with applicable COAH rules. Any deviation from, or refining of, these requirements shall be at the sole discretion of the Town. The Town Council, acting

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as the Redevelopment Entity, shall have the authority to deviate from this requirement and enter into redevelopment agreement(s) with redeveloper(s) that define the affordable housing set-aside requirement within all or a portion of the Redevelopment Area.

There are no existing “deed restricted” housing units within the redevelopment area that are affordable to low and moderate income households, as defined pursuant to section 4 of P.L. 1985, c.222 (C.52:27D-304). Each affordable housing unit required pursuant to this Amended Plan, shall be administered pursuant to the Uniform Housing Affordability Controls (N.J.A.C. 5:80-26.1 et seq.) and will therefore result in a net increase in affordable housing in Morristown. Phase I shall comprise a 10% set-aside of units reserved for low and moderate income households, resulting in new 26 affordable units.

Affordable housing shall be included in later phases and shall be consistent with applicable law in effect at the time, such as the Affordable Housing Overlay Zone, and as may be agreed to by and between the Town of Morristown and selected redeveloper(s). This Amended Redevelopment Plan recognizes that amendments to the Morristown LDO, as well as applicable New Jersey regulations, may modify existing affordable housing policies and requirements.

This Amended Plan requires each Phase to include affordable housing units that target a range of low-income households at or below 80% of the Area Median Income (AMI). The inclusion of affordable housing units targeting households earning at or below 60% of AMI is strongly encouraged.

### 3.4 Municipal Master Plan

Pursuant to the LRHL, “all provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan” (N.J.S.A. 40A:12A-7(d)). This Amended Redevelopment Plan is substantially consistent with, and has been designed to effectuate, the 2003 Master Plan and the 2008 Re-Examination.

The overall development intensity prescribed by this Amended Redevelopment Plan exceeds current zoning standards. However, the parameters within this Amended Redevelopment Plan are substantially consistent with the bulk and use regulations for the CBD and B districts recommended in the Master Plan. Development intensity for the RT and RG residential district was increased upon adoption of the Original Redevelopment Plan and 2007 Zone Map.

This Amended Redevelopment Plan integrates numerous infrastructure and development controls that will minimize negative externalities while creating a more urban streetscape and connected community. This Amended Redevelopment Plan represents a more efficient use of land than would be permitted under existing zoning. Concentrating development into urban-style apartment and mixed-use buildings while simultaneously providing publicly accessible open space and significant capital infrastructure upgrades will enhance quality of life within the Redevelopment Area and surrounding communities. Additionally, design controls and form-based regulations that will help reduce the perceived intensity of any project built according to this Amended Redevelopment Plan, and improve the appearance and function of streets within the Redevelopment Area.



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## Master Plan Goals & Objectives

The goals and objectives of this Amended Redevelopment Plan are substantially consistent with the overall goals and objectives of the 2003 Master Plan and the 2008 Re-Examination. In particular, the Master Plan encourages context-sensitive mixed-use development in the Central Business District, as is proposed for the Speedwell Redevelopment Area. The following statements demonstrate which specific objectives of the Town's Master Plan this Amended Redevelopment Plan will further:

### Quality of Life, Section 1.2.02

- Objective #1: Preserve the human scale of Morristown, and its “small town character,” as well as the physical and historic characteristics of the Town.

This Amended Redevelopment Plan's design and mix of uses provides a neighborhood based development form, with a visually pleasing, pedestrian friendly atmosphere at street level, consistent with this objective.

- Objective #2: Encourage private investment and the commitment needed to make the Town a more pleasant place to live and work.

This Amended Redevelopment Plan encourages private investment in the area through a public-private partnership.

- Objective #3: Preserve and protect the existing Town Green and its environs, which are major elements of the community's identity.

This Amended Redevelopment Plan will promote use of the Town Green and adjacent stores by bringing new residents to the Redevelopment Area who are within walking distance of the Morristown's core.

- Objective #4: Relieve congestion in the Central Business District by providing improved access and alternate means of circulation and mobility. Minimize the amount of non-residential traffic into residential neighborhoods.

Pedestrian improvements, bike racks, and safe pedestrian sidewalks are intended to promote enhanced pedestrian circulation. Furthermore, improvements to the Early Street / Spring Street/ Speedwell Avenue intersection will be examined. Concerns over the amount of non-residential (“pass-through”) traffic into the Early Street residential neighborhood are cited as a partial reason within this Amended Redevelopment Plan to require further traffic study. Appropriate improvements will help improve traffic flow through the Redevelopment Area, thereby relieving congestion in the Central Business District while maintaining a pedestrian friendly environment.

### Land Use, Section 1.2.03

- Objective #1: Preserve the human scale of Morristown, and its small town character as well as its landmarks and heritage so vital to its identity, where appropriate and realistic.

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This Amended Redevelopment Plan proposes a mixed-use neighborhood-oriented development form that is based on the historic mix of commercial and residential uses along Speedwell Avenue in the larger downtown area. Design standards will ensure that the Amended Redevelopment Plan's taller buildings are broken down in scale to appear as a series of narrower, individual buildings.

- Objective #3: To preserve the viability of Morristown as a Designated Regional Center and County seat by maintaining its diversity as a residential, commercial, professional, cultural, and service center.

The proposed higher-density, mixed-use neighborhood with a variety of housing choices will increase the diversity of the Town and enhance Morristown's role as a Regional Center.

#### Environmental Protection, Section 1.2.04

- Goal #1, Objective #2: Maintain and supplement the public park and street tree resources that exist within the town and encourage the protection of trees on privately owned land.

This Amended Redevelopment Plan includes streetscape and public space designs that will incorporate street tree plantings and landscaping of various types.

- Goal #2, Objective #1 (2008 Re-Examination): Control non-point source water pollution with Morristown to protect the Great Swamp, Whippany River, and Passaic River Watersheds.

A tributary to the Whippany River runs through an underground culvert that bisects Block 5803 from east to west. Non-point sources water pollution remains uncontrolled under current conditions - stormwater flows over surface parking areas directly into the culvert (and the Whippany River) through a series of storm grates. This Amended Redevelopment Plan requires the construction of non-structural stormwater management improvements that will mitigate total runoff volumes, infiltration and recharge volumes, non-point source water quality loadings and temperature increases.

- Goal #2, Objective #2: To encourage the use of mass transit facilities and/or transportation alternatives that minimizes the use of the internal combustion engine.

This Amended Redevelopment Plan includes higher residential densities to take advantage of the existing public & private buses serving the central business district, Headquarters Plaza, and the existing train service at Morristown Station. The more pedestrian friendly and walkable environment will allow new residents to reduce their dependency on cars.

#### Circulation, Section 1.2.05

- Objective #1: Correlate the land use pattern and corresponding traffic movements to the ability of the street network to efficiently and effectively move vehicles throughout the community.

This Amended Redevelopment Plan specifically addresses the need to examine improvements to the Speedwell Avenue corridor to allow for improved traffic flow while maintaining a pedestrian friendly environment. Included in options to be evaluated range from intersection redesigns that



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retain existing roadway footprints to a more intensive realignment of Early Street with Spring Street. Options will be considered to ensure that cost-efficient, high-impact options will be pursued as a priority.

- Objective #2: Provide a pedestrian network that connects all parts of the community. (2003 Master Plan)

This Amended Redevelopment Plan provides for an improved sidewalk network, combined with redesigned pedestrian crossings, which will provide an opportunity for pedestrians to move more easily and safely within the Redevelopment Area to adjoining neighborhoods, transportation centers, and the adjacent central business district.

- Objective #2: Concurrent with the redevelopment along Speedwell Avenue-Spring Street-Morris Street corridor, conduct traffic studies to determine the effect of the development on traffic flow and make recommendations to improve the street network to permit effective traffic movement. (2008 Re-Examination)

This Amended Redevelopment Plan proposes continued study of the Speedwell-Spring-Morris corridor to evaluate alternatives and make recommendations that will permit effective traffic movement and further other significant objectives of the 2003 Master Plan and 2008 Re-Examination. These concomitant objectives include a connected pedestrian environment and to preserve the human-scale “small town” flavor of Morristown.

- Objective #4: Provide a sufficient amount of off-street parking in appropriate locations. (2003 Master Plan)

This Amended Redevelopment Plan provides sufficient off-street parking for the proposed residential uses. Retail parking opportunities will be satisfied through a shared parking arrangement with residential uses as well as through use of on-street parking.

- Objective #5: Establish an internal mass transit system that services the Central Business District and high-density residential areas with the community and which connects to the regional transit network.

Phase One of this Amended Redevelopment Plan provides a unique opportunity to evaluate the usage and performance of a neighborhood/district-based shuttle service. As part of Phase One implementation, the redeveloper has agreed to pilot a train station shuttle service for residents of their community. Continued shuttle service will be dependent on usage of the system.

- Objective #1.6.01 (2008 Re-Examination) Improve Speedwell Avenue-Spring Street-Morris Street Corridor to accommodate redevelopment zones.

The 2008 Master Plan Re-Examination calls for the realignment of Early Street to the intersection of Speedwell Avenue and Spring Street to be incorporated into the redevelopment plan approval process, recognizing that further traffic studies will be required to evaluate the traffic impact on nearby residential streets. In 2011, the Town will undertake a comprehensive mobility study designed to examine the holistic causes of traffic bottlenecks, identify several alternative

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solutions, and make recommendations informed by both community engagement, cost-benefit analysis, and technical traffic engineering analysis.

To accommodate the potential for roadway improvements along Speedwell Avenue, this Amended Redevelopment Plan has been broken in several distinct phases. Two full phases can be constructed prior to a final design decision is required for Speedwell Avenue alignments. Both the Town's pending mobility element, required traffic studies, as well as the required entities within the New Jersey Department of Transportation must support the final roadway design decisions.

#### Economic Development, Section 1.2.06

- Objective #1: Install and encourage streetscape and other aesthetic improvements throughout the Town.

This Amended Redevelopment Plan provides for an improved streetscape design and a pedestrian friendly, aesthetically pleasing atmosphere, along with a new public place.

#### Population, 1.2.07

- Objective #1: Provide for an appropriate level of low-and moderate-income housing.

This Amended Redevelopment Plan provides for the development of low- and moderate- income housing consistent with the Morristown Affordable Housing Overlay Zoning.

- Objective #2: Encourage a limited amount of high-density housing in selected portions of the CBD.

This Amended Redevelopment Plan provides for a high density of housing where it is appropriate within the Town, directly adjacent to Headquarters Plaza and within walking distance to the Morristown Train Station and the Town Green.

#### Building Compatibility, 1.2.08

- Goal #2, Objective #1: (2008 Re-Examination) To ensure that the building facades in Morristown reflect the unique character of the community and are compatible with the design characteristics of Morristown's historic district.

This Amended Redevelopment Plan includes a set of design guidelines that will guide urban design and architecture within the Redevelopment Area to maintain compatibility with the surrounding neighborhoods. The design guidelines contained within this Amended Redevelopment Plan are also flexible enough to allow for creativity and innovation while encouraging diversity between both the new and old structures.

- Goal #2, Objective #2: (2008 Re-Examination) New buildings should be encouraged to reflect the historic character of the community, rather than attempt to replicate it.

The buildings envisioned in this Amended Redevelopment Plan are contextual in nature and are



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inspired by both existing and historic mixed commercial and residential architecture styles in the Speedwell Avenue vicinity, as described in “Design Guidelines—a Handbook for the Preservation and Improvement of Morristown’s Historic Properties” among other sources.

#### Historic Preservation, 1.2.09

- Objective #2: Ensure that where development occurs, particularly within the CBD, new structures are compatible with existing predominant architectural style of the neighborhood.

While there is little in the way of a consistent style in and around the Redevelopment Area, the design of the proposed buildings will reference, and be compatible with, the traditional building massing and architectural forms within the downtown area (i.e., they will be human-scaled and oriented to the street), and they will seek to create visual interest at the ground level, with frequent entries and windows.

#### Housing, 1.2.10

- Objective #4: To encourage a limited amount of high density housing within appropriate areas of the Central Business District and close to mass transit facilities.

The Redevelopment Area is adjacent to Headquarters Plaza, and within walking distance to the Morristown Train Station, Town Green and Central Business District.

#### Community Facilities, 1.2.11

- Objective #1: Maintain and expand, as needed, the recreation opportunities and facilities on both a Town-wide and neighborhood basis.

This Amended Redevelopment Plan provides for a public plaza as a gathering space and related right of way streetscape improvements to create walkable, pedestrian friendly streets.

### 3.5 Adjacent Municipalities

The Redevelopment Area is close to the geographic center of Morristown. The nearest border to an adjacent municipality is approximately one-half mile in distance. Regarding traffic impact, improvements to street alignments and/or signalization will help simplify traffic flow through the Redevelopment Area, which is located approximately three-quarters of a mile from Interstate Route 287.

The Redevelopment Area is readily accessible to the Morristown Train Station located approximately one-half mile in distance, and combined with being adjacent to the downtown Central Business District, this Amended Redevelopment Plan will create less potential traffic than “suburban” developments which lie farther from the center of mixed-use activity.

Given the physical separation from adjoining municipalities, it is determined, pursuant to N.J.S.A. 40A:12A-7(a)(5), that the Amended Redevelopment Plan will have no impact on such communities.

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## 3.6 Morris County Master Plan

This Amended Redevelopment Plan is generally consistent with the 1975 Morris County Master Plan, a seminal document that addresses sprawl and sustainability in the region.

Pursuant to N.J.S.A. 40A:12A-7(a)(5), this Amended Redevelopment Plan relates directly to the goals, values, and objectives of the Morris County Master Plan, as follows:

- Make fuller use of existing transportation lines and facilities. The County Plan anticipated that public transportation would achieve greater significance as a necessary alternative to the private automobile, with its attendant problems of pollution, energy availability, and congestion.
- Promote a greater diversity of housing types. The County Plan points out that the elderly and young couples do not need large living areas. Therefore, goals for Morris County's future should include adequate provision for other types of housing in sufficient numbers to provide choice for all residents.
- Find a more feasible alternative to the present situation of "strip mall" commercial development found on major roads, and single-family homes on unnecessarily large lots.
- "Cluster" future growth around definable town centers and transportation facilities to include commercial and office employment as well as residential, with land use intensity decreasing as distance from the town center increases.

## 3.7 NJ State Development & Redevelopment Plan

The Redevelopment Area is located within Planning Area 1 (PA-1). As documented in the SDRP, the following intent has been documented for PA-1:

- Provide for much of the State's future redevelopment;
- Revitalize cities and towns;
- Promote growth in compact forms;
- Stabilize older suburbs;
- Redesign areas of sprawl; and
- Protect the character of existing stable communities.

This Amended Redevelopment Plan will upgrade or replace aging infrastructure; retain and expand employment opportunities; upgrade and expand housing to attract a balanced residential population; and, manage traffic effectively and create greater opportunities for public transportation connections within the Metropolitan Planning Area and between the Metropolitan Planning Area, suburban employment centers, and the Philadelphia and New York metropolitan areas.

## 3.8 NJ Smart Growth Development Principles

In New Jersey, Smart Growth supports development and redevelopment in recognized Centers—a compact form of development—as outlined in the State Development and Redevelopment Plan, with existing infrastructure that serves the economy, the community and the environment. This Amended



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Redevelopment Plan is an exemplary Smart Growth project and conforms with New Jersey's Smart Growth Principles, as follows:

- It contains a synergistic mix of land uses in a compact, clustered community design
- It contains a range of housing choice and opportunity
- The public amenities and urban design create a walkable neighborhood with architecture and urban design adds to a distinctive, attractive community offering a sense of place
- As a catalyst for revitalization in the Speedwell District, the Amended Redevelopment Plan strengthens future development and directs growth to an existing community using existing infrastructure
- The Redevelopment Area design and programming recommendations include a variety of transportation options
- The Amended Redevelopment Plan provides a framework for predictable, fair and cost-effective development decision making
- The Amended Redevelopment Plan was developed through community and stakeholder collaboration in development decision-making

### 3.9 NJ State Strategic Plan

On November 14, 2011, the New Jersey State Planning Commission released its final draft of the State Strategic Plan (SSP). A paradigm shift from the SDRP, the SSP outlines a more “proactive, aggressive and strategic approach to planning for the State’s future. An approach that aligns clear goals with sound decision making and coordination among government entities will better position New Jersey for growth opportunities and allow New Jersey to once again compete for and capitalize on growth opportunities.” The SSP contemplates development in Smart Growth location and regional centers. This Redevelopment Plan furthers the following goals, objectives and findings of the SSP:

- Offers a Smart Growth “neighborhood of choice” by promoting a safe and convenient urban location that caters to millennials and retirees. Providing a talent pool that will attract employers in target industries.
- Creating a neighborhood that reduces the drive between home, work and recreation. As noted in the SSP, consumers prefer abundant sidewalks and pedestrian-friendly features that are integrated with existing, establishing mobility networks.
- Helps strengthen Morristown’s Transit Village through a higher concentration of housing at a key transit node, which the SSP recognizes as a driver of private investment and a more robust and valuable real estate market, both office and residential.
- Promotes several “Garden State Values:” 1) Concentrate Development and Mix Uses; 2) Prioritize Redevelopment, Infill and Existing Infrastructure; 3) Increase Job and Investment Opportunities in Priority Growth Areas; 4) Create High-Quality, Livable Places; 5) Provide Transportation Choice; 6) Advance Equity; and 7) Diversify Housing Opportunities.

## 4. Development Program

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### 4.1 Land Uses

In the event of any conflict or inconsistency between the provisions of this Amended Redevelopment Plan and the provisions of Morristown's Land Use Regulations, this Amended Redevelopment Plan shall govern.

#### **Existing Non-Conforming Uses**

Existing uses that are non-conforming with current zoning provisions will remain non-conforming unless they are expressly permitted in this Amended Redevelopment Plan.

Pursuant to the Original Redevelopment Plan, those principal or accessory uses of properties that existed and were permitted by the use provisions of the Land Use Regulations in effect at the time immediately prior to November 29, 2007, the effective date of the Original Redevelopment Plan, but which are not listed as permitted uses in this Amended Redevelopment Plan, will become prior nonconforming uses at the time this Amended Redevelopment Plan is effective. At such time and thereafter, any modification or expansion of these prior non-conforming uses is prohibited and any change in use, redevelopment or rehabilitation of such properties shall be subject to the provisions of this Amended Redevelopment Plan.



### District Permitted Uses

An integral function of this Amended Redevelopment Plan is the creation of mixed-use buildings containing retail and residential uses. Therefore, this Amended Redevelopment Plan permits buildings to include any two or more\* of the uses permitted below:

Use	Type	Description
Residential	Multi-Family	Apartments; Townhouses
Commercial	Retail, Professional Office, as well as Personal or Business Services, as defined by within the Morristown LDO.	Ground level storefront in mixed-use residential buildings.
Live & Work	Professional Services Office; Arts and Media Production Studio and Gallery Space, Crafts and Food Purveyors Space; Retail directly related to use types listed above.	Work area shall be located on first occupied level of building with direct access to street level entry; Live area must be directly connected (adjacent to and/or above) the work area. Maximum square footage of Work area may not exceed 800 square feet.
Public Assembly	Civic and Community Space	Ground level only
Health Club / Fitness Centers	Private and Public	Publicly accessible fitness center shall only be located within mixed-use building with frontage on public street. Private (accessory) fitness centers restricted to resident use can be located in residential buildings within the same complex.
Eating Establishments	Restaurants, coffee houses, diners, cafes	Ground level only. Outdoor eating areas are permitted on sidewalks directly adjacent to eating establishments. Occupying sidewalk for said uses must be by special permit in accordance with the requirements and restrictions set forth in the Town of Morristown Code, Chapter 4, Section 5 ("Sidewalk Cafes").
Open Space Recreational and Pedestrian Circulation	Public and Private	Parks, Gardens, Plazas, Courtyards
Accessory Parking	Structured and Off-Street Surface (limited Townhouse development only)	See District Design Standards.
Accessory Uses	Operations and Management	Restricted to the operations, management and tenant amenities directly related to the District Permitted Uses, as defined in Morristown LDO Section 30-301. Medical clinics are permitted as accessory uses within retail pharmacies.

\* A pharmacy with integrated medical clinic shall be considered a mixed-use structure for the purposes of this plan.

### District Prohibited Uses

This Amended Redevelopment Plan prohibits any uses not listed in the District Permitted Uses, including the following:

Use	Type	Description
Automotive Related Uses	Fuel Stations, Repair/ Service Stations, Car Wash, Vehicle Storage, Retail and Showroom	Any and all uses relating to the on-site service, sales or storage of automobiles.
Auto-Dependent Commercial / Retail Services*	Drop-Off/ Pick-Up Driveways, Service Windows/Speaker Service Functions	Drive-Through commercial establishments, e.g. eateries, personal services, banking services
Parking Structures	Sole-Purpose, Detached Parking Structure	See Permitted Uses that allows surface parking area for Clinton Place Townhouses
Advertising for Off-Site Uses	Billboards (traditional and electronic), signs.	Free-standing or building mounted signs.
Free-Standing / Pylon Signs	Any free-standing sign, not to include temporary signs as permitted under the LDO.	A structure in the form of a tower or pier, the chief purpose of which is to attract attention and display a sign.
Adult Entertainment	Over 90% of Services and Commercial/ Retail Rated Adult-Only	Including, but not limited to, Bookstores; Shops; Performance and Theatre Space; Parlors

*\*Drive-through commercial establishments may be considered by the planning board as part of a Pharmacy facility in Phase 4.1, upon provision of a traffic impact study and a holistic (multi-modal) proposal to mitigate negative impacts through required improvements. Any re-use of a drive-through pharmacy for a non-pharmacy use shall be considered a prohibited use and would require an amendment to this Plan.*

### General Performance Standards

The performance standards contained in Code of the Town of Morristown (not limited to the LDO) shall apply to residential and non-residential uses within the Redevelopment Area, specifically:

Excessive Noise: No noise shall be emitted from uses within the Redevelopment Area in violation of Morristown Code Section 3-1.1 through Sec. 3-1.5 (“Prohibited Noise”).

Public Nuisance: Properties within the Redevelopment Area must be maintained and operated in accordance with all provisions of the Morristown Code, including but not limited to those contained in Chapter 13 of the Code (Housing and Property Maintenance) which prohibits public nuisances and other hazards potentially harmful to the health, safety, and general welfare of the citizens of Morristown.

### Retail Performance Standards

This Amended Redevelopment Plan is intended to provide a vibrant, mixed-use environment for those who live, work, ride and play in Morristown. Certain retail uses (i.e. ‘big-box retail’ and retail banks) are incompatible with the Goals and Objectives contained within this Amended Redevelopment Plan because they inhibit a sense of place, active street life, and restrict opportunities for downtown retail uses that serve the



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neighborhood, Town and region.

Retail Size Limits: Retail uses over 7,500 square feet are not permitted in the Redevelopment Area. These restrictions shall not apply to grocery stores, restaurants, childcare facilities, cultural uses (art galleries, theatres, live-entertainment centers), bookstores, or pharmacies.

Financial Services and Retail Banks: No more than 20% of the total non-residential gross floor area of newly constructed buildings in the Redevelopment Area may be utilized for retail banks or financial service storefront uses.

24 Hour Operations: 24-Hour retail operations must be specifically granted by the Planning Board.

### **Required Retail Areas**

Ground level retail is required on the following street frontages. (See District Design Standards for building street frontage and ground level use designs).

- Speedwell Avenue frontage. In addition, all retail spaces shall contain primary entrance and some portion of the frontage on Speedwell Avenue.
- Corner and street frontage along Speedwell Avenue and Early Street. Retail frontage within Building Four shall extend approximately 160' down Early Street, whereas Building Five shall extend approximately 50'-75' down Early Street.
- Corner and street frontage along Speedwell Avenue and Pedestrian Greenway. Buildings Five and Six shall extend approximately 50'-75' down the Pedestrian Greenway.

### **Permitted Retail Areas**

Ground level retail is encouraged and permitted at the following locations, but not required.

- Street frontage along Early Street and Pedestrian/Car Path (Woonerf)
- Street frontage along Pedestrian Greenway, Pedestrian/Car Path (Woonerf), and Park Area
- Building Six street retail frontage approximately 60'-100' along Clinton

### **Retail Preservation Strategy**

This Amended Plan provides policy support to an independent and locally owned retail retention strategy for existing proprietors in the Redevelopment Area. Such a program may be funded through a reduced PILOT payment, among other potential sources. This policy recommendation is made with recognition that a revitalization/retention effort will require participation, approval and coordination from numerous bodies, departments and agencies within Morristown.

## 4.2 Parking & Loading/Unloading Requirements

### Vehicle Parking Ratios

Each Phase of development shall accommodate the required number of related parking spaces, based on the following ratios. Neither the residential parking requirements of the New Jersey Residential Site Improvement Standards (RSIS) nor those contained in the LDO shall apply, unless otherwise specified herein. The off-street parking requirements were reduced due to the potential for the residential and retail uses within this mixed-use development to share parking, and because the Redevelopment Area is located in proximity to the Morristown Train station.

Use / Type	Minimum Vehicle Parking Ratio (Off-Street)
Residential / Owner-Occupied Units	1.5 per unit
Residential / Renter-Occupied Units	1.1 per unit
Retail	3.0 : 1,000 gross square feet of floor area
Restaurants and Eating Establishments	1.0 : 4 seats
Health and Fitness Centers	None (0) for private facilities associated with Redevelopment Area residential or live/work units. Otherwise, 2 spaces per 1,000 gross square feet.
Civic and community uses	3 : 1,000 gross square feet. None (0) for community rooms associated with Redevelopment Area residential or live/work units.
Open Space / Public and Private	None (0)

### Alternative Parking Location

Parking Requirements for non-residential uses may be met using on-street parking spaces located on streets directly adjacent to the Redevelopment Area, to promote the revitalization of the area through increased pedestrian circulation.

### Shared Parking

A Shared Parking Plan is permitted pursuant to the standards established by the Urban Land Institute: Shared Parking, published in 1984 as well as the additional shared parking requirements enumerated in the Morristown LDO, Section 30-502.5(d), which describes parking standards for the Transit Village Core zoning district. Shared parking is permitted and encouraged, particularly for the surface lot proposed for Phase 4.1. Phase 4.1 redeveloper is encouraged to work collaboratively with the Morristown Parking Authority and the owners/redevelopers of Phase 4.2 to maximize neighborhood benefit of the proposed surface lot.

### On-Street Parking

On-Street parking shall be provided, consistent with applicable design regulations such as pedestrian bulb-outs and dimensional requirements. In conjunction with the Preliminary Site Plan application, the redeveloper(s) shall provide to the approving entity an engineered traffic study, demonstrating safe parking movements that are compatible with local intersections and roadway traffic. Where applicable, the New



Jersey Department of Transportation shall be consulted for initial feedback prior the grant of Preliminary Site Plan approval. On-Street parking is required at the following locations, subject to the requirements above:

- East side of Prospect Street, along the frontage of the District Park, between Clinton Street and Early Street.
- South side of Early Street, between Prospect Street and Speedwell Avenue on both sides of the Woonerf.

### Bicycle Parking

Bike Parking is required, as follows:

Use / Type	Bike Parking Ratio
Residential / Owner-Occupied Units	30% of total units (in building)
Residential / Renter-Occupied Units	30% of total units (in building)
Retail	1 : 5,000 gross square feet of floor area and no less than 1.0 – publically accessible (an enclosed secure bike rack area is encouraged in each building accessible for commercial tenants)
Restaurants and Eating Establishments	1 : 5,000 gross square feet of floor and no less than 1.0 – publically accessible (an enclosed secure bike rack area is encouraged in each building accessible for commercial tenants)
Health and Fitness Centers	1 : 5,000 gross square feet of floor and no less than 1.0 – publically accessible (an enclosed secure bike rack area is encouraged in each building accessible for commercial tenants)
Civic and community uses	1 : 10,000 gross square feet of floor area and no less than 1.0 – publicly accessible
Open Space / Public and Private	1.0 public bike rack at Park; 1.0 public bike rack at Pedestrian Greenway; 1.0 public bike rack at Pedestrian/ Car Path (Woonerf) – publicly accessible

### Loading/Unloading Areas

Off-Street Loading/Unloading directly related to the structures and uses is not required on Redevelopment Area blocks or tracts of less than 25,000 square feet. (See District Design for building ground level designs). Commercial Loading/Unloading areas shall be provided at the following locations and must contain a clear indication that area is dedicated for commercial deliveries and parking is thereby prohibited:

- Early Street between Speedwell Avenue and Woonerf to Serve Buildings Four and Five
- Clinton Street between Speedwell Avenue and Prospect Street to Serve Building Six
- Flagler Street at Speedwell Avenue to Serve Phase 4.2 structures as needed
- At the rear of the Phase 4.1 structure, which shall be visually buffered from public view

Trash and refuse shall be collected from enclosed areas within structured parking or dedicated service areas that are not visible to the public when doors are closed and shall be designed to minimize noise emitted during collection process. Sidewalks and public surfaces near trash collection points shall be kept clean and free of debris or stains. All deliveries and trash collection shall be completed during off-hours.

### 4.3 Program Development Yield

#### Maximum & Minimum by Development Phased

	Developable Area (Acres)	Residential Units (Max)	Retail / Non-Residential (SF)*	Off-Street Residential Parking (min)
<b>Phase 1</b>	<b>2.38</b>	<b>268</b>	<b>0</b>	<b>295</b>
<b>Phase 2</b>	<b>3.64</b>	<b>214</b>	<b>0</b>	<b>247</b>
Phase 2.1a	1.70	135	0	149
Phase 2.1b	0.55	7	0	14
Phase 2.1c	.21	9-12	0	18
Phase 2.2	1.18	60	0	66
<b>Phase 3</b>	<b>2.58</b>	<b>180</b>	<b>40,000</b>	<b>360</b>
Phase 3.1	0.62	24	15,000	81
Phase 3.2	1.26	132	20,000	258
Phase 3.3	.70	24	5,000	51
<b>Phase 4</b>	<b>2.77</b>	<b>27-45</b>	<b>8,800</b>	<b>103</b>
Phase 4.1	2.22	0	15,000	73
Phase 4.2	0.58	27-45	8,800	30
<b>Site Totals</b>	<b>11.37</b>	<b>689 - 692</b>	<b>65K - 85K</b>	<b>1292 (min)</b>

1. Phase 1 Affordable Housing: Of the total residential units developed as part of the Phase 1 development program, 10%, shall be affordable units developed on-site. See Section 3.3 Regulatory Framework: Affordable Housing Regulations.
2. Phase 4.2 Maximum Yields: 27 units is the maximum for a 4 story building, containing ground floor retail and 3 residential stories.

### 4.4 Property / Land Area Location

Public improvements will be designed and constructed according to the following Phases of redevelopment. (See District Design for the development of public improvements). (See Appendix: Speedwell Redevelopment - Illustrative Plans and Drawings).

#### Phase 1 – Building One

- Area south of Early Street and west of new Prospect Street extension;
- Note: area includes portion of property currently utilized by the Morristown Department of Public Works.
- Current Lot/Block: Block 5803; Lots 29, 30, 31, 32, 33 & portions of Lots 34 and 37

#### Phase 2.1.a – Building Two

- Area south of Early Street; east of new Prospect Street extension, west of new Pedestrian/Car Path (Woonerf), and north of portion of new Pedestrian Greenway.
- Note: includes the construction of a new District Park bordered by the new building.
- Current Lot / Block: Block 5803; Lots 35, 36, 38 & portions of Lots 34, 37 and 44.01 (to be subdivided)



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### **Phase 2.1.b – Townhouse Building**

- Area south of the new Pedestrian Greenway, east of new Prospect Street extension, and north of rear yards of Clinton Place Townhomes.
- Note: includes the construction of a new shared parking area for the existing Clinton Place Townhomes and the new Speedwell Townhouses (Block 5803, Lot 7).
- Current Lot / Block: Block 5803; Lot 37, portions of Lot 1, 6 and 7 (to be subdivided)

### **Phase 2.1c – Existing Clinton Place Townhomes**

- Area currently occupied by the nine (9) existing townhomes on Clinton Place, which will remain in the Redevelopment Area, but are not required for redevelopment in this Amended Redevelopment Plan.
- Current Lot / Block: Block 5803, Lots 7.01, 7.02, 7.03, 7.04, 7.05, 7.06, 7.07, 7.08 and 7.09.

### **Phase 2.2 – Building Three**

- Area mid-block bordered by north of Early Street.
- Current Lot / Block: Block 5702, Lots 25, 26, 27, 28 and 29

### **Phase 3.1 – Building Four**

- Area at the northwestern corner intersection of Early Street and Speedwell Avenue.
- Current Lot / Block: Block 5702, Lots 19, 20, 21, 22, 23 and 24

### **Phase 3.2 – Building Five**

- Area at corner intersection and bordered by south of Early Street, west of Speedwell Avenue, north of the entrance area of the new Pedestrian Greenway, and east of new Pedestrian/ Car Path (Woonerf).
- Current Lot / Block: Block 5803; Lots 39, 40, 41, 42, 43, 44 & Lots 2 and 3 & portion of Lot 1 (to be subdivided)

### **Phase 3.3 – Building Six**

- Area west of Speedwell Avenue, south of the new Pedestrian Greenway, and north of Clinton Place.
- Current Lot / Block: Block 5803, Lots 4, 5 and 6 & portion of Lots 1 & 6 (to be subdivided)

### **Phase 4.1 – Building Seven**

- Area East of Speedwell Avenue and Spring Street; South of Flagler Street and North of Clinton Place
- Current Lot / Block: Block 5001, Lots 4, 5, 6, 7, 7.01

### **Phase 4.2 – Building Eight**

- Area East of Speedwell Avenue and Spring Street; South of Flagler Street and North of Clinton Place
- Current Lot: 8, 9, 10, 11, 12

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## 4.5 Public Improvements

Public improvements will be designed and constructed according to the following Phases of development. Responsible parties for designing and constructing the public improvements are pursuant to the terms of the redevelopment agreement(s) between the municipality and the redeveloper(s) in connection with this Amended Redevelopment Plan. (See District Design for the development of public improvements). (See Appendix: Speedwell Redevelopment – Illustrative Plans and Drawings).

### Phase 1

- Frontages at Early Street and Early Street/ Prospect Street intersection
- Prospect Street extension from Clinton Place to Early Street
- Complete traffic studies to determine capital improvement strategy to reduce traffic congestion and increase pedestrian safety while maintaining neighborhood fabric. Emphasis shall be upon traffic impact generated by the Phase One residential units, strategies to maximize local circulation benefit of Prospect Street extension, and evaluate alternative solutions to resolve congestion and bottlenecks that occur within the Spring/Early/Speedwell corridor. Traffic study shall evaluate traffic patterns development impacts on neighboring streets including, but not limited to Early Street, Atno Avenue, Clinton Place, Clinton Street, Prospect Street, and Cattano Avenue. The traffic impact study shall evaluate traffic circulation to and from regional routes (Speedwell Avenue and Washington Street). On-street parking impact shall be evaluated as well as pedestrian circulation at all intersections. In light of nearby public facilities, all proposed recommendations shall integrate Safe Routes to School and Safe Routes for Seniors design principles. Studies should build upon NJDOT’s completed Speedwell Corridor Roadway Improvement Feasibility Assessment and pending NJDOT Pedestrian Investigation. A completed traffic study shall be required as part of the preliminary site plan application for Phase One, but this language shall not be construed to require final resolution of district mobility infrastructure as a condition precedent to Phase One site plan approval.

### Phase 2

- Frontages at Early Street and Early Street/ Prospect Street
- Frontages at Early Street and Speedwell Avenue
- District Park
- Pedestrian Greenway (portion within Phase Two)
- Pedestrian/ Car Path (Woonerf) connecting Early Street to Pedestrian Greenway servicing Building 2, Building 5 and Building 6.
- Pedestrian / Car Path / Car Court (Woonerf-style) to serve as access to Building 3 internal structured parking access point.
- Rehabilitate current or construct new egress point from Morristown Parking Authority surface parking area and make necessary repairs to the existing parking area.
- Construct new parking area servicing new Speedwell Townhouses and existing Clinton Place Townhomes.
- Improvements along Speedwell Avenue corridor recommended by Phase 1 traffic studies.



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### **Phase 3**

- Frontages at Speedwell Avenue and Early Street
- Frontages at Speedwell Avenue and Clinton Place
- Pedestrian Greenway entry and complete connection to Speedwell District Park.

### **Phase 4.1**

- Frontages and streetscape along Spring Street & Speedwell Avenue.
- 10'-wide ROW dedication along Speedwell Avenue frontage.
- Public Plaza at intersection of Speedwell/Spring
- Pro-rata share of signalized intersection improvements at Speedwell Avenue & Early St.
- Realignment of Speedwell Avenue driveway with Early Street.
- Dedication of 8 parking spaces for public / metered parking to be managed by MPA, to be located along the shared driveway in the northern portion of Phase 4.1. The number of spaces may be reduced upon construction of shared driveway.
- Provide required legal authorizations to permit sharing of proposed driveway with Phase 4.2.
- Provide required legal authorization to permit shared parking, as feasible, with Phase 4.2.
- Prepare design documents and permit application requirements for the installation of the Pedestrian Hybrid Beacon at Speedwell Avenue and Flagler Street. This engineering effort shall be accomplished at the same time as the design documents are being prepared for the signalized intersection improvements at Speedwell Avenue & Early Street. However, if undue delays are encountered in obtaining NJDOT approval after the initial application submission, this approval may be the separated from the Speedwell Avenue & Early Street improvements. All design and permitting documents shall be reviewed by the Morristown Engineering Division prior to submission to NJDOT.

### **Phase 4.2**

- Frontages along Speedwell & Flagler. Flagler Street shall be improved with bulb-outs, street trees, and on-street parking.
- 10'-wide ROW dedication along Speedwell Avenue frontage.
- Installation of pedestrian hybrid beacon at Flagler & Speedwell crosswalk that is synchronized with the signal at Early & Speedwell.

### **Additional Public Improvements**

- Realigned Spring Street/Speedwell Avenue intersection
- Additional northbound through lane along Speedwell Avenue from Spring Street to Flagler Street.

## 5. District Design Sustainable Development

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This Amended Redevelopment Plan incorporates certain design requirements and guidelines for the Redevelopment Area listed within the USGBC LEED for Neighborhood Development program, as outlined in the LEED Reference Guide for Neighborhood Development, U.S. Green Building Council (2009) (the “Reference Guide”). The District Design guidelines will be directive and restrictive to achieve the urban design and architectural objectives established by the Town. This Amended Redevelopment Plan District Design Section makes references to specifications and illustrations that can be found in full within the Reference Guide and the LEED 2009 for Neighborhood Development Rating System (the “Rating System”). The text of this Amended Redevelopment shall control should it conflict with the standards forth in the LEED-ND requirements.

The Town of Morristown is committed to promoting and facilitating meaningful and informed civic outreach and involvement in the building of their neighborhoods and districts (See LEED-ND NPD Credit 12). The Rating System is available for free download on the USGBC website as a tool for Morristown citizens to more effectively understand the planning and redevelopment approval process. The Reference Guide is available for a fee on the USBCG website, but is not required to design or implement the requirements of this Amended Redevelopment Plan. Copies of the Reference Guide will be made available for public review through the Morristown Zoning Office.

The District Design guidelines serve as the foundation for good urban planning and architectural design for the Redevelopment Area. The redeveloper(s) will be required to comply with priority LEED-ND credits and prerequisites as referenced in this Amended Redevelopment Plan. As necessary, “Project Specific Requirements” will be required, defined throughout this Chapter 5 as “Redevelopment Area Specific Guidelines”.

This Amended Redevelopment Plan lists **Required Credits**. All planning, design, construction and operating documents must comply with the specified LEED-ND Required credits, and other planning and design requirements, as may be specifically stated below.

Also, this Amended Redevelopment Plan lists **Optional Credits** that are applicable to the specific redevelopment project, but are not required for entitlements approvals or implementation. The redeveloper is encouraged to consider the Optional Credits, but they are not required. At the time of Preliminary Site Plan application, redevelopers shall be required to complete and submit the LEED-ND checklist demonstrating compliance with all required credits which shall include an explanation as to why optional credits will not be pursued. The redeveloper is not required to assemble documentation or apply to the USGBC for LEED certification.

**Note:** USGBC LEED-ND means United States Green Building Council: Leadership in Energy and Environmental Design (LEED) - Neighborhood Development. The USGBC is a private, non-profit corporation providing leadership and guidance in the development of green building and sustainable design rating system and certifications in the U.S. and globally.  
USGBC website: [www.usgbc.org](http://www.usgbc.org)  
LEED-ND reference: [www.usgbc.org/DisplayPage.aspx?CMSPageID=148](http://www.usgbc.org/DisplayPage.aspx?CMSPageID=148)



## 5.1 Neighborhood Pattern & Design (NPD)

### Required Credits

#### 5.1.1 NPD Prerequisite 1: Walkable Streets

1. Principal Functional Entries: Frontage: Requires each frontage/facade facing a public right-of-way to have a principle functional entry.
2. Building Height-to-Street-Width Ratio, with the following Redevelopment Area Specific Guidelines:
  - 4 – 6 Stories = Maximum number of stories
  - 45 – 80 Feet = Maximum building height
  - 15 – 20 Feet = Minimum floor-to-floor height for retail space.
  - 10 – 12 Feet = Minimum floor-to-floor height for residential space
  - Maximum Building Heights:

Phase, Building	Maximum Stories / Feet
Phase 1, Building One:	6 stories / 72 Feet
Phase 2, Building Two:	6 stories / 72 Feet
Phase 2, Building Three:	6 stories / 72 Feet
Phase 2, Townhouses:	4 stories / 48 Feet
Phase 3, Building Four:	4 stories / 56 Feet
Phase 3, Buildings Five & Six:	4 - 6 stories / 56 - 80 Feet
Phase 4.1, Building Seven:	1 - 2 stories / 30 - 55 Feet
Phase 4.2, Building Eight:	4 stories / 56 Feet

- Maximum Height of Building Five shall be four stories, but may contain up to six stories based upon one or more of the following conditions:
  1. Preservation and rehabilitation of the mixed-use structure at the southwestern corner of Early Street and Atno Avenue.
  2. Preservation of significant architectural elements of the existing facade of other structures than the corner building.
  3. Provide a 12-foot “step-back” for stories above the 4th floor.
  4. Integration of new construction with existing structures will be encouraged. Policy support will be given to provision of financial incentives for rehabilitation / preservation of existing architectural assets with the understanding that it requires additional Council approval and specific financial analysis. Implementation would occur through future redeveloper RFP’s, development proposals.

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o Height Measurement:

- Architectural corner or tower elements are encouraged for buildings on Speedwell Avenue, but shall not exceed the building height requirements by more than 20 feet in height and 25 feet in width (see Building Stories/ Height Requirements). Buildings that exceed maximum Speedwell Avenue Building Height Requirements may not include said corner tower elements (see Speedwell Avenue Building Height Requirements). Phase 4.2 shall not be subject to this provision.
- Rooftop mechanical equipment shall be set-back from all building facades by at least 10 feet and screened from sidewalk view. Solar panels or wind turbines or roof terraces are exempt from this set-back requirement, but shall be evaluated in site plan review on a case by case basis.
- Any floor level that extends less than 8 feet above grade at the perimeter point, such as a partially below grade parking level, shall not be considered a building story, but shall be included in the building height measurement.
- Pursuant to the Morristown LDO, Building Height shall be defined as: the vertical distance measured from the average elevations of the finished grades at each side of the building to the highest point of a flat roof, to the deck line of mansard roofs or to the mean height between eaves and ridge for gable, hip and gambrel roofs (LDO Sec. 30-301).
- Single story structures are permitted in Phase 4, specifically building 7, at the discretion of the Planning Board. Photovoltaic panels or a rooftop greenhouse (i.e. partnership with BrightFarms, Inc. or similar entity) are strongly encouraged.

3. Continuous Sidewalks, with the following Redevelopment Area Specific Guidelines:

- Minimum Sidewalk Widths
  - **12** feet on Speedwell Avenue West
  - **16** feet on Speedwell Avenue East
  - **10** feet on Non-Speedwell Mixed-use Frontages, including Spring Street.
  - **6** feet in residential-only areas
- Corner of Speedwell Avenue and Flagler Street shall be designed with a wide sidewalk radius. The intersection shall be designed to maximize walkability, pedestrian safety, line of sight, and cohesiveness between the mixed-use Speedwell Corridor and the Flagler Street residential neighborhood.
- A buffer shall be constructed using decorative pavers or plantings (i.e. rain garden) between the sidewalk and curb (Morristown Partnership standard shall be required on Speedwell Avenue and Spring Street):
  - Buffer Width – Minimum 4 feet
  - Must contain permitted materials if non-vegetated; hardscape shall be only constructed of approved materials.

Note: Woonerf design is required at new Pedestrian/Car Path connector between Early Street and Pedestrian Greenway, similar treatment should be used for access road to Buildings 3 and 4. Recommended Woonerf features include protective pedestrian bollards, elimination of traditional curbing, and the use of different materials/configurations to help street users



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understand and identify the various functions and behavioral requirements: all-traffic permitted, walking-only, drainage/gutter, crossings/garages, unloading/storage, bike parking, playgrounds, etc.

- Permitted and Prohibited Sidewalk, Streetscape, Pedestrian Greenway & Woonerf Materials:

- Permitted
  - Natural Stone/cobblestone
  - Pre-Cast Pavers
  - Belgian Block Pavers
  - Brick
  - Permeable Pavers
  - Poured in place concrete
  - Slate, or slate textured materials
  - Other Materials as specified in Morristown Partnership Streetscape Guidelines
- Prohibited
  - Asphalt
  - Packed Aggregate
  - Painted materials, except traffic markings, parking designations, and crosswalks in accordance with applicable regulations specific to NJDOT or other regulatory agencies.

- Pedestrian crosswalks shall be provided at the following locations:
  - Signalized pedestrian crosswalks:
    - Speedwell Avenue, Spring Street, Early Street
    - Speedwell Avenue and Flagler Street (Pedestrian Hybrid Beacon)
  - Un-signalized pedestrian crosswalks shall be provided at the following locations:
    - Early Street and Prospect Street
  - Crosswalk design shall be subject to approval by the NJ Department of Transportation.
  - Streetscape design shall be consistent with the Morristown Partnership Streetscape Program. (Streetlights shall be LED lighting and comply with “dark sky” standards).
- Required sidewalk maintenance: 90% of sidewalks immediately adjacent to the street in the Redevelopment Area are free of grime, leaks, and spills. Grime, leaks, and spills include any removable material resulting in a difference in pavement surface color. Includes paint, dried liquids, dirt, garbage leaks, or other substances resulting in wet, slippery, or sticky conditions. Does not include graffiti, painted markers for utility use, nor intentional painting of the sidewalk surface. Does not include differences in cement color. See attached photos for examples.

4. Garage and Service Bay Openings: This component sets a maximum amount of street frontage, 20% that may be dedicated to garage and service bay openings. Parking structure vehicular entries are not allowed to face the streets and open spaces at the following locations:

- Speedwell Avenue

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- Clinton Place
  - District Park
  - Early Street
  - Pedestrian Greenway

#### NPD Credit 1: Walkable Streets

##### 1. Façade and Entries, with the following Redevelopment Area Specific Guidelines:

- a. Building Setbacks (measured from property line)
  - West side of Speedwell Avenue: 0-10 feet
  - East side of Speedwell Avenue: 0-10
  - Spring Street = 0 – 10 feet
  - Early Street = 5 – 15 feet
  - Prospect Street = 5 – 15 feet
  - Clinton Place = 10 – 15 feet
  - Side Lot = 10 feet minimum
  - Rear Lot = 20 feet minimum
  - Note: Set-back distance is measured pursuant to NPD Credit 1. Phase 4.1 setback may be extended to 56 feet from the existing curb or 46 feet from the proposed curb after widening in order to accommodate the proposed front drive aisle, so long as the public amenities described in Section 5.4 are provided.
- b. Building Projections
  - Enclosed architectural projections (such as bay windows) up to 5 feet are allowed beyond the primary façade of the building, but minimum sidewalk width must be maintained. Projections over 5 feet are allowed serving green building , energy performance purposes only, but must be approved as part of site plan approval process. The Planning Board may also permit a projecting drive-through canopy in excess of 5 feet in Phase 4.1.
  - Residential stoops are encouraged.
- c. Building Length
  - Building length shall be articulated by architectural elements (e.g. projections, slight recesses, entries, fenestration, materials, color) to reduce scale and mass of long building facades. Articulation is recommended to occur at intervals consistent with Morristown downtown block and building patterns, and should occur at intervals no less than 25 feet and no more than 50 feet.
- d. Distance between Buildings
  - Primary facades of adjacent buildings that face each other must have a minimum of 50 feet distance between the buildings. This includes building adjacent to each other or on both sides of the street.
- e. Building Operations and Equipment
  - All mechanical/electrical/plumbing systems, meters, controls, venting, trash receptacles storage and pick-up shall be located in the interior of the block and masked from view to the greatest extent possible. Locating these elements on Early Street and Speedwell Avenue, or District Park is prohibited, unless required by public utilities, local laws or fire codes.



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2. Functional Entries (includes Signage, Addresses & Awnings), with the following Redevelopment Area Specific Guidelines:

- a. Retail spaces must have primary entries directly on public sidewalk, Woonerf or Pedestrian Plaza. The design of significant architectural elements to represent a sense of entry is required
- b. Residential spaces may have primary entrance at stoop at a minimum of 24” above sidewalk level. The design of significant architectural elements to represent a sense of entry is required.
- c. Location of primary buildings entries shall be as follows:
  - Buildings One, Two, Three, Four, Five – entries shall occur at primary streets on Prospect Street, Early Street and Speedwell Avenue. Building Two shall also have entries that front onto the District Park.
  - Buildings Five and Six shall have entries onto the Pedestrian Greenway.
  - Building Six: Primary non-residential entrance on Speedwell and primary residential entrance on Clinton Place.
  - Building Seven and Eight: Principle entries for Phase 4 shall be on Speedwell Avenue. In lieu of requiring primary entry on public sidewalk, the entry for Phase 4.1 must be aligned with the raised crosswalk and Pedestrian Plaza.”
- d. Signage requirements are pursuant to the Morristown LDO, Part 2 (Signs) and the following stated allowances and prohibitions. For items not addressed in the redevelopment plan, the LDO controls. Phase-specific design standards for signage in Section 5.4 shall supersede the standards listed below, as well as the Morristown LDO signage regulations.
  - All buildings shall have a clearly visible street number address attached to the building façade facing the primary street frontage. Street name signs at corner of buildings located at road intersections are acceptable.
  - A residential lobby serving more than 20 units may have an architectural sign naming the building, which shall not to exceed 20 square feet. Signage must be complementary to the architectural character of the building.
  - Retail establishments are permitted one façade sign and one hanging sign per sidewalk frontage. Window and awning signs are prohibited. Signs may be securely pin-mounted or printed directly onto the surface of the façade, or onto wood, metal or other appropriate architectural material that is flat mounted and horizontally within or just above the framed façade opening.
    - o Façade signs shall not exceed 30 inches in height, and shall not extend beyond height of the storefront space, and shall be at least 30 inches from each edge of the storefront width.
    - o Hanging signs shall not exceed four square feet in area, and shall not exceed 18 inches in height, nor project more than three feet from the façade.
    - o Lettering is permitted on the front vertical panel of awning, in accordance with the specifications included in the LDO.

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- o Window signage is permitted on retail windows, in the form of foil or silkscreen lettering applied directly to the glass; such signage shall not occupy more than 30 percent of the window area and shall maintain clear visibility into the storefront space.
  - General Signage Requirements
    - o All signage shall be subject to site plan review and approval.
    - o No fluorescent or glowing paint is permitted for any signage.
    - o Paper, posters, impermanent banners, or other temporary signage is not allowed on any façade of the building.
    - o No signs or advertising devices that are rooftop mounted, intermittently illuminated, flashing, or moving are allowed.
    - o Signs that may be mistaken for traffic control devices are prohibited.
    - o Signage above the second story of any structure is prohibited.
    - o Freestanding signs are prohibited with the exception of way-finding identification and kiosks.
    - o Signage located in the public right-of-way is prohibited, with the exception of way-finding identification and kiosks.
    - o Informational kiosks and way-finding signage are permitted with a maximum of 8 square feet of signage area. Tenant listings are permitted. Advertising is prohibited on kiosks.
    - o Kiosks and way-finding identification are permitted with the review and approval of the approving entity.
  - e. Awnings are encouraged, particularly at primary entrances. Awning design shall be integrated into architecture detailing of building. Awnings shall not conceal or disfigure an architectural feature.
    - Awning projection – 8 feet maximum
    - Awning height clearance – 8 feet minimum
  - f. Parking structure pedestrian entries separated from vehicle entries are required.
  - g. Parking structures serving retail shall provide direct pedestrian access to a public sidewalk that leads to the retail business.
  - h. Curb cuts for entries (shared drives recommended wherever possible)
    - Curb cut width – 24 feet maximum
    - *Phase 1: Building One* – new Prospect Street extension. No more than 3 curb cuts allowed.
    - *Phase 2: Building Two* – new Pedestrian/ Car Path (Woonerf). No more than 3 curb cuts allowed, but no more than one per building frontage.
    - *Phase 2: Building Three and Four* – Early Street. 1 total curb cut to be shared by both buildings.
    - *Phase 2: Townhouse Building* – new Prospect Street extension. No more than 1 curb cut



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for the shared parking entry.

- *Phase 3: Building Five* – new Pedestrian/Car Path (Woonerf). No more than 2 curb cuts allowed.
- *Phase 3: Building Six* – pedestrian Woonerf or through new lot to be constructed between new townhomes and existing Clinton Place Townhomes.
- *Phase 4.1: Building Seven* – one curb cut on Spring Street and one curb cut on Speedwell Avenue as aligned with signalized intersection.
- *Phase 4.2: Building Eight* – one curb cut on Flagler Street and access to shared driveway with Phase 4.1. The Planning Board shall have discretion over any and all turning movement restrictions that may be required for safe ingress and egress.

5. Ground Level Use and Parking: Clear Glass: This component requires all ground-level retail, service, and trade uses to have clear glass coverage 60% of the façade between 3 and 8 feet above grade. This shall be applied consistently to all retail, service, and trade space. 60% requirement shall be calculated based upon square footage of total façade area and total clear glass area.

- a. All windows must be kept free from internal obstructions. Interior furniture, fixtures and other obstructions greater taller than the windowsill must be placed at least 3 feet from window area.
- b. Phase-specific fenestration standards contained in Section 5.4 shall supersede the minimum clear glass requirements described immediately above.

6. Ground Level Use and Parking: Blank Walls, with the following  
Redevelopment Area Specific Guidelines:

- a. All above ground parking structures shall be screened and designed pursuant to NPD Credit 1. (Green walls are encouraged. Landscape and architectural elements shall be integrated into the building façade. Garage fenestration shall be designed too shield vehicle headlights from exterior view to the greatest extent possible).
- b. Residential stoops are encouraged.

7. Ground Level Use and Parking: Un-shuttered Windows

8. Ground Level Use and Parking: On-Street Parking, with the following  
Redevelopment Area Specific Guidelines:

- a. Bulb-outs or bump-outs shall be located at each end of block to define area of on-street parking locations.
- b. On-street parking is required in the following locations:
  - Early Street – south side, between Speedwell Avenue and the new extension of Prospect Street.
  - Exceptions to Early Street on-site parking requirements – where curb cuts lead to structured off-street parking; within 25 feet of street intersections; where bulb outs extend into parking lane; where no-parking zones are located, e.g. fire hydrants, emergency stopping areas, accessibility circulation, transit stops.

9. Design Speeds for Safe Pedestrian and Bicycle Travel

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#### NPD Credit 9: Access to Civic and Public Space

1. The District Park, to be constructed in Phase 2, as well as the Pedestrian Plaza in Phase 4.1, shall be designed to meet the following requirements:

- Environmentally sound, human-centered design strategies shall form the basis of the park design. Must include barrier-free, universal designs.
- Shall accommodate several uses including seating, contemplative and recreational areas, as well as public gathering space.
- Material selection shall include high quality decorative materials,
- Designers shall publicly engage community, stakeholder groups, and the Special Improvement District to ensure designs are compatible with community programming, activities and events needs. Phase 4.1 pedestrian plaza design shall be exempt from the full public engagement requirement, but shall work collaboratively with the Arts Council of the Morris Area to ensure that: 1) the plaza design provides a venue for a range of cultural programming, 2) public art opportunities are incorporated, and 3) that local artists are engaged in the final layout and design of the plaza. The Phase 4.1 redeveloper shall also engage the Special Improvement District to develop long-term operational standards for the plaza. The Arts Council and Morristown Partnership shall advise on the final plaza design. A memorandum describing the outcomes of this work shall be included as a submission requirement to the Planning Board.
- Material selection shall include pervious surfaces and materials to allow for stormwater infiltration, District Park shall be beautifully landscaped.

2. Landscape Architect Requirement: Qualified public space designer with demonstrated experience in sustainable site design shall prepare design of public areas. Planning board shall qualify the designer based upon, among other things, previous examples of similar successfully completed projects in the downtown setting.

3. Submission Requirements: Illustrated, detailed and labeled renderings of the public plaza shall be required as part of preliminary and final site plan submission. In addition, Applicant's public space designer shall prepare a written memorandum describing the functional vision for the plaza and how best practices for parklets and pedestrian plazas were incorporated into the proposed design. Specifically, Section 6.5 of this Amended Redevelopment Plan contains a list of resources and publications that contain best practices for the design of public plazas that shall be considered in preparing plaza design proposals. Applications submitted without detailed drawings of public spaces or a descriptive memorandum shall be considered 'incomplete.'

#### NPD Credit 14: Tree-Lined and Shaded Streets:

This component requires street trees on both sides of at least 60% of the new and existing streets within the Redevelopment Area, and on the project side of bordering streets (as applicable). Trees must provide shade within 10 years of installation. Shaded area shall be calculated based on estimated crown diameter.

#### NPD Credit 8: Transportation Demand Management (TDM):



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Includes three different options for encouraging multi-modal travel. Option One requires the redeveloper to prepare a transportation demand management strategy/program (limited to applicable phases/building(s)) that reduces weekday peak-period motor vehicle trips by 20%. Option Two requires redeveloper subsidization of transit passes for one year at one-half the price for every occupant. Option Three requires redeveloper to provide a year-round, developer-sponsored transit service from a central point within the Redevelopment Area to major transit facilities (i.e. NJ Transit's Morristown Station). This credit will be satisfied for Phase 1 through provision of pilot shuttle service, which will begin by the time the residential units, are 20% occupied. Pilot shuttle service must continue at least 18 months beyond Phase One build-out with service twice per hour during morning and evening weekday rush-hours, coordinated with rail arrivals and departures. The 18 month obligation shall be renewed on a rolling basis after completion of each phase/building. It shall be the responsibility of each redeveloper to arrange for shuttle service for their respective projects.

### **Optional NPD Credits (Encouraged – Not Required)**

#### NPD Credit 7: Transit Facilities:

Encourages the identification of all transit stop locations within and/or bordering the Redevelopment Area and where agency approved shelters. At these locations, redeveloper(s) are encouraged to install shelters and other improvements, such as secure bicycle parking. Also requires redeveloper(s) to work with applicable transit agencies to identify where transit stops might be warranted within two years and to provide kiosks or other public means of communicating route information/schedules.

#### NPD Credit 11: Visibility and Universal Design:

Involves a host of design requirements that will enable the widest spectrum of people, regardless of age or ability, to more easily participate in community life by increasing the proportion of areas usable by people of diverse abilities. Example design features include easy-to-grip door handles, drawer handles, locking mechanisms, etc.

#### NPD Credit 13: Local Food Production:

Includes measures that promote community-based food production and improved nutrition through access to fresh produce and support local economic development that increases economic value and production of community gardens.

## **5.2 Green Infrastructure & Building Design**

### **Required Credits**

#### GIB Prerequisite 2: Minimum Energy Efficiency:

Encourages the design and construction of energy-efficient buildings that reduce air, water, and land pollution and adverse environmental effects from energy production and consumption.

- Note: In lieu of providing energy modeling, Phase 4.1 redeveloper shall provide a memorandum describing the proposed energy efficiency strategy and compliance with all applicable criteria contained in the ASHRAE *Advanced Energy Design Guide for Small Retail Buildings - Achieving 30% Energy Savings Toward a Net Zero Building*, updated through 2011. Technical memoranda will be reviewed by the Planning Board's professionals.

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GIB Prerequisite 3: Minimum Water Efficiency:

Aims to reduce effects on natural water resources and reduce burdens on community water supply and wastewater systems.

GIB Prerequisite 4: Construction Activity Pollution Prevention:

Reduces pollution from construction activities by controlling soil erosion, waterway sedimentation, and airborne dust generation.

GIB Credit 4: Water-Efficient Landscaping:

To limit or eliminate the use of potable water and other natural surface or subsurface water resources on project sites, for landscape irrigation.

GIB Credit 8: Stormwater Management

Implementation & Calculations, with the following Redevelopment Area Specific Guidelines:

- a. A sizeable underground culvert that channels a tributary to the Whippany River runs through The Redevelopment Area. The redeveloper(s) shall make reasonable efforts to retain and infiltrate stormwater on site and minimize impact to the existing culvert. Green Infrastructure design and best practices shall be used as the foundation for district stormwater management. Site plans shall specifically demonstrate integration of non-structural stormwater facilities into the overall district design, streetscape and landscape architecture. In accordance with GIB Credit 8, strategies such as green sidewalk swales, pervious pavers and rain gardens shall be maximized to achieve both functional and aesthetic objectives.
- b. These requirements shall not be construed to conflict with the applicable rules and regulations promulgated by the New Jersey Department of Environmental Protection.
- c. Parking area in Phase 4.1: shall include a 5' landscaped island containing functional non-structural stormwater management facilities (bioswale). Similar stormwater features are encouraged between the Spring/Speedwell and the curblineline that defines the parking area and drive aisles in Phase 4.1.
- d. On-Site Landscaping: Red Maple trees are recommended for bioswale areas and along the outer perimeter of the parking lot. American Hornbeam trees are recommended for other areas within the parking lot.

GIB Credit 9: Heat Island Reduction:

To minimize the effects on the microclimate and human and wildlife habitat by deploying certain strategies on building roofs and hardscape surfaces with low Solar Reflectance Index (SRI).

GIB Credit 16: Solid Waste Management Infrastructure:

Promotes recycling and the proper disposal of solid waste.

GIB Credit 17: Light Pollution Reduction:

Measures intended to minimize light trespass from the Redevelopment Area, reduce sky-glow and to improve nighttime visibility through glare reduction. Requires installation of motion-activated lights in certain areas,



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controls that will turn off lights when natural light is sufficient, and compliance with certain light trespass prevention measures.

### **Optional Credits (Encouraged – Not Required)**

#### GIB Credit 13: Infrastructure Energy Efficiency:

Install infrastructure that will achieve energy savings over traditional devices – items include streetlights, water pumps, etc.

#### GIB Credit 14: Wastewater Management:

Prevents and mitigates pollution from wastewater by retaining on-site at least 25% of annual wastewater.

#### GIB Credit 15: Recycled Content in Infrastructure:

Encourages the use of recycled and reclaimed materials to reduce adverse environmental effects of extracting and processing virgin materials. In particular, Phase 4.1 redevelopers shall make best efforts to reclaim and repurpose salvageable materials that currently exist on-site.

## **5.3 Architectural Design Standards**

The goal of this Amended Redevelopment Plan is to encourage high-quality, exemplary architectural design within the Redevelopment Area. Traditional and vernacular building architecture and urban design patterns of Morristown shall serve as references for design of new buildings within the Redevelopment Area. The design of new structures shall not replicate architectural styles and detailing found in nearby buildings and new structures shall substantially vary from one another to create diversity within the Redevelopment Area. Building designs shall comply with the following:

### **Massing & Scale**

Three-dimensional forms of buildings should be similar to those of other buildings in the area, but architectural variety is encouraged among the new buildings to be constructed within the Redevelopment Area. Façades of buildings should be broken down into vertical segments or bays. Regardless of height, designs should be “wall dominant” with the roof elements less prominent in the overall design. A variety of architectural scales and styles shall be incorporated along frontages.

Stoops to connect the street to the first floor above grade shall be used to define the base and modulate frontages. A variety in streetscape detailing, gardens, fencing, and paving patterns shall be organized so as to coordinate with the modulation and articulation strategy proposed for each respective façade.

Human scale elements should be employed at ground level, especially along street frontages and adjacent to entryways. Use of doors, windows, columns, canopies and awnings can help establish pedestrian scale. Expansive blank walls are featureless and without visual appeal; and are therefore not permitted as design elements.

### **Vertical Rhythm & Articulation**

The relationship of width to height of windows and door openings at ground level should be visually

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compatible with openings in same building façade and/or other nearby or related structures. A clear visual division between the ground floor and upper level floors shall be established using cornice lines, windows or similar horizontal architectural elements.

There shall be a clearly defined base, middle and top of building, as defined below:

- Base: shall be defined by a horizontal articulation between grade and second floor windows. The articulation can be through a change in materials, change in detail of materials (i.e. brick work and patterning), introduction of lower cornice to separate base of building from second and third floors. Linking first two floors of windows into oversized opening with decorative panels between the windows creates a larger scale at the base of the building.
- Middle: shall be defined by regular rhythm of windows with decorative heads and sills, clearly defined bays that are divided into vertical elements through window alignments and groupings. Windows may be joined together to create larger scale opening at the middle of the building.
- Top: shall be defined by heavy and detailed cornice lines, mansard roof with dormers and change in window type or style on top floor. Mansard roof and dormers may be used to combine two or more floors at the top of the building to reduce perceived building height by incorporate roof materials on the building façade.

Ground floor storefronts should be distinguished from upper floors. Use of a horizontal element such as a lintel allows for flexibility in storefront design without interruption of repeated vertical elements used in upper floors. Structural rhythms along the streetscape should be maintained even though the architectural design and style of individual stores may vary. Rhythm of ground floor architectural features shall harmonize with rhythm of upper stories. Accordingly, base façades of buildings shall not be continuous and monolithic, but shall incorporate articulation and rhythm from upper stories.

### **Horizontal Rhythm & Articulation**

Long horizontal street frontages shall be broken down in scale into vertically proportionally pieces with a variety of window types and patterns. Use of bay windows and balconies as architectural features are permitted and can help provide scale and rhythm, but shall not be repetitive. Vertical modulation shall be 12-15 feet and vertical modules shall be organized into two, three, four, and five groupings to create variety across the street façade. No more than 30% of each façade may be comprised of bays. Bays may project up to 4' into the given setback. The design of balconies shall be consistent with the overall architectural design and be compatible with façade materials. No balcony, bay window or other permanent building construction shall extend into any public right-of-way.

Vertical rhythm can be defined using columns, piers, and window design or similar architectural features spaced between no less than 20 feet and no greater than 40 feet to create breaks at regular intervals.

### **Pedestrian-scaled Building Height Articulation**

To ensure consistency with the surrounding neighborhood district scale and mass, particularly for buildings over 4 stories above street level or over 40 feet, no less than three of the following architectural elements shall be incorporated into street facing facades:

- Significant horizontal element, such as a cornice or a similar projecting horizontal member, separating 4th and 5th stories with different masonry course work, material and/or color above



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- cornice line.
  - Mansard roof
  - Decorative window heads and sills
  - Decorative corbels and brackets for cornices and bay windows
  - Decorative bay windows with panels and trim work
  - Brick pattern work and panels
  - Pre-cast concrete or masonry details at columns, piers and keystones
  - Pre-cast concrete or masonry water tables at the building base
  - Decorative pre-cast or brick belt courses
  - Decorate metal fences and railings
  - Juliet balconies
  - Decorative window surrounds
  - Decorative gutters, downspouts and scuppers
  - Awnings and canopies
  - Parapets & Chimneys

### **Fenestration & Garage Openings**

Windows of similar design, size and material should be similar in design to those in adjacent buildings and conform to the pattern and rhythm of other buildings of similar context. Each building façade shall contain a variety of window styles, groupings, colors, and/or mullion patterns. Windows that are in brick facades to be set back from face of brick approximately 4 inches. Windows in siding to be wrapped in a 4 inch (minimum) trim with head and sill detail.

Garage openings, where applicable, will be treated with similarly scaled openings as the windows above them. Garage openings shall be located in the same vertical alignment as windows or decorative grills that relate in color and scale to the windows above them.

### **Façade Treatment - Materials**

Façade materials shall be similar or complementary to those found in traditional and vernacular buildings in Morristown. A variety of materials and colors shall be applied across the building façade to modulate facades into smaller pieces and give each piece an individual appearance and cohesive theme. Façade materials shall be selected and assembled so that the building appears heavier at the base and lighter at the top. Materials shall be used to define the top, middle and base of the building as follows:

- Base: Stone and Brick
- Middle: Brick and Masonry.
- Top: Metal work and siding

The only primary materials permitted are brick, stone, precast stone, and fiber cement planks. The only secondary materials permitted are stucco, fiber cement panels, other masonry, spandrel glass and metal detail. Secondary materials shall be permitted on interior courtyards not visible from public or private streets. The Planning Board, in its sole discretion, may permit additional façade materials on interior courtyards. Any materials not specifically listed as permitted, notwithstanding those façade materials within the Planning Board's discretion, are prohibited. No more than three different material types should be used on a building's exterior. Masonry must be a minimum of 4" thick. Color, texture, and pattern variations of primary materials are permitted. All sides of a building within public view shall use the same materials and

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colors as the primary façades. Metal louvers are permitted to be placed on exterior elevations but cannot become a dominant element in the design of elevations, any louvers must be integrated into the overall design and meet color restrictions as defined herein.

### **Façade Treatment - Colors**

Colors commonly described with terms such as neon, fluorescent, day-glo, iridescent and similar terms shall not be applied to the exterior surface of any structure. Color palette selection for façade materials should usually be no more than three primary colors. Façade colors should match adjacent colors used for metal flashing paint, caulk and other miscellaneous building components. Exterior colors shall be compatible with adjacent structures. Color schemes shall be used consistently, including both the upper and lower portions of buildings, all sides of buildings, and on elements and details.

## **5.4 Phase-Specific Design Standards**

The following phase-specific guidelines have been created in collaboration with the redevelopers and designers for specific phases within the redevelopment area. These guidelines reflect the opportunities and concerns unique to the phases they are intended to regulate. As such, the following guidelines shall supersede conflicting standards contained in the Amended Redevelopment Plan or within the Morristown LDO.

### **Phase 1-Specific Guidelines:**

The following architectural features shall be incorporated into the *Prospect Street* (East) façade:

- Two story lobby space shall be located opposite neighborhood park. Building facade will have a two story expression at this location to increase the scale of the building base to create a pedestrian scaled street frontage.
- Modulation of this façade may be larger groupings, modulation might be three to five modules vs. two to three modules on the Early Street façade.
- The Prospect Street facade shall be landscaped with significant plant materials and/or masonry retaining walls to screen any unfinished portions of the parking structure that remain above the finished grade. The Planning Board, at its sole discretion, may permit the use of pre-cast modular block systems for retaining walls along this façade.

The following architectural elements shall be incorporated into the *Early Street* (North) façade:

- Building shall be modulated more frequently, thereby broken down into relatively smaller pieces than the Prospect Street façade.
- The Early Street façade shall reflect a ‘brownstone’ or townhouse module with buildings having a narrow to vertical proportion two to three modules wide.
- The northwestern corner shall be stepped-back and shall have greater transparency/fenestration ratios than the center section of the block. The design shall ‘lighten’ the corner of Prospect and Early Streets.
- There shall be greater frequency of stoops and/or decorative pedestrian access points along the Early Street façade.
- Mansard roofs with dormers shall be used to minimize visual impact of building height at upper level.
- A strong and articulated horizontal projection, such as a cornice, shall separate upper story (or



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stories) that have an “upper story” façade treatment which is distinct from the “middle story” façade treatment.

The following architectural elements shall be incorporated into the *Atno Avenue* (west) façade:

- The west façade shall include materials and styles that reflect those of the existing residences such as siding and trim (hardi-board) work with limited areas of stone and brick work.
- The setback closest to Atno Avenue shall be designed and landscaped with significant plant materials and masonry retaining walls to step the grade along the façade and to screen Phase One building from the rear yards of the existing residences along Atno Avenue. The Planning Board, at its sole discretion, may permit the use of a pre-cast modular block systems for retaining walls along this façade.
- Mansard roofs with dormers shall be used to minimize visual impact of building height at upper level.
- A strong and articulated horizontal projection, such as a cornice, shall separate upper story (or stories) that have an “upper story” façade treatment which is distinct from the “middle story” façade treatment.

#### **Phase 4.1-Specific Guidelines:**

##### Façade Materials

- Stucco or EFIS is a prohibited façade material.
- The primary façade material shall be brick.
- Accent material may be precast stone, architectural sheet metal, s board.
- All louvers, downspouts and other equipment affixed to the façade shall be color-matched to the surrounding façade materials.
- Retaining walls shall be constructed of permitted materials. Gabion retaining walls constructed from repurposed brick are strongly encouraged as an alternative to off-site disposal of demolition waste.

##### Signage

- Size: The total sign area of all wall signs on any one facade shall not exceed 50 feet. Channel letter type signs shall be measured by the area of the individual letters.
- Number of Signs: structures may have one wall sign per street frontage.
- Sign Placement: Wall signs shall be placed in the solid wall spaces between the heads of a window and the sills of windows and may not exceed in height more than two-thirds (2/3) of the distance between the top of a window and the sill of the window above, or major architectural details related thereto.
- Ground Signs: ground signs may be permitted at the sole discretion of the Planning Board to facilitate early driver identification where needed. Planning Board should consider Morristown LDO Sec. 30-1601 in evaluating proposals for ground-mounted and directional signs. Ground signs shall not contain LCD screens or other variable message technology. Ground signs may not be internally illuminated. It is strongly encouraged that any ground sign constructed for advertising purposes also contain a public bulletin board or kiosk that is available to local groups and individuals to post flyers or other information. Ground signs shall be constructed at the pedestrian scale and shall be no taller than 7 feet in height.
- Signage Design:

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- o Signage shall not have a ‘pasted on’ appearance. Rather sign areas shall be integrated into the overall architectural design of each façade.
  - o Signage areas shall be ‘framed’ by header or rowlock brick courses and appear to be depressed into the façade. Secondary façade materials may be used behind wall signs to provide visual contrast. Internally illuminated signs are prohibited but rear-lit ‘halo’ illuminated signs are permitted.
  - o Banner signs and awning signs may be permitted at the sole discretion of the Planning Board.
  - o Windows signs affixed from the interior may be permitted at the discretion of the Planning Board so long as they are placed along the window sill and are no more than 12 inches in height.

#### Awnings & Projections

- A significant canopy shall be included over the primary entrance. Design and materials of the canopy shall be coordinated with that of the rest of the façade. Suspended canopy system is encouraged. A bracketed, metal-clad cornice is permitted above the main entrance.
- Aluminum architectural sunshades are permitted in order to enhance energy efficiency and to provide visual interest and façade articulation. The Planning Board may consider alternative awning designs.
- Canopy for drive-through window shall be constructed of similar materials and details as the remainder of the building.

#### Articulation & Rhythm

- Vertical articulation: shall be achieved by incorporation of a horizontal band (at approx. 12’) as well as the base façade area (up to 4’) that is a distinct color, material or configuration from the remainder of the façade. Decorative brickwork is encouraged throughout to provide depth, facade shadowing, and visual interest. The cornice / rooflines shall be defined by decorative brick detailing/coursing. All decorative brickwork and reveals shall be no less than 1 to 1.5 inches in depth and shall be designed similarly to that which is present on the existing structures.
- Horizontal Articulation: shall be achieved by quoined/rusticated brick columns that project at least 4” from the façade.

#### Fenestration:

- Industrial multi-lite ‘loft style’ windows are required in openings above the horizontal band.
- Building 7 is proposed to have five facades, which shall be subject to the following transparency requirements between 3’ and 8’ of each façade:
  - o Southern Elevation - facing Speedwell Avenue frontage, shall have no less than 45% transparency.
  - o Eastern Elevation - facing the surface parking area, shall have no less than 30% transparency.
  - o Southeastern Elevation – which shall be the entrance of the proposed structure, shall have no less than 40% transparency.
  - o Western Elevation – facing the shared drive and Building Eight, shall have no less than 10% transparency. The western elevation contain at least two window openings of the same size, material and spacing as the window openings along the eastern and southern



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facades.

- Northern Elevation – at the rear of the proposed structure shall not be subjected to a transparency requirement.
- Windows shall be at least 16 feet in height, as measured from the finished grade to the top of the windows. Windows sills shall be no higher than 4 feet from the finished floor height.
- Window rhythm shall be maintained across each façade. Facades without window openings shall maintain window rhythm by including similarly sized and spaced brick reveals framed by header, rowlock or soldier courses of brick.
- A warehouse style exposed ceiling is encouraged. However, if a drop ceiling is utilized, windows may extend above the drop ceiling to expose ductwork and other details. The Planning Board shall have discretion regarding the treatment of ductwork and other details above the drop ceiling grid.

#### Neighborhood Pattern & Design:

- Public Sidewalks
  - Street trees shall be planted along Speedwell Avenue and Spring Street at 30 feet on center.
  - Trees shall be planted in 4' x 8' sidewalk tree grates set back 5' from the future curb. Honey locust trees are recommended for street trees.
  - Morristown Partnership 'stamped concrete' standard is required for all public sidewalks.
- Pedestrian Plaza
  - A decorative pedestrian plaza shall be constructed on grade with the Speedwell Avenue sidewalk and located between the proposed front yard drive aisle and the Speedwell Avenue curblines.
  - Recognizing that additional green space and public gathering areas are policy goals within the Redevelopment Area, the purpose of the Plaza is to: 1) provide an attractive and welcoming space for public seating, 2) further the placemaking objectives of the Amended Redevelopment Plan and, 3) to calm on-site vehicular traffic. The plaza shall meet the following minimum design guidelines:
    - *Size & Placement*
      - Plaza area shall be at least 50 feet wide and the northern edge of the plaza shall be aligned with the northern curblines of the sidewalk in front of the proposed structure.
      - The Pedestrian Plaza shall be a minimum of 1,200 square feet in area, not inclusive of the 'shared' area where the front drive traverses the Plaza on a speedwell table.
    - *Urban Design*
      - Plaza shall contain a variety public seating options, tables or similar surfaces, decorative lighting, bicycle racks and attractive landscaping; the materials and design elements shall take their vocabulary from the Morristown Partnership's streetscape standards as well as the character of the existing neighborhood. The edges of the plaza shall be defined with raised planters, bollards, or similar treatments that will create a differentiated 'outdoor room'.
      - Plaza shall contain public seating, decorative lighting, bicycle racks and attractive landscaping; the materials and design elements shall take their vocabulary from the Morristown Partnership's streetscape standards as well as the character of the

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- existing neighborhood.
  - Hardscape surfaces shall be designed in a way that minimizes the distinction between sidewalks and the portion of the front drive that crosses the Pedestrian Plaza area with the goal of creating a shared space (i.e. Woonerf) for all modes of transportation – particularly pedestrians and automobiles.
  - The pedestrian plaza shall be configured with a decorative pattern using a primary hardscape material (i.e. concrete) and secondary accent materials, such as brick.
  - o *Traffic Calming & Controls*
    - The plaza area shall be raised on a ‘speed table’ within the front drive aisle, with ramps on both sides. The top of the speed table shall be at grade with the adjacent sidewalks.
    - Signage, street furniture and plantings shall be designed to convey to drivers that the Pedestrian Plaza is a space to be shared by automobiles, pedestrians and cyclists.
    - All traffic calming elements shall be illuminated at night to maintain visibility. Surface parking area shall be illuminated with LED fixtures. Attractive, modern luminaries are encouraged particularly for the front lane and pedestrian plaza. Recommended fixtures for the front lane and parking lot include Philips Gardo brand Pureform, Gullwing or SoleCity series luminaries.
    - In order to clearly define the path of vehicular travel through the Plaza, at least one pair of trees shall be installed in grates within on axis with the ‘sitting wall’ described below. In addition, illuminated bollards or similar vehicular barriers shall be installed along the edge of the Pedestrian Plaza and front lane in order to ensure adequate separation between vehicular and pedestrian travel areas.
  - o *Programming & Management*
    - Phase 4.1 redeveloper shall be responsible for management and maintenance of the Plaza area.
    - the Phase 4.1 redeveloper shall provide a public easement for the outdoor seating and plaza areas, the easement shall allow for public programming, community amenities such as public book sharing, and licensed mobile food vendors.
    - this Amended Redevelopment plan provides policy support for the addition of the Pedestrian Plaza to the list of permitted locations for an iterant restaurant and/ or an informal fresh produce stand as regulated under the Code of the Town of Morristown.
    - Phase 4.1 redeveloper shall make best efforts to install, or cause to be installed, a publicly accessible solar power charging station such as the Street Charge by Pensa, the Solar Pump Charging System by Sol Design Lab, the SolarFlora by Nectar Product Development Design, or similar solutions as may be identified in collaboration with Morristown’s Office of Sustainability.
  - Front Lane
    - o It is has been demonstrated that a laneway in front of the Phase 4.1 structure 1) would enhance safe vehicular circulation onto the site, 2) is required for the safe and efficient movement of goods onto the site from a variety of delivery vehicles; and 3) will provide enhanced emergency vehicle access by providing off-street access to all facades of the building. Thus, this Redevelopment Plan provides the opportunity for Phase 4.1 to include a front laneway, but imposes the following design requirements to offset negative



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visual impact, achieve the placemaking objectives of the redevelopment plan, and create a safe pedestrian environment by adequately separating the pedestrian and vehicular realms.

- o *Hardscape Treatments*
  - Both the front drive aisle and pedestrian plaza shall be surfaced in decorative hardscape materials other than asphalt. In order to maintain existing hardscape materials palette, Belgian block pavers are the preferred material for the front drive
- o *Landscape Treatment*
  - The front drive shall be lined with at least four trees along each side, to be configured in pairs - not inclusive of the trees within the public plaza.
  - Ginkgo species trees are recommended to be located along the front drive.
  - A four-foot planting bed shall be required between the front drive and the sitting wall, as described below.
- o *Traffic Regulations*
  - It is recommended that the front drive lane be restricted to one-way vehicular traffic entering the site through the Speedwell Avenue driveway. At the Planning Board's discretion, the front drive may be configured to allow for two-way traffic.
  - At the discretion of the Planning Board, the redevelopmer may be required to retain a police officer to direct traffic at the new signalized driveway for a specified period of time after opening.
  - At the discretion of the Planning Board, additional traffic calming measures may be required along the Front Lane or along other travel lanes throughout the site. The Planning Board is specifically encouraged to identify mechanisms to discourage the use of the site as a cut-through to avoid the signal at Spring Street and Speedwell Avenue.
- 'Sitting Wall'
  - o A low wall (approx. 24 inches in height) shall be constructed to maintain the prevailing street wall, to provide an informal seating area and to control pedestrian crossings within the proposed front yard drive aisle.
  - o The sitting wall shall be at least 18 inches wide, constructed of the same masonry materials (brick) as the primary structure and capped with 'bluestone' or similar material.
  - o The sitting wall shall run parallel to the front drive aisle, offset by 4 feet from the front drive curb. The sitting wall shall include sections that run perpendicular to the sidewalk in order to define the walls of the plaza area and to guide pedestrians to cross at the raised crosswalk / speed table.
  - o At least six benches, conforming to the Morristown Partnership standard, shall be installed to the west of the rive plaza, facing Speedwell Avenue, between the sitting wall and the curbline.
  - o The Planning Board may consider alternative streetscape furniture configurations to enhance streetscape design.
- Note: All streetscape measurements shall be taken from the location of the proposed curbline after widening, not the existing curbline.





## 6. Appendix

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### 6.1 Redevelopment Plan Provisions & Other Regulatory Requirements

#### **Validity of Plan**

If any section, subsection, paragraph, division, subdivision, clause or provision of this Amended Redevelopment Plan shall be deemed by the courts to be invalid, such adjudication shall only apply to the particular section, subsection, paragraph, division, subdivision, clause or provision in question, and the balance of this Amended Redevelopment Plan shall be adjudged valid and effective.

#### **Site Plan and Subdivision Review**

Prior to commencement of construction, site plans for the construction of improvements within the Redevelopment Area, prepared in accordance with the requirements of the Municipal Land Use Law (N.J.S.A. 40:55D-1 et. seq.), shall be submitted by the applicants for review and approval by the Planning Board of the Town of Morristown so that compliance with this Amended Redevelopment Plan can be determined.

Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Amended Redevelopment Plan and the subdivision ordinance of the Town of Morristown. No construction or alteration to existing or proposed construction shall take place until a site plan reflecting such additional or revised construction has been submitted to, and approved by, the Planning Board. This pertains to revisions or additions prior to, during and after completion of the improvements.

#### **Adverse Influences**

No use or reuse shall be permitted which, when conducted under proper and adequate conditions and safeguards, will produce corrosive, toxic or noxious fumes, glare, electromagnetic disturbance, radiation, smoke, cinders, odors, dust or waste, undue noise or vibration, or other objectionable features so as to be detrimental to the public health, safety or general welfare.

#### **Non-Discrimination Provisions**

No covenant, lease, conveyance or other instrument shall be effected or executed by the Council of the Town of Morristown or by any redeveloper or any of his successors or assignees, whereby land within the Redevelopment Area is restricted by the Council of the Town of Morristown, or the redeveloper, upon the basis of race, creed, color, or national origin in the sale, lease, use or occupancy thereof. Appropriate covenants, running with the land forever, will prohibit such restrictions and shall be included in the disposition instruments. There shall be no restrictions of occupancy or use of any part of the Redevelopment Area on the basis of race, creed, color or national origin.

#### **Deviation Requests**

The Planning Board may grant deviations from the regulations contained within this Amended Redevelopment Plan where, by reason for exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, preexisting structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Amended Redevelopment Plan would result in peculiar practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Planning Board may also grant such relief in an application relating to a specific piece of property where the purposes of

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this Amended Redevelopment Plan would be advanced by a deviation from the strict requirements of this Amended Redevelopment Plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of this Amended Redevelopment Plan. An application for a deviation from the requirements of this Amended Redevelopment Plan shall provide public notice of such application in accord with the requirements of public notice as set forth in NJSA 40:55D-12.a. and b.

Notwithstanding the above, any changes to the uses permitted in this Amended Redevelopment Area shall be permitted only by means of an amendment of the Amended Redevelopment Plan by the governing body, and only upon a finding that such deviation be would be consistent with and the furtherance of the goals and objectives of this Amended Redevelopment Plan.

### **Other Provisions**

- This Amended Redevelopment Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved public utilities, recreation and community facilities and other public improvements. This Amended Redevelopment Plan has laid out various programs and strategies requiring implementation in order to carry out the objectives of this Amended Redevelopment Plan.
- This Amended Redevelopment Plan lays out the proposed land uses and building requirements for the Redevelopment Area.
- The diagrams, images and other graphic representations provided in this Amended Redevelopment Plan are intended to provide a framework for interpretation of the written standards and regulations contained herein. Nothing in this Amended Redevelopment Plan shall preclude the partial redevelopment of a block depicted in such diagrams, images or other graphic representations, provided that such subdivision or re-subdivision and partial redevelopment of a block is fully in conformance with the written standards and regulations contained herein.
- This Amended Redevelopment Plan shall supersede the provisions of Part I, Zoning, and Part II, Signs, of the Town of Morristown's Land Development Ordinance (LDO). No variance from the requirements herein shall be cognizable by the Zoning Board of Adjustment.
- Final adoption of this Plan by the Town Council of the Town of Morristown shall be considered an amendment of the Town Zoning Map.
- The NJ Department of Transportation (DOT) shall have final authority over street design and related specifications, and may overrule the Morristown Planning Board.

### **Redevelopment Actions**

The Town of Morristown shall have such powers and duties as set forth in the LRHL and as may be conferred by this Amended Redevelopment Plan, including, but not limited to, the authority to acquire real property, to relocate residents and businesses, to designate redevelopers, to establish clear terms and conditions for redevelopment through the negotiation, execution, and administration of redevelopment agreements, and to do such other things as permitted by law.

### **Property Acquisitions**

New Jersey law provides the Town of Morristown with the power of eminent domain to acquire properties for



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the purpose of redevelopment. It may be necessary for the Town to exercise its power of eminent domain on behalf of a redeveloper or developers. Accordingly, the Town is hereby authorized to acquire any or all of the real property located within the Plan Area and all interest therein by contribution, gift, grant, bequest, purchase, exchange, condemnation, or otherwise, as it may deem necessary or proper for the purpose of implementing this Amended Redevelopment Plan.

### **Relocation Requirements**

Implementation of this Amended Redevelopment Plan may require the displacement and relocation of residents and businesses located within the Redevelopment Area in the event the Town determines to exercise its powers of eminent domain. At the time of property acquisition, the actual extent of displacement will be confirmed, and if it is necessary, a Workable Relocation Assistance Plan will be prepared and submitted to the New Jersey Department of Community Affairs for approval. The Town will comply with the requirements of the New Jersey State relocation statutes and regulations as applicable, and will provide all benefits and assistance required under applicable law.

### **Other Redevelopment Actions**

In carrying out this Amended Redevelopment Plan, the Town of Morristown and any designated redeveloper(s) may be required to undertake a variety of redevelopment actions. These may include, but will not be limited to:

- Consolidation and/or subdivision of tax lots.
- Acquisition and assembly of suitable parcels of land for the construction of the proposed uses set forth in this Amended Redevelopment Plan. These uses may include: retail, residential, structural parking, and pedestrian walkways.
- Clearance of abandoned, deteriorated, obsolete structures or uses or structures, or remains of structures, on underutilized land areas, where necessary.
- Construction of new structures or other improvements.
- Provisions for public infrastructure necessary to service and support new development, including improved streetscapes and beautification of the area.
- Vacation of public utility easements or rights-of-way as may be necessary for redevelopment.

### **Redevelopment Plan Duration**

The provisions of this Amended Redevelopment Plan specifying the redevelopment of the Redevelopment Area and the requirements and restriction with respect thereto shall be in effect for a period of fifty (50) years from the date of adoption of this Amended Redevelopment Plan by the Town Council of the Town of Morristown.

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## 6.2 Speedwell Redevelopment - Illustrative Plans & Drawings

- Appendix A: Aerial with Lot Lines**
- Appendix B: Illustrative Concept Plan**
- Appendix C: Tracts and Phasing**
- Appendix D: Land Use**
- Appendix E: Required Circulation Network**
- Appendix F: Curb Cuts, Driveways, and Service Entrances**
- Appendix G: Building Height**
- Appendix H: Road Improvement Diagrams**
- Appendix I: Phase 4.1 Pedestrian Plaza - Concept & Precedents**

## 6.3 Redevelopment Properties - Block and Lot Data

### Phase 1

Block	Lot	Address
5803	29	36 Early Street
5803	30	32 Early Street
5803	31	28 Early Street
5803	32	26 Early Street
5803	33	24 Early Street
5803	34	22 Early Street
5803	37	24 Clinton Street
5803	37.01	Early Street

### Phase 2

Block	Lot	Address
5702	25	9 Early Street
5702	26	13 Early Street
5702	27	17 Early Street
5702	28	21 Early Street
5702	29	25 Early Street
5803	6	17 Clinton Street
5803	35	20 Early Street
5803	36	18 Early Street
5803	37	24 Clinton Street
5803	38	14 Early Street
5803	39	10 Early Street
5803	44	12 Early Street
5803	44.01	Parking Authority



### Phase 3

Block	Lot	Address
5702	19	136 Speedwell Avenue
5702	20	134 Speedwell Avenue
5702	21	132 ½ Speedwell Avenue
5702	22	130 Speedwell Avenue
5702	23	5 Early Street
5702	24	7 Early Street
5803	1	108 Speedwell Avenue
5803	2	104 Speedwell Avenue
5803	3	98 Speedwell Avenue
5803	4	90 Speedwell Avenue
5803	5	15 Clinton Place
5803	6	17 Clinton Place
5803	7	25 – 41 Clinton Pl
5803	7.01	25 Clinton Pl
5803	7.02	27 Clinton Pl
5803	7.03	29 Clinton Pl
5803	7.04	31 Clinton Pl
5803	7.05	33 Clinton Pl
5803	7.06	35 Clinton Pl
5803	7.07	37 Clinton Pl
5803	7.08	39 Clinton Pl
5803	7.09	41 Clinton Pl
5803	39	10 Early Street
5803	40	124 Speedwell Avenue
5803	41	120 Speedwell Avenue
5803	42	116 Speedwell Avenue
5803	43	112 Speedwell Avenue
5803	44.01	12 Early Street (Rear)
5803	44.02	12 Early Street Unit A
5803	44.03	12 Early Street Unit B

### Phase 4

Block	Lot	Address
5001	4	119 Spring Street
5001	5	115 Spring Street
5001	6	111 Speedwell Avenue
5001	7	117 Speedwell Avenue
5001	7.01	127 Speedwell Avenue
5001	8	131 Speedwell Avenue
5001	9	135 Speedwell Avenue
5001	10	141 Speedwell Avenue
5001	11	145 Speedwell Avenue
5001	12	145 Speedwell Avenue

## 6.4 USGBC LEED-Neighborhood Development

 <b>LEED 2009 for Neighborhood Development</b> <b>Project Scorecard</b>		Project Name: <input type="text"/> Date: <input type="text"/>	
Yr ? No 0 0 0 <b>Smart Location and Linkage</b> 27 Points Possible		<b>Green Infrastructure and Buildings, Continued</b>	
Y	Prereq 1 <b>Smart Location</b>	Required	
Y	Prereq 2 <b>Imperiled Species and Ecological Communities</b>	Required	
Y	Prereq 3 <b>Wetland and Water Body Conservation</b>	Required	
Y	Prereq 4 <b>Agricultural Land Conservation</b>	Required	
Y	Prereq 5 <b>Floodplain Avoidance</b>	Required	
	Credit 1 <b>Preferred Locations</b>	10	
	Credit 2 <b>Brownfield Redevelopment</b>	2	
	Credit 3 <b>Locations with Reduced Automobile Dependence</b>	7	
	Credit 4 <b>Bicycle Network and Storage</b>	1	
	Credit 5 <b>Housing and Jobs Proximity</b>	3	
	Credit 6 <b>Steep Slope Protection</b>	1	
	Credit 7 <b>Site Design for Habitat or Wetland and Water Body Conservatio</b>	1	
	Credit 8 <b>Restoration of Habitat or Wetlands and Water Bodies</b>	1	
	Credit 9 <b>Long-Term Conservation Management of Habitat or Wetlands a</b>	1	
Yr ? No 0 0 0 <b>Neighborhood Pattern and Design</b> 44 Points Possible		Yr ? No 0 0 0 <b>Innovation and Design Process</b> 6 Points	
Y	Prereq 1 <b>Walkable Streets</b>	Required	
Y	Prereq 2 <b>Compact Development</b>	Required	
Y	Prereq 3 <b>Connected and Open Community</b>	Required	
	Credit 1 <b>Walkable Streets</b>	12	
	Credit 2 <b>Compact Development</b>	6	
	Credit 3 <b>Mixed-Use Neighborhood Centers</b>	4	
	Credit 4 <b>Mixed-Income Diverse Communities</b>	7	
	Credit 5 <b>Reduced Parking Footprint</b>	1	
	Credit 6 <b>Street Network</b>	2	
	Credit 7 <b>Transit Facilities</b>	1	
	Credit 8 <b>Transportation Demand Management</b>	2	
	Credit 9 <b>Access to Civic and Public Spaces</b>	1	
	Credit 10 <b>Access to Recreation Facilities</b>	1	
	Credit 11 <b>Visitability and Universal Design</b>	1	
	Credit 12 <b>Community Outreach and Involvement</b>	2	
	Credit 13 <b>Local Food Production</b>	1	
	Credit 14 <b>Tree-Lined and Shaded Streets</b>	2	
	Credit 15 <b>Neighborhood Schools</b>	1	
Yr ? No 0 0 0 <b>Green Infrastructure and Buildings</b> 29 Points Possible		Yr ? No 0 0 0 <b>Regional Priority Credit</b> 4 Points	
Y	Prereq 1 <b>Certified Green Building</b>	Required	
Y	Prereq 2 <b>Minimum Building Energy Efficiency</b>	Required	
Y	Prereq 3 <b>Minimum Building Water Efficiency</b>	Required	
Y	Prereq 4 <b>Construction Activity Pollution Prevention</b>	Required	
		Yr ? No 0 0 0 <b>Project Totals (Certification estimates)</b> 110 Points	
Certified: 40-49 points, Silver: 50-59 points, Gold: 60-79 points, Platinum: 80+ points			

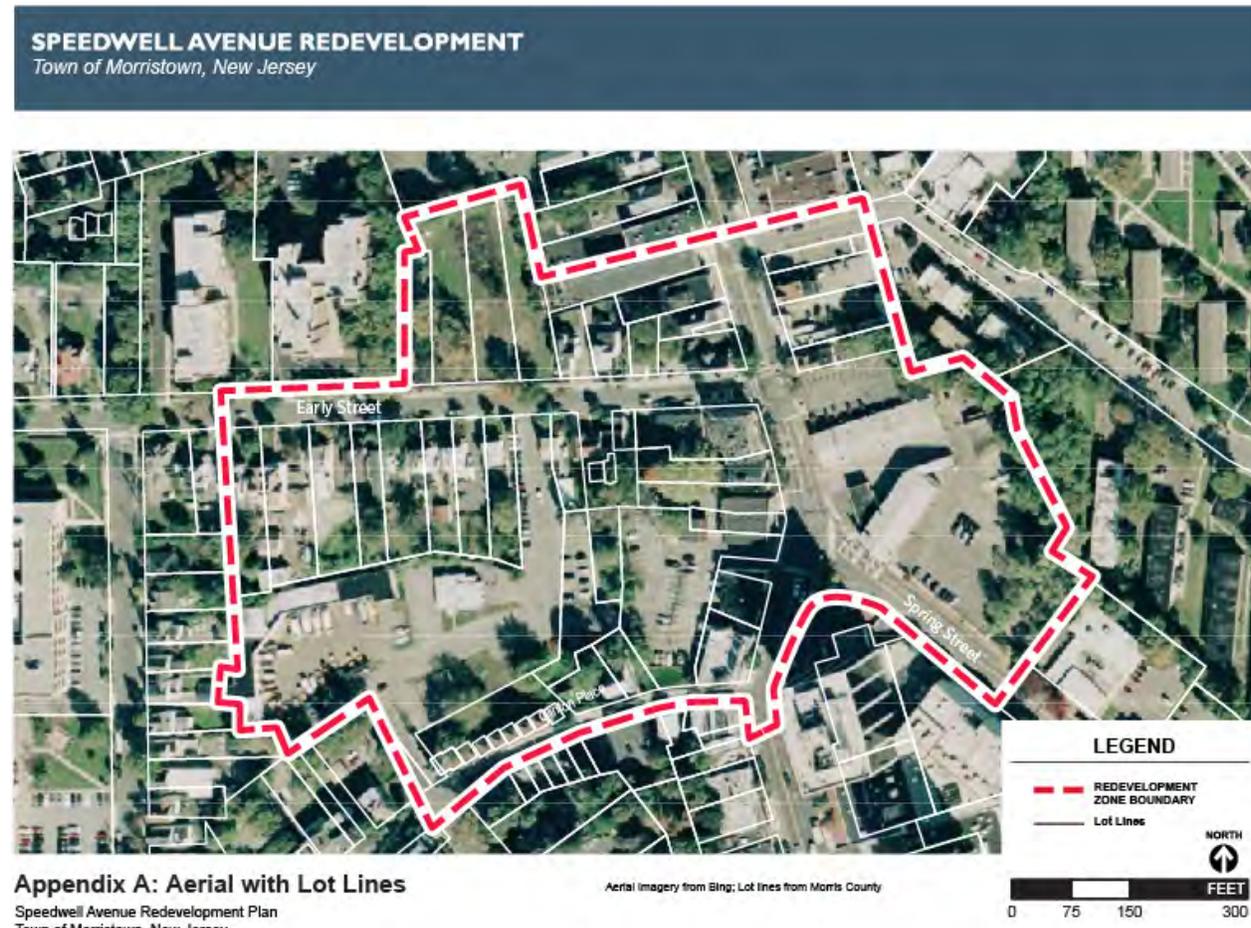


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## 6.5 Planning and Design Resources

- LEED Reference Guide for Green Neighborhood Development, 2009 Edition
- LEED 2009 for Neighborhood Development Rating System. <http://www.usgbc.org/DisplayPage.aspx?CMSPageID=148>
- Sustainable Urban Site Design Manual, NYC Department of Design & Construction Office of Sustainable Design (2008). [http://www.nyc.gov/html/ddc/downloads/pdf/ddc\\_sdsitedesignmanual.pdf](http://www.nyc.gov/html/ddc/downloads/pdf/ddc_sdsitedesignmanual.pdf)
- Sustainable Streets Index 2008, New York City Department of Transportation [http://www.nyc.gov/html/dot/downloads/pdf/ssi\\_report\\_08\\_screen2.pdf](http://www.nyc.gov/html/dot/downloads/pdf/ssi_report_08_screen2.pdf)
- Woonerf Revisited: Delft as an example, Steven Schepel, Childstreet 2005 Conference, Delft 2005. <http://www.scribd.com/doc/6650074/Woonerf-Revisited-Delft-as-an-Example>

## Appendix A: Aerial with Lot Lines





## Appendix B: Illustrative Concept Plan

MORRISTOWN DEVELOPMENT LLC	<b>SPEEDWELL AVENUE REDEVELOPMENT</b> <i>Town of Morristown, New Jersey</i>	<b>PHASE FOUR</b> <b>SITE PLAN</b>	MARCHETTO HIGGINS STIEVE ARCHITECTURE   PLANNING   URBAN DESIGN
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**Figure 3: Illustrative Concept Plan**

Speedwell Avenue Redevelopment Plan  
Town of Morristown, New Jersey

Phase 1,2,3 Graphic represents concept design prepared by  
Morristown Redevelopment LLC & Marchetto Higgins Stieve  
Architecture | Planning | Urban Design  
Prepared using basemaps prepared by Dewberry-Goodkind, Inc. and  
Marchetto Higgins Stieve Architects | Planning | Urban Design

## Appendix C: Tracts and Phasing

MORRISTOWN DEVELOPMENT LLC	<b>SPEEDWELL AVENUE REDEVELOPMENT</b> <i>Town of Morristown, New Jersey</i>	<b>PHASE FOUR</b> <b>SITE PLAN</b>	MARCHETTO HIGGINS STIEVE ARCHITECTURE   PLANNING   URBAN DESIGN
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**Figure 6: Tracts and Phasing**

Speedwell Avenue Redevelopment Plan  
Town of Morristown, New Jersey

Prepared using basemaps prepared by Dewberry-Goodkind, Inc. and  
Marchetto Higgins Stieve Architects | Planning | Urban Design



## Appendix D: Land Use

MORRISTOWN DEVELOPMENT LLC | **SPEEDWELL AVENUE REDEVELOPMENT** | PHASE FOUR SITE PLAN | MARCHETTO HIGGINS STIEVE ARCHITECTURE | PLANNING | URBAN DESIGN  
*Town of Morristown, New Jersey*

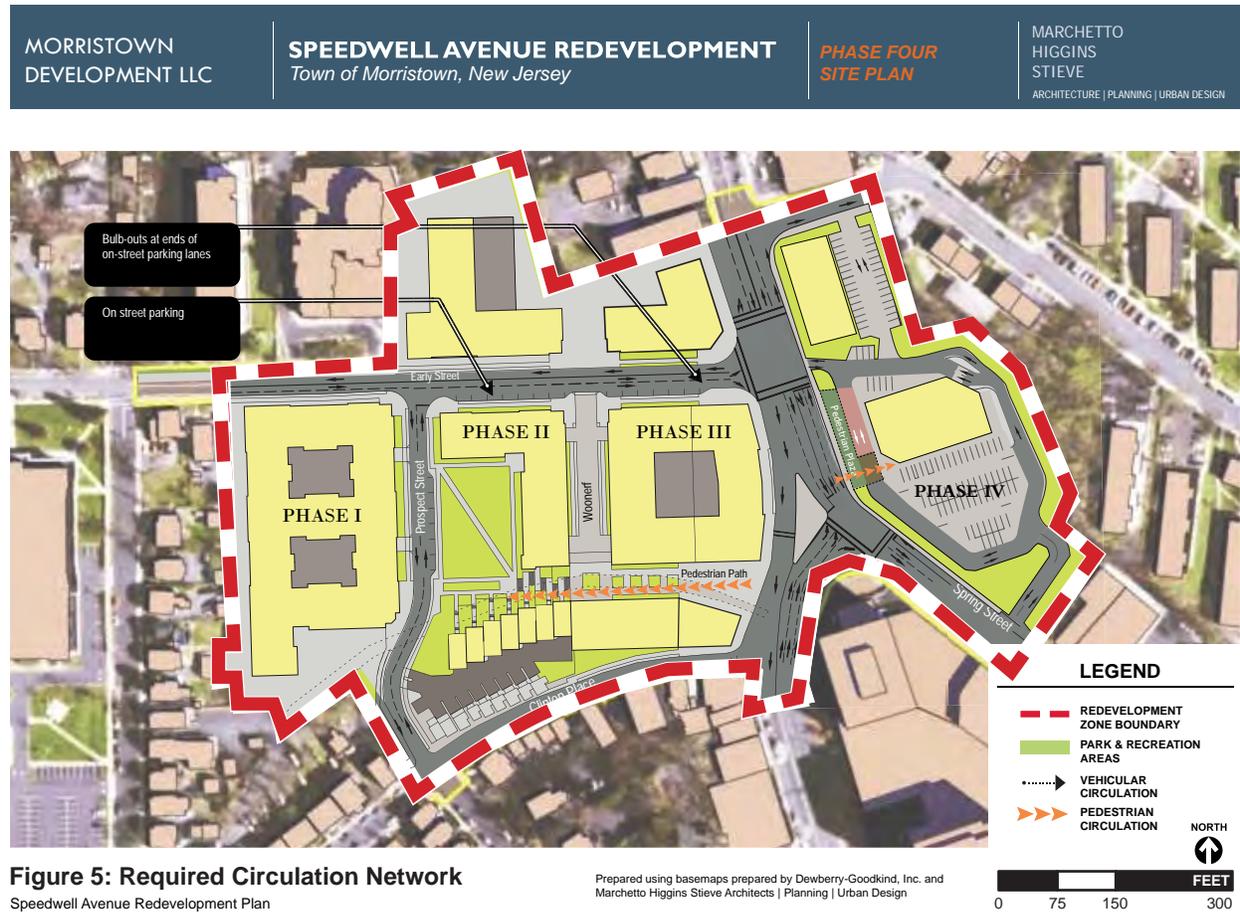


**Figure 7: Land Use**  
Speedwell Avenue Redevelopment Plan  
Town of Morristown, New Jersey

Designated ground floor spaces in mixed-use buildings shall have retail uses along street and plaza frontages. Retail spaces may extend further back to occupy the full building depth. Lobbies & resident services such as gyms are also permitted. Refer to Chapter 4 for more details.

Prepared using basemaps prepared by Dewberry-Goodkind, Inc. and Marchetto Higgins Stieve Architects | Planning | Urban Design

## Appendix E: Required Circulation Network





## Appendix F: Curb Cuts, Driveways, and Service Entries

MORRISTOWN DEVELOPMENT LLC | **SPEEDWELL AVENUE REDEVELOPMENT** | PHASE FOUR SITE PLAN | MARCHETTO HIGGINS STIEVE ARCHITECTURE | PLANNING | URBAN DESIGN  
*Town of Morristown, New Jersey*

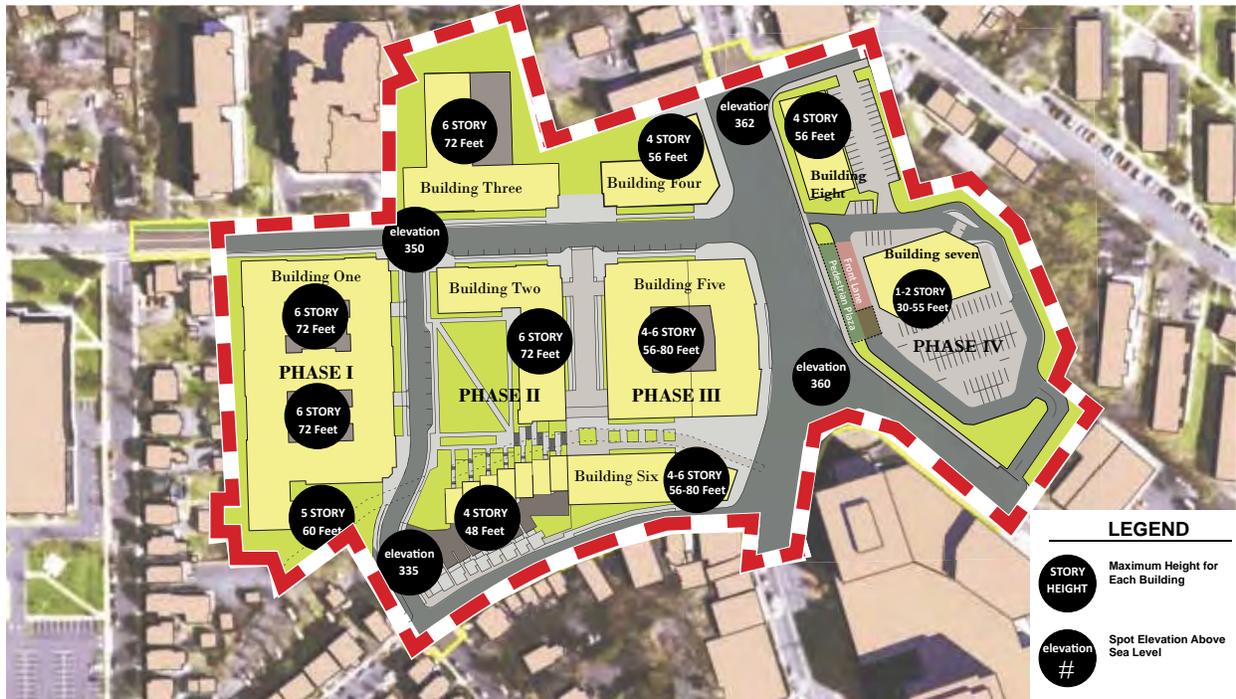


**Figure 9: Possible Location for Curb Cuts, Driveways, and Service Entries**

Speedwell Avenue Redevelopment Plan  
Town of Morristown, New Jersey

Prepared using basemaps prepared by Dewberry-Goodkind, Inc. and  
Marchetto Higgins Stieve Architects | Planning | Urban Design

# Appendix G: Building Height



**Figure 8: Building Height**

Speedwell Avenue Redevelopment Plan  
 Town of Morristown, New Jersey

\* Due to the sloping grade of the site, it is expected that each building will include a series of bays of varying heights.

\* A higher height allowance is provided for areas where ground-floor retail space is required, to account for the taller ground-floor spaces.

\*\* Refer to Chapter 5 for further details on Setbacks.

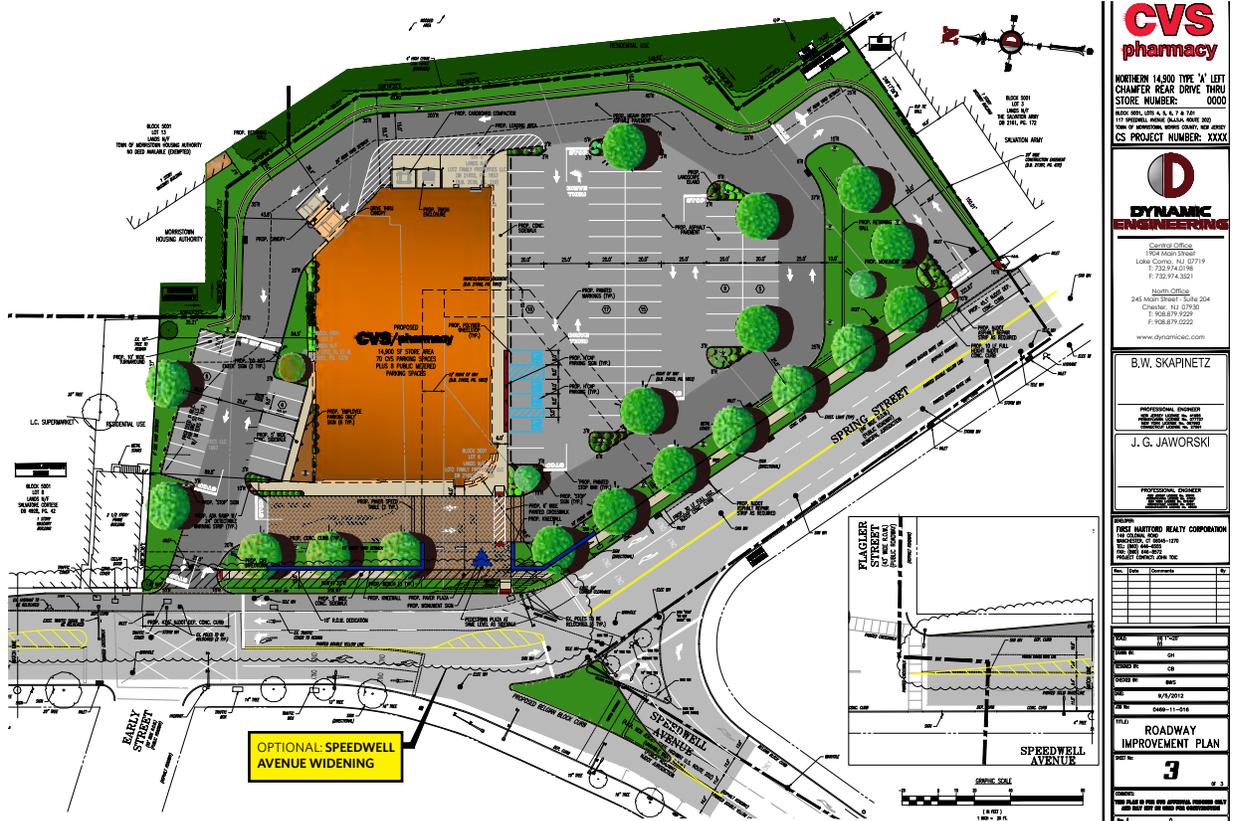
Prepared using basemaps prepared by Dewberry-Goodkind, Inc. and Marchetto Higgins Stieve Architects | Planning | Urban Design



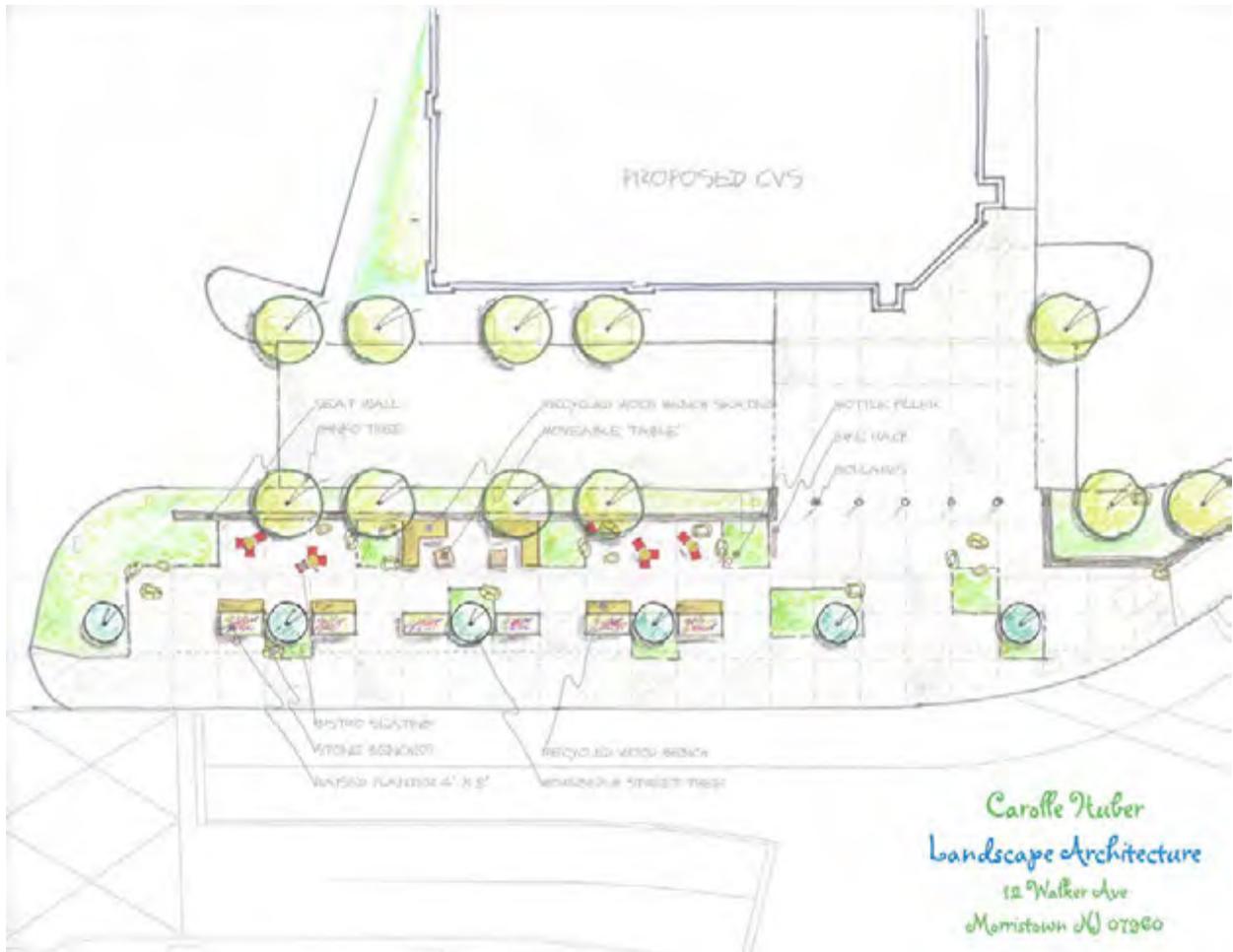




# Appendix H-3: Traffic Improvements (Optional Widening)



## Appendix I: Pedestrian Plaza Conceptual Design





## Appendix J: Pedestrian Plaza Landscape Features

