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Morris Street Redevelopment Plan



Rendering Provided by Third Coast Design Studio

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I. Introduction

The following redevelopment plan is intended to provide a clear understanding of the area in need of redevelopment, planning and regulatory 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.

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

1.1 Background

Historic Development Patterns

The story of the Morris Street Redevelopment area begins with the construction of the first Morris and Essex Rail Depot in 1835, which was later replaced by the existing Morristown Station in 1912. In addition to the passenger service, the Morris & Essex Railroad historically provided vital freight deliveries, which is reflected by the historic land uses and development patterns around the station and within the Redevelopment Area.

By 1895 many of the properties on the southern side of Morris Street were occupied by lumber mills and coal yards. The now vacated Delaware Street and seven rail sidings provided access to the Redevelopment Area parcels situated along the railroad right-of-way. As the character and use of Morristown Station transitioned from a mixed-use rail depot that served significant industrial operations to a strictly passenger facility, the demand for distribution-type commercial uses at this location waned. However, Morristown's zoning and land use plan struggled to balance existing conditions with a long-term vision.

As depicted in Morristown's 1954 Zoning Map, the Redevelopment Area uniquely contained industrial, business and residential zoning districts within a single block. What resulted in the following decades were haphazard land use and development patterns. The Redevelopment Area today contains multi-family dwellings and automotive service stations which were created to service Interstate 287 interchanges. The large parcels behind the homes fronting along Morris Street were developed with a telephone switch station, a metal scrap yard and a heating oil distribution depot, all of which had abandoned their intended uses by 2006, when the parcels were declared "in need of redevelopment."

Building the Future

This Redevelopment Plan sets out to reimagine and reclaim derelict parcels toward a cohesive residential neighborhood that builds upon, and connects to, the existing neighborhood fabric. The strategies contained herein will allow redevelopment to begin immediately and continue in a way that creates ongoing value in the district, while achieving Morristown's community and economic development, urban design and mobility, and sustainable redevelopment planning and policy objectives.

Specifically, this Plan provides for contextually appropriate architecture, adaptive reuse of existing structures, and a public/private infrastructure strategy that addresses mobility, housing affordability, and other public policy concerns. This Plan provides a design and development strategy that lays the foundation for a

resilient residential neighborhood that is organized around a reestablished Delaware Street which under this Redevelopment Plan will be referred to as Leona Drive. Flag-lot parcels that are all but landlocked today will be accessed through a series of walkable access lanes designed to blend pedestrian and vehicular realms around human-scale buildings that can be feasibly constructed.

This Redevelopment Plan was been written to respond appropriately to municipal, community, and redevelopers' concerns to create a comprehensive vision for strengthening and revitalizing the district in the vicinity of Morris Street and Ford Avenue.

1.2 Morris Street Redevelopment Approach

Goals & Objectives

This Redevelopment Plan is intended to provide the framework for transit-oriented, residential infill development. Particular attention was paid to site planning and building design through the use of materials, sustainable site design strategies, traditional construction patterns, and adaptive reuse standards that will foster development which creates pedestrian-friendly circulation networks, visually interesting and diverse buildings, as well as the establishment of appropriate public spaces. The placement of open spaces, buildings, roads, parking areas and pedestrian amenities will help foster development that is inviting and attractive which accommodates the automobile while minimizing negative impacts.

This Redevelopment Plan is designed in accordance with sustainable development and smart growth principles. Consistent with this approach, this 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 leveraging a shared parking strategy and taking advantage of convenient access to the train station. Residents of the new development will benefit from being part of an attractive neighborhood within walking distance of downtown shopping, services and public transportation. The existing neighborhood will benefit by the elimination of blight, the creation of a safer, shorter, more walkable route to the train station and the positive real estate impacts of private-sector investment.

The Redevelopment Plan builds off Morristown's successful incorporation of the United States Green Building Council (USGBC) Leadership for Environmental and Energy Design (LEED) for Neighborhood Development (LEED-ND) standards in the 2011 Amended Speedwell Redevelopment Plan. As such, this 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 continued commitment to creating efficiencies in the plan review process. This Redevelopment Plan does not require LEED-ND certification, rather the LEED-ND rating system should be considered an aspirational guidance document.

The Planning Process

This Redevelopment Plan is the culmination of a thoughtful and interactive planning process undertaken in close collaboration with the private developers, their design professionals, local officials and the communities of Morristown. Early plans for the properties were refined incrementally during numerous



consultations between the Morristown Planning Division and redevelopers. Once an appropriate development program, conceptual layout and building typologies were identified and agreed upon, they were formally presented to the Morristown Redevelopment Entity as part of the redeveloper designation process in February 2012.

In an effort to further refine design and ensure incorporation of the local neighborhood's values and preferences, an informal neighborhood workshop was hosted and facilitated by Mayor Timothy Dougherty in conjunction with the Town's and redevelopers' technical and design teams. Residents' preferences were identified by the use of precedent photographs depicting different architectural and urban design strategies. Residents were also requested to identify any existing deficiencies in the surrounding public realm.

This Redevelopment Plan strives to honor local residents and their participation by incorporating their thoughts, opinions, concerns and ideas wherever possible.

Redevelopment as a Public-Private Partnership

The Town of Morristown takes a holistic approach to redevelopment planning by integrating good urban design and neighborhood planning with economic feasibility analysis. As stated above, this Redevelopment Plan was undertaken in close collaboration with two designated redevelopers and owners of the subject properties within the Morris Street Redevelopment Area.

This pragmatic policy approach strongly influenced the scope of this Redevelopment. In 2006, the Town Council created the Redevelopment Area by designating a total of eight (8) parcels as "in need of redevelopment." At the time of writing this Redevelopment Plan, private sector interest has been expressed for the redevelopment of two (2) of those parcels, which comprise approximately 44 percent of the total Redevelopment Area. Therefore, this Redevelopment Plan contains a detailed development program and design criteria for Lots 10 and 11 in Block 3701. The Redevelopment Plan is intended to provide a general approach for the larger Redevelopment Area, but anticipates that the Redevelopment Plan will eventually be amended to provide detailed development regulations for the remaining sites within the Redevelopment Area.

1.3 Morris Street Redevelopment Principles

This Redevelopment Plan seeks to fulfill the following planning principles developed by local Morristown officials, stakeholders and as voiced by the citizens during the ongoing dialogue around redevelopment in Morristown. The following description of principles and objectives are intended as an articulation of the public policy goals that guided the creation of this Redevelopment Plan, they are not intended to create specific obligations upon redevelopers. These goals, objectives and principles have been incorporated into the illustrative plans and drawings that are in the [Appendix: Morris Street Redevelopment – Illustrative Plans & Drawings](#).

Create a Unique Neighborhood Identity

- Recognize the role of the area as an important transition from the higher-intensity mixed use district along Morris Street to the predominantly detached residential "Franklin Corners" neighborhood.
- Create linkages and gateways that will connect the existing neighborhoods to the Redevelopment Area and to the train station.

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- Create streetscape variation to differentiate between Leona Drive and parking areas/access drives in order to define the public and private domains as well as to create continuity among and between the development parcels.
 - Adaptive reuse façade guidelines and streetscape standards along Ford Avenue that will create an inviting ‘front door’ to the new neighborhood while reclaiming a derelict structure.
 - Maximize utility of available open space to create attractive and usable private and semi-private open space amenities in the form of courtyards and terraces, as depicted in conceptual drawings.

Pedestrian-Friendly Complete Streets

- 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.). Opportunities for public art installations (sculptural and visual) are permitted and encouraged as a place-making strategy.
- Street trees and landscaping should be maximized to create inviting pedestrian environment.

Reduce Car Congestion

- Create pedestrian connections to train station and the mixed-use districts along Morris Street. Provide opportunities for reducing automobile trips by encouraging neighborhood designs that promote walking and biking and provide linkages to transit.
- Manage access by minimizing curb cuts and deploying sensible traffic regulations along Ford Avenue and Morris Street.
- Provide adequate on-site parking spaces to support demand from residential uses. Implement on-site and off-site car circulation and parking solutions that create safe, attractive and pedestrian friendly streets within and surrounding the site.
- Place bike racks throughout the Redevelopment Area and in buildings to encourage the use of bicycles as a transportation mode.)

High Quality Architecture and Urban Design that is Characteristic of Morristown

- Encourage quality architectural materials and design elements to create visual interest within the development and an identity for the area as a whole.
- Architecture and a neighborhood plan that draws upon, and strengthens, the architectural and community design traditions of Morristown.
- Create diversity among building types and architectural designs that is coordinated and complimentary of one another.
- Enhance the visual character and safety of Ford Avenue and Morris Street via landscape, lighting and other streetscape improvements as specified herein.

Green Infrastructure & Environmental Design

- Incorporate street trees where possible into the site plan to 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, as feasible and permitted by approving agencies, non-structural stormwater management systems that are integrated within planted areas, greenways and swales that filter runoff and maximize on-site infiltration.



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- Development and design standards will meet the selected standards of the U.S. Green Building Council: Leadership for Environmental and Energy Design (LEED) – Neighborhood Development as specified herein. (Application for LEED certification is not required.)
 - Install highly efficient “Energy Star” appliances within residential units; design and construct “Energy Star” dwellings with high efficiency envelopes, as may be applicable.

Quality Usable Open Space

- Create private and semi-private open spaces for tenants by incorporating of shared plazas, terraces or courtyards; private patios, balconies or similar amenities.

District Economic Development

- Serve as a catalyst for future revitalization in adjacent areas.
- 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.
- Increase the number of people living proximate to New Jersey Transit’s Morristown Station in order to provide the critical mass that will sustain retail businesses in the downtown and surrounding areas.

Expanded & Equitable Housing Options

- Provide a variety of housing and unit types and tenure flexibility (rental and for-sale) including market-rate units, as well as 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 a derelict industrial building, former metal scape yard and other, buildings in poor repair as well as other inappropriate land uses and configurations.

2. Redevelopment Area Context

2.1 Smart Growth Location

The Morris Street Redevelopment Area (the “Redevelopment Area”) occupies a critical location within the urban neighborhood fabric of Morristown. The Redevelopment Area is one-tenth of a mile from the New Jersey Transit Morristown Station – a designated Transit Village. The redevelopment area served by Morris Street (County Route 535) a regional arterial, and is also approximately 280 feet from the on-ramp to Interstate 287, which minimizes the need for future residents to traverse through already congested downtown thoroughfares. Accordingly, the redevelopment area site is on the cusp of Morristown’s automobile and pedestrian access realms, serving as an informal ‘intercept’ location which will reduce the flow of automobile traffic into the downtown core.

The Redevelopment Area is adjacent to Morris Street, an important neighborhood commercial corridor with mixed-use residential structures, including the recently constructed 218-unit, mixed-use Highlands at Morristown Station as well as numerous commercial and retail business including the Midtown Shopping Center. The retail businesses along the corridor range from fast-food eateries, convenience stores, independent grocers, local pubs, and sit-down restaurants, and independent shops, serving Morristown’s diverse population. Implementation of this Redevelopment Plan will facilitate economic development opportunities for the small local businesses and help build critical mass for future investment in Morristown’s Train Station district.

2.2 Existing Conditions

The Redevelopment Area is comprised of three large parcels (Block 3701, Lots 10, 11, and 14) that abut the New Jersey Transit right-of-way along with three smaller out parcels that front along Morris Street (Block 3701, Lots 12, 13, 15, and 18 as well as Lot 18 in Block 3702). Although Lots 16, 17 and 19 in Block 3701 were originally studied for inclusion in the Redevelopment Area, the Town Council ultimately decided not to include those parcels in the Redevelopment Area. For the reasons stated above in Section 1.2, this Redevelopment Plan will only address two of the larger sites (Lots 10 and 11), which were described as follows in the 2006 Blight Study:

Lot 10 (“Parcel A”)

Parcel A is an irregularly shaped lot encompassing approximately .8631 acres or 37,597 square feet in area. The site is improved with a vacant, two-story brick office and warehouse building. Vehicles access the site through a driveway that passes under a second story portion of the building and leads to a paved parking area. As part of the blight study, the building and improvements were considered to be in fair condition, but deteriorating condition. The blight study also recognized that the industrial type operations, for which the building is currently configured, is incompatible with and would have a deleterious impact upon the established residential surroundings.

Lot 11 (“Parcel B”)

Parcel B is a flag-shaped lot encompassing 1.282 acres or 55,863 square feet in area. The Blight Study divided Parcel B into three portions: the residential dwelling, the Leona Drive right-of-way and a former metal scrap facility site. The smallest portion of the property, which fronts along Morris Street, is improved with a two-and-a-half story, single-family residence. The Leona Drive portion was deeded to the current



property owner in 1998 which encompasses approximately .35 acres. A scrap yard existed on the remainder of Parcel B, which encompasses approximately 27,000 square feet, and was most recently used for metal recycling and salvage. This portion of the property is largely overgrown and contains a dilapidated one-story masonry building. Parcel B contains two 15-foot wide easements; 1) a drainage easement which extends from Morristown Street along the eastern edge of the property and 2) a sanitary sewer easement which runs across the northern edge of the former junkyard to the rear of the residential properties.

As recognized by the Blight Study, the overwhelming majority of the property is largely derelict and dilapidated, and it is no longer being used for industrial purposes. The former scrap yard with its attendant impacts on the surrounding residential streets (e.g., truck traffic, noise, visual impacts, etc.) would be incompatible with established residential surroundings. At the time that the Blight Study was undertaken, improvements on the property represented only 20% of the assessed value of the land use, which suggests the property is underutilized.

Redevelopment Area Topography

The topography of the Redevelopment Area varies significantly with the parcels being generally level where they intersect Morris Street and Ford Avenue, the site then slopes steeply toward the rear of the site where it transitions up towards the New Jersey Transit rail lines. With approximately 20 feet of elevation change between the front and rear of the properties, the redevelopment will require significant retaining walls along the rear of the property to provide a level roadbed for Leona Drive and safe transitions to lower areas of the site.

2.3 Mobility & Circulation

Morris Street (County Route 510) is an east-west arterial through Morristown and Morris Township. In the vicinity of the Redevelopment Area, Morris Street contains two eastbound travel lanes and one westbound travel lane which was converted from a third eastbound lane in 2003 as part of the One Morris Place redevelopment. The westbound travel lane is physically separated from eastbound lanes by a raised curb that extends along Morris Street from the intersection with Ford Avenue to the intersection with Ridgedale Avenue, both of which are controlled by traffic signals.

Morris Street is an important regional thoroughfare that serves as a vital vehicular link between Interstate 287 and the downtown. The Town's 2002 Circulation Plan identified Morris Street as a principal travel corridor. Morris County Department of Transportation counts indicated a 2010 average daily traffic volume of 20,968 vehicles with a peak hour factor of 93, which suggests the roadway is close to maximum capacity during the most congested 15 minutes of each day. In addition, with 179 accidents (6 involving pedestrian or bicycles) between 2008–2010, Morris Street is Morristown's only roadway on the North Jersey Transportation Planning Authority's list of 'crash prone locations'.

To help ease congestion and promote safety, the Morris County DOT undertook a restriping effort in 2010 along Morris Street. Although the majority of improvements were implemented west of the Redevelopment Area, several on-street parking spaces were removed along the segment of Morris Street that abuts the Redevelopment Area.

To manage access and minimize negative impacts along Morris Street, this Redevelopment Plan proposes one ‘right turn only’ egress point on Morris Street with the primary ingress/egress points to be located along Ford Avenue. In addition, the proposed conceptual design provides an opportunity for additional access management and parking supply opportunities. Under the proposed design, the rear yard areas of the homes fronting along Morris Street could potentially be consolidated into an efficient additional parking lane along the property line they share with the Redevelopment Area as part of a future project/acquisition. This strategy would alleviate insufficient off-street parking conditions and potentially eliminate driveways along Morris Street. This potential strategy is not depicted in the illustrative plans, but this Redevelopment Plan supports further exploration of this shared/district parking concept.

As a mixed use corridor that serves the Town’s train station, Morris Street is key pedestrian corridor. Morris Street, east of Morristown Station, also serves as the main pedestrian route to Atlantic Health System’s Morristown Medical Center, a major regional employer, which is located in the vicinity of Ford Avenue and Franklin Street. In addition, the entrance to Morris County Park Commission’s Traction Line Recreational Trail is located to the east of the Route 287 overpass, approximately one-tenth of a mile from the Redevelopment Area. The 2008 Morristown Master Plan Re-Examination characterized Ford Avenue as one of five “shared roadways” in Morristown, which lack the width for a traditional bike lane, but may include additional ‘share the road’ signage and/or striping.

To improve pedestrian and bicycle circulation and safety, complete street designs are emphasized in this Redevelopment Plan. During the neighborhood workshop Ford Avenue residents characterized as dark and uninviting by residents and requested streetscape and lighting enhancements, particularly under the rail trestle. Additional pedestrian-oriented design standards include a ‘shared’ pedestrian/automobile pathway from Parcel B to Morris Street as well as a design for Leona Drive that is dimensioned to encourage walking and bicycling.

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.

Speedwell Redevelopment Plan

West of the Redevelopment Area, along Speedwell Avenue, past its intersection with Spring Street, is the 11.37 acre Speedwell Redevelopment Area. The Speedwell Redevelopment Plan was adopted in 2011 that provides for mixed-use retail and residential buildings up to six stories in height. The Plan, divided into four phases, provides for a maximum development program of 812 residential units, 85,000 square feet of retail space, and a minimum of 1292 off-street parking space. Public infrastructure, including an extension of Prospect Street and potential traffic interventions along Speedwell Avenue, are integrated into the Plan. The Speedwell Redevelopment Plan incorporates certain design requirements and guidelines listed within the USGBC LEED for Neighborhood Development program.



Spring Street Redevelopment Plan

The Spring Street Redevelopment Area is located on Morris Street to the west the Morris Street 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 being re-evaluated to respond to current economic and market conditions.

Lumber Street/Morristown Station Redevelopment Plan

In December 2006 and March 2007, the Morristown Town Council designated several properties behind the New Jersey Transit Morristown Station as in need of redevelopment. At the time of writing this Redevelopment Plan, there is no formal redevelopment plan for these sites. However, the Town released a Request for Qualifications to identify redevelopers for this site in early 2012 and a redeveloper will likely be procured by the end of 2012. Based on initial market feedback, a mid-rise multi-family project will be pursued on this site.

Highlands at Morristown Station

Although not a formal redevelopment area, the Highlands at Morristown Station was constructed as part of a competitive process sponsored by the Town of Morristown and New Jersey Transit. As part of the planning process, the Town of Morristown adopted the Transit Village Core (TVC) zoning district along Morris Street that permits higher densities and mixed-uses around the train station. Opened in 2009, the Highlands contains 218 apartments, 8,000 square feet of retail space and a 722 space parking garage.

3. Regulatory Framework

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 parcels described herein. The Town directed the Town’s Planning Board on June 27, 2006 and September 14, 2006 to undertake an investigation to determine whether the Morris Street area qualified as an area in need of redevelopment pursuant to the LRHL. The resulting report, *Redevelopment Study for Block 3701, Lots 10, 11, 12, 13, 14, 15, 16, 17, 18 and 19 and Block 3702, Lot 18, Town of Morristown, New Jersey*, prepared by Phillips Preiss Shapiro Associates, Inc. in November 2006, 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 parcels in question to be an area in need of redevelopment by resolution on March 19, 2007. As stated above, although Lots 16, 17 and 19 in Block 3701 were originally studied for inclusion in the Redevelopment Area, the Town Council ultimately decided not to include those parcels in the Redevelopment Area.

This 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 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 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 and shall be identified as the “Morris Street Redevelopment Area.” This Redevelopment Plan does not propose any further adjustments to the Zoning Map or modification to the boundaries of the Redevelopment Area.

Underlying Zoning Districts

Although a total of eleven (11) parcels were designated “in need of redevelopment” as part of the Redevelopment (Blight) Study, this Redevelopment Plan provides a development framework for the two large parcels as described above. 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: Business (B) and Moderate Residential Density (RT). 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](#).



RT Moderate Residential Density Zone

Prior to designation as an Area in Need of Redevelopment, Lots 10 and 11 were included in the RT Zone. The RT zoning district are viewed as a transition zone between the single-family residential neighborhoods (R-1, R-2, and R-3 area) and the more intensively developed areas of the community, both residential and non-residential (i.e. M-1, B, CBD, OB, etc.).

Per recommendation of the 2003 Master Plan, the RT zone was split into two zones, the RT-1 and RT-2, with the RT-1 permitting one- and two-family structures and the RT-2 allowing one to four-family structures at a density of approximately 15 units per acre.

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.

3.3 Affordable Housing Overlay Zone

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 Redevelopment Plan incorporates the affordable housing requirements set forth in Article VIII A (“Affordable Housing Overlay Zone”) of the Morristown LDO. Pursuant to LDO §30-8A03, a total of twelve and one half percent (12.5%) of the total number of dwelling units constructed shall 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. Each parcel subject of this Redevelopment Plan shall independently meet the Low/Moderate obligations imposed under this Plan. In accordance with the Morristown LDO, all fractional obligations shall be rounded to the nearest whole number. Any deviation from, or refining of, these requirements shall be at the sole discretion of the Town.

The Town Council, acting as the Redevelopment Entity, shall have the authority to deviate from this requirement and enter into redevelopment agreement(s) with redeveloper(s) that provide for an affordable housing set aside of less than 12.5% within all or a portion of the Redevelopment Area.

This Plan requires each Parcel 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. Bedroom distribution for

affordable housing units must comply with the Uniform Housing Affordability Controls, which requires 20% of units to be three-bedroom, 30% of units to be two-bedroom and no more than 20% of units to be one-bedroom or efficiency units. This Redevelopment Plan recognizes that a bedroom distribution waiver may be granted by the Council on Affordable Housing.

The affordable housing obligation for Parcel B will be satisfied by replacing or rehabilitating the existing multi-family dwelling fronting directly on Morris Street. As needed, Parcel B may be subdivided so that the affordable housing structure resides on a separate parcel.

This Redevelopment Plan recognizes that amendments to the Morristown LDO, as well as applicable New Jersey regulations, may modify existing affordable housing policies and requirements.

3.4 Municipal Master Plan

Pursuant to the LRHL, “all provisions of the redevelopment plan 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 Redevelopment Plan is designed to effectuate numerous goals and objectives of the 2003 Master Plan and the 2008 Re-Examination.

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

This Redevelopment Plan integrates numerous infrastructure and development controls that will minimize negative externalities while creating a more traditional streetscape and connected community. This Redevelopment Plan represents a more efficient use of land than would be permitted under existing zoning. Concentrating development into stacked-flat apartments and adaptive reuse buildings while simultaneously providing significant capital infrastructure upgrades will enhance quality of life within the Redevelopment Area and surrounding neighborhood. Additionally, design controls and form-based regulations that will help ensure attractive building and will improve the appearance and function of streets within and around the Redevelopment Area.

Master Plan Goals & Objectives

The goals and objectives of this Redevelopment Plan are substantially consistent with the overall goals and objectives of the 2003 Master Plan and the 2008 Re-Examination. The following statements demonstrate which specific objectives of the Town’s Master Plan this Redevelopment Plan will further:

Quality of Life, Section 1.2.02

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

This Redevelopment Plan’s design standards provide a neighborhood based development form, with a visually pleasing, pedestrian friendly atmosphere at street level, consistent with this objective.



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

This Redevelopment Plan encourages private investment on derelict sites through a public-private infrastructure strategy.

- Objective #3: 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, the unique location of the site which provides convenient, simultaneous access to the pedestrian network, local highways and the regional rail network will prevent downtown congestion. Appropriate pedestrian-oriented improvements will help maintain a pedestrian friendly environment and encourage walking as a means of transportation.

Land Use, Section 1.2.03

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

This Redevelopment Plan proposes a neighborhood-oriented development form that takes design queues from Morristown's traditional development patterns and vernacular. The included design standards ensure that the multi-family buildings will appear appropriate given their flag lot location.

- 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 Redevelopment Plan includes streetscape and public space designs that will incorporate street tree plantings and landscaping of various types. It is recognized that landscaping strategy may be dictated by space constraints under the proposed site layout.

- 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.

Non-point sources water pollution remains uncontrolled under current conditions - stormwater flows over surface parking areas directly into the drainage culvert (and the Whippany River) through a series of storm grates. Consistent with statewide regulatory standards, this Redevelopment Plan

requires the construction of 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 Redevelopment Plan includes higher residential densities to take advantage of its prime Transit Oriented Development location. Pedestrian enhancements will create more transportation options, allowing 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.

As mentioned above, the unique location of the Redevelopment Area provides a wide range of transportation options making it an appropriate location for increased density. The vehicular access to Morris Street is limited in light of existing congestion and safety concerns. Pedestrian connectivity is maximized through urban design.

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

This 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 retail district.

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

This Redevelopment Plan provides sufficient off-street parking for the proposed residential uses.

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

This Redevelopment Plan provides for an improved streetscape design and a pedestrian friendly, safer and more aesthetically pleasing atmosphere.

Population, 1.2.07

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

This Redevelopment Plan provides 12.5% for low- and moderate- income housing, consistent with the Morristown Affordable Housing Overlay Zoning.

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 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 Redevelopment Plan are also flexible enough to allow for creativity and innovation while encouraging diversity between both the new and existing 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 Redevelopment Plan are contextual in nature and are inspired by both existing and historic residential architecture styles in Morristown, 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.

The design of the proposed buildings will reference, and be compatible with, the traditional building massing and architectural forms within Morristown (i.e., they will reflect local architectural vernacular and will be human-scaled and oriented to the street), and they will seek to create visual interest at the ground level, with frequent, traditionally designed 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 within easy walking distance to the Morristown Train Station, the Morris Street retail corridor, the 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 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 in the north east quadrant of Morristown. The nearest border to an adjacent municipality (Morris Township) is approximately one-half mile in distance. Vehicular traffic is not anticipated to extend eastward beyond Interstate 287, which is effectively adjacent to the Redevelopment Area. The Redevelopment Area is readily accessible to the Morristown Train Station located approximately one-half mile in distance, and combined with being adjacent to robust mixed-use districts, this Redevelopment

Plan will create less potential traffic than “suburban” developments which lie farther from the center of mixed-use activity and local amenities.

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

3.6 Morris County Master Plan

This 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 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.
- “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 State Development and Redevelopment Plan (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 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 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 Morris Street corridor, the 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 Redevelopment Plan provides a framework for predictable, fair and cost-effective development decision making
- The 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 strengthens 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

4.1 Land Uses

In the event of any conflict or inconsistency between the provisions of this Redevelopment Plan and the provisions of Morristown’s Land Use Regulations, this 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 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 the effective date of this Redevelopment Plan, but which are not listed as permitted uses in this Redevelopment Plan, will become prior nonconforming uses at the time this 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 Redevelopment Plan.

District Permitted Uses

An integral function of this Redevelopment Plan is the creation of an cohesive residential district.

Use	Type	Description
Residential	Multi-Family	Apartments; Townhouses; Condominiums
Live & Work (Parcel A Only)	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.
Open Space Recreational and Pedestrian Circulation	Public and Private	Parks, Gardens, Plazas, Courtyards, Rooftop Terraces
Accessory Parking	Off-Street Surface	See District Design Standards.
Accessory Uses	Operations and Management	Restricted to the operations, management/leasing, offices and tenant amenities directly related to the District Permitted Uses, as defined in Morristown LDO Section 30-301.



District Prohibited Uses

This Redevelopment Plan prohibits any uses not listed in the District Permitted Uses. The only permitted use in the district are the residential uses enumerated above.

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.

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 proximity to the Morristown Train station.

Parking Management & Enforcement

Use / Type	Minimum Vehicle Parking Ratio (Off-Street)
Residential (1 Bedroom)	1.2 per unit
Residential (2 Bedroom)	1.5 per unit
Residential (Low & Moderate Income)	1 per unit

This Redevelopment Plan contemplates a shared parking scheme between and among the parcels. However, under no circumstances shall off-street parking fail to meet the minimum standards set forth above. The parking management and enforcement scheme shall be incorporated into the relevant redeveloper agreements and shall be subject to the approval of the Planning Board. In accordance with N.J.S.A. 39: 5A-1, the provisions of Title 39 of the New Jersey Statues shall apply as necessary so that enforcement of such motor vehicle laws will be available to the Morristown Police Department on private or semi-private roads within the Redevelopment Area.

Alternative Parking Location

Parking Requirements may be met using on-street parking spaces located on Ford Avenue to promote the revitalization of the area through increased pedestrian circulation. Adequate parking supply must be substantiated based upon a study by a licensed Professional Engineer. This Redevelopment Plan provides policy support for the use of a residential permitting system in the event an on-street parking strategy is utilized.

Bicycle Parking

Bike Parking is required, as follows:

Use / Type	Bike Parking Ratio
Residential	1 space per 3 units

Outdoor bicycle parking spaces shall be conveniently located, but not farther than one hundred (100) linear feet from the primary building entrance.

Loading/Unloading Areas

One designated off-street loading/unloading area shall be provided for each redevelopment parcel, in addition to the required off-street parking spaces. (See District Design for building ground level designs). Trash and refuse shall be collected from enclosed, dedicated service areas that are not visible to the public when doors are closed. Sidewalks and public surfaces near trash collection points shall be kept clean and free of debris or stains. To the extent possible, all deliveries and trash collection shall be completed during off-hours or otherwise pursuant to municipal ordinance.

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. On-Street parking is required at the following location, subject to the requirements above:

- The entire length of Leona Drive (private road) at all locations where safe and feasible.
- The western side of Ford Avenue Street, between Leona Drive and Morris Street, where safe and feasible.

4.3 Program Development Yield

Maximum & Minimum by Development Phased

	Developable Area (acres)	Market Rate Residential Units (max)	Affordable Residential Units	Total Residential Units (max)
Parcel A	.8631	33	4	37
Parcel B	1.282	33	4	37
Site Totals	1.421	66	8	74

*** Affordable Housing**

See Section 3.3 Regulatory Framework: Affordable Housing Overlay Zone.



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](#)).

Parcel A – Warehouse Loft Apartments

- Area west of Ford Avenue, north of proposed Leona Drive and south of Lots 5-9 in Block 3701.
- Note: area includes a portion of the proposed Leona Drive right-of-way
- Current Lot / Block: Block 3701; Lot 10

Parcel B – Stacked Townhomes

- Area – south of Morris Street, north of proposed Leona Drive, east of Block 3701, Lot 14 and south of Lots 1-4 in Block 3701.
- Note: area includes a portion of the proposed Leona Drive right-of-way
- Current Lot/Block: Block 3701; Lot 11

Shared Access Areas

This Redevelopment Plan contemplates travel lanes (i.e. Leona Drive) and certain parking areas to be shared among and between the redevelopment parcels. The required agreements, easements between developers, home owners association documents (as needed), and other relevant information shall be incorporated into the applicable Redeveloper Agreements. Submission of all executed documents shall be required as a condition of Planning Board Final Site Plan approval.

4.5 Site Infrastructure & Improvements

Site infrastructure and other improvements will be designed and constructed according to the following Phases of development. Responsible parties for designing and constructing the specified improvements are pursuant to the terms of the redevelopment agreement(s) between the municipality and the redeveloper(s) in connection with this Redevelopment Plan. (See District Design for the development of public improvements). (See [Appendix: Morris Street Redevelopment - Illustrative Plans and Drawings](#))

Parcel A

- Pro-rata share of Leona Drive and associated retaining walls.
- Pro-rata share of Leona Drive streetscape: internal sidewalk network, landscaping and lighting within common areas shown in [Illustrative Plans: Phasing Areas](#).
- Pro-rata share of frontage/streetscape of Ford Avenue including sidewalks, landscape and lighting. Existing sidewalks may be retained if in acceptable condition.
- Pro-rata share of Lighting beneath the New Jersey Transit trestle that extends over Ford Avenue as shown in attached conceptual plans.

Parcel B

- Pro-rata share of Leona Drive and associated retaining walls.
- Shared pedestrian access way, to include from Leona Drive to Morris Street.
- Pro-rata share of streetscape: internal sidewalk network, landscaping and lighting.

5. District Design - Sustainable Development

LEED-ND as Redevelopment Framework

This Redevelopment Plan incorporates selected 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”). This 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 Redevelopment Plan 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 Redevelopment Plan. Copies of the Reference Guide will be made available for public review through the Morristown Zoning Office.

Purpose & Intent

The purpose of the standards and guidelines in this Section is to provide direction in the design and implementation of this Plan. The use of the term “should” indicates a preferred and desirable standard. The use of the term “shall” indicates a mandatory standard. Relief from a mandatory standard may be granted by the Planning Board unless otherwise specified.

To help identify mandatory and optional credits, this Redevelopment Plan lists **Required Credits** and **Optional 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 defined below as **Redevelopment Area Specific Guidelines**.

The redeveloper is encouraged to consider the specified **Optional Credits** from the LEED-ND rating system, but they are not required. Finally, this Redevelopment Plan also includes several **Optional Site Design Upgrades** that may be employed to enhance hardscape or landscape treatments to further this Redevelopment Plan’s policy objectives and public benefits. Redevelopers are not required to implement the upgrades; rather they are provided as opportunities for improving the overall urban design. These design upgrade recommendations are made with the recognition that they come at an increased cost which may need to be offset by an additional reduction in the PILOT payment amount or an extended PILOT term as to be negotiated between the designated redevelopers and the municipality.

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. This Redevelopment Plan does not require 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

LEED-ND reference: 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 (i.e. Leona Drive and Ford Avenue) to have a principle functional entry. Due to topographic conditions, Parcel A is not required to have an entry on Leona Drive.
2. Redevelopment Area Specific Guidelines - Building Height:
 - Maximum number of stories:
 - Parcel A: 3 stories
 - Parcel B: 2.5 stories

Phase, Building	Maximum Stories / Feet
Parcel A:	2.5 stories / 35 Feet
Parcel B:	3 stories / 42 Feet

Height Measurement and Regulations:

- Architectural features not containing livable floor space such as spires, cupolas, domes, belfries, parapets, cornices and stair/elevator penthouses shall be exempt from the maximum building height, except that such features shall in no case exceed the actual height of the building by more than 20 feet in height and 25 feet in width. Ceiling heights of residential units may be extended by creating cathedral ceilings or similar features within architectural features, but any ceiling height greater than 11 feet shall be exempt from maximum building height if located in an architectural feature.
- Exposed foundation areas or lofted floor areas within a single habitable story shall not be considered an additional story.
- Solar panels, wind turbines or roof terraces are exempt height and set-back requirements.
- 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.
- Retaining will be required along the north and side sides of Leona Drive.
- Retaining walls shall be buffered with landscaping, to the extent possible and feasible, in order to soften their appearance. This plan recognizes that space constraints may limit feasible landscaping options between the retaining wall and the southern side of Leona Drive. Redevelopers are encouraged to consider hardy/evergreen, noninvasive “clumping” species of bamboo some of which will thrive in shaded areas and will only require minimal (annual) pruning.
- For the purposes of this Redevelopment Plan, the habitable area on a story with sloped roof lines and dormers shall be considered a ‘half story’ not an additional story.

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- Maximum height for Parcel A is 3 stories / 42 feet, however it is noted that the existing building height and roofline along Ford Avenue shall be maintained, but may ‘step up’ in height at a distance of 25’ feet as measured from the edge of the curb along Ford Avenue.

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

- Minimum Sidewalk Width:
 - Ford Avenue: Retain existing Sidewalk Width (currently varies 6’ to 12’)
 - Delaware Street: a sidewalk of at least 48” in width is strongly preferred on at least one side of Delaware Street. However, this Redevelopment Plan recognizes that the proposed infrastructure design, grading and retaining walls may render a traditional sidewalk unfeasible. At the planning board’s discretion, based on a showing of infeasibility, redevelopers may be permitted to create a shared pedestrian area on grade with the Delaware Street cart path in lieu of constructing a traditional sidewalk. If that option is exercised, the shared area to be designated by paint, markings or pavement variation. Redevelopers shall install clear signage and/or paint markings to indicate a shared pedestrian/vehicular roadway area. Only one side of Delaware Street shall be required to have a pedestrian area, whereas LEED-ND requires both sides of the street to have sidewalks. As feasible based on space constraints, a buffer shall be constructed using decorative pavers or plantings (i.e. rain garden) between the sidewalk and curb.
 - Buffer Width – Minimum 4 feet (unless unfeasible based on physical constraints)
 - Must contain permitted materials if non-vegetated; hardscape shall be only constructed of approved materials. Hardscaped buffer strips shall contain street tree grates to allow for conformance with NPD Credit 14.
- A minimum of fifty (50) percent of the area between the buildings and the back of the sidewalk (where such area exists) shall contain planting beds with a mixtures of evergreen and deciduous shrubs. Ornamental trees, grasses, groundcovers, vines annuals, and perennials are also encouraged in these areas. The planting beds shall contain the following at a minimum for every twenty (20) feet of street frontage:
 - Evergreen shrubs: 3
 - Deciduous shrubs: 3
 - Ornamental trees: 1 (minimum 1 in. caliper, 4-6 feet)
- Note: shared street (Woonerf) design is required at the Pedestrian/Car Path connector between Leona Drive and Morris Street located at the western edge of Parcel B. Recommended Woonerf features include modified curbing strategy between sidewalk and cartway, and the use of different materials/configurations to help street users understand and identify the various functions and behavioral requirements: all-traffic permitted, walking-only, drainage/gutter, crossings/garages, unloading/storage, bike parking, etc.
- Optional Site Design Upgrades:
 - *Shared path on Parcel B:* shall be constructed with a wide center area of permeable pavers of at least four feet flanked on both sides by on-grade concrete sidewalks. Road shall be graded to maximize utility of pervious pavers.
- Permitted and Prohibited Sidewalk & Streetscape Materials
 - Permitted
 - Natural Stone / cobblestone



Green Alleys Program - Chicago, IL



Cass Farms Green Alleyway - Detroit, MI



Cycle Court - Seattle, WA



Green Alley Program - Richmond, VA

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- o Pre-Cast Pavers
 - o Belgian Block Pavers
 - o Brick
 - o Epoxy-resin based paving systems
 - o Permeable Pavers
 - o Poured in place concrete
 - o Slate, or slate textured materials
 - o Other Materials as specified in Morristown Partnership Streetscape Guidelines.
 - o Painted pavement (asphalt) shall be permitted as part of the pedestrian circulation strategy only where traditional sidewalks cannot be accommodated.
 - o Note: asphalt permitted as roadway materials.
 - Prohibited
 - o Packed Aggregate
 - o Painted materials, except traffic markings, parking designations, and crosswalks in accordance with applicable regulations specific to NJDOT or other regulatory agencies.
 - Decorative pedestrian crosswalks shall be provided at two following locations:
 - o Ford Avenue & Leona Drive (apron design)
 - o Intersection of Leona Drive and eastern most north/south travel path.
 - o Optional Site Design Upgrade: decorative pedestrian crosswalks shall be constructed of Belgian block pavers, permeable pavers or other high quality material.
 - Sidewalks and street lamps along Ford Avenue shall be consistent with the Morristown Partnership Streetscape standards. Streetlamps subject to approval of applicable public utilities or other agencies.
 - Required hardscape 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. Area directly outside trash enclosures shall be kept clean and free of debris.

NPD Credit 1: Walkable Streets

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

- a. Building Setbacks (measured from property line; only for new construction)
 - Leona Drive = 5 - 15 feet
 - Off-Street Parking Areas = 4 - 10 feet
 - Off-Street Access Lanes = 4 - 10 feet
 - Note: Set-back distance is measured pursuant to NPD Credit 1.



Low Walls for Courtyard

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 or energy performance purposes only, but must be approved as part of site plan approval process.
- Residential stoops, terraces and patios are encouraged.
- Private terraces visible from public or private streets shall be walled or hedged for privacy. At least one pedestrian entrance shall be provided that connects the courtyard (Parcel B only) to the sidewalk network along the street frontage.

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- c. Distance between Buildings
- Primary facades of adjacent buildings that face each other must have a minimum of 10 feet distance between the buildings. This includes building adjacent to each other or on both sides of the street.
 - Decorative and landscaped courtyards shall be provided between the stacked townhouse structures proposed for Parcel B. A low-wall (36”) shall also be constructed between the Parcel B structures to separate the courtyards from Leona Drive and northern parking areas. As an **optional site design upgrade**: Parcel B courtyards shall be surfaced with permeable pavers.
- d. 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 Leona Drive, Ford Avenue or Morris Street is prohibited, unless required by public utilities, local laws or fire codes. Mechanical equipment is permitted on the roof, but must be screened from abutting streets with parapets or other types of visual screening. In no case shall above-grade utilities block or restrict pedestrian or vehicular ways.
1. Functional Entries with the following Redevelopment Area Specific Guidelines:
- a. Residential spaces may have entrances at raised entrances/stoops. Raised stoops are particularly encouraged for Parcel B. The design of significant architectural elements to represent a sense of entry is required.
 - b. Landscaping: Groundcovers and low shrubs accenting doorways and steps are suggested for buildings with minimal setbacks. Small shrubs, vines and small ornamental trees can be fitted in tight spaces surrounding urban building types to soften the building and provide a sense of scale.
 - c. Location of primary buildings entries shall be as follows:
 - Parcel A: primary entrance shall occur on Ford Avenue with additional entrance permitted at rear of the structure to serve the off-street parking area.
 - Parcel B: due to stacked flat configuration, Parcel B will have no primary functional entries.
 - 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.
 - All buildings shall have a clearly visible street number address attached to the building façade facing the primary street frontage.
 - A street name sign (municipal style) is required for Leona Drive.
 - Traffic regulation signs shall comply with Title 39 of the New Jersey Statutes.
 - A residential lobby serving more than 10 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 and approved by the Planning Board.
 - e. Awning requirements are pursuant to the Morristown Signage Ordinance. 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.



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- Awning projection – 8 feet maximum
 - Awning height clearance – 8 feet minimum
- f. A decorative entrance feature for Leona Drive is permitted and encouraged. Any decorative structure must be constructed of the permitted materials listed herein.
- g. Curb cuts for entries (shared drives recommended wherever possible)
- Curb cut width – 24 feet maximum
 - Leona Drive: one curb cut from Ford Avenue.
 - Parcel A: 1 curb cut along Leona Drive and 1 curb cut along Ford Avenue (existing driveway)
 - Parcel B: 1 curb cut along Leona Drive 1 curb cut along Morris Street (existing driveway).
4. Ground Level Use and Parking: On-Street Parking, to the extent shown on Illustrative Plans, with the following Redevelopment Area Specific Guidelines:
- a. Provided there is adequate width, bulb-outs or bump-outs shall be located at each end of block to define area of parking aisles.
 - b. On-street parking is required in the following locations:
 - Leona Drive and Ford Avenue.
 - Exceptions to Leona Drive 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.

NPD Credit 14: Tree-Lined and Shaded Streets: As a Redevelopment Area Specific Guidelines, NPD Credit 14 shall only apply to Leona Drive. Furthermore, street trees shall only be required along one side, as opposed to both sides, of Leona Drive due to space constraints. Redevelopers shall make best efforts to substitute traditional street trees with feasible vegetation in these areas.

5.2 Green Infrastructure and 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. GIB Prerequisite 2 shall be satisfied for Parcels A and B by demonstrating compliance with performance standards contained in Energy Star Qualified Homes – National Attached Homes Builder Option Package.

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

- Note: street lighting may deviate from Morristown Partnership standards as may be required to comply with GIB Credit 17.
- The use of illuminated bollards or flush-mount uplighting is encouraged, particularly throughout the ‘private’ areas north of Leona Drive.
- Parcels A and B shall be coordinated with regard to outdoor lighting fixtures.
- All lighting shall be designed for the pedestrian scale (posts may be no taller than 15’ – 18’)

Optional Credits (Encouraged – Not Required)

NPD Credit 8: Transportation Demand Management (TDM): 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). NPD Credit 8 may be satisfied for Parcels A and B by a redeveloper subsidization of transit passes for one-year at one half-price for every occupant. Redevelopers are also encouraged to impose an added fee for resident parking beyond one (1) vehicle per unit.

GIB Credit 8: Stormwater Management

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

- a. Note: An underground culvert that channels a tributary to the Whippany River runs through The Redevelopment Area. The redeveloper(s) should make reasonable efforts to retain and infiltrate stormwater on-site and minimize impact to the existing culvert. Green Infrastructure design and best practices should 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 developed to achieve both functional and aesthetic objectives.
- b. Note: these requirements shall not be construed to conflict with the applicable rules and regulations promulgated by the New Jersey Department of Environmental Protection.



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- c. Optional Site Design Upgrades:
- o Stormwater Buffer: this Redevelopment Plan requires a landscaped buffer along the northern property line which is shared with the detached dwellings fronting on Morris Street. As an optional site design upgrade, this area shall be designed and constructed to incorporate functional ‘low-impact’ stormwater management facilities such as bioswales or rain gardens.
 - o Stormwater Planters: this Redevelopment Plan requires landscaping to soften the edges around the buildings. As an optional site design upgrade, these areas around the buildings (or within courtyards) shall be designed and constructed as attractive raised stormwater planters that capture and infiltrate rooftop runoff and also provide a surface for informal seating.

Raised Stormwater Planters





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 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.

5.3 Architectural Design Standards

General Provisions

Intent: The intent of these design standards is to establish a coherent character for the Redevelopment District and encourage quality, durable development. Traditional and vernacular building architecture and urban design patterns of Morristown shall serve as references for the design of rehabilitation and new construction within the Redevelopment Area. Proposed development required to meet these design standards shall be compatible with and complementary to the context of the area without being facsimiles of older, historic buildings.

Applicability: The design standards contained herein shall apply to all construction or rehabilitation within the Redevelopment Area. Contained within these standards are provisions which shall apply to the entire Redevelopment Area and other provisions which shall apply to each specific parcel. The parcel specific guidelines shall control should they conflict with the general district standards.

Review Procedure: Architectural elevations as required part of Planning Board Site Plan application checklist for parcels within the Redevelopment Area shall comply with the standards set forth herein. The Board planner shall confirm compliance with the provisions herein as part of review memorandum provided to the Planning Board.

A. General Building Standards

A. Facades

- 1) Intent. These standards are intended to promote building facades that reflect the materials, configuration, and techniques of residential building patterns in Morristown and the northern New Jersey region. Simple, attractive design utilizing durable materials is favored over elaborate design in lesser materials.
- 2) Materials
 - a) Foundation Wall Materials. Visible foundation walls shall be constructed of or clad in one of the following materials: brick, stone, cement-parged block, split-faced concrete block, or poured concrete. Poured concrete foundations must be landscaped.

-
1. Primary Wall Materials. Facades shall be clad in one of the following materials: brick, wood siding, natural or precast stone, fiber cement siding, stucco.
 2. Accent Wall Materials. Vertical siding with flush joints and medium density overlay (MDO) plywood and light-gauge metal sheeting is permitted as an accent material in gables, dormers, bays or other projections.
 - b) Prohibited Materials. the following materials are prohibited façade materials throughout the Redevelopment Area:
 - Synthetic brick
 - Vinyl or aluminum siding
 - Plastic piping for heating, ventilating and air conditioning equipment.
 - Synthetic stucco (also called EIFS)
 - 3) Configurations and Techniques
 - a) Massing. A building shall avoid long, monotonous, uninterrupted walls or roof planes facing streets. Wall Planes shall not exceed twenty-five (25) feet in length without a change in plane by means such as a vertical recess, projection, change in material or color, or pilaster.
 - b) Building presentation on corner lots. Buildings located at the intersection of two streets (public or private) shall address both streets with architectural and massing elements, including porches, windows, bay windows, and other facade projections or features. For the purpose of this provision, a service lane or alley is not a street.
 - c) Building presentation to street frontage. Building facades shall be built parallel to the street frontage. If the street frontage is not straight, facades shall be built tangent to the street frontage.
 - d) Primary Entrance. At least one primary entrance per building shall be located along the street frontage. Building entrances (excluding emergency egress) facing a public way shall be defined by a roof covering or by being recessed.
 - e) Raised Foundation. Along street frontages, the ground level finished floor elevation of all new construction (Parcel B) shall be raised above the elevation of the adjacent sidewalks. This redevelopment plan creates a target of eighteen (18) inches above adjacent sidewalks, but recognizes that compliance with ADA accessibility requirements may required a reduction in finished floor heights. This provision shall not apply to the rehabilitation of existing structures.
 - f) Siding. Siding shall be lap, shiplap, drop, or shingle. Smooth siding is preferred. Siding shall be prefinished, painted, or stained.
 - g) Multiple Materials. Building walls shall be built of no more than four materials, excluding accent materials, and shall only change material along a horizontal line at front and side elevations with the heavier material (e.g. brick) below the lighter material (siding).

B. Attachments

- 1) Intent. The intent of these standards is to promote porches, stoops, balconies and other façade attachments that include usable space and reflect the patterns of the surrounding context.



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- 2) Materials
 - a) Porches and Stoops. Posts and brackets shall be primarily wood, composite, or masonry. Piers and arches shall be finished in masonry or stucco. Floors shall be wood, composite, masonry, or concrete.
 - b) Balconies. Balconies shall be wood, metal, or concrete.
 - c) Railings. Railings shall be wood, metal, or vinyl.
 - 3) Configurations and Techniques
 - a) Porches. Porches shall have a minimum depth of six (6) feet.
 - b) Balconies. Balconies shall be a minimum width of four (4) feet and minimum depth of six (6) feet.

C. Openings

- 1) Intent. The intent of these standards is to promote buildings with doors, windows and other façade openings that reinforce and maintain the patterns of the surrounding context.
- 2) Materials. Windows and exterior doors shall be constructed of or clad with one of the following materials: wood, metal, metal-clad or high-quality vinyl.
- 3) Configurations and Techniques
 - a) Glazed area
 1. Windows. Windows, with the exception of transoms, shall be square or vertically proportioned and rectangular in shape with vertically proportioned or square sashes and panes. Windows should not be flush mounted to the exterior of the façade.
 2. Muntins. Muntins are not required in the Redevelopment Area. However, if Muntins are installed, windows shall be either true divided lite or simulated divided lite. Snap in muntins or muntins between panes of insulated windows are prohibited. At the redevelopers' option, muntin windows may be used on only the façades easily visible (first 15 feet) from Ford Avenue, Leona Drive or Morris Street.
 - b) Shutters. Shutters, if installed, shall be sized and shaped to match the their openings. Shutters shall be operable or have the appearance of operability including shutter hardware.
 - c) Alignment of Openings. Openings, including dormers, shall be centered vertically with other openings or shall be centered with the wall between openings.

D. Roofs

- 1) Intent. The intent of these standards is to promote buildings with roofs that reflect the patterns of the surrounding context without overwhelming the scale of building facades.
- 2) Materials. Roofs shall be clad in one of the following materials: asphalt shingles; wood shingles; metal with factory-applied finish; slate (or synthetic equivalent).
- 3) Configurations and Techniques
 - a) Primary Roof Type. The primary roof of a building shall be hipped, gabled or flat.
 - b) Ancillary Roof Type. Roofs over porches, stoops, and balconies shall be hipped, gabled, shed, or flat.

-
- c) Roof Orientation. The ridge of the roof on a principal building shall be either parallel to or perpendicular to the street.
 - d) Occupied Roofs. Occupied roofs, such as roof gardens and terraces are permitted.
- 4) Dormers. Dormers shall light habitable attic spaces, be placed a minimum of 2 feet from side building walls, and shall be a minimum of 3 feet wide (exterior) where found in groups of two or more on a single facade. Dormers shall have shed roofs with a minimum slope of 2:12, or hipped or gable roofs with slope to match the principal structure. Eyebrow dormers are also permitted.

B. Existing Bulding / Rehabilitation Standards – Parcel A

1) Facades

- A. Intent. Parcel A is envisioned as a rehabilitated and expanded ‘warehouse’ style residential loft building.
- B. Materials. High-quality materials that will maintain the industrial character of the building are encouraged. In addition to the permitted materials listed in the general standards, metal paneling/siding with an industrial or modern aesthetic is permitted. Exposed painted structural steel members are permitted and encouraged.



Morristown Public Library



Modern metal siding; Asymmetrical secondary roofline over box bay window; Large Plate Windows; Multi-lite windows.

2) Building Attachments

A. Standards

Awnings/Canopies. Canopies are required over entrance along Ford Avenue. Industrial-style ‘suspension’ canopy systems constructed of steel, glass or metal panels are encouraged.

3) Building Openings

A. Intent. Use of existing openings is encouraged. Replacement windows shall compliment the existing industrial character of the building.

B. Materials. Aluminum windows are encouraged to the extent feasible. Window frames and muntins shall be in a dark color.

C. Standards

1. Windows. Replacement windows shall fit original openings to the extent feasible. Windows may be banked to achieve required the dimensions, however the total transparent area of original windows shall be maintained.
2. Muntins. Industrial-style multi-lite windows are permitted and encouraged.
3. Overhead/garage door. Creative re-use of the existing garage/overhead door facing Ford Avenue is encouraged.
4. Other. Decorative trim around windows is not required. If installed, exterior window trim shall maintain simple industrial vernacular utilizing complimentary colors and materials.

4) Roofs

A. Materials. Residential style shingles are prohibited. It is encouraged that angled roof planes visible from the street shall be surfaced in metal siding or alternative material that will maintain the existing character.

B. Standards

1. Primary Roof Type. A flat roof shall be maintained on the existing building. Additions should have a flat roof with parapet. Low pitch roofs, similar to the precedent images, may be considered.
2. Ancillary Roof Type. Rooftop projections are permitted to add visual interest and provide additional surfaces for windows. Roofs on vertical elements shall compliment the design on the main roof.
3. Dormers. Industrial-style shed or gable dormers as well as sawtooth-style roofs are permitted.



Park Shops - Raleigh, NC



Dramatic corrugated metal canopy; Exposed Structural Steel Members; Integrated up-lights and hanging lights.

Park Shops - Raleigh, NC



Long Shed Dormer with row of industrial style windows; Multi-lite windows throughout; Shallow pitched roof ; Windows decrease in size at top and base; Ganged windows are separated by facade mullion; Metal panel roof; Transparent entry lobby.



C. New Construction Standards – Parcel B

1) Facades

- A. Intent. Parcel B is envisioned as three separate structures containing stacked townhomes. The stacked townhome structures shall incorporate vernacular and design elements from the rich architectural palette that is present in the surrounding ‘Franklin Corners’ neighborhood. The following photographs are provided as exemplary Morristown residential architecture that would be adaptable to the proposed development program:
- B. Materials. Traditional materials are encouraged. The use of different façade materials colors is an encouraged method to create variety between the multi-family structures.

2) Roofs

1. Roof Slope. Hipped and gabled roofs shall be symmetrically pitched between 4:12 and 12:12. Ancillary roofs may have slopes lower than 4:12.

- 3) Affordable Housing Set-Aside: This redevelopment plan recognizes that some flexibility may be required with regard to the architectural design of the structure currently envisioned to contain the affordable housing set-aside of Parcel B. The existing home that fronts along Morris Street may be rehabilitated, expanded or replaced. Architectural treatments for the set-aside structure shall keep in character with the existing structure and adjacent dwellings along Morris Street. Materials shall be of a similar quality to that what are required for the stacked town homes, with the recognition that the planning board may allow for deviations based on financial constraints unique to the development of affordable housing. The building footprint may be modified from what is shown in the Illustrative Plans at the Planning Board’s discretion.



Masonry foundation; Front facing gable; Shallow or flush roof rake; Steeply pitched primary roofs (8:12 minimum); Shallow pitched porch roofs; Double hung windows decrease in size from ground level to upper levels; Ganged windows are separated by a mullion; Lap siding



Primary roof ridge parallel to street frontage; Polychromatic wall finish; Multiple siding treatments; Steep primary roof; Shallow porch roof
Rectangular bay window



Front-facing gable; Bracketed overhangs; Multiple siding treatments



Post-modern arched window; Masonry piers with paneled undercrofts; Narrow, turned columns; Deep bracketed overhangs

6. Appendix

6.1 Redevelopment Plan Provisions & Other Regulatory Requirements

Validity of Plan

If any section, subsection, paragraph, division, subdivision, clause or provision of this 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 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 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 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.

Parcel B may be subdivided so that structure containing the affordable housing set-aside may be situated on an independent parcel. The affordable housing set-aside parcel shall be at least 6,000 square feet in area. The subdivision of Parcel B shall not have an impact on any minimum lot size requirements under this Redevelopment Plan.

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 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 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 this Redevelopment Plan would be advanced by a deviation from the strict requirements of this 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 Redevelopment Plan. An application for a deviation from the requirements of this 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 Redevelopment Area shall be permitted only by means of an amendment of the Redevelopment Plan by the governing body, and only upon a finding that such deviation would be consistent with and the furtherance of the goals and objectives of this Redevelopment Plan.

Other Provisions

- This 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 Redevelopment Plan has laid out various programs and strategies requiring implementation in order to carry out the objectives of this Redevelopment Plan.
- This 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 Redevelopment Plan are intended to provide a framework for interpretation of the written standards and regulations contained herein. Nothing in this 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 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.

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 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 the purpose of redevelopment. It may be necessary for the Town to exercise its power of eminent domain on behalf of a redeveloper or redevelopers. 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 Redevelopment Plan.

Relocation Requirements

Implementation of this 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 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 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 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 Redevelopment Plan by the Town Council of the Town of Morristown.

6.2 Morris Street Redevelopment - Illustrative Plans & Drawings

Appendix A: Aerial With Lot Lines

Appendix B: Illustrative Concept Plan

Appendix C: Tracts And Phasing

Appendix D: Land Use

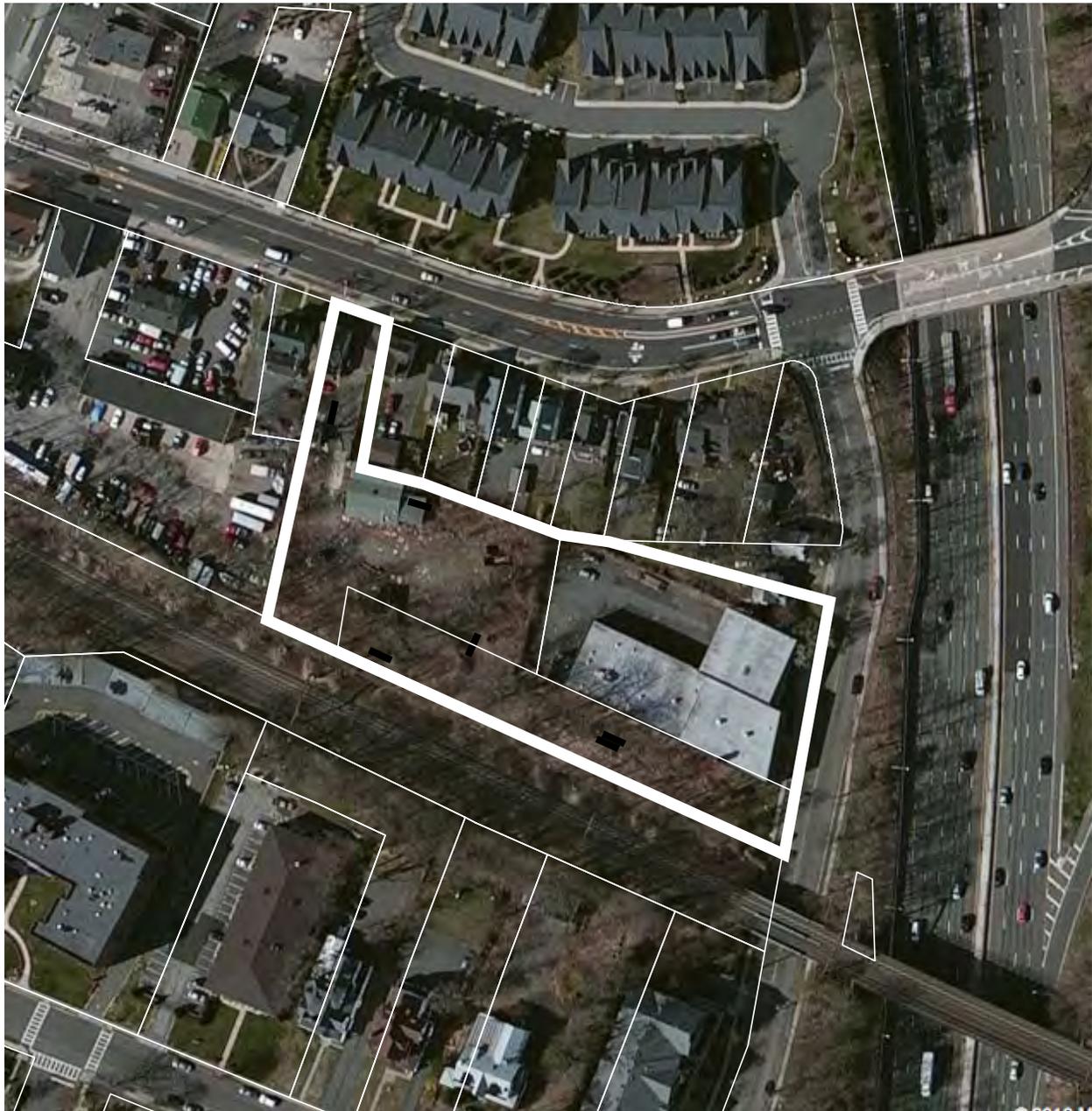
Appendix E: Required Circulation Network

Appendix F: Curb Cuts, Driveways, and Service Entries

Appendix G: Building Height



Appendix A: Aerial With Lot Lines



Basemaps & Civil Engineering prepared by:
Dynamic Engineering Consultants & Anderson Consulting Services

In collaboration with:
Third Coast Design Studio

LEGEND

Redevelopment Area 
Lot lines 

Appendix B: Illustrative Concept Plan

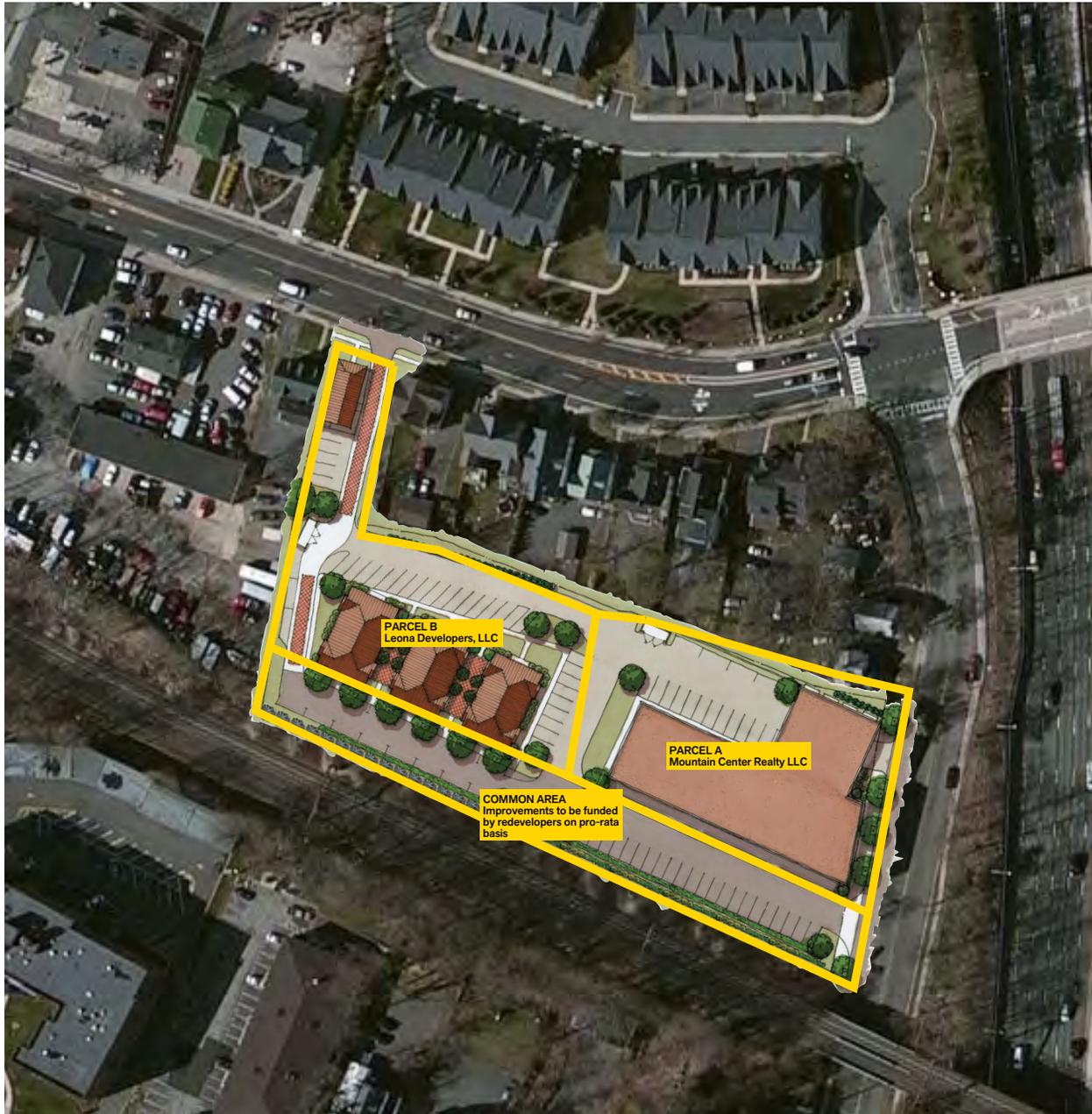


Basemaps & Civil Engineering prepared by:
Dynamic Engineering Consultants & Anderson Consulting Services

In collaboration with:
Third Coast Design Studio



Appendix C: Tracts and Phasing



Basemaps & Civil Engineering prepared by:
Dynamic Engineering Consultants & Anderson Consulting Services

In collaboration with:
Third Coast Design Studio

Appendix D: Land Use



Basemaps & Civil Engineering prepared by:
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Appendix E: Required Circulation Network

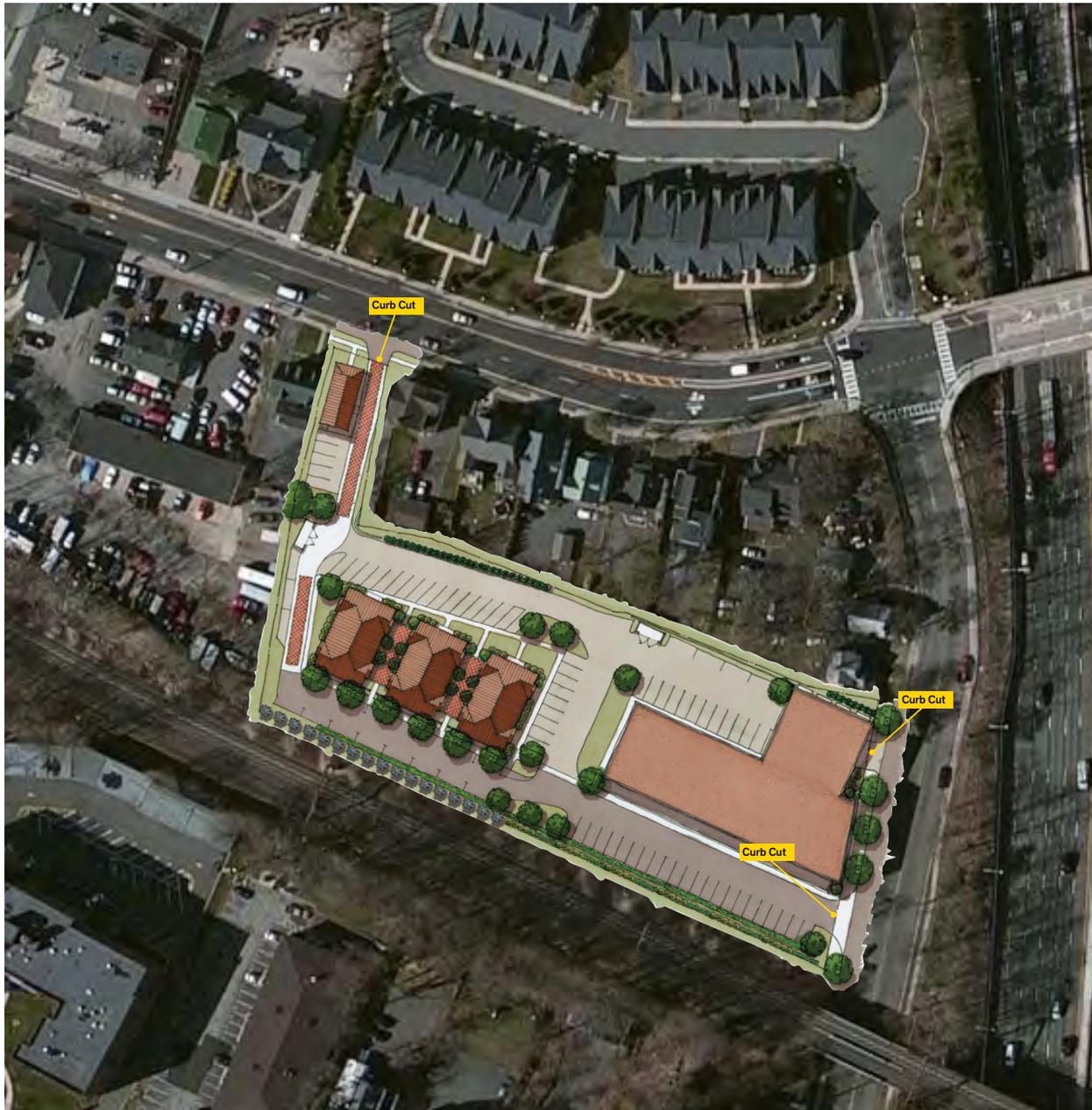


Basemaps & Civil Engineering prepared by:
Dynamic Engineering Consultants & Anderson Consulting Services

In collaboration with:
Third Coast Design Studio

LEGEND
Auto Circulation 
Pedestrian Circulation 

Appendix F: Curb Cuts, Driveways, and Service Entries

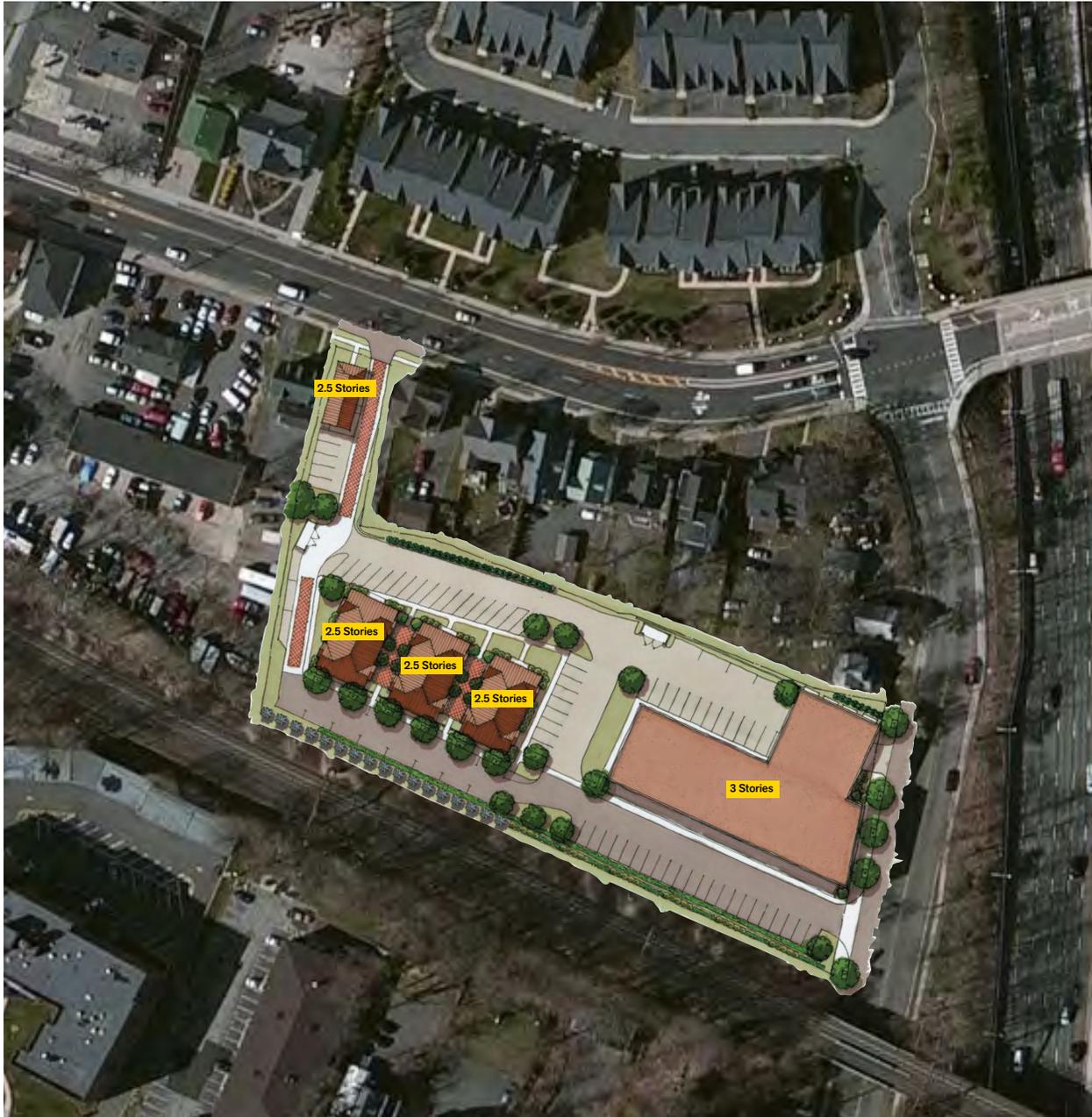


Basemaps & Civil Engineering prepared by:
Dynamic Engineering Consultants & Anderson Consulting Services

In collaboration with:
Third Coast Design Studio



Appendix G: Building Height



Basemaps & Civil Engineering prepared by:
Dynamic Engineering Consultants & Anderson Consulting Services

In collaboration with:
Third Coast Design Studio

6.3 Redevelopment Properties - Block and Lot Data

Block	Lot	Address
3701	10	10 Ford Avenue
3701	11	185 Morris Street

6.4 USGBC LEED-Neighborhood Development



LEED 2009 for Neighborhood Development
Project Scorecard

Project Name:

Date:

Yr	?	No			Yr	?	No			
0 0 0			Smart Location and Linkage	27 Points Possible						Green Infrastructure and Buildings, Continued
Y			Prereq 1 Smart Location	Required				Credit 1 Certified Green Buildings	5	
Y			Prereq 2 Imperiled Species and Ecological Communities	Required				Credit 2 Building Energy Efficiency	2	
Y			Prereq 3 Wetland and Water Body Conservation	Required				Credit 3 Building Water Efficiency	1	
Y			Prereq 4 Agricultural Land Conservation	Required				Credit 4 Water-Efficient Landscaping	1	
Y			Prereq 5 Floodplain Avoidance	Required				Credit 5 Existing Building Use	1	
			Credit 1 Preferred Locations	10				Credit 6 Historic Resource Preservation and Adaptive Reuse	1	
			Credit 2 Brownfield Redevelopment	2				Credit 7 Minimized Site Disturbance in Design and Construction	1	
			Credit 3 Locations with Reduced Automobile Dependence	7				Credit 8 Stormwater Management	4	
			Credit 4 Bicycle Network and Storage	1				Credit 9 Heat Island Reduction	1	
			Credit 5 Housing and Jobs Proximity	3				Credit 10 Solar Orientation	1	
			Credit 6 Steep Slope Protection	1				Credit 11 On-Site Renewable Energy Sources	3	
			Credit 7 Site Design for Habitat or Wetland and Water Body Conservatio	1				Credit 12 District Heating and Cooling	2	
			Credit 8 Restoration of Habitat or Wetlands and Water Bodies	1				Credit 13 Infrastructure Energy Efficiency	1	
			Credit 9 Long-Term Conservation Management of Habitat or Wetlands a	1				Credit 14 Wastewater Management	2	
0 0 0			Neighborhood Pattern and Design	44 Points Possible						
Y			Prereq 1 Walkable Streets	Required						
Y			Prereq 2 Compact Development	Required						
Y			Prereq 3 Connected and Open Community	Required						
			Credit 1 Walkable Streets	12				Credit 1: Innovation and Exemplary Performance: Provide Specific Title	1	
			Credit 2 Compact Development	6				Credit 1: Innovation and Exemplary Performance: Provide Specific Title	1	
			Credit 3 Mixed-Use Neighborhood Centers	4				Credit 1: Innovation and Exemplary Performance: Provide Specific Title	1	
			Credit 4 Mixed-Income Diverse Communities	7				Credit 1: Innovation and Exemplary Performance: Provide Specific Title	1	
			Credit 5 Reduced Parking Footprint	1				Credit 1: Innovation and Exemplary Performance: Provide Specific Title	1	
			Credit 6 Street Network	2				Credit 2 LEED® Accredited Professional	1	
			Credit 7 Transit Facilities	1						
			Credit 8 Transportation Demand Management	2						
			Credit 9 Access to Civic and Public Spaces	1						
			Credit 10 Access to Recreation Facilities	1				Credit 1: Regional Priority Credit: Region Defined	1	
			Credit 11 Visitability and Universal Design	1				Credit 1: Regional Priority Credit: Region Defined	1	
			Credit 12 Community Outreach and Involvement	2				Credit 1: Regional Priority Credit: Region Defined	1	
			Credit 13 Local Food Production	1				Credit 1: Regional Priority Credit: Region Defined	1	
			Credit 14 Tree-Lined and Shaded Streets	2						
			Credit 15 Neighborhood Schools	1						
0 0 0			Green Infrastructure and Buildings	29 Points Possible	0 0 0			Project Totals (Certification estimates)	110 Points	
Y			Prereq 1 Certified Green Building	Required					Certified: 40-49 points, Silver: 50-59 points, Gold: 60-79 points, Platinum: 80+ points	
Y			Prereq 2 Minimum Building Energy Efficiency	Required						
Y			Prereq 3 Minimum Building Water Efficiency	Required						
Y			Prereq 4 Construction Activity Pollution Prevention	Required						



6.5 Planning & Design Resources

[g/html/ddc/downloads/pdf/ddc_sd-sitedesignmanual.pdf](#)

- Sustainable Streets Index 2008, New York City Department of Transportation
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>