

# Morristown

A Mobility &  
Community  
Form Plan

# Moving Forward

Adopted  
March 31, 2014

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The Town of Morristown wishes to express its sincere gratitude to the Geraldine R. Dodge Foundation and the North Jersey Transportation Planning Authority, without whose support this plan would not have been possible.

The Town would also like to thank Morris Arts, Sustainable Morristown, Bob's Bamboo, and The Taco Truck for helping to create such a successful parklet during Charrette Week; David Brown for allowing us to use and Michael Canger for coordinating the retail space at 18 North Park Place as a pop-up studio; Gensler for designing the interior of the studio; and the Hyatt for graciously hosting our three public workshops.

Town of  
Morristown

Project  
Team

Thank  
You



## Why This Plan? Our Opportunities & Challenges

Morristown is the Morris County seat, home to the County government, State Superior Courthouse, major medical services through and supporting the Morristown Medical Center, thousands of downtown office workers, remarkable natural and historic resources, religious institutions of virtually every denomination, hundreds of restaurants, cafes, and retailers, and hosts of non-profit institutions and entertainment destinations.

One of Morristown's greatest assets is its strategic location within the region, which is also one of its chief challenges. Morristown is located at the crossroads of major regional transportation corridors, including an interstate highway, significant state and county roadways, and commuter rail to New York City.

These networks are at the core of the town's economic and social potential for success, but they have also facilitated unsustainable, auto-centric development patterns that, if left unchecked, would serve to undermine its small town urban character and form.





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# Introduction



## Morristown Yesterday

Morristown's history and future are linked to its location and role as a regional center. The first permanent European settlement occurred here in 1715, when a village was founded, and Morristown was incorporated by the New Jersey legislature in 1865. Morristown has been called "the military capital of the American Revolution" because of its strategic role during that war. George Washington first came to Morristown in the winter of 1777 and established his headquarters at Jacob Arnold's Tavern on the Green.

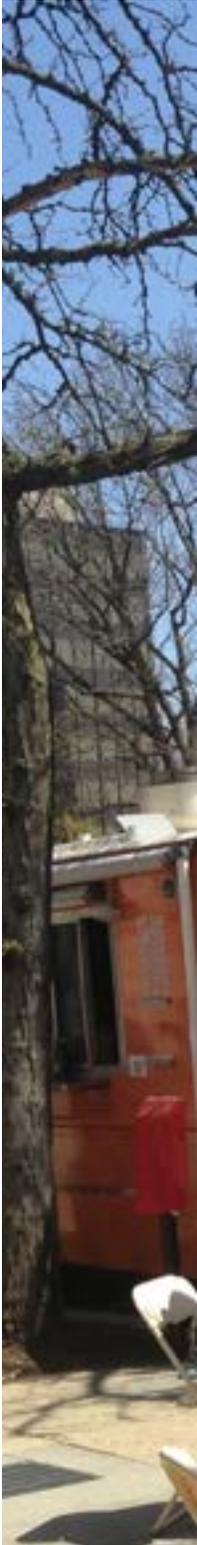
He and his troops also spent the most frigid winter of the Revolutionary War, 1779-80, encamped in Morristown, with Washington's headquarters at the Jacob Ford mansion on Morris Avenue. This history remains visible at three significant historic sites: Washington's Headquarters, Fort Nonsense, and Jockey Hollow (located just outside of town).

Morristown's land uses and urban form have been greatly influenced by two important elements—the town Green and regional transportation networks. The Green was Morristown's original "commons," a town planning concept that was imported to the United States by British colonists. As the town grew, the Green served as a public marketplace, and it was used for military purposes during the Revolutionary War. Over time, stores, offices, and public facilities became concentrated around the Green, creating a downtown core, while farmhouses, cabins, and, later, residential neighborhoods, developed in a concentric pattern encircling the more urban center. Today, the Green is a 2.5-acre landscaped park used for passive recreation and public events.

By 1798, a stagecoach route was established along what is now Morris Avenue, connecting Jersey City and New York with Morris and Sussex Counties. Other major routes through Morristown were created along Mt. Kemble Avenue, South Street, Speedwell Avenue, and Washington Street. As new homesteads were developed, most of them were built along these roads.

When the Morris & Essex Railroad was constructed in 1838, it originally ran through Morristown along Maple Avenue, and the first depot was built at the intersection with DeHart Street. A new marketplace was established at the termination of the line along what is now Market Street. A few years later, as service on the line was expanded, the tracks were moved to their current location (about a 10-minute walk from the Green). By that time, the downtown was already firmly entrenched, and although the location of the new railroad station led to increased commercial activity along Morris Street, the commercial center of the town was not displaced. This unique aspect of Morristown's history sets it apart from other commuter towns, which historically developed around their train stations.

The railroad also served to establish neighborhood patterns. By the late 19th century, industrial development had followed the path of the railroad, and lower income residential areas became interwoven with these industrial facilities—“downwind” of the tracks. Upper income housing was constructed on the “other side of the tracks” south and west of the railroad, while the central commercial core continued to spread out in a radial pattern from the Green along major thoroughfares.



The construction of Interstate 287 (I-287) in the 1960s further enhanced Morristown's regional accessibility and sharply increased the economic value of land for office use. New auto-oriented commercial nodes were established along highway interchanges and corridors on the outskirts of the downtown. Major facilities include Morristown Medical Center, Headquarters Plaza, and a number of office parks along Madison Avenue and lower South Street.

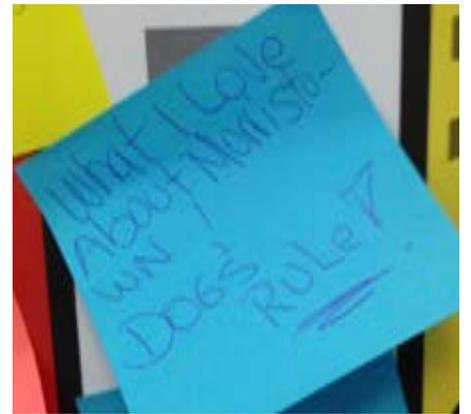
Although the construction of I-287 significantly enhanced accessibility to Morristown, it also cut neighborhoods in half, created an auto-dominated landscape around the train station, and encouraged access through Morristown from surrounding towns, contributing to traffic congestion during peak hours. But it equally served to reinforce Morristown as a regional center, which has been critical to its economic and social resiliency and more recent renaissance as a lively, vibrant, livable urban town.



Morristown serves as the seat of Morris County. It is 2.8 square miles in size and consists of a mixed-use downtown, mixed-use corridors, and beautiful historic neighborhoods. The town is located within the New Jersey Highlands Region and is surrounded by significant open space preserves, including Washington Valley, Lewis Morris Park, Loantaka Brook Reservation, and the Great Swamp National Wildlife Refuge. Morristown is connected to the undeveloped areas of the region by picturesque country roads that traverse largely untouched woodlands, providing local residents and visitors with recreational open space and a connection to the natural environment. These important resources serve as watersheds for the region and create natural boundaries that strengthen the value of Morristown as an urban center.

Morristown is a mid-sized community of 18,411 residents living in 8,172 housing units across four electoral wards. The downtown workforce totals over 22,000 people, including at least 13,800 office workers. Morristown is situated at the intersection of numerous county roadways, two state highways, and I-287, which brings approximately 106,000 vehicles into the area each day. Morristown's historic train station also links several thousand commuters to the region and directly to Newark and New York City via NJ TRANSIT's Morris and Essex line.

Within the past five to 10 years, Morristown has experienced a renaissance. Local and regional patrons visit Morristown's many restaurants, bars, coffee shops, and award-winning Community Theatre. Mixed-use commercial corridors





are within walking distance to residential neighborhoods and consist primarily of shops owned by small business entrepreneurs. These healthy commercial corridors are on regional transportation networks and connect to, or intersect at, the town Green.

Morristown's evolution and recent renaissance are borne out in the demographics. For example, according to the U.S. Census, the population decreased from 17,600 in 1970 to 16,100 in 1990, before growing to its current population of 18,400 in 2010. These shifts correlate with the economic and social fluctuations of the times and the disinvestment that was characteristic of urban towns and cities across the country throughout the 1970s and 1980s. The ethnic and racial demographics of the town also continue to evolve, contributing to its cultural dynamics and richness. For example, of the total population in 2000, white households comprised 51% of the population, African-American households comprised 17%, and Hispanic households comprised 27%. Over the past 10 years, the Hispanic population has grown to over 34% of the total population. In addition, household median incomes have continued to rise: from \$42,748 in 1990 to \$64,279 in 2010.

As household compositions and demographics change, Morristown is becoming one of the most welcoming and dynamic communities in New Jersey, offering a rich experience and quality of life for a wide range of families and household types. The town contains a variety of housing choices, ranging from single-family homes to townhomes and multifamily apartment buildings. In 2010, approximately 57% of residents were renters, and 43% owned their homes. The housing



stock continues to evolve in response to changing demographics and market forces. With the increased demand on Morristown's housing supply, the preservation of affordable housing has become a major concern. To ensure that low-income and working households are able to remain in Morristown, the current mayoral administration adopted the Town's first Housing Element and Fair Share Plan and is committed to ensuring that new development includes affordable housing units or contributes to the town's housing trust fund.

Morristown is unquestionably a desirable place to live, work, and play. But as it is located at the crossroads of the region, so it is also at the crossroads of change. The demands on Morristown as a regional center are increasing. In recent years, the Town has been challenged as it works to balance development and preservation goals, as well as the impact of redevelopment and growth, with roadway circulation and walkability.

The purpose of this document, created with input from hundreds of members of the community, is to provide solutions to some of the complex concerns that development and growth create in a modern era, while preserving and strengthening the quality of life and historic character that define Morristown. The focus of this plan will be to ensure that policies and solutions are socially equitable, economically sound, and environmentally responsible. Our goal is to create and preserve complete neighborhoods and communities where people want to live, where the needs of business and commerce are met, and where both can thrive. **Our vision is to become the most welcoming, beautiful, healthy, resilient, and sustainable place to live, work, and play in New Jersey.**

# A Unified Approach: Mobility & Community Form



In New Jersey, municipalities are required to update their master plans every 10 years. Typically, these include a range of individual plans, or “elements,” that focus on different urban systems, such as housing, parks, circulation, land uses, historic resources, and community facilities. However, according to the Municipal Land Use Law (MLUL), plans are only required to include, at minimum, a housing and land use element. Morristown adopted a Housing Element and Fair Share Plan in 2011, but its Land Use Plan has not been comprehensively updated since 2003. Municipalities are encouraged to prepare additional plan elements at their discretion.

Given Morristown’s unique challenges, which are summarized above and described in more detail throughout this document, the Town decided to pursue a rather novel approach to land use planning—by linking it inextricably to a transportation plan. Morristown Moving Forward seeks, above all else, to balance the amount, location, and type of transportation facilities with the community’s land development patterns. This means looking beyond the street system or development parcel to recognize the many linkages between transportation, the built environment, and community life in its varied forms, and that all of these things intersect in the public realm. Statutorily, this document meets the criteria for both a “land use element” and “circulation element,” as described in the MLUL. But practically speaking, it is an integrated approach to these often-disparate disciplines, one that places community health and the quality of the human experience at the center of the planning process.

The State of New Jersey is supportive of this linked approach to land use and transportation. In 2006, the New Jersey Department of Transportation (NJDOT) created the Mobility and Community Form Guide to assist communities in this type of planning. The Guide provides local governments with information and tools to create a combined Mobility and Community Form Element that satisfies the land use and circulation plan requirements of the MLUL.

The North Jersey Transportation Planning Authority (NJTPA), the Metropolitan Planning Organization (MPO) for northern New Jersey, also acknowledges the intrinsic relationship between transportation and land use, particular via its long-range transportation plan and Planning for Emerging Centers program. In 2012, NJTPA, through its Local Planning Assistance Program, awarded Morristown funding to undertake this Mobility and Community Form Plan. The organization has also been deeply involved in the plan’s development.

Our approach provides the appropriate framework for analyzing and designing smart, feasible strategies to promote responsible development and growth, while at the same time preserving and strengthening existing neighborhoods. Furthermore, it can help ensure that mobility networks—for pedestrians, cyclists, buses, trains, cars, and trucks—are optimized for the land uses they need to accommodate, with a focus on walkability. This will guide higher density and mixed-use development



patterns to higher capacity roadways and corridors, and lower density development patterns to lower capacity neighborhood streets and lanes. And it will ensure these respective roadways are designed to enhance the experience, safety, and convenience for all modes of travel.

This document also meets the MLUL master plan requirement to include “a statement of objectives, principles, assumptions, policies and standards upon which the constituent proposals for the physical,

economic and social development of the municipality are based.” As such, it shall serve as the basis for any subsequent master plan elements or revisions to existing elements. Going forward, all planning efforts and policies must describe how they are consistent with or serve to further the vision, goals, and objectives contained in this document.

# Public Input & Engagement

This plan was developed as part of a robust public process that reached a broad spectrum of Morristown residents, businesses, workers, local officials, and other stakeholders. It is based on and incorporates the many ideas, opportunities, challenges, and observations articulated by citizens who graciously contributed their time to this important document. From the very beginning, the Town placed a priority on ensuring full transparency in decision-making processes, promoting collaborative and accessible public meetings, and maximizing participation by local residents. Community engagement and consultation manifested itself on a number of different levels.

## Advisory Committees

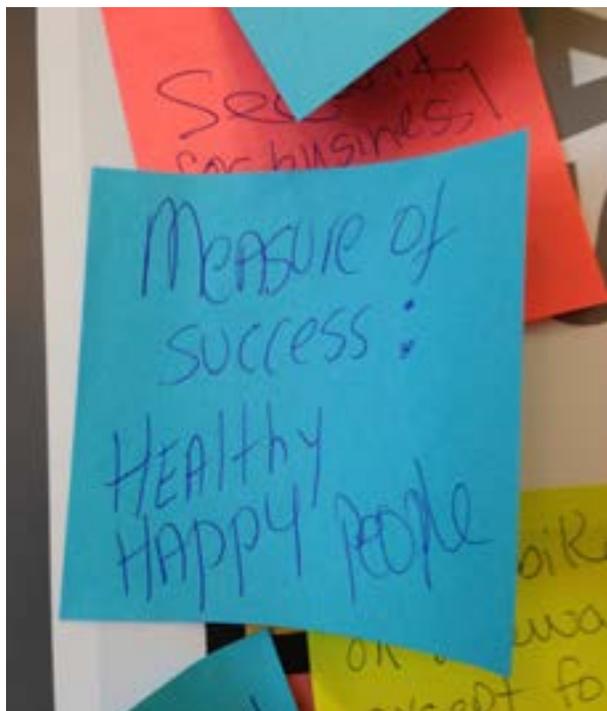
The Morristown Planning Division established a Municipal Steering Committee (MSC) and Technical Advisory Committee (TAC) at the very start of this process to assist in the identification of key issues and opportunities, help craft solutions, and advocate for key issues. The MSC consisted of officials from within Town Hall, including the directors of the Engineering and Building Divisions and representatives from the Town Council, Planning Board, and Zoning Board. The TAC, meanwhile, was led jointly by Morristown and NJTPA and consisted of non-municipal officials and stakeholders, including representatives from Morris County, NJDOT, NJTPA, NJ TRANSIT, the Morristown Parking Authority, and the Morristown Partnership. The contribution of these two groups, as experts in their respective fields, implementers, funders, and decision-makers, proved invaluable. The

Planning Division hosted three official meetings and corresponded individually with members throughout the process. The Acknowledgments page lists all members of the MSC and TAC.

## Workshops and Public Meetings

Approximately 500 people attended the various workshops and public meetings held during the development of the plan. At a public Kick-Off Event on January 23, 2013, participants helped the planning team identify and confirm specific challenges and areas of opportunity in Morristown. That data was used to inform a Baseline Report of existing conditions, which was published shortly thereafter.

During the week of April 22, 2013, the planning team hosted a series of workshops, open houses, and presentations, which we called Charrette Week. During that week, the planning team relocated to a storefront at 18 North Park Place, directly on the Green. This “design studio” was open to the public and offered people an opportunity to give feedback on the project, interact with the planning team, and see/review planning concepts as they were being developed. The local office of the architecture firm, Gensler, designed the layout of the interior studio space and designed window displays to attract attention and awareness of the project. Inside the studio, preliminary versions of the town vision statement, goals, and objectives, as well as draft Community Form and Streets Plans, were on display, and team members worked collaboratively to develop plans for key focus areas in town



(see Chapter 4: Plans for Places). Various stakeholders, such as The Seeing Eye, Bike Walk Morristown, and others, were also invited to meet directly with the planning team during that time to share their unique perspectives on local issues and opportunities.

Directly outside the storefront, Sustainable Morristown utilized two vacant parking spaces to create a temporary “parklet.” The parklet was open for three days during Charrette Week and, depending on the day, offered passersby with a lounge area, dining chairs and tables, a fire pit (to keep warm), and works of art from local artists. A mobile food truck operated by The Taco Truck, a new local business, was available on Wednesday to serve lunch. The parklet served as a pilot project to demonstrate how the creative use of public space and art can enhance the quality of the pedestrian experience, enliven public sidewalks, and be a tool for economic development.

Charrette Week culminated in a presentation of the mobility and development scenarios included in Chapter 4, and it helped the team further refine the town-wide objectives and strategies included in Chapters 2 and 3.

### **Online Engagement**

In conjunction with the Kick-Off Event on January 23, 2013, the Planning Division launched [www.MorristownMovingForward.com](http://www.MorristownMovingForward.com), an interactive website based on the MindMixer platform that was developed specifically for this project. The site enabled the planning team to pose questions and receive feedback on

a wide range of topics, from popular after-school activities to troublesome intersections, circulation issues around the Green, and visions for the future of the downtown. Some topics utilized interactive maps or surveys to collect data, while others functioned as open forums for people to express ideas and comment on or “second” those contributed by others. Members of the planning team regularly reviewed comments and ideas for incorporation into this document. Between January and August 2013, the site had approximately 175 active participants (who shared 190 ideas), 1,670 unique visitors, and over 15,500 page views. The planning team also made regular posts on Facebook and Twitter, sent e-mail notices, and distributed flyers and posters in prominent places throughout town to help drive visitors to the site and encourage participation in public workshops.

# Urban Planning Premises & Principles

## Measuring Success

This plan is premised on a sustainable development framework. Using the three pillars of sustainability—social equity, economy, and environment—we identified data that provided insight into trends that have influenced, and will continue to influence, Morristown development, preservation, and resiliency into the future, as well as everyday quality of life. The data and trends provide a perspective into Morristown’s social, economic, and environmental health, and they may be easily monitored to ensure that the vision and goals within this plan are achieved.

## Core Planning Principles – *Drivers for Moving Forward*

During the public input and engagement process, we not only listened about pressing issues from townspeople but also worked collaboratively with them to develop ideas and solutions. In formulating those strategies, many of which have been incorporated into this plan, we also developed a set of Core Planning Principles to guide our work. These principles provide a framework for achieving the goals of this plan and, ultimately, Morristown’s vision—to become the most welcoming, beautiful, healthy, resilient, and sustainable place to live, work, and play in New Jersey.

## Equitable Development

1. Civic engagement
2. Housing affordability and mixed-income neighborhoods
3. A diversity of housing types and tenures
4. Equitable access to jobs, neighborhood services, and civic amenities
5. Schools in neighborhoods
6. Local, minority- and women-owned businesses  
Community safety and neighborhood crime watch
7. Jobs and employment across the socio-economic spectrum

## Economic Development

1. Commercial development to attract jobs for Morristown residents
2. Redevelopment activities that create jobs for Morristown residents
3. Mixed-use corridor enhancement and preservation
4. Collaborations with and support for local business
5. Arts and culture as an economic development tool
6. Links between schools with business and government mentorship and learning
7. Economic development that promotes equal opportunity and environmental responsibility

## Environmental and Energy Design

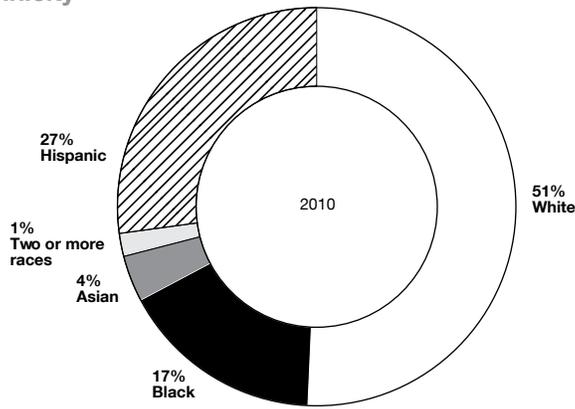
1. Pedestrian-friendly streets
2. Public realm improvements
3. Reduced negative impacts of car congestion
4. Architecture and design characteristic of Morristown
5. Green and energy-efficient buildings
6. Transit-oriented, smart growth planning and development
7. Green infrastructure
8. Quality, usable open space
9. Safe access to schools
10. Safe access for seniors and people with disabilities

# Morristown at a Glance

## Age & Gender



## Race / Ethnicity



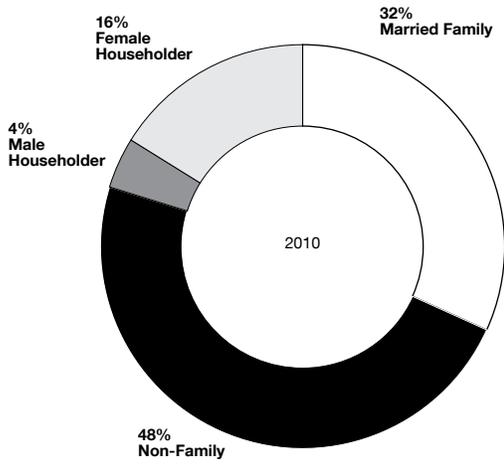
## Population



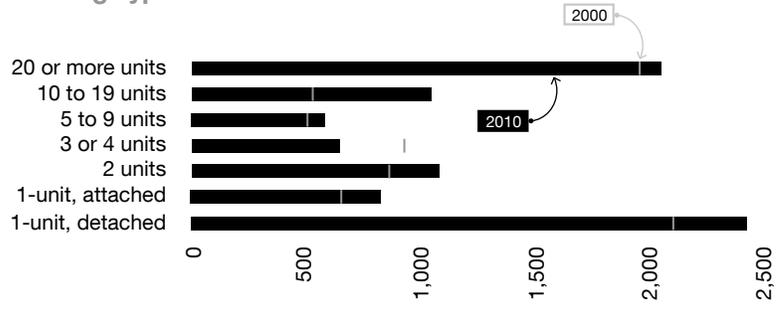
## Educational Attainment

	2000	% of Total	2010	% of Total	% Change
<b>Population 25 years and over</b>	<b>13,604</b>		<b>13,263</b>		
Less than 9th grade	1,040	8%	915	7%	-1%
9th to 12th grade, No Diploma	1,266	9%	981	7%	-2%
High School Graduate (incl. equivalency)	3,252	24%	3,647	28%	+4%
Some College, No Degree	2,120	16%	2,069	16%	0
Associate degree	585	4%	623	5%	+1%
Bachelor's degree	3,160	23%	2,812	21%	-2%
Graduate or Professional Degree	2,181	16%	2,228	17%	+1%

### Household Type

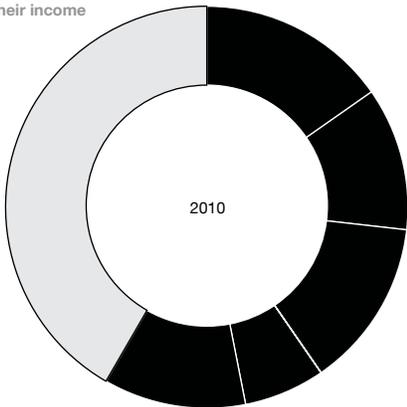


### Housing Type

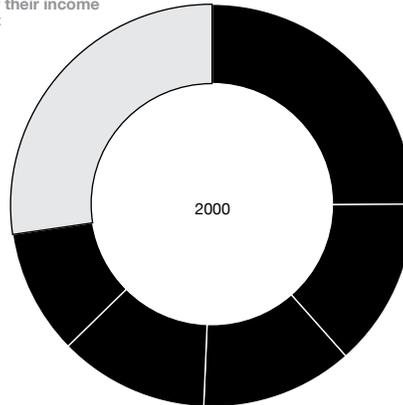


### Rent Burden

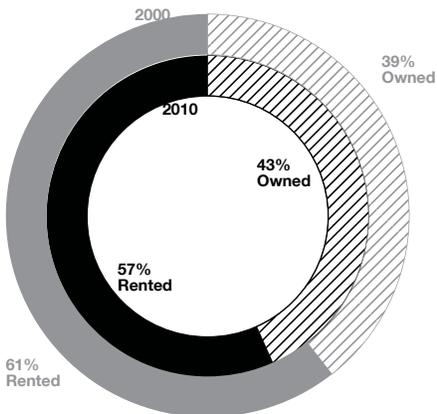
42% Pay more than 35% of their income on rent



27% Pay more than 35% of their income on rent



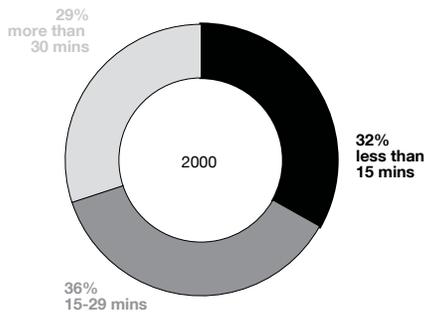
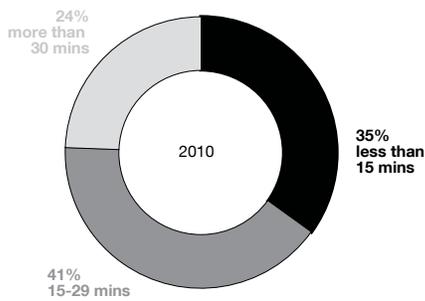
### Housing Tenure



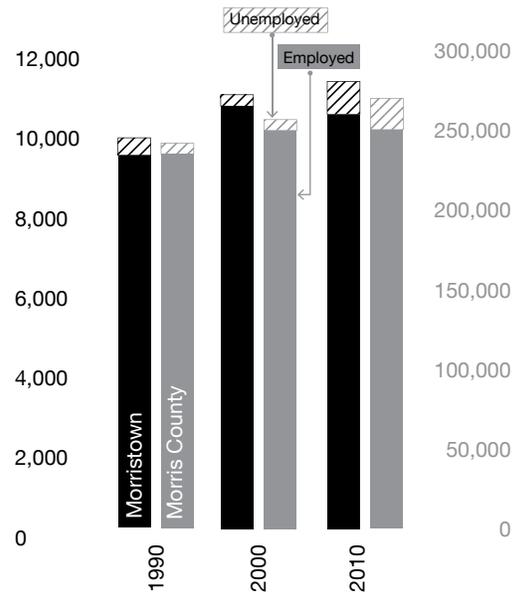
**Median Income**



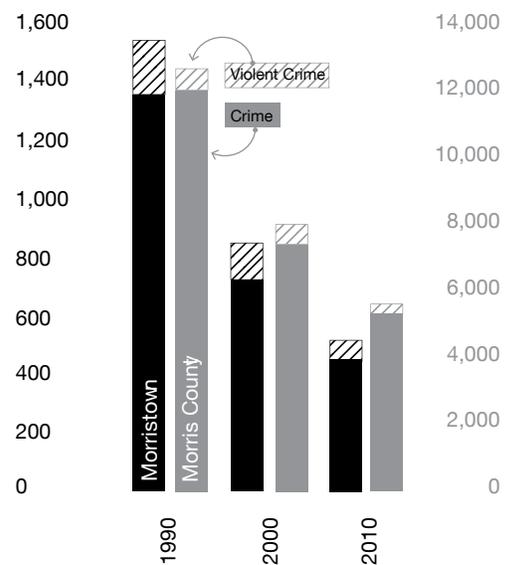
**Commute Time to Work**



**Employment**

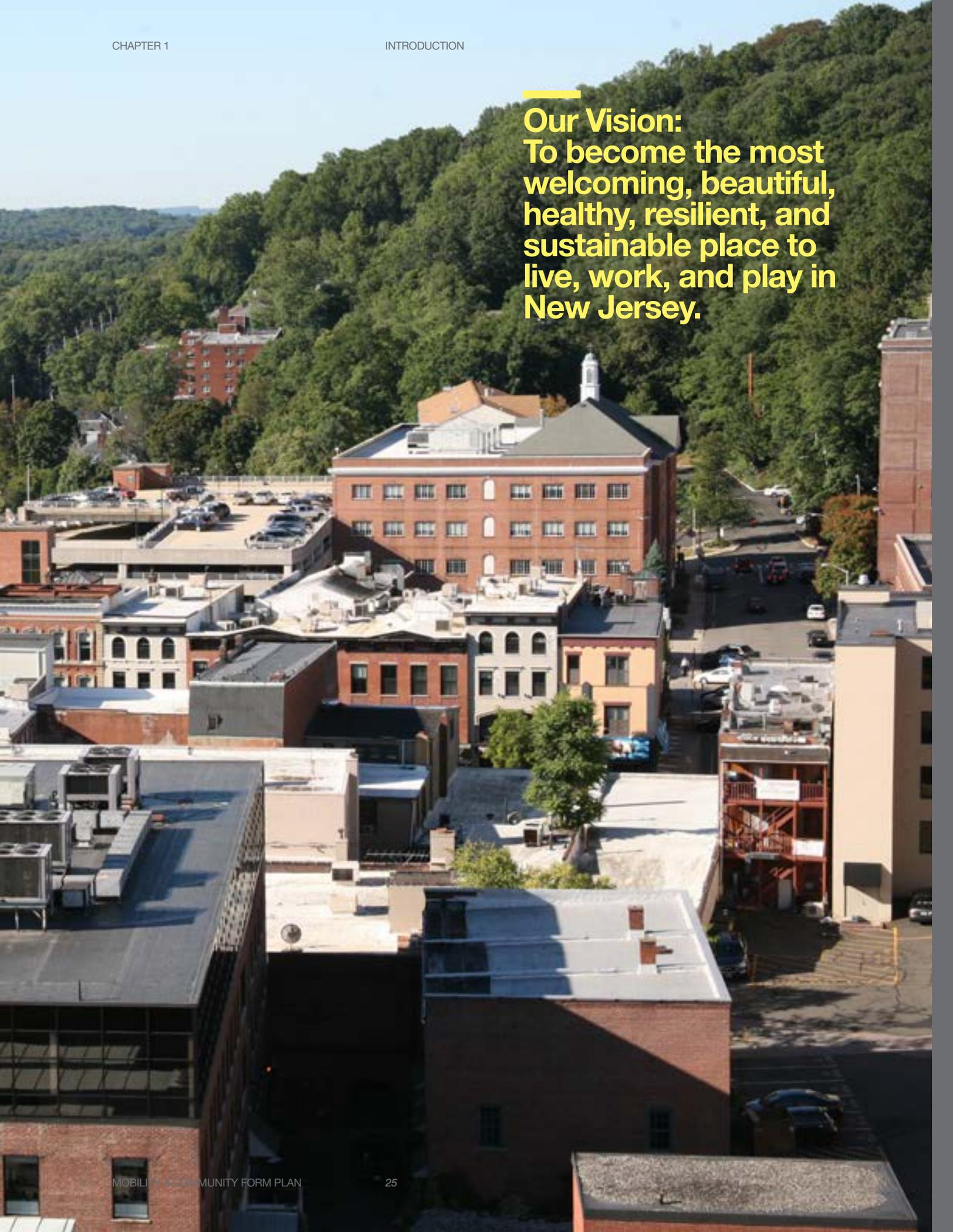


**Crime**





**Our Vision:  
To become the most  
welcoming, beautiful,  
healthy, resilient, and  
sustainable place to  
live, work, and play in  
New Jersey.**



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**Traditionally, municipal transportation plans describe and make recommendations for improving vehicular traffic, while treating transit, cycling, and walking as secondary concerns. This plan is different in that it strikes a balance among all modes. But what sets it apart is how it carefully links all of these modes together, as well as to the town's Land Use and Community Form Plan (Chapter 3). Circulation is complex, and in real life these modes are not separated; pedestrians, drivers, cyclists, trucks, buses, and trains interact constantly, and improving the system so they can better work together requires a comprehensive perspective in which trade-offs, the establishment of priorities, and an understanding of the key issues and values of the community are critical.**

# Mobility & Streets Plan

# Overview

Morristown residents have expressed a desire to look holistically at how to plan land use and circulation in an integrated manner, and to work toward creating an environment where traffic congestion is not a dominant issue, where it is convenient to walk and bike, and where personal vehicles are not required for every trip. The overall objective is to create streets that serve people—not any particular type of vehicle—by balancing pedestrians, cyclists, transit riders, and drivers, and to support development through appropriate street design.

All users of the transportation system are pedestrians at some point during any given trip—whether walking to unlock a bicycle, to the train or bus, from a parked car into a restaurant, or using a wheelchair along a sidewalk. Some people have a choice about whether or not to walk—they have a car at their disposal for necessary trips but can decide at times to walk. However, some in our community do not have the same choices, such as seniors, the disabled, children, or extremely low-income people. By creating an environment where people of all ages, abilities, and income levels can walk safely, we can create a more equitable and healthy place for people to use throughout their lifetime and personal situations.

This people-oriented approach can also help address some of the auto-oriented issues for which Morristown residents have expressed concern, such as congestion around the Green and along key roadways, parking issues in the downtown, unsafe intersections, and the limited accessibility of important destinations in town.

The fact is that not all of these issues can be fully solved. Congestion cannot be fully eliminated, traffic signals cannot all be upgraded or removed, and every intersection cannot be reconfigured to meet the desire of each individual resident. However, we can take a comprehensive look at the system to identify challenges and opportunities, and to focus on strategic interventions to address concerns in a holistic way.

In addition, we can capitalize on the economic potential of people that pass through or live and work in Morristown by creating smoother traffic flow, easier access to parking areas, and even more walkable and bike-able streets to shopping, eating, living, and working districts.

This Chapter provides strategies to reduce car congestion, improve walkability and cycling conditions, create parking efficiencies, expand transit options, and other ways to improve circulation in and around Morristown. These ideas will be discussed throughout the plan, with a more detailed implementation narrative for specific areas of town included in Chapter 4. A comprehensive matrix of interventions and actions can be found in Appendix B.



# Existing Circulation System

## Roadways

Morristown lies at the crossroads of several key highways and arterials in Morris County that accommodate both local and regional travel, including I-287, US Route 202, and NJ State Route 124 (NJ-124). The most heavily traveled of these is I-287, which passes through the eastern edge of the town. As one of the state's principal north-south interstate routes, I-287 has traffic volumes of around 140,000 vehicles per day, on average, and is part of the national high-priority truck network. It connects Morristown with the New York State Thruway near the New Jersey-New York border and terminates at its southern end at the Outerbridge Crossing to Staten Island. The highway also connects I-80, located several miles north of Morristown, with I-78, 15 miles to the south, as well as to I-95 via the Cross Westchester Expressway.

Just north of the Morristown municipal boundary, NJ State Route 24 (NJ-24) is another significant transportation corridor that connects I-287 with I-78, a key route to New York City. Drivers from western Morris County travel through Morristown via Sussex Avenue or NJ-124 to access NJ-24, I-287, or I-80. This travel pattern brings people to Morristown but also contributes significantly to congestion in the commercial core.

Today, the predominant travel patterns in Morristown are east-west, with large numbers of travelers passing through town in the morning to reach I-287 and employment destinations in Bergen, Essex, Hudson, and Passaic counties, as well as New York City, and returning in the

evening. The town itself is also a major employment destination for commuters, with over 22,000 jobs.

Morristown's major east-west corridors are (1) the Speedwell Avenue/Spring Street/Morris Street corridor and (2) the Washington Street/South Street corridor. Near the town Green, Speedwell Avenue (which also provides north-south access to the town), meets Spring Street at Headquarters Plaza. Spring Street is used as a bypass around the town Green and terminates at its junction with Morris Street. Morris Street serves as the main roadway connector for neighborhoods northeast of Morristown, as well as a direct connection to northbound I-287 and, via Ridgedale Avenue, to southbound I-287. Lafayette Avenue parallels Morris Street and serves as its westbound one-way pair in the immediate vicinity of I-287. Lafayette Street is directly accessible from both northbound and southbound I-287 via exit ramps, making this a key thoroughfare for commuters.

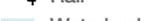
South Street is designated as NJ-124 and Washington Street as County Route 510, but for many local residents these roadways are known as the "old Route 24." Drivers from communities to the west and south use this corridor to access I-287. Madison Avenue, which intersects with South Street, is the continuation of NJ-124. It has ramps for both northbound and southbound access to I-287. South Street has access only to northbound I-287.

These two principal travel corridors converge at the town Green in the center of Morristown, which currently

### Roadway Classifications

Every roadway in Morristown has an official classification in the Federal Highway Administration (FHWA) system. Existing classifications in Morristown include an interstate highway (I-287), principal and minor arterials, major and minor collectors, and local streets. While the FHWA system is the traditional method of defining roadway types, the Smart Transportation Guidebook published by NJDOT and Pennsylvania DOT in March 2008 states that “a limitation of the [FHWA] system is that an entire highway is sometimes placed into a certain class based on select characteristics...even if [the highway is] far more vital to community access than to regional mobility.” A more suitable classification plan for Morristown has been developed as part of this plan (see below). Per NJDOT guidelines, the FHWA functional classifications remain, but the new Streets Plan considers the relationship of roads to adjacent land uses and qualities pertaining to accessibility, transit, street furniture, bike facilities, and optimal vehicle speeds. The Streets Plan is intended to be used as a planning and design “overlay” to guide future roadway development.

### FHWA Classifications

-  Interstate
-  Principal Arterial
-  Minor Arterial
-  Major Collector
-  Minor Collector
-  Morristown Boundary
-  Rail
-  Waterbody
-  Park



functions as a large traffic circle. As a result, traffic around the Green during peak morning and evening hours is congested, causing drivers to use alternative routes through town. In addition to Spring Street, drivers seeking to avoid the Green utilize James Street, Macculloch Avenue, and Maple Street as “cut-throughs,” often creating unsafe conditions on these roads, which are more residential in character.

The Town has continually sought to adopt policies that seek to bring traffic and neighborhoods into balance. In 2002, a traffic calming ordinance was adopted by the Town Council, acknowledging the need for calmer streets and empowering town engineers to incorporate traffic calming into projects. The Council also adopted a Complete Streets Policy that “promotes a comprehensive, integrated, connected multi-modal transportation network by providing connections to bicycling and walking trip generators such as employment, education, residential, recreational and public facilities, as well as retail and transit centers.” The policy requires that all modes of transportation be considered during roadway projects, and, importantly, it includes a checklist for how to accomplish these goals. According to the NJ Bicycle and Pedestrian Resource Center, Morristown is the only municipality in the state with a complete streets checklist.

### Parking and Curbside Uses

There are several different types of parking facilities in Morristown, including paid parking, resident permit parking, train station parking, and free on-street parking.

These are located on-street, in surface parking lots, and in structured parking garages. The Morristown Parking Authority (MPA), established by the Town of Morristown in 1956, manages municipal off-street parking facilities and on-street parking meters and is responsible for the enforcement of parking regulations in the downtown. Headquarters Plaza also offers public parking.

As of August 2012, there were 3,596 total parking spaces operated by the MPA. Of these, 831 spaces are located in 10 surface parking lots, 2,041 in parking structures, and 724 in on-street metered spaces. On-street metered time limits range from six minutes to 12 hours and cost \$0.25 for 30 minutes. This rate has not been increased since 1998. The Town Council is responsible for establishing on-street parking rates. Operation of the 10 parking lots and four parking garages varies between monthly and metered parking. Hourly fees range from five cents for six minutes to \$16 for nine hours; flat and monthly rates are between \$40 and \$100. Each lot or garage has its own payment structure, which is often more expensive than on-street parking. The great disparity in parking rates may be a factor in why on-street parking is in such great demand.

Although residents, visitors, and business owners often report that on-street parking is difficult to find along some commercial corridors, public garages and surface lots are typically underutilized, especially at the Dalton, DeHart, and Ann-Bank Street garages. In Spring 2013, the MPA performed a utilization count of the five most centrally located public parking facilities during a Thursday night

Morristown adopted its first Bicycle Plan in 2013, and as it is implemented, Town officials can draw on the experience of others. Successful bicycle programs require a multi-faceted approach to increasing ridership. New York City has created a bicycle plan and map, and has built many dedicated bike lanes and paths to encourage riding. But providing a place to park a bike is also important, so the City developed the CityRack program, where anyone can request the installation of a bike rack. If approved, the City installs and maintains the CityRack. In addition, the City installs bike corrals (rows of CityRacks installed in a parking space) and sheltered bike parking, and it created the Bikes in Buildings program to implement a law requiring office buildings to allow tenants to bring bikes into the building via a freight elevator.

Education also makes for a successful cycling program. New Haven, CT, developed the “Street Smarts” program to teach cyclists, pedestrians, and drivers to safely share the road. The Smart Driver program asks participants to take a pledge acknowledging their responsibility in creating safe, livable neighborhoods.

and Friday afternoon/night. The MPA found that on the Friday night (the peak demand time), two of five facilities were full, but there were still 600 spaces available in the other three facilities. During the Thursday night, none of the facilities were filled to capacity.

Other types of parking in Morristown include permit parking for designated residential areas, train station parking (which includes the 585 parking spaces owned by NJ TRANSIT at The Highlands), and permitted on-street parking throughout the town.

In addition to parking, loading and unloading in the downtown area occurs frequently with the addition of new businesses and residences. The loading and unloading of business supplies, as well as trash carting, are relatively new issues to be addressed by the Town due to its increasing urbanization. Enforcement practices and ordinances that exist may need to be revised, as well as reconciled with Health Department policies.

### **Pedestrians and Cyclists**

Morristown has an extensive network of sidewalks, as most roads incorporate sidewalks within the right-of-way. Wider sidewalks (10+ feet) are located along major commercial and retail streets, such as around the Green, with complementary amenities that include street furniture, planters and street trees, pedestrian-scale lighting, and refuse containers. Narrower sidewalks (four to six feet) are found in other parts of town with little to no additional street amenities. Utility poles and street signage

present obstructions on some sidewalks, and heaving and cracking on other sidewalks can make walking unpleasant and unsafe. Crosswalk conditions and availability varies throughout the town. Some crosswalks are well delineated and have pedestrian signals with countdown timers, while many do not. Providing further conflicts for pedestrians, many cyclists opt to use the sidewalks rather than the roadway in areas of heavy vehicular activity.

The Town adopted its first Bicycle Plan in April 2013. There are currently no dedicated bike lanes within Morristown; however, some bicycle amenities do exist, such as “Share the Road” signage on Franklin Street and bicycle parking (racks) located along some sidewalks, in the DeHart Street parking garage, at the train station, and behind the public library. A bike rack “corral” was recently installed near the Kings supermarket, as well. Off-road bike trails exist on the Traction Line Recreation Trail and Patriots’ Path (some sections are currently incomplete or closed) as part of Morris County Parks Commission facilities.

Morristown was also recently awarded a “Safe Routes to Transit” grant from NJDOT to improve the pedestrian environment around the northerly side of the train station. Other new projects, such as streetscape work planned for Speedwell Avenue, will also enhance the safety and convenience of walking and biking in town.

### **Transit**

Morristown has a selection of mass transit options that are accessible to most residents, including:

**Bike Facility Concept Plan**

For more detail, see the adopted Morristown Bicycle Plan.

-  Shared Lane
-  Route Designation
-  Paved Shoulder
-  Centerline Restriping
-  Further Study Required
-  Anticipated Construction





- NJ TRANSIT Morris & Essex rail service
- NJ TRANSIT 871-875 and 880 bus lines
- Coach USA New York City bus service
- Colonial Coach local bus service

In addition, a number of alternative transportation providers exist, which offer mobility options for senior, disabled, and veteran populations. These include:

- Morris Area Paratransit System (MAPS)
- NJ TRANSIT Access Link
- Morristown Dial-A-Ride
- American Red Cross of Northwest New Jersey – Veterans Administration
- Morris County Office of Temporary Assistance – LogistiCare
- Morris County Organization for Hispanic Affairs

There are also private employer shuttles (e.g., Atlantic Health Services), car sharing (e.g., Zipcar), and private taxi services.

Access to quality public transportation can be critical to promoting equal opportunities by improving mobility to jobs, shopping, and other essential services. Transit is also an economic development catalyst that can help offset vehicular traffic and its impact on the environment. The historic Morristown train station is located on NJ TRANSIT's Morris & Essex Line, which offers direct service to Hoboken, Newark, and New York City; the station averaged 1,935 weekday boardings in 2012. NJ TRANSIT also operates the 870 series inter-county bus

lines that run through Morristown. Headquarters Plaza and Morristown's train station act as primary stops for riders, with additional stops also located along Speedwell, Ridgedale, and MLK Avenues and South Street. Coach USA is a private commuter bus service that operates between Headquarters Plaza and the Port Authority Bus Terminal in New York City.

The Town also provides a free local bus service, the Colonial Coach, to residents. This shuttle bus runs three days per week on Mondays, Wednesdays, and Fridays, servicing local employers and businesses. Currently, the service is not well utilized—in part because it is perceived as a “senior only” shuttle, when in fact it is available to all residents. Stops include major in-town destinations, such as Headquarters Plaza, Morristown High School, the Kings supermarket, and Town Hall. Private shuttles operated by the Morristown Medical Center and other private employers also exist.

### Aviation

Morristown Municipal Airport (MMU) covers 638 acres in Hanover Township, but it is owned by the Town of Morristown and leased to a private operator. Located approximately 3.5 miles from the Green, MMU is a General Aviation Reliever Airport, accepting private, corporate, air taxi, air ambulance, training, or military aircraft. MMU houses 12 corporate hangars, 11 aircraft hangars, three flight schools, one aircraft maintenance facility and a full service fixed base operation. In 2009 there were 243 aircraft based at the airport. The airport is accessible by car only.



## GOAL 01

Complete, pedestrian- and bike-friendly streets

### OBJECTIVE 01.1

Safely and conveniently connect residents, workers, and visitors to the various employment, residential, shopping, and recreational opportunities in town

Morristown residents expressed a desire to make walking and biking easier and safer, and they have asked that pedestrian and bike networks function more in coordination with motor vehicles, not in conflict with them. Residents reported many concerns, such as pedestrians crossing streets against traffic signals and in front of moving vehicles; cyclists riding on the sidewalk because they feel unsafe on the street; or drivers feeling the need to take their car only a few blocks because walking is “uncomfortable.” These concerns all support the Town’s pursuit of “complete streets” that accommodate and connect all travelers—pedestrians, cyclists, transit riders, and drivers—to important destinations safely and conveniently.

Complete streets balance the transportation network for all modes but can also promote public health objectives by supporting active communities. By creating environments that are safe and comfortable places to bike and walk, Morristown can help its residents become more active and, therefore, more healthy.

Establishing a robust transportation network for all users requires more than just adding a bike lane or a better sidewalk. Instead, we must ask ourselves questions that move beyond the realm of traffic engineering, such as:

- Is the network free from gaps and barriers?
- Do neighborhoods have the same access to bike facilities, trails, and places to walk and exercise?
- Can the pedestrian safely cross the street?
- Is the environment attractive and comfortable?
- Is there good lighting to increase the perception of security and visibility?
- Does the network address universal design? Is it accessible to people of all abilities and ages?
- Are adjacent land uses and building designs pedestrian-friendly?

Morristown has adopted a Bicycle Plan, Complete Streets Policy, and Traffic Calming Ordinance, which are important steps in improving the mobility systems within town. The following strategies are intended to supplement the recommendations contained in those documents—to further the balance of pedestrians and cyclists and support development through appropriate street design that promotes walkability.



Morristown has adopted a Bicycle Plan, Complete Streets Policy, and Traffic Calming Ordinance.

## **STRATEGIES**

1. Use the new Streets Plan (see below) to govern the design of streets, sidewalks, and streetscapes
2. Create a Street Design Manual to define and catalog the roadway and pedestrian realm design elements and materials that are part of the Streets Plan
3. Continue to implement Morristown's Complete Streets Policy and Priority Action Plan, as well as utilize the Complete Streets Checklist to ensure new and reconstructed roadways incorporate the needs of all users
4. Implement the recommendations of the recently adopted Bicycle Plan, with a focus on routes connecting neighborhoods to parks and destinations within town
5. Continue to develop safe walking routes to transit, schools, community facilities, and employment centers, as well as for seniors, by building partnerships with NJDOT, NJ TRANSIT, Morris School District, and others
6. Improve pedestrian and bike connections between neighborhoods and to local parks and public places
7. Formalize and reinforce connections to Patriots' Path, the Traction Line Recreation Trail, and other pedestrian/bike trails linking Morristown to destinations within the region
8. Install wayfinding and kiosks directing pedestrians and cyclists to bike routes and major destinations and points of interests
9. Incorporate design guidelines for guardian- and pet-friendly streets, particularly for seeing eye dogs in street and infrastructure improvements
10. Ensure streets and buildings are accessible for all users, including the disabled and elderly; strategies include longer street-crossing times, pedestrian count-down signals, pedestrian ramps, hand rails, and legible signage
11. Install municipal trash compactors in high traffic areas as part of a sustainability and complete streets strategy
12. Identify opportunities to create pedestrian- and bike-only streets, or "slow streets" (see Chapter 4 for more detail)
13. Require the inclusion of bike rooms or racks in new developments, and ensure sidewalk widths and the placement of street furniture, including bike racks, comply with the Streets Plan
14. Provide ample and secure bicycle parking through the creation of a Town-administered bike rack program that makes the installation of bike racks more affordable
15. Work with public and private partners to explore the feasibility of a bike share program that connects train station commuters to places of employment or other destinations
16. Consider employing off-duty or auxiliary police officers at key intersections during peak hours to facilitate traffic flow
17. Improve pedestrian and bike connections and safety at the I-287 overpasses; consider widened sidewalks and bike lanes buffered from traffic, as well as

### San Francisco's Pavement to Parks Program

In San Francisco, streets make up 25% of the city's land area, or more space than all of its parks combined. Many streets are excessively wide and contain large amounts of underutilized space, especially at intersections. The Planning Department's Pavement to Parks program seeks to temporarily reclaim these unused swathes of land and quickly and inexpensively turn them into new public spaces. The program was inspired by the success of similar projects in New York City, where plazas and seating areas have been created in excess roadway simply by painting the asphalt, placing protective barriers along the periphery, and installing moveable tables and chairs.

The Planning Department works with local businesses, community groups, schools, and other organizations to identify suitable locations for parklets and devise innovative, sustainable designs. In 2013, Morristown was awarded a grant by Together North Jersey to create a parklet program design manual.



- additional crosswalks, lighting, and other elements
18. Educate drivers, pedestrians, and cyclists about traffic safety rules and how to share the road via public forums and well-designed marketing campaigns
  19. Incorporate Universal Design strategies in streets and public areas to allow a broad range of people with varying abilities to easily and safely use the built environment

## OBJECTIVE 01.2

Create attractive, lively streetscapes that support socializing, walking, biking, and accessibility

Streets connect us but are also important public gathering and community spaces. These days, towns and cities across the nation are re-imagining what the public realm is and how it should function. In New York City, the Department of Transportation has turned some of Manhattan's most congested thoroughfares (e.g., Times Square) into public plazas with tables, chairs, benches, and protected routes for bicycles. San Francisco has a formal process by which business owners or local community groups can convert underused sections of the street or sidewalk into publicly accessible open spaces, called "parklets."

Parklets and well-designed plazas and sidewalk areas offer aesthetic enhancements to the streetscape, provide an economical solution to the need for increased public open space in compact urban areas, and can support

local businesses with increased foot traffic and activity. Often, they incorporate amenities like seating, plantings, bike parking, and public art. They can become venues for eating lunch or meeting up with friends, as well as for street fairs, farmers markets, or other outdoor events. Typically, parklets are permitted only in commercial areas—not on residential streets.

But parklets are only one exciting new strategy to transform streets into valuable public amenities. Walkability is an important element of an attractive public space. Streets should be designed to make the pedestrian experience pleasant, encourage interaction with people and the environment, and promote walking and active living as an attractive alternative to driving.

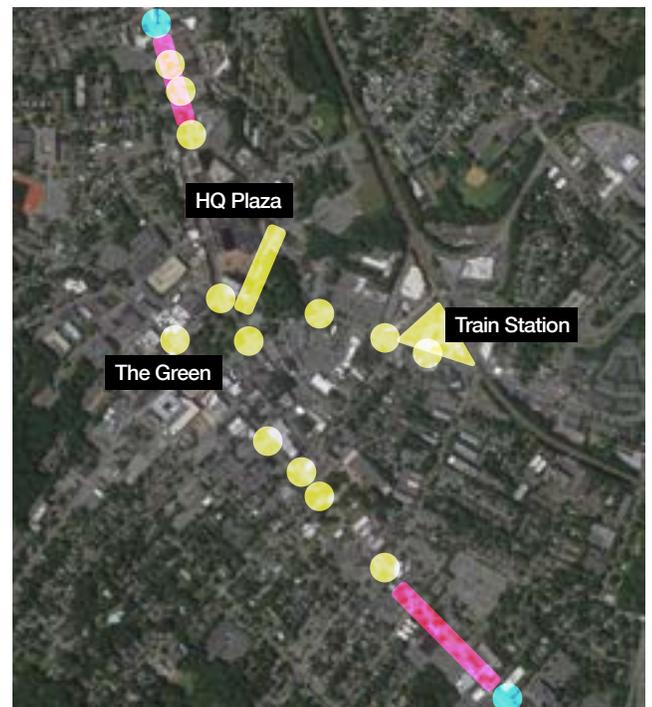
### STRATEGIES

1. Maintain the historic rhythm and scale of urban blocks (e.g., no cul-de-sacs or gated communities, no garden-style complexes)
2. Ensure sidewalk dimensions and amenities are consistent with the Streets Plan (see below)
3. Incorporate public art, cultural signage, human-scale lighting, benches, trash receptacles, and other design strategies and amenities that promote walkability and interaction
4. Establish standards for pedestrian lighting along corridors and at intersections and crosswalks

### Downtown Lighting Survey

Based on concerns expressed by Morristown residents, a survey of pedestrian lighting was conducted near the Green, along Morris and South Streets, and on Speedwell Avenue. Pedestrian-scale lighting promotes walkability in neighborhoods and commercial and mixed-use districts. It enhances community safety and business exposure, and encourages people to walk or bike at night, rather than drive. The survey revealed areas where pedestrian lighting is ideal, such as West Park Place near South Street, and where it can be improved. Water Street, which is proposed to become a bike/walk-only street (see Chapter 4), has no lighting, and lighting at crosswalks around the Green needs general improvement. Along South and Morris Streets and Speedwell Avenue, additional lighting at crosswalks would improve pedestrian visibility and safety. On each of these streets, decorative lighting is present along some segments but not others. Extending this lighting further, and incorporating gateway treatments, would enhance a sense of place along these key roadways.

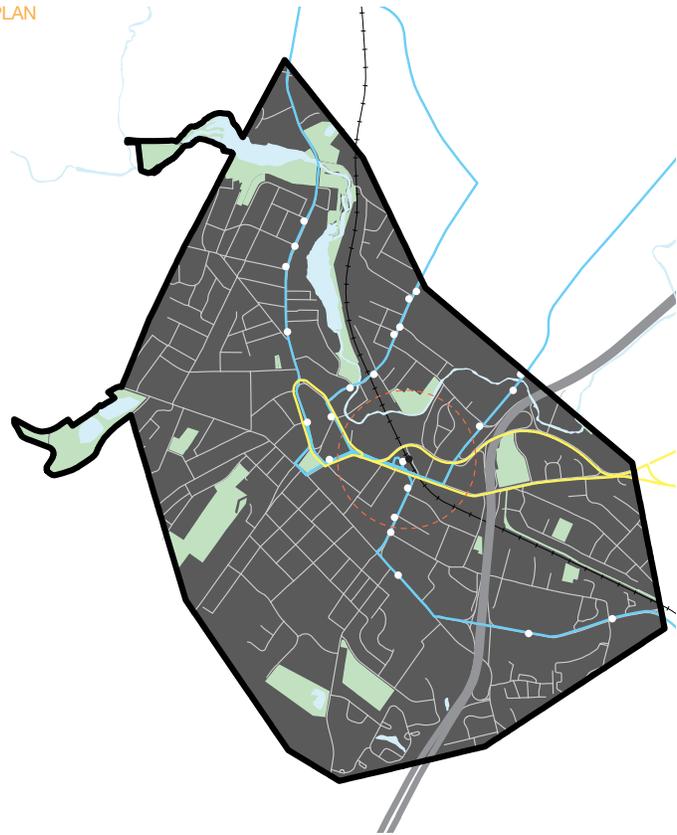
- Lighting enhancement needed
- Gateway lighting
- Extend decorative lighting



5. Minimize new curb cuts on major streets, and locate surface parking lots in the rear of buildings; all parking lots should be appropriately screened, landscaped, and maintained
6. Promote the extensive use of green infrastructure
  - Maximize planted areas, greenways, and swales to retain and filter stormwater
  - Provide a healthy tree canopy in the right-of-way and parking areas to provide shade and reduce urban heat islands
7. Enhance the programming and design of downtown public spaces
  - Provide more places for people to linger, drink a cup of coffee, read a book, or socialize with friends
  - Host more large-scale public markets and special events, particularly at the Green and Pioneer Plaza
  - Remove regulatory obstacles to the street-side preparation and sale of food and other goods during the working week
  - Create a formal Parklet Program
8. Improve health through a wellness campaign to encourage walking, biking, and less auto use
9. Consider public health and active design in the planning of new development, streets, and pedestrian and cycling facilities

**Transit Facilities**

-  Coach USA
-  NJ Transit Bus
-  NJ Transit Rail
-  Bus Stop
-  Train Stop
-  1/4 Mile Radius
-  Roadway



## GOAL 02

Accessible and Convenient  
Public Transit

### OBJECTIVE 02.1

Improve transit service operations, access, and convenience to promote increased ridership

Public transit services—shuttles, buses, taxis, and trains—are important parts of a comprehensive transportation system because they provide an alternative for the full third of Morristown residents who do not have access to a car, as well as for those who cannot or do not want to drive. For many others, the NJ TRANSIT train station is a critical link between Morristown and employment centers in the region, and it serves as a major catalyst for local growth and development. In addition, NJ TRANSIT operates regional and local bus service; Coach USA operates commuter bus service to New York City; and the Town operates the Colonial Coach, a local circulating shuttle bus. The Morristown Medical Center and other corporations manage shuttles for employees, as well.

Morristown residents are interested in public transportation. During conversations about transit, it was clear that few understand the Colonial Coach is available to all residents (not just senior citizens). Residents are particularly interested in a shuttle system that would circulate throughout the downtown during morning, lunch, and/or evening hours, enabling them to leave

their cars parked. Several Town officials and residents suggested the idea of a shuttle system being combined with the hospital shuttle or other corporate shuttles currently in operation. However, the coordination of services among providers—hospitals, companies, the Town—is logistically difficult, as is funding the capital, operating, and maintenance costs that cannot typically be covered by fares. Yet the general interest is promising, and the Town is committed to exploring the opportunity further.

One successful example of a local shuttle bus system is the Hoboken Hop in Hoboken, NJ. Funding remains the greatest challenge for the Hop, but the ridership success of the Hop make it a model for other locations. The Hop operates three different routes during weekdays for a fare of \$1. The specific intent of the circulator is to encourage residents to leave their car at home when traveling within the community. Technology now allows Hop riders to see the location of buses on their smart phones, which reduces wait times and uncertainty.

Transit, just like biking and walking, works best when supported by appropriate street and community design and by higher densities of residential and commercial development that generate enough people to support increased services. Morristown is supporting transit services through land use and community form decisions that create transit-oriented living, working, and shopping destinations. Transit-oriented development, or TOD, results in buildings and land uses that are intentionally

**TransOptions** is the Transportation Management Association (TMA) of northwestern New Jersey. As a non-profit organization, TransOptions provides assistance with alternative commute options, such as car/vanpooling, mass transit, biking, and walking. It offers a variety of programs for employers, employees, students, and young people, as well as advocates for important transportation initiatives throughout the region. During Charrette Week, the planning team met with TransOptions to discuss the possibility of using its expertise and role as the TMA to bring potential shuttle operators to the table for a discussion and study of future transit opportunities. This initial conversation will continue as the Town seeks to create additional transit opportunities for residents and the local workforce.



Morristown's train station is a critical link between the town and employment centers in the region; it also serves as a major catalyst for growth and development.

focused on coordination with transit services. In addition, access to transit can be improved through pedestrian amenities, improved connections, and the creation of a walkable, pleasant, and safe streetscape.

### **STRATEGIES**

1. With TransOptions and NJ TRANSIT, study a revitalized shuttle bus circulator system to establish goals, understand demand, and develop operating and capital budgets, and to study the potential of merging shuttle services with Morristown Medical Center and other private employers
2. Work with NJ TRANSIT to improve local bus and rail service through physical improvements to the train station area, the development of transit-oriented development projects, and the regular evaluation of transit rider needs and services
3. Create bus stops that provide shelter from the elements and are informative, visible, and an attractive part of the streetscape
4. Improve the visibility of and access to the NJ TRANSIT train station (see Chapter 4) and bus stops throughout town with enhanced signage, bus shelters, and amenities like benches and lighting
5. Improve pedestrian and bicycle access to bus stops and train stations through lighting, intersection and crosswalk improvements, bike parking, and street trees
6. Educate residents, visitors, and workers about the transit services available to and within Morristown
7. Encourage transit-oriented development and districts with densities of development that are designed to be transit-supported, particularly along regional corridors (see Chapter 4 for more detail)
8. Support an employee incentive program for using transit, carpooling, or cycling to work
9. Incorporate public art into transportation infrastructure, including streets and sidewalks, transit/bus stops, tree grates, parklets, train trestles, and overpasses

### The Route 24 Extension

Morristown residents frequently mention the once-planned extension of Route 24 from its existing terminus at I-287 to as far as Sussex Turnpike. The extension would have included additional access points, including a full interchange at I-287, Ridgedale Avenue, Hanover Avenue, Route 202/Speedwell Avenue, Lake Road, and Sussex Turnpike where it crosses the Whippany River. The original intention of this new road was to reduce local traffic flow to and from communities west and north of Morristown, most of which are bound for I-287 and Route 24. In the 1980s, NJDOT shelved plans for the extension, and although talks were revived in the early 1990s, opposition from officials in Morris and Mendham Townships resulted in the final cancellation of the project in 1993. Even if this project were implemented, it

would not likely reduce regional traffic through Morristown over the long run. Recent research suggests that while new road expansions may reduce congestion in the short term, over the long term they attract additional traffic until previous levels of congestion are reached, limiting further growth. This “if you build it, they will come” mentality means that if the Route 24 extension were constructed, some traffic would initially divert from Morristown; however, eventually the new roadway itself would become congested, causing traffic to once again divert through Morristown and negating the initial benefit of building the expanded route in the first place. Rather than focusing on the revival of this project, Morristown should focus internally to improve roadways and balance the mobility needs of motorists, pedestrians, and cyclists.

## GOAL 03

Minimized Negative Impacts of Traffic on Local and Regional Roadways

### OBJECTIVE 03.1

Balance regional traffic access and placemaking

Morristown is situated at the nexus of important regional and interstate roadways. This has served the town well, making it a desirable location to live, work, and visit. However, it has also led to high levels of congestion during peak hours, as thousands of commuters converge around the historic Green on their way to and from I-287, as well as to local employers. This contributes to congestion, air quality issues, safety concerns, and other quality of life issues. Rerouting this traffic before it reaches Morristown is not possible or even desirable. Instead, this plan focuses on strategies to move traffic through and around town more efficiently and safely, while simultaneously fostering a sense of place, creating a positive business environment, increasing the economic benefit of Morristown as a regional center, and balancing the needs of all modes, including pedestrians and cyclists. Surprisingly, and contrary to popular belief, efforts to achieve these goals can be mutually reinforcing in most cases.

Finally, it is worth noting that no matter how many cars are on the road during the peak rush hours, when that congestion subsides, Morristown residents and visitors find circulation and navigation to be relatively easy and safe.

### STRATEGIES

1. Conduct a comprehensive traffic, pedestrian, and bicycle study focusing on the Green and approaching roadways to evaluate options for mobility and accessibility improvements (see Chapter 4 for more detail)
2. Increase the capacity of regional roadways not through roadway widening and expansions but through other techniques, such as traffic signal improvements, lane striping, and wayfinding enhancements (see the Streets Plan, below, for more detail)
  - Work with the Morristown Partnership and the Morris County Tourism Bureau to develop and install wayfinding signage in the downtown
3. Employ traffic calming techniques appropriate to the Streets Plan, including high-visibility crosswalks, curb sidewalk extensions (bulb-outs), and pedestrian signals
4. Create treatments at the “gateways” to town so drivers know they are entering a neighborhood environment; enhanced lighting, overhead signage, landscaping, crosswalk treatments, and textured pavements can help alert drivers to the fact that they are entering a place where slower speeds and great care are required
5. Actively engage regional, state, and federal agencies, local governments, and transit providers to ensure that regional projects and programs affecting the town are consistent with town plans, policies, and priorities

**I would like to see a safer crossing spot for the train station. Too many cars speed down Lafayette, and I've seen too many close calls when it comes to train commuters crossing vs. car traffic.**

—  
Joy S.

6. Seek funding at county, regional, state, and federal levels to implement priority street improvement projects identified in this plan

## OBJECTIVE 03.2

**In neighborhoods, ensure local traffic operations are safe and accommodating for pedestrians and cyclists**

Although the impact of regional traffic is a substantial focus in Morristown, the safe and efficient operation of local roads is an important part of how residents experience the town on a daily basis. Solving individual issues with traffic signals, difficult turns, or speeding are important, as well as the regular evaluation of roadways for safety and changes in volume of usage. The following recommendations are applied in more detail in Appendix B.

### STRATEGIES

1. Preserve residential streets as slow zones and shared spaces for people of all ages and abilities to drive, bike, walk, and play
2. Create an ongoing safety program to address traffic and transportation safety issues at local intersections, such as turning problems, traffic signal issues, limited sightlines, and other safety concerns
3. Employ traffic calming techniques appropriate to particular Streets Plan classifications to reduce cut-through traffic, reduce speeding, and facilitate safe pedestrian, bike, and vehicular circulation on neighborhood streets (particular candidates include Macculloch, Maple, Cutler, James, Ogden, Turtle, Walker, Abbett Avenue, Ridgedale Avenue)
4. Work with NJDOT to implement the recommendations contained in the May 2011 Pedestrian Investigation
5. Create new roadway linkages to improve overall circulation; opportunities include expanding Cory Road under the train trestle and connecting Early Street to Clinton Street
6. Ensure regular maintenance of local roadways, sidewalks, and streetscapes to enhance mobility for all modes
7. Address issues of traffic signal coordination along Speedwell Avenue and signal timing at the intersections of Ann Street with Mt. Kemble Avenue and Bank Street, among others
8. Evaluate all pedestrian crossing areas and ensure safe and accessible designs are in place, and propose improvements where necessary (particular attention should be paid to Madison Avenue)
9. Address idling and traffic concerns at community facilities during transitional times of day and week (particular areas of concern include Atno Avenue, Phoenix Avenue, and Washington Street).
10. Identify and address turning and back-up movements that hinder the flow of traffic and create safety concerns on major streets (e.g., turning movement on Western Avenue; turning movement and back-up on Market Street; and left turning movement onto Lafayette Avenue at Ridgedale Avenue)

A pedestrian waits to cross North Park Place at the Green.



## GOAL 04

Parking that Supports Walkability, Transit Ridership, and Sustainable Development

### OBJECTIVE 04.1

Make full use of existing parking facilities by improving efficiency and convenience for pedestrians and drivers

Parking is a complicated transportation issue within any municipality. It is part of every long- or short-term car trip, and the availability and cost of parking can play a role in deciding not only how to travel somewhere but also about where to live and work. Despite the fact that Morristown has an excess amount of parking spaces available in the downtown—even during the busiest times of day, as described above—residents frequently reported a lack of parking opportunities available to them. Specifically, they described difficulty finding on-street parking for quick trips (such as to run into a pharmacy or coffee shop), which forces them to park illegally; this can snowball into increased traffic congestion during peak hours. These inefficiencies also lead to excessive on-street parking in historic residential neighborhoods, rather than shared facilities in higher density redevelopment areas.

The immediate challenge thus becomes not only to educate drivers about the location of available parking spaces but also to understand how the existing facilities—both on- and off-street—can be operated in a manner that encourages quick turnovers on-street and facilitates

convenient accessibility to final destinations. The long term challenge is to continue providing enough parking to meet the basic needs of residents and businesses, while not undermining the desire to promote walking, biking, and transit use by providing (or requiring) too much parking.

#### STRATEGIES

1. Undertake a study of downtown on- and off-street parking to understand existing and future demand, as well as to consider intervening policies to encourage the use of parking structures, minimize searching for on-street parking, and maximize available parking on a regular basis
2. Develop a Parking Management Plan that encourages walking, biking, and transit use and reduces reliance on driving
3. Continue to enforce parking regulations through meter reading and ticketing to increase the efficient turnover of on-street spaces, the reduction of double parking, and compliance with loading zone regulations
4. Increase the supply of on-street parking by removing meters and space striping and installing multi-space meters (e.g., payment kiosks)
  - Work with the MPA to undertake a pilot program for credit card parking meters at the Green and South Street; future phases may include Morris and Spring Streets
5. Install priority parking for car share and alternative fuel vehicles
6. Encourage the use of existing public parking garages and lots through wayfinding, advertising technology, and pricing policies

- Parking Facilities**
-  Metered parking
  -  2 Hr parking, 8AM-4PM, M-F
  -  Resident sticker all times
  -  2 Hr restricted, sticker other times
  -  2 Hr parking at all times
  -  Un-regulated street
  -  Public garage



- Re-evaluate fees for on-street parking in relation to fees for structured parking facilities; on-street parking facilities are “spaces of first choice” and therefore should be priced at a premium
  - Improve pedestrian connections between parking lots and commercial streets
  - Develop a downtown worker parking program to encourage employees to park off-street
7. Explore time and place restrictions for on-street parking, which would allow parking spaces to be utilized as travel lanes during peak traffic hours
  8. Consider development of a residential parking benefit district program, where non-resident pay parking is available on-street and parking funds benefit the neighborhood (e.g., with street cleaning, planters, etc.)
  9. Work with NJDOT and Morris County to identify additional opportunities for on-street parking; leverage the Town’s Special Improvement District status to seek flexibility from certain rules and regulations that inhibit additional parking from being created in the downtown
  10. Work with the MPA to undertake a park rate study for parking lots and meters, with the objective of maximizing the use and efficiency of parking lots

## OBJECTIVE 04.2

### Optimize the use of existing parking facilities

The Land Use and Community Form Plan (Chapter 3) discusses opportunities to adjust parking requirements under zoning in a manner that promotes walkable,

human-scale design (e.g., lower requirements for projects near transit, design standards for the configuration of lots, etc.). In addition to promoting the efficient use of existing facilities, reducing overall demand can improve the Town’s ability to foster development that is more in keeping with the historic character of the built environment. It can also save the MPA and development community from having to invest in constructing more costly public parking garages and surface lots, which can erode neighborhood quality and prevent the efficient utilization of scarce land. Finally, note that the Parking Management Plan described above is also expected to include strategies to help reduce demand for parking.

### STRATEGIES

1. Promote shared parking for multiple sites and uses
2. Adjust off-street parking requirements to reflect the proximity of transit and incorporate shared parking strategies
3. Consider requiring public access to private parking facilities in developments over a certain size to encourage shared parking
4. Investigate the use of fees in lieu of parking requirements for new development where ample off-site and shared parking already exists
5. Encourage car rental and car share services to locate additional vehicles in town

# Streets Plan



**A. Primary Activity Corridor**

**B. Secondary Activity Street**

The Streets Plan is based on and informed by the technical research, public input, and goals and objectives described above. Its purpose is to describe, clearly and simply, how Morristown residents would like streets and sidewalks to look, feel, and operate. Because these qualities have much to do with adjacent land uses and the form of the built environment, the Streets Plan is intended to be used in conjunction with the Land Use and Community Form Plan (see Chapter 3). In this way, it can serve as the basis for future revisions to the Town’s zoning ordinance, as well as a manual for Town officials as they develop plans for roadway and other infrastructure improvements.

The below and accompanying table designate each street in Morristown as a “type” that is specifically related to the land uses located along that street and the kind of traffic operations desired there. Each is considered to be a “complete street,” incorporating the needs of not only vehicles but also pedestrians, cyclists, and transit riders. The level of sidewalk amenities is also specified. Thus, the integration of land use and building type with the design and use of the sidewalk and street is fully coordinated and regulated. A brief overview of each of the five street types follows:

## STREET TYPE A

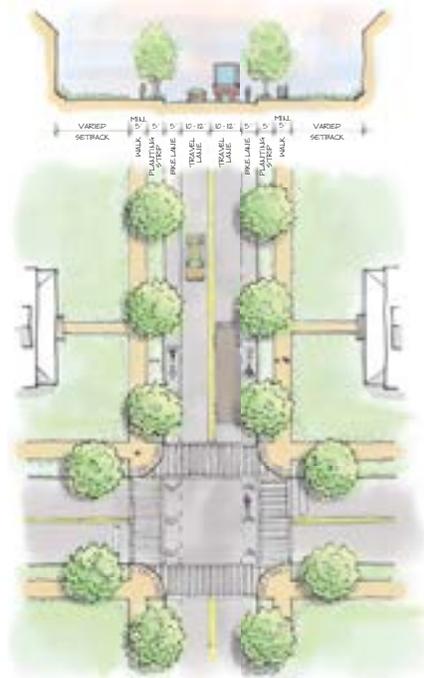
### Primary Activity Corridor (PAC)

The PACs serve the dense, mixed-use downtown core. They are between two to four lanes wide and accommodate heavy pedestrian traffic on wide sidewalks with amenities such as street trees, benches, and café seating. Transit activity is expected on PACs, with bus shelters considered the norm at all bus stops. Bicycle facilities are incorporated where appropriate in bike lanes or a separated path. On-street metered parking is typically present.

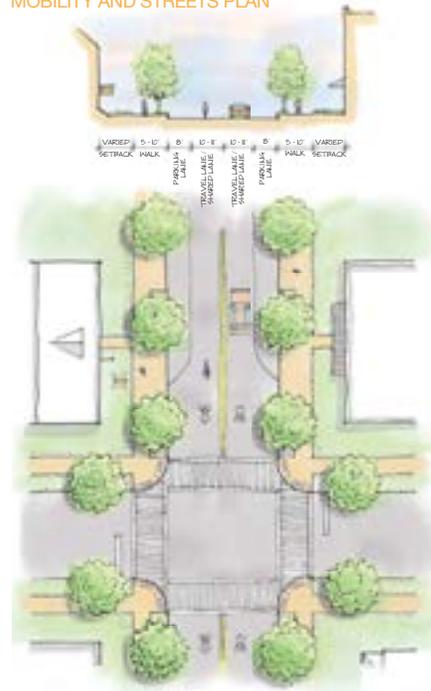
## STREET TYPE B

### Secondary Activity Street (SAS)

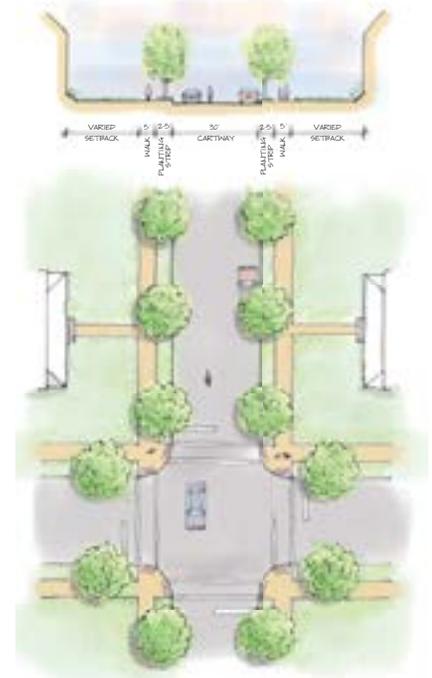
SASs support a slightly less intense level of mixed-use activity than PACs, and serve as a transition from the PACs to lower level street types. The design and function of SASs are very similar to PACs, with the exception of allowing for a slightly lower intensity of street design in the realm of sidewalk width, bus stop design, and bicycle facilities. On-street metered parking is typically present.



**C. Town Thoroughfare**



**D. Neighborhood Thoroughfare**



**E. Residential Street**

## STREET TYPE C

### Town Thoroughfare (TT)

TTs are typically the extension of the SASs along regional roadways as they exit the town. They are two to four lanes wide, and although they have continuous sidewalks, there is less pedestrian activity expected on TTs than along the PACs and SASs. TTs may have different treatments depending on whether they are located in more urban environments, such as Morris Street, or more suburban environments, like Madison Avenue. Along TTs, on-street metered parking may be appropriate in mixed-use or more urban areas, while other areas may have unmetered parking. Bicycle lanes can take precedence over on-street parking along these roadways.

## STREET TYPE D

### Neighborhood Thoroughfare (NT)

NTs are the spines through residential neighborhoods that collect vehicles, cyclists, and pedestrians from local residential streets and connect TTs to each other. One travel lane per direction, planting zones along sidewalks, shared bike lanes, and well-marked bus stops are characteristics of this street type. On-street parking is allowed, but bicycle facilities may take precedence.

## STREET TYPE E

### Residential (R)

R streets provide access to local residences in Morristown's neighborhoods. Essentially, these streets function as shared spaces for vehicles, cyclists, and pedestrians. Sidewalks may or may not be present, and speeds should be no higher than 15 miles per hour. Crosswalks at intersections near destinations such as schools should be provided, but bicycle markings are typically not necessary. On-street parking is allowed.

**Streets Plan**

-  A. Primary Activity Corridor
-  B. Secondary Activity Street
-  C. Town Thoroughfare
-  D. Neighborhood Thoroughfare
-  E. Residential Street



STREET TYPE	ADJACENT COMMUNITY FORMS	PEDESTRIAN REALM FEATURES			ROADWAY FEATURES			
		PEDESTRIAN REALM FEATURES SIDEWALKS Furnishing Zone	SIDEWALKS Pedestrian Zone	CROSSINGS	PARKING	TRAVEL LANES	TRANSIT	BICYCLE
<p><b>A. Primary Activity Corridor (PAC)</b></p> <p>Serves the dense, mixed-use, downtown core of the town. Accommodates heavy pedestrian and transit activity.</p>	<ul style="list-style-type: none"> <li>Town Core</li> <li>Town Core Support</li> </ul>	<ul style="list-style-type: none"> <li>Street trees/ landscaping</li> <li>Bicycle parking</li> <li>Benches</li> <li>Refuse containers at every corner</li> <li>Pedestrian-scale lighting</li> <li>Outdoor café seating</li> <li>See “Transit” features</li> </ul>	<ul style="list-style-type: none"> <li>Continuous sidewalks on both sides of street</li> <li>No curb cuts</li> <li>10-15’ wide sidewalks</li> <li>Curb extensions at wide roadways or high-conflict locations</li> <li>Corner pedestrian ramps with warning strips</li> </ul>	<ul style="list-style-type: none"> <li>At every intersection and midblock on blocks longer than 500’</li> <li>High visibility crosswalks and signage</li> <li>Countdown and Audible pedestrian signals</li> </ul>	<ul style="list-style-type: none"> <li>Metered on-street parking</li> </ul>	<ul style="list-style-type: none"> <li>2 to 4 lanes</li> <li>10’-11’ wide lanes (12’ for a bus lane or designated truck route)</li> <li>20-30 mph desired</li> <li>Road diet may be appropriate depending on traffic conditions</li> </ul>	<ul style="list-style-type: none"> <li>Bus shelters and other amenities, especially at transfer locations</li> <li>Consider Bus Only lanes, signal prioritization, where needed.</li> </ul>	<ul style="list-style-type: none"> <li>Facilities should be considered where appropriate</li> <li>Striped bike lane (5’ min wide) or separated bike path</li> <li>If not appropriate, bicycle facilities should be located on surrounding SASS</li> </ul>
<p><b>B. Secondary Activity Street (SAS)</b></p> <p>Supports a slightly less intense level of mixed-use activity than PACs. Provides access for all modes into PAC zones.</p>	<ul style="list-style-type: none"> <li>Town Core</li> <li>Town Core Support</li> <li>Nbd. Residential (High Density)</li> <li>Nbd. Center</li> </ul>	Same as PAC	<p>Same as PAC except:</p> <ul style="list-style-type: none"> <li>Limited curb cuts permitted</li> <li>Sidewalks at least 8’ wide, ideally 10’ wide</li> </ul>	Same as PAC	Same as PAC	<p>Same as PAC except:</p> <ul style="list-style-type: none"> <li>2 to 3 lanes</li> </ul>	<ul style="list-style-type: none"> <li>Bus shelters or well-marked signage, amenities, especially at transfer locations</li> <li>Consider Bus Only lanes, signal prioritization, where needed</li> </ul>	<ul style="list-style-type: none"> <li>Bicycle facilities should be provided, especially if not otherwise served by connecting PACs</li> <li>Striped bike lane (5’ min wide) or shared lanes depending on traffic volume/speed</li> </ul>
<p><b>C. Town Thoroughfare (TT)</b></p> <p>Regional connector carrying inter- and intra-town, multi-modal traffic—autos, trucks, transit, cyclists, and pedestrians (inter-town, primarily). Serves a variety of densities and land uses.</p>	<ul style="list-style-type: none"> <li>Corridor Residential (all)</li> <li>Corridor Mixed-Use (all)</li> <li>Nbd. Residential (High and Medium Density)</li> </ul>	<p>Urban Environments:</p> <ul style="list-style-type: none"> <li>Bicycle parking</li> <li>Street trees and/or landscaping</li> <li>Pedestrian lighting</li> </ul> <p>Suburban Environments:</p> <ul style="list-style-type: none"> <li>Bicycle parking at major destinations (parks, library, etc.)</li> <li>See “Transit” features</li> </ul>	<ul style="list-style-type: none"> <li>Continuous sidewalks on both sides of street</li> <li>At least 5’ wide (6’ wide if no planting strip between sidewalk and curb)</li> <li>Crosswalks at all intersections</li> <li>Corner pedestrian ramps with warning strips</li> </ul>	<ul style="list-style-type: none"> <li>At every intersection</li> <li>High visibility crosswalks and signage near schools</li> <li>Countdown pedestrian signals for long crossing distances</li> </ul>	<ul style="list-style-type: none"> <li>On-street parking allowed but bicycle facilities should take precedence</li> <li>Metered parking may be appropriate in mixed-use or urban environments</li> </ul>	<ul style="list-style-type: none"> <li>2 to 4 lanes</li> <li>11’-12’ wide lanes</li> <li>25-35 mph desired</li> <li>Road diet may be appropriate depending on traffic conditions</li> </ul>	<ul style="list-style-type: none"> <li>Well-marked bus stops</li> <li>Shelters at busier stops</li> </ul>	<ul style="list-style-type: none"> <li>Striped bike lane (min 5’ wide) ideal if space permits</li> <li>Wide striped shoulder (8’ wide) can be considered in suburban areas without on-street parking</li> <li>Shared lane with markings may be appropriate depending on traffic conditions</li> </ul>
<p><b>D. Neighborhood Thoroughfare (NT)</b></p> <p>Spine through residential neighborhoods that collects vehicles, cyclists, and pedestrians from local streets.</p>	<ul style="list-style-type: none"> <li>Nbd. Residential (all)</li> </ul>	<ul style="list-style-type: none"> <li>Planting strip and/or street trees where appropriate</li> <li>See “Transit” features</li> </ul>	Same as TT	Same as TT	<ul style="list-style-type: none"> <li>On-street parking allowed but bicycle facilities should take precedence</li> </ul>	<ul style="list-style-type: none"> <li>One lane per direction</li> <li>15-20 mph desired</li> </ul>	<ul style="list-style-type: none"> <li>Well-marked bus stops</li> </ul>	<ul style="list-style-type: none"> <li>Shared lane facilities are appropriate</li> </ul>
<p><b>E. Residential (R)</b></p> <p>Provides access to local residences. Streets function as shared spaces for vehicles, cyclists, and pedestrians.</p>	<ul style="list-style-type: none"> <li>Nbd. Residential (all)</li> </ul>	Same as NT	Sidewalks are desirable but not generally required	Crosswalks should be provided adjacent to schools and parks, and at intersections with all other street types	<ul style="list-style-type: none"> <li>On-street parking allowed</li> </ul>	<ul style="list-style-type: none"> <li>One lane per direction</li> <li>15 mph or less desired</li> </ul>	None	<ul style="list-style-type: none"> <li>No markings necessary</li> <li>Signage should be provided if along or intersecting a designated bicycle route</li> </ul>

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**Land use plans typically describe the existing and proposed nature, location, and intensity of different types of development, including residential, commercial, recreational, educational, and other public and private uses. This plan takes a more progressive approach by lending equal weight to the form of buildings—and the character of the neighborhoods they create—as it does to the land uses or activities that can occur there. Of critical importance, it also provides for careful consideration of and linkages to the Town’s Mobility and Streets Plan (Chapter 2), ensuring development, preservation, and neighborhood improvements are compatible with adjacent street designs, amenities, and functions.**

# Land Use & Community Form Plan

# Overview

Current land uses in Morristown reflect the town's historical development around a common Green and the influences of major transportation systems—i.e., regional highways and rail service—over the past three centuries. Downtown Morristown has largely retained its traditional “main street” feel, with walkable, mixed-use urban development around the Green and along major corridors leading to it. The downtown is ringed with historic residential neighborhoods and, in outlying areas, more traditional suburban housing and auto-oriented commercial uses that leverage proximity to I-287.

Morristown remains committed to maintaining its historic urban fabric, as well as the character of its historic streets and neighborhoods. These physical attributes are attracting new people and businesses, which in turn are creating demands for higher density, mixed-use development. This unprecedented growth is exciting for Morristown, as the downtown has experienced a renaissance, neighborhoods are improving, and new development proposals are underway. However, while residents are committed to sustainable growth, they are concerned that the quality and character of their town is at risk. They want to make sure that new development is well designed and that the town's infrastructure, including its roads, parking facilities, sidewalks, and public places, serve to preserve and enhance a good quality of community life.

Over the past four years, the Town has promoted a redevelopment policy that aims to reinforce Morristown's role as a walkable, active, and mixed-use urban center.

While this has led to many exciting placemaking initiatives, recent planning and development decisions have occurred on a largely case-by-case basis, as developers come forward with proposals or as public funding becomes available for things like open space acquisition or roadway improvement. This is the first time in 10 years that Morristown has had the opportunity to comprehensively re-examine fundamental issues of growth and preservation on a town-wide scale.

This chapter provides the basis for any changes to Morristown's current zoning ordinance, and it sets policies and priorities that will govern all future land preservation and redevelopment decisions within the town over the next 10 years. It is organized around strategies to promote: (1) healthy residential neighborhoods; (2) thriving commercial and mixed-use areas; (3) sustainable, pedestrian-friendly building and site design; (4) active, connected streets and public spaces; (5) historic preservation; and (6) open, efficient governmental operations. The Community Form Plan found at the end of this chapter provides a more detailed regulatory framework for the development, redevelopment, and neighborhood preservation goals articulated throughout this document.



Photo by Kevin Coughlin

# Existing Land Use & Community Form

## Commercial and Mixed-Use Districts

Today, Morristown is a major economic hub and, as the county seat, a center for governmental operations. More than 22,000 people commute to Morristown for work every day, including over 13,000 office workers—setting it apart from other towns of its size.

The downtown is an extremely walkable, multi-functional commercial center that contains a variety of retail, office, civic, entertainment, and residential uses. The downtown also has a thriving restaurant and bar scene that keeps it active at night. Attractions include more than 75 restaurants and coffee shops; over 250 retailers (mostly small-scale, independent businesses and a limited number of national chains); 540 hotel rooms; and the Community Theatre at the Mayo Performing Arts Center.

Major employers in Morristown include the Morristown Medical Center, professional services firms, Morris County government, and retail establishments. Most commercial uses are located in the downtown, around the train station, and along Madison Avenue. Commercial uses located outside the downtown core are typically more auto-oriented.

## Residential Neighborhoods

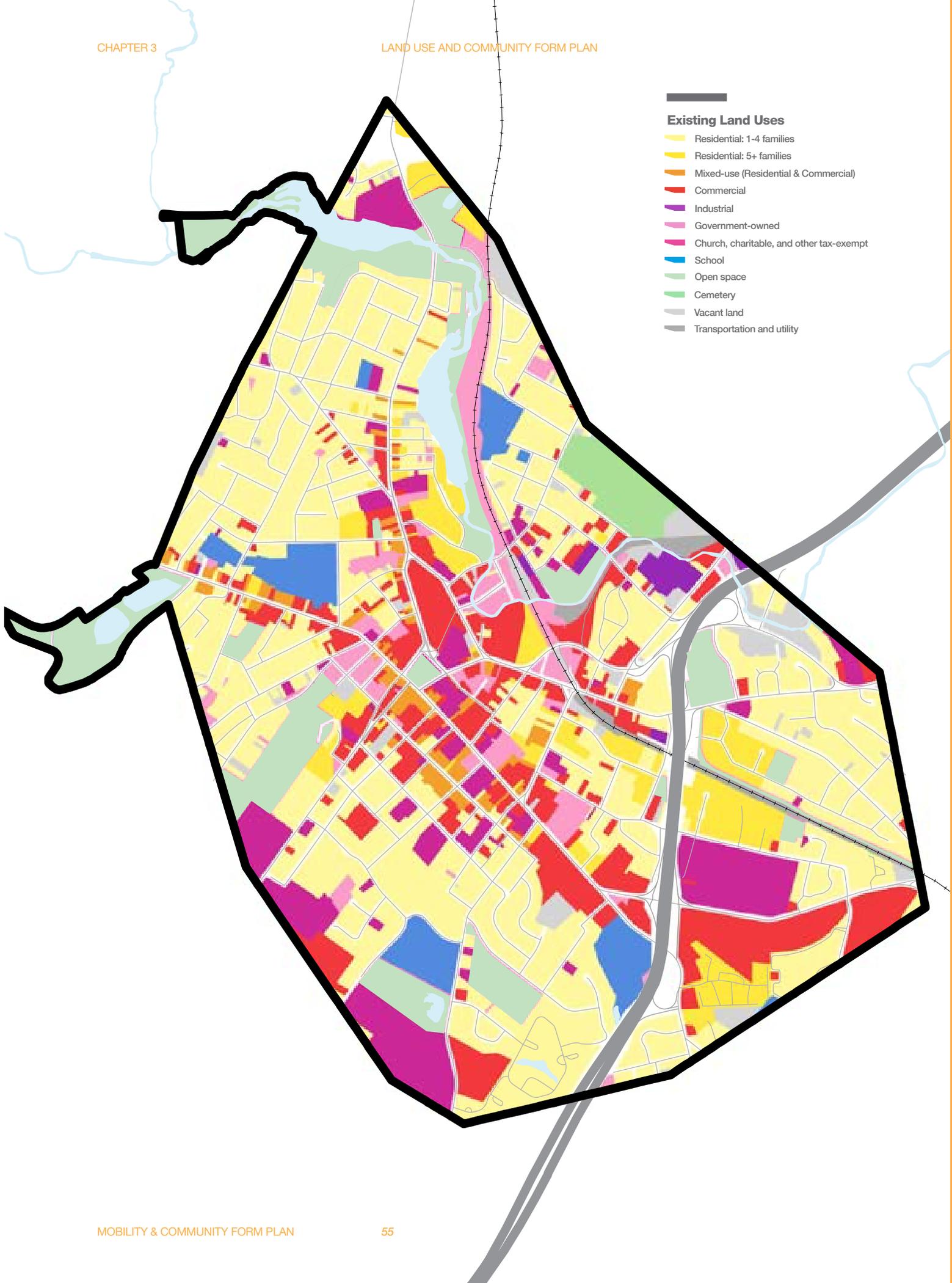
Residential neighborhoods fan out from the town core, with high-density urban building types and apartment buildings around the downtown and along corridors giving way to townhouses and single-family lots on neighborhood interiors. Auto-oriented garden apartments

have also been developed in places proximate to I-287 and north of Speedwell Lake. The Morristown Housing Authority manages 200 units of low-income housing along the Whippany River, as well as 270 units of senior housing on Ann and Early Streets. Overall, Morristown contains a wide variety of residential building and apartment types, as well as price points, for a town of its size.

Over the past 15 years, Morristown's core assets—an active and walkable downtown, access to transit, etc.—have made it an increasingly desirable place to live, and the local housing market remains strong. Over 700 units of multifamily housing (some with retail/office components) have been constructed near the train station, around the Green, and along South Street. Additional multifamily development is expected at the Epstein's and Speedwell Redevelopment Areas in the coming years.

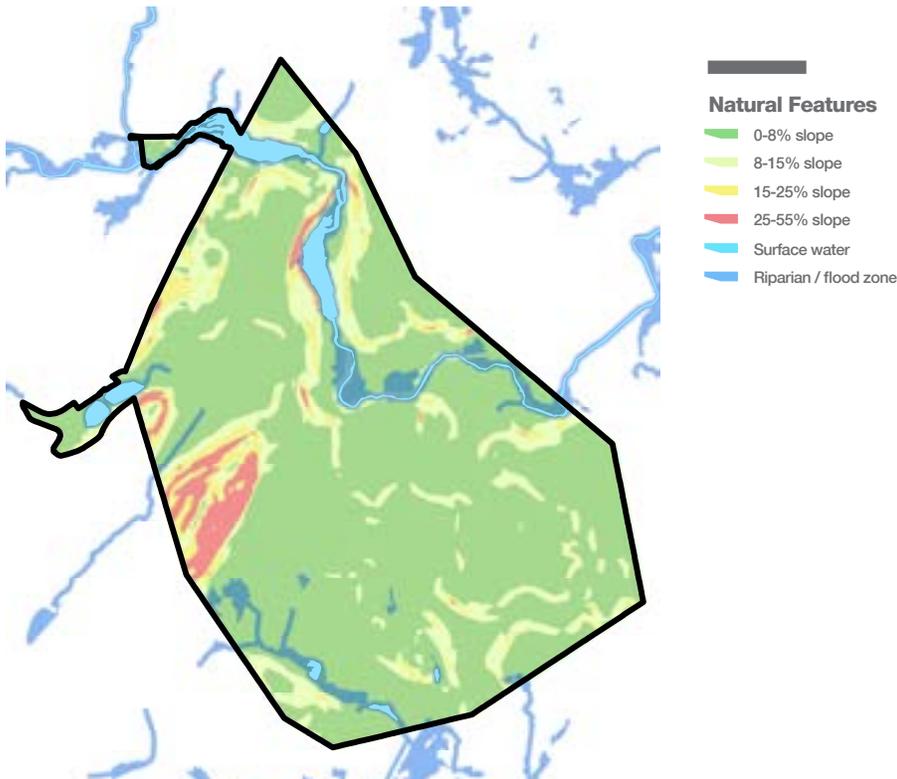
## Public / Civic Uses

Morristown is a cultural and civic center. Major institutions include the Mayo Performing Arts Center, Morristown-Morris Township Public Library, Morristown Medical Center, Neighborhood House, county or regional headquarters for non-profit social service and other agencies, and over 15 faith-based institutions, among others. Other tax-exempt properties include dedicated open spaces like Patriots' Path, protected areas owned by non-profits (e.g., New Jersey Conservation Foundation), community gardens, and historic sites and grounds (e.g., National Park Service).



**Existing Land Uses**

- Residential: 1-4 families
- Residential: 5+ families
- Mixed-use (Residential & Commercial)
- Commercial
- Industrial
- Government-owned
- Church, charitable, and other tax-exempt
- School
- Open space
- Cemetery
- Vacant land
- Transportation and utility



Morrystown contains five public and four private/parochial schools, including Morrystown High School, which serves students from Morrystown, Morris Township, and Morris Plains.

### Open Space

Morrystown has 232 acres of protected open and recreational space, comprising approximately 12% of its land area. Overall, parks are well utilized but lack connectivity for pedestrians and bikes to/from neighborhoods, the downtown, and schools. Open space within the downtown, including the Green and Pioneer Plaza, could be further improved with enhanced programming and management. Ownership of the town's open spaces are divided among various landowners, including the Town, the County, the National Park Service, and private organizations. The 2.5-acre Green was purchased by the Trustees of the Green in 1816, who have been responsible for its maintenance ever since.

### Industry

Remnants of the town's industrial past are still evident near old rail spurs along Abbett and Ridgedale Avenues. These uses constitute less than 1% of the town's total land area. Town-wide, the increase in new commercial and residential development over the past decade has correlated with a shift away from the siting of light manufacturing, distribution, and storage facilities in town. All industrial zones were eliminated from Morrystown's zoning map in 2007.

### Vacant Land

Very few large tracts of vacant land remain in Morrystown. Some have been preserved as open space, though no improvements have been made, while others are private but remain wooded (e.g., the five-acre Colgate-Palmolive site). Among these, the Center/Coal Redevelopment Plan area contains over seven acres of vacant land in proximity to the downtown and train station, but this property is subject to severe flooding.

### Natural Resources

Morrystown is located within the New Jersey Highlands Region, a significant 859,358-acre greenbelt that also serves as a source of drinking water for over five million New Jersey residents. The town's strategic position in this relatively mountainous region made it an excellent defensive post for George Washington's troops during the Revolutionary War. Significant natural features include large surface waters (e.g., Lake Pocahontas, Speedwell Lake, and the Whippany River) and riparian zones that are prone to flooding, as well as varied topographic conditions and steep slopes (over 25%) in the vicinity of Fort Nonsense. As a designated Planning Area, as opposed to a Preservation Area, Morrystown is eligible to participate in the New Jersey Highlands Council's Transfer of Development Rights (TDR) Program as a receiving area. Despite an abundance of natural areas, there is a need for improved accessibility and connectivity between neighborhoods and these resources within Morrystown and the region.

# Existing Development Regulations

## Land Use Regulations

Morristown’s zoning regulations serve as the primary tool for regulating the location, intensity, and character of new development. Current zoning largely reflects existing patterns of residential, commercial, and institutional development, and it has been amended over time as policies or patterns change. The most recent set of substantial amendments to the Town’s zoning was enacted in 2007.

Morristown currently has 28 zoning districts, including 11 residential districts, five commercial districts, two mixed-use districts, two public purpose districts, and two hospital districts, among others. Four overlay zones contain additional regulations related to the provision of affordable housing, the protection of historic and cultural areas, and development in environmentally-sensitive areas (i.e., riparian areas and floodways). Standards for on-site stormwater management, parking, and signage are also included.

According to the MLUL, a municipality’s zoning ordinance must be “substantially consistent” with its master plan. Therefore, future amendments to Morristown’s zoning ordinance must aim to further the goals and objectives articulated in this document.

## Redevelopment Plans

The New Jersey Local Redevelopment and Housing Law allows municipalities to adopt “redevelopment plans” for areas that have been designated as “in need of redevelopment” or “in need of rehabilitation.” A

redevelopment plan may supersede the applicable provisions of the local zoning ordinance or constitute an overlay zoning district, but it must be substantially consistent with, or designed to effectuate, a municipality’s master plan. The adoption of a redevelopment plan provides certain additional powers beyond those permitted by zoning. Most notably, development regulations can be more stringent in terms of building and site design than allowed by traditional zoning. A redevelopment plan for an area determined to be in need of redevelopment may also authorize the condemnation of property by eminent domain. Morristown currently contains eight “areas in need of redevelopment” in various stages of redevelopment. See the Community Form Plan, below, for more detail.

## Key Regulatory Issues

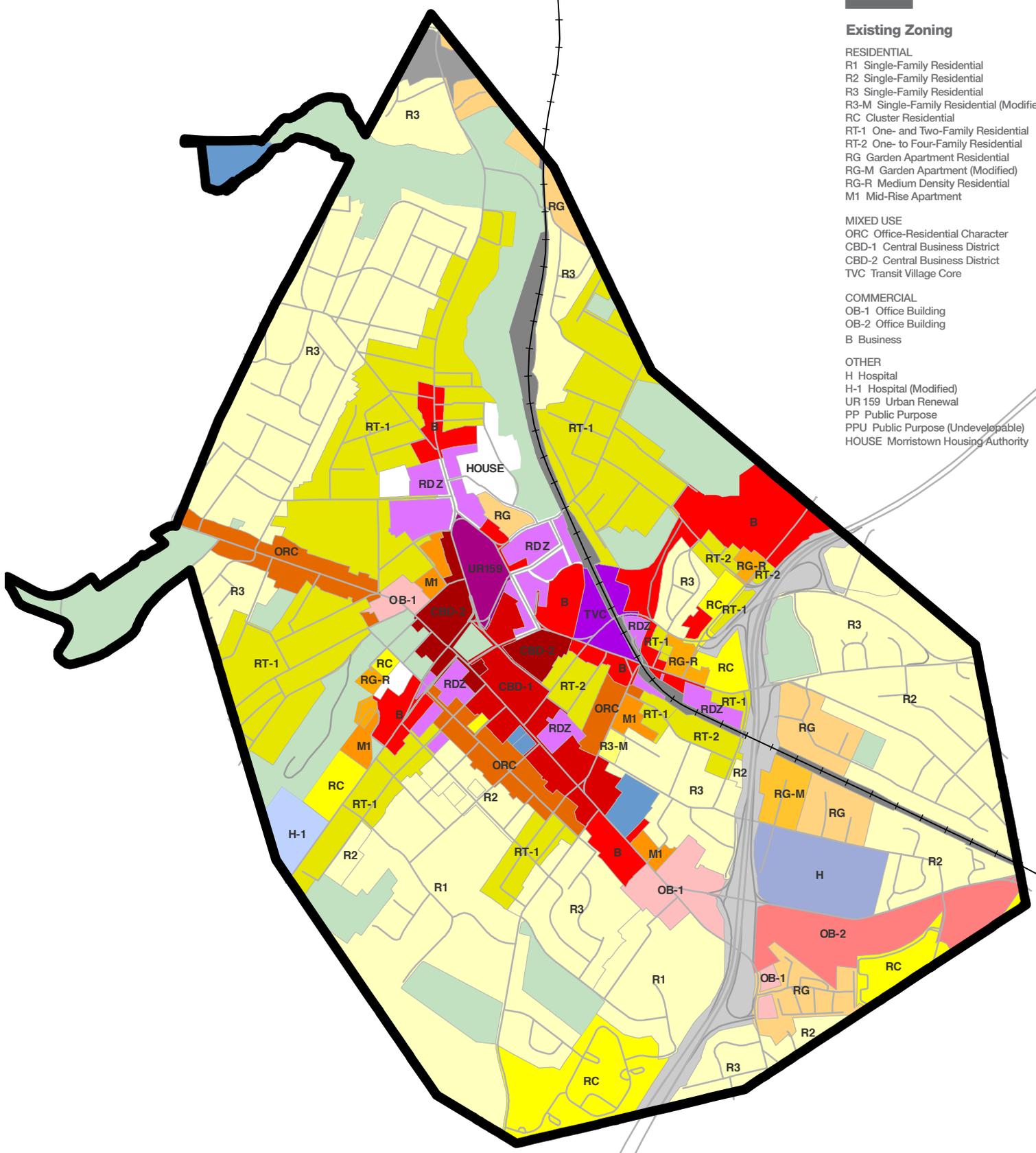
The following challenges and opportunities with Morristown’s existing land use and development regulations have been identified:

- The Town’s existing zoning ordinance lacks common tools used by jurisdictions elsewhere in the state to achieve various community goals, including:
  - » Design standards to improve the character of new development and promote pedestrian-friendly environments;
  - » Provisions for alternative development forms, such as buildings that contain a mix of uses; and
  - » Density bonuses or other incentives to promote adaptive reuse, affordable housing, or the creation of open space, among other potential public benefits.



Speedwell Lake

- The existing ordinance contains numerous zoning districts compared to towns of similar size and character. This adds to its complexity and makes it difficult to use.
- Conditional uses lack review standards, which means the Planning Board has a limited set of criteria by which to evaluate projects seeking conditional use permits.
- All residential densities are “cumulative.” This could potentially undermine the Town’s goals for growth and preservation. For instance, under current regulations, a property owner could develop a single-family home on a downtown mixed-use site.
- Permitted densities and building heights in the downtown and areas proximate to transit should be revisited in order to accommodate growth in a responsible manner.
- With the exception of the Transit Village Core zone, off-street parking regulations are not context-specific or tied to individual zoning districts. Additionally, they do not allow for shared parking or other strategies to offset on-site requirements.
- The local Historic Preservation Commission reviews Planning and Zoning Board applications and other proposed modifications to designated historic properties, yet it has no legal authority to prevent inappropriate modifications, construction, or demolition.
- Bulk standards are not expressed as a permissible range, but rather as minimum or maximum standards. Front yard setbacks, for example, are only expressed as a minimum setback. To maintain the desired character in pedestrian-oriented districts, a maximum setback should also be considered.
- Innovative and emerging land uses should be incorporated into a new zoning ordinance, such as:
  - » Accessory dwelling units for inter-generational families;
  - » Live-work units;
  - » Co-working facilities within ground-floor retail spaces to support small business creation and local entrepreneurship; and
  - » Facilities to support the work of artisans, artists, fabricators, and other members of the “maker movement.”
- Over the past decade, building and site design considerations for redevelopment planning projects have been negotiated on a largely ad hoc basis. The Town has expressed a desire for this plan to provide a sufficient framework to guide future redevelopment planning.



**Existing Zoning**

- RESIDENTIAL
  - R1 Single-Family Residential
  - R2 Single-Family Residential
  - R3 Single-Family Residential (Modified)
  - RC Cluster Residential
  - RT-1 One- and Two-Family Residential
  - RT-2 One- to Four-Family Residential
  - RG Garden Apartment Residential
  - RG-M Garden Apartment (Modified)
  - RG-R Medium Density Residential
  - M1 Mid-Rise Apartment
- MIXED USE
  - ORC Office-Residential Character
  - CBD-1 Central Business District
  - CBD-2 Central Business District
  - TVC Transit Village Core
- COMMERCIAL
  - OB-1 Office Building
  - OB-2 Office Building
  - B Business
- OTHER
  - H Hospital
  - H-1 Hospital (Modified)
  - UR159 Urban Renewal
  - PP Public Purpose
  - PPU Public Purpose (Undevelopable)
  - HOUSE Morristown Housing Authority

## GOAL 01

### Healthy Residential Neighborhoods

## OBJECTIVE 01.1

Preserve the physical character and fabric of existing neighborhoods

Morristown residents overwhelmingly expressed a desire and need for new development to respect the historic fabric and preserve the quality of existing residential neighborhoods. These concerns are particularly relevant behind commercial corridors or at the edges of commercial districts, where development patterns are relatively dense and transitions to residential areas occur mid-block (e.g., South Street to Maple Avenue). Land use regulations should help facilitate these transitions and promote compatibility in terms of development intensity, land uses, and building form and height. Regulations should also be designed to ensure that infill development within residential neighborhoods is required to match the basic form and intensity of adjacent homes or apartment buildings.

### STRATEGIES

1. Enact regulations to protect residential neighborhoods from higher intensity uses, including commercial and other incompatible uses adjacent to residential areas
2. Enact regulations to ensure new development is compatible with the prevailing neighborhood context

## OBJECTIVE 01.2

Promote healthy, complete neighborhoods, where residents have safe and convenient access to the goods, services, and institutions they require every day

Neighborhoods need more than just housing. They also require convenient access to jobs, schools, grocery stores, recreation, transit, and community services—the things we rely on each day. Morristown’s walkability is perhaps one of its greatest assets, and most residents live within a 10- or 15-minute walk of these types of uses.

While the majority of non-residential and mixed-use development exists along established commercial corridors and throughout the downtown, some—including religious establishments, playgrounds, social service organizations, convenience stores, schools, and restaurants—are embedded within the fabric of existing residential neighborhoods. Future land use policy should promote and largely preserve this pattern, with an eye towards addressing situations in which those uses may conflict.

### STRATEGIES

1. Continue to permit a limited amount of commercial uses within residential neighborhoods (see the Neighborhood Center designation in the Community Form Plan, below, for more detail)
2. Continue to work with developers, property

### Accessory Dwelling Units (ADUs)

Also referred to as secondary units, granny flats, carriage houses, and in-law apartments, ADUs are self-contained residential units that are:

- Set aside within a larger single-family home, such as a separate basement or attic apartment;
- Attached to a primary residence, such as an apartment above a garage; or
- Smaller separate units built on the same lot as single-family homes.

In addition to providing relatively affordable rental housing options for working families and seniors, ADUs may also be a boon to owners of the primary home, who collect extra income from the rental unit that can be used to help cover mortgage payments, property taxes, and other costs.



owners, retailers, and community-based organizations to ensure a range of key neighborhood services and conveniences

3. Provide walking, biking, and transit connections to commercial areas, parks, and community facilities

## OBJECTIVE 01.3

**Balance the provision of “inherently beneficial uses” with a need to protect residential neighborhoods from significant and unreasonable impacts**

Non-residential uses, including churches, schools and similar community facilities are not permitted in Morristown’s residential zones, thereby requiring owners/developers of these facilities to obtain a “use variance” from the Town’s Zoning Board.

In New Jersey, facilities such as schools and religious institutions are considered “inherently beneficial uses” because they fundamentally serve the public good and promote the general welfare. However, when these facilities are located in residential neighborhoods, they can lead to increased vehicular traffic, noise, and other impacts that disrupt the quiet, suburban character of these areas.

The Town would like to find a balanced approach to this complex problem. On the one hand, inherently beneficial uses should be afforded a predictable and efficient administrative means of maintaining and making minor

improvements to their facilities. On the other, significant expansion or intensification of these facilities should be subject to the “use variance” processes and procedures that have been developed by the courts to handle such delicate matters.

When considering a use variance for an inherently beneficial use, New Jersey Zoning Boards are instructed to balance the social benefits of the proposed use against any potential negative impacts. Zoning Boards cannot permit inherently beneficial uses if they will cause a substantial impact to the public good or otherwise impair the intent and purpose of the local zoning ordinance.

In Morristown, inherently beneficial uses currently exist in residential zones where they are not permitted as-of-right. To protect residential neighborhoods, approving agencies should consider the impact on surrounding or adjacent parcels and public infrastructure. In particular, the following issues should be considered when identifying negative impacts and crafting mitigative conditions of approval:

- **Traffic:** Non-residential uses, such as churches and schools, have unique impacts on neighborhood traffic patterns. Such uses have specific traffic “peaks” that coincide with pupil pick-up and drop-off in the case of schools or weekly services in the case of religious institutions. Similarly, these uses have unique parking requirements.
- **Noise and Light:** Non-residential uses are designed and operated differently than residential uses. High-

intensity lighting, school bells, and referee whistles, among other things, can disrupt and disturb adjoining residences. These aspects of a facility's design or operation should be closely considered during the approval process.

- **Ancillary Uses:** Schools, churches, and other similar facilities are typically utilized for a range of activities that fall outside the parameters that traditionally define their use. For example, a school facility may include athletic fields, or it may host summer camps or other special events. These ancillary uses should be identified, considered, and either specifically permitted or prohibited as part of any variance relief.
- **Adequate Buffering:** Morristown's zoning ordinance requires a 10- to 50-foot-wide landscape buffer planted with trees and shrubs to a height of at least 20 feet, and with enough density to screen all parking areas and principal structures. Municipal Boards must ensure adequate buffering.

## **STRATEGIES**

1. Continue to carefully review all non-residential development proposed to be located in residential zones, including "inherently beneficial uses"
  - Particular attention should be paid to the intensity of the proposed use and all potential impacts on adjacent uses, particularly residential uses
2. Review Section 90-903 of Morristown's zoning ordinance to determine if minor modifications to existing inherently beneficial use facilities may be administratively approved and exempt from site plan requirements



## OBJECTIVE 01.4

Continue to preserve and create a range of housing choices that are affordable to low-, middle-, and moderate-income households

Healthy neighborhoods offer a variety of housing options that meet our diverse and changing needs—as we start families, as our children move out and we retire, or as our financial means increase or decline. Morristown already has a relatively diverse housing stock for a town of its size, and the Town has several policies and plans in place to preserve and promote affordability. In 2011, the Town adopted an Interim Housing Element and Fair Share Plan and established a Development Fee Ordinance and Affordable Housing Trust Fund to subsidize the cost of constructing income-restricted housing. An Affordable Housing Overlay Zone, which requires all development with eight or more units to set aside a portion (12.5%) of those units as affordable, was created in 2005. These mechanisms should continue to be implemented.

Additionally, the town’s zoning ordinance can be an effective tool to promote diverse housing types. For example, accessory dwelling units (ADUs)—also referred to as secondary units, granny flats, carriage houses, and in-law apartments—can be an important source of low-cost rental housing for small households and seniors, and they can be added to the town’s housing stock with minimal impacts to the existing character of neighborhoods. The Town’s current ordinance does not permit ADUs.

## STRATEGIES

1. Utilize the Town’s Affordable Housing Trust Fund to promote the creation of new, affordable housing
2. Continue to enforce the mandatory provision of affordable housing in new development
3. Consider enacting regulations to allow for the construction of accessory dwelling units

**Historicist architecture that mimics design elements from another era... erodes Morristown's true sense of place. The goal is to help build rich textures that draw from the past but are living expressions of contemporary life.**

—  
From the Morristown Partnership's  
Design Guidelines (2006)

## GOAL 02

Economic prosperity and resiliency

### OBJECTIVE 02.1

Preserve and enhance the downtown experience to support economic development and residential growth

With over 22,600 jobs, Morristown is an economic engine. Historically, the town has always served as a major shopping and business hub due to its central location and accessibility to markets east and west via freight and passenger rail. But in the 1960s, the construction of I-287 sharply increased the value of land for office and non-retail uses. The Morristown Medical Center and its supporting office uses along Madison Avenue are testaments to this. In 2010, healthcare and social assistance alone accounted for over 37%, or 8,453, of Morristown's job base, and approximately 73% of all local employees are considered "office workers." The vast majority of this workforce (about 95%) commutes to Morristown from the region.

In addition to its competitive location, Morristown offers a highly walkable and culturally rich downtown core that is a major attractor for the modern workforce and, thus, businesses. However, many lament that the downtown does not offer a broader range of retail and services that contribute to a more active environment that is populated 24/7 (during the week, on weekends, and at night). This is due in part to a series of physical challenges and regional

trends. Shopping malls offer the kinds of large floor plates (and at lower rents) than are available in the downtown. Around the Green, only financial services and banks seem able to afford the higher rents that "mom and pop shops" cannot. And along Speedwell Avenue, Headquarters Plaza is a pedestrian "dead zone" that deliberately turns its back on the street. As a result, its retail storefronts have remained vacant for several years. Other parts of town, including the area proximate to the train station, are largely underutilized from a land use perspective.

The good news is that Morristown is a desirable place to live—as evidenced by the building boom in and around the downtown over the past 15 years—and residential development is recognized as one of the most successful downtown revitalization strategies. Attracting new residents can benefit the community as a whole by strengthening the tax base; supporting more retail, entertainment, and services; attracting employers; and expanding jobs. Physically, Morristown's downtown and train station district have the capacity to accommodate hundreds of new residential units, as well as new professional offices and retailers. Morristown already boasts a number of assets that will help attract young adults, baby boomers, and people of all income levels who increasingly see downtown living as an alternative to the suburbs, including architecturally interesting buildings, vibrant public spaces, renowned cultural assets, public transit, entertainment choices, specialized services like healthcare, and proximity to jobs. In capitalizing on these assets, the Town can promote and sustain the right kind of economic growth and revitalization over the long term.

### Green Infrastructure

“Green infrastructure” is an approach to managing stormwater that mimics nature by relying on carefully landscaped earth and plants rather than concrete, pipes, and storage tanks. By making the town greener and more permeable, stormwater can be captured before it reaches the sewer system, or pollutes local waterways. Green infrastructure can also help reduce ambient air temperatures, improve air quality, lower energy demand, reduce greenhouse gas emissions, and make the town more resilient to the impacts of climate change.



Green infrastructure that filters stormwater runoff on a parking lot in Portland, OR.



An extended tree pit in Brooklyn, NY, retains water and adds greenery to the neighborhood.

## STRATEGIES

1. Enact regulations to ensure new development promotes walkability and enlivens the public realm, such as requiring active street-level uses and designs that enhance transparency and build strong connections between adjacent buildings
2. Enhance the programming and design of downtown public spaces:
  - Provide more places for people to linger, drink a cup of coffee, read a book, or socialize with friends
  - Host more large-scale public markets and special events, particularly at the Green and Pioneer Plaza
  - Remove regulatory obstacles to the street-side preparation and sale of food and other goods during the working week
  - Create a formal Parklet Program (see Chapter 2 for more detail)
3. Work with the Morristown Partnership and property owners to attract a broader mix of retail that includes both local and national merchants, as well as promote greater diversity in “nightlife” activities for all age groups
  - Support implementation of the Partnership’s 2010 Retail Revitalization Strategy and Action Plan
4. Work with property owners to re-tool or redevelop existing auto-oriented and pedestrian-unfriendly commercial uses
5. Explore opportunities to offer zoning incentives/boosts for development that provides tangible public benefits, including:
  - Affordable housing
  - Live/work unit types
  - Adaptive reuse of historic structures
  - Public art and open space
  - Small-scale, affordable retail
  - Co-working, collaborative hubs, and fabrication/tech shops that are geared toward creative entrepreneurs, independent contractors, makers, and other innovators
  - Facilities that offer continuing education, skills development, and personal enrichment for all age groups
6. Work with Morris Arts, the local arts council, to develop a strategy to administer, promote, and raise funds for public visual and performance art projects



## OBJECTIVE 02.2

Support the continued growth of the downtown residential population, including areas proximate to the train station

As noted above, residential development is an important downtown revitalization strategy. However, the Town's zoning ordinance does not promote the right kinds of multifamily and mixed-use building types that are appropriate for a downtown setting or along a commercial main street. For instance, housing is not permitted above a retail or office use, and the downtown business zones do not set minimum density or height standards for residential development—meaning a property owner or developer can essentially build a new single-family home along South Street or downtown on Speedwell Avenue. At the same time, parts of town (including the area around the Green and train station) can accommodate greater density than is currently permitted without significantly impacting traffic congestion or neighborhood character.

## STRATEGIES

1. Permit mixed-use building types—specifically, housing above retail and/or offices
2. Amend basic building mass, bulk, and height requirements to ensure new development is consistent with surrounding buildings and the prevailing neighborhood context
  - Where appropriate, bulk requirements should be expressed as a range, rather than a minimum or maximum value
3. Promote the adaptive reuse of historic buildings, particularly on downtown mixed-use corridors such as South Street and Speedwell Avenue



Morristown contains a diverse stock of housing in varied building types.



## OBJECTIVE 02.3

Continue to support the growth and development of suburban commercial uses in appropriate locations

While most economic activity is concentrated around the Green in a walkable, urban setting, significant commercial uses also exist on the edge of town in more auto-oriented, suburban development patterns. These include the Morristown Medical Center campus and nearby office buildings along Madison Avenue. These are important economic drivers for the town and should be preserved. However, the expansion or development of new facilities should carefully consider and minimize impacts to adjacent residential neighborhoods. Development projects, streetscape improvements, and shuttle services that help to strengthen the connection between hospital employees/visitors and Morristown's downtown—e.g., promoting trips to the downtown during lunch hours or for evening drinks—are encouraged.

**There should be a balance and more of an emphasis on locally owned businesses rather than national chains.**

—  
Abby G.

## GOAL 03

**Sustainable, Pedestrian-Friendly Building and Site Design**

### OBJECTIVE 03.1

**Promote walkable, human-scale design that respects Morristown's historic character**

The development of Morristown over the past three centuries, from a tiny rural community into a modern day urban settlement, has resulted in the gradual evolution of the quality and character of the built environment. Without a doubt, Morristown's walkability and traditional town character are two of its greatest assets.

As Morristown continues to evolve, new buildings can contribute to the town's historic fabric and richness—its scale, massing, and rhythm—without emulating the architecture of older buildings. However, the town's zoning ordinance is woefully void of any serious regulations to ensure new development is designed to be contextual and contribute to a pedestrian-friendly environment. Instead, the form of buildings and their relationship to the street often tends to be negotiated during the redevelopment planning process or during public hearings before the Planning or Zoning Boards. New zoning regulations and land use policies should incorporate the following basic design standards.

### STRATEGIES

1. Amend basic building mass, bulk, and height requirements to ensure new development is consistent with surrounding buildings and the prevailing neighborhood context
  - Where appropriate, bulk requirements should be expressed as a range, rather than a minimum or maximum value
2. Amend the zoning ordinance to support appropriate transitions in the urban fabric between historic neighborhoods and higher density areas, as well as to require public realm improvements that enhance walkability
3. Require buildings and building entrances to be oriented to the street and include pedestrian-scaled detailing
4. Maximize windows, views, and connections to the street and sidewalks
5. Require off-street parking to be located within, adjacent to, or in the rear of structures
6. In commercial areas, require active ground-floor uses that build a continuous street wall
7. Incentivize and remove barriers to the expansion and re-use of existing buildings, particularly buildings contributing to the historic fabric of Morristown, instead of demolition and new construction
8. Work with local institutions to ensure growth is appropriate in terms of location, scale, and design, with appropriate buffers between adjacent residential uses



The office building at 14 Maple Avenue in Morristown is LEED-Platinum certified and contains the nation's largest indoor biowall.

9. Adjust off-street parking requirements to reflect the proximity of transit and incorporate shared parking strategies
10. For new multifamily development, promote the creation of indoor and outdoor amenity spaces for residents that are programmed and designed to meet community needs
11. Develop design standards for off-street parking areas that are more akin to parking “courts,” as opposed to parking lots
  - Traditional asphalt parking lots and drive aisles are single-use auto facilities that are separated from buildings and the pedestrian environment; parking courts can be designed as attractive, multi-use spaces that blend the pedestrian and automobile realms, offering the opportunity for varied user activities, such as passive recreation, when not occupied by vehicles
12. For new buildings, develop on- and off-site car circulation and parking solutions, as well as operations and servicing zones, to mitigate traffic impacts on the public realm and pedestrian and bike safety

## OBJECTIVE 03.2

### Promote sustainable building practices

Morristown is a place that prides itself on environmental stewardship and sustainable development. The new LEED Gold office building at 14 Maple Avenue, built by the Morristown Parking Authority, which also features one

of the nation's largest indoor bio-walls, was identified by many as an asset and model for future redevelopment. On a policy level, the Town currently promotes energy-efficient construction and environmental site and building design, but it employs a limited number of standards or incentives outside of redevelopment plan areas.

Relatively inexpensive changes in building design and construction can go a long way, and the Town has the authority under zoning to require new construction or substantial renovation projects to meet certain existing green building standards, or to establish its own standards. Enterprise Green Communities provides a clear, cost-effective framework for the development of multifamily affordable housing, while LEED is a good model for market-rate apartment, commercial, or mixed-use buildings. Both of these standards address issues related to water conservation, stormwater management, energy efficiency, indoor air quality, construction materials, active design, and accessibility. The Town can require buildings to meet these standards (or a given portion) without asking developers to go through the certification process.

In addition, the Town can do more to promote healthy waterways by creating standards that minimize stormwater runoff and promote groundwater recharge. Changes to the zoning ordinance can require new development to minimize impervious surface coverage and utilize appropriate landscaping techniques on unused lot area. Standards for off-street parking lots can also incorporate low-impact design strategies and landscaping requirements.

In the aftermath of Hurricane Irene in 2011, floodwaters from the Whippany River inundated the Center/Coal redevelopment area at Bishop Nazery Way and Coal Avenue (photo by Kevin Coughlin/MorristownGreen.com).



## **STRATEGIES**

1. Adopt minimum energy performance standards and/or incentives for new development and rehabilitation projects
2. Establish minimum stormwater management standards for new development
3. Establish minimum sustainable site and building standards for the design and construction of new development
4. Incorporate green building standards in the local development application checklist to encourage consideration of environmental impacts when preparing building and site plans
5. Adopt lighting standards that prevent light pollution onto adjacent parcels and into the night sky
6. Require development proposals in redevelopment areas and/or requesting municipal development incentives to meet minimum energy and water standards, as well as sustainable site/building design and construction standards
7. Incentivize and remove barriers to the expansion and re-use of existing buildings (particularly those contributing to Morristown's historic character), instead of demolition and new construction

## **GOAL 04**

**Active, Connected Streets and Public Places**

### **OBJECTIVE 04.1**

**Create attractive, lively streetscapes that support socializing, walking, biking, and accessibility**

See Chapter 2 for recommendations related to this objective.

### **OBJECTIVE 04.2**

**Strengthen connections to local and regional open spaces, and protect and enhance natural habitats**

Open spaces and natural resources are important for the health of Morristown's communities—not only for residents but also for the natural flora and fauna that have historically thrived and prospered in our town. They are social, economic, and environmental drivers that improve the quality of life and make places desirable to live, work, worship, and play. Expanding, preserving, and strengthening the quality of these valuable resources are essential.

In 2011, the Town adopted an Open Space and Recreation Plan Update as a guide for local efforts to protect environmentally sensitive land, protect water resources, and enhance recreational opportunities. The document, which contains a comprehensive set of short-, mid-, and

A Vision Plan for the Great Morristown Greenway on Patriots' Path, prepared in 2000 with the Morris County Park Commission, includes a proposal for a new Horseshoe Bend Park along the Whippany River. The park should be designed to withstand periodic flooding.

The riverwalk/boardwalk depicted in this sketch is located on private property. This aspect of the design is strictly conceptual in nature and would require cooperation with the private property owners. Any refined design for the park should incorporate a public parking component to serve the park, as well as other nearby inherently beneficial uses.



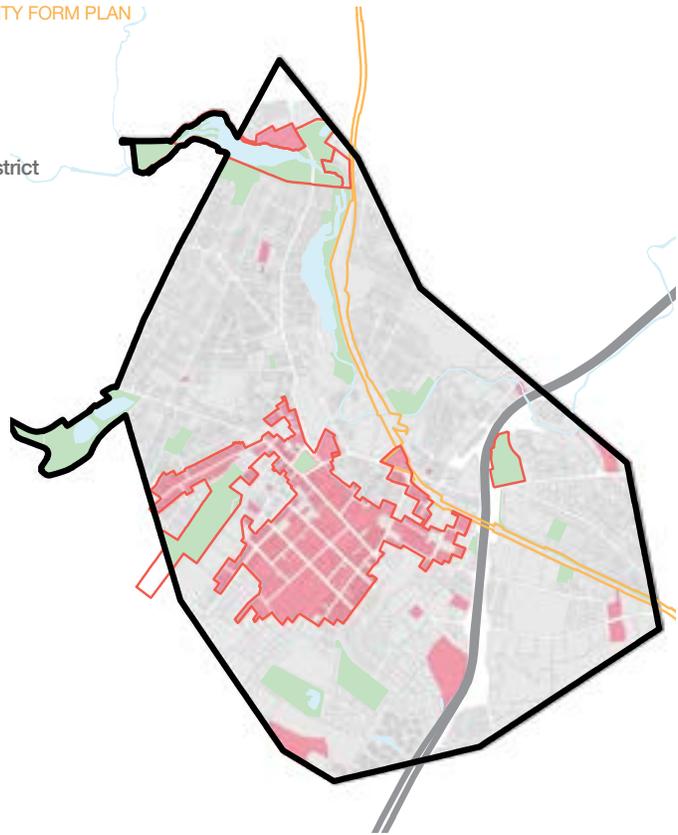
long-term strategies, has been incorporated into the Town's Master Plan. The following strategies are intended to supplement those contained in the Open Space and Recreation Plan Update.

### **STRATEGIES**

1. Seek funding to develop a "Horseshoe Bend Park" along the Whippany River as conceptualized in the Vision Plan for the Great Morristown Greenway
2. Seek funding to engineer and implement the flood and erosion control recommendations contained in the July 2012 study prepared by Princeton Hydro
  - Potential sources of funding include Section 319 Tax Credits as provided by the federal Clean Water Act and grants provided by the United States Environmental Protection Agency or the New Jersey Department of Environmental Protection
  - Emphasis should be given to protect the integrity of inherently beneficial uses impacted by riparian erosion, such as the Bethel AME Church
3. Formalize and reinforce connections to Patriots' Path, the Traction Line Recreation Trail, and other pedestrian/bike trails linking Morristown to natural resources in the region
4. Consider participating in the Highlands Council Transfer of Development Rights (TDR) Program
5. Coordinate with the Highlands Council to address climate resiliency and flooding at riparian zones, such as the Whippany River and other flood-prone areas
6. Ensure that development activities, including the use and reuse of vacant properties, respects, strengthens, and preserves valuable natural resources and ecosystems, such as connected wooded and grassland areas and historic riparian ways that offer habitat for flora and fauna
7. Support community efforts to advance gardening and local food production in neighborhoods
8. Consider a safe, in-town dog exercise area to promote responsible dog guardianship
9. Seek funding and work with the community to improve and enhance the quality of the park, open spaces, and natural habitats at Foote's Pond
10. Promote recreational activities, such as boating, and access to Morristown's water bodies among local residents

**Historic Resources**

-  Eligible Historic District
-  Historic District
-  Historic Properties



## GOAL 05

### Historic Preservation

## OBJECTIVE 05.1

Safeguard Morristown's heritage by protecting and promoting buildings and districts that tell the story of its social, cultural, economic, and architectural history

Morristown is rich in history. It became known as the “military capital of the American Revolution” because of its strategic role in that war and its use as a base camp for General Washington and his troops during two winters. Over time, its buildings, districts, sites, monuments, and other assets have come to tell the many stories of its past. These resources provide tangible connections to the people and events that have shaped Morristown and continue to influence it to this day. Their preservation is important to maintain the town's unique sense of place.

Morristown's first historic district was created in 1973 and was expanded in 1985. Today, it includes over 700 properties and is listed on both the State and National Registers of Historic Places. In 1991, Morristown established a Historic Preservation Commission (HPC). The HPC reviews Planning and Zoning Board applications and other proposed modifications to Register-listed properties, buildings within the historic district, and structures in excess of 50 years of age. However, it has no legal authority to protect

historic structures from demolition or inappropriate modification. In fact, none of Morristown's designated historic properties are protected under law; the necessary regulatory protections can only be imposed through the adoption of a strengthened municipal ordinance in keeping with State Historic Preservation Office criteria. Further, there exists no comprehensive inventory of National Register-eligible historic resources that are not already listed. We can only protect what we know exists.

The Town has a Historic Preservation Plan Element that was adopted in 2003. This needs to be updated to reflect current best practices and provide a clearer picture of what resources—both designated and undesignated—need to be protected. The following strategies have been developed for inclusion in this Land Use and Community Form Plan to reinforce the importance of historic preservation in maintaining the quality and character of Morristown's built environment—and its identity.

### STRATEGIES

1. Conduct a comprehensive survey of National Register-eligible historic properties and district
2. Consider amending the Town's preservation ordinance to strengthen the Historic Preservation Commission's ability to discourage the demolition or substantial alteration of locally designated resources
3. Consider becoming a Certified Local Government to qualify for state and federal preservation resources



4. For historic resources not protected under ordinance, discourage unnecessary demolition or alteration via façade easements, adoption of a “demolition delay ordinance,” and other similar tools
5. Provide zoning incentives for the adaptive reuse of historically or architecturally important structures that can no longer be used due to economic factors or functional obsolescence
6. Provide design standards for additions or improvements to historic structures
7. Include the Historic Preservation Commission in the building/zoning compliance review process
8. Educate local developers about using federal historic preservation tax credits
9. Ensure better coordination of historic and cultural markers, and support community efforts to create wayfinding and other public realm improvements that highlight and promote the identification of historic neighborhoods and districts



The autumn Festival on the Green, organized each year by the Morristown Partnership, draws thousands of visitors to Morristown.

## GOAL 06

Open, Efficient, and Effective Government

### OBJECTIVE 06.1

Support community efforts to participate in capital budgeting, resource allocation, and planning and development decisions

Morristown is committed to transparency in local governmental operations and decision-making processes. When major redevelopment or public works projects are under consideration, the Town will require expanded local citizen and stakeholder engagement as a pre-condition, in addition to statutorily required public hearings.

#### STRATEGIES

1. Require public engagement processes for large redevelopment and infrastructure projects

### OBJECTIVE 06.2

Streamline and strengthen the permitting, compliance review, and code enforcement process

The municipal review process, including site plan approvals, building permits, and code compliance, is a critical aspect of any redevelopment project. It is an opportunity for the Town to ensure that new construction or rehabilitation meets local building requirements and zoning standards (e.g., with respect to site and building design, energy performance, etc.). It is also a critical milestone for a developer or property owner, whose goal is to obtain all approvals as quickly as possible before he or she can start construction.

A coordinated, efficient municipal approvals process holds benefits for both the Town and prospective developers. From a logistical standpoint, the Town is in the process of moving to a “paperless” system, whereby permit applications, code compliance issues, and other important property information will be tracked in a digital geographic information system (GIS) that can be accessed by all municipal departments, including Code Enforcement, Engineering, Finance, Fire, Planning, and Police, among others. The goal is to ultimately make the system accessible to the general public, and to give developers or property owners the ability to submit and track all site plan and building permit applications online.

## Return the Green to Morristown! The Green has been hijacked by pass-through vehicular traffic, making it a hostile traffic island... [and] cutting the park off from the town. Make the Green the center of a walkable downtown.

—  
Elliott R.

Town officials have also identified the need to address instances where developers have altered construction details (typically, specifying more cost-effective materials) after the Planning or Zoning Board has already approved a set of engineering and architectural plans. The creation of a web interface, described above, that building inspectors can access in the field utilizing smartphones and tablets can assist in efforts to ensure compliance. Updating the compliance review checklist with more detailed performance and design standards is another strategy to promote the development community's awareness of local requirements and objectives.

### **STRATEGIES**

1. Establish a clear, user-friendly, and transparent application, review, and public hearing process for development proposals and applications; provide materials and forms online
2. Require concept review with the Planning Division prior to site plan and architectural submissions
3. Update the land use submission checklist to promote more progressive building design and performance standards
4. Refine the post-approval compliance process to ensure that representations made by applicants are enforced
5. Implement an online property information GIS and permitting and application center
6. Implement a standard public review and approval

7. Provide the Planning Board and Redevelopment Agency with regular training on best practices in land use planning, zoning, urban design, smart growth, sustainable development, and civic engagement, as well as regulatory issues and other areas of interest
8. Identify effective mechanisms for residents to report quality of life issues and code violations; ensure system provides tracking and accountability (e.g., CRM system)

The Community Form Plan is based on and informed by the technical research, public input, and goals and objectives described above. Its purpose is to provide a more detailed regulatory framework for the development, redevelopment, and neighborhood preservation goals articulated throughout this document. It also serves as the basis for future amendments to Morristown's zoning ordinance.

Morristown's existing zoning code is not capable of promoting the types of buildings and neighborhood character that residents have envisioned for their town. To address this need, the Form Plan takes a more progressive approach to regulating development by using physical form, rather than land use, as the organizing principle. It includes many of the same elements found in Morristown's existing code, such as zoning districts organized by permitted uses and bulk standards, but it also seeks to address the relationship between building facades and the public realm, the form and mass of adjacent buildings, and the scale and types of streets and blocks. We have sought to articulate these ideas in a more visual and user-friendly manner, utilizing three-dimensional drawings of appropriate building types supported by text.

This Form Plan was developed with the understanding that Morristown needs a new zoning code that can regulate building design, density patterns, and neighborhood character in a manner that is consistent with its vision and desires. Though much more research

and analysis is needed before the Town can translate this Form Plan into zoning, it shall serve as the basis for such an effort. This plan sets the framework. Should the Town Council elect to divide form areas into sub-areas or create overlays that contain relatively lower development intensity and/or would achieve other policy goals, it would not be inconsistent with the purpose and intent of this plan for the purposes of NJSA 40:55D-62(a)

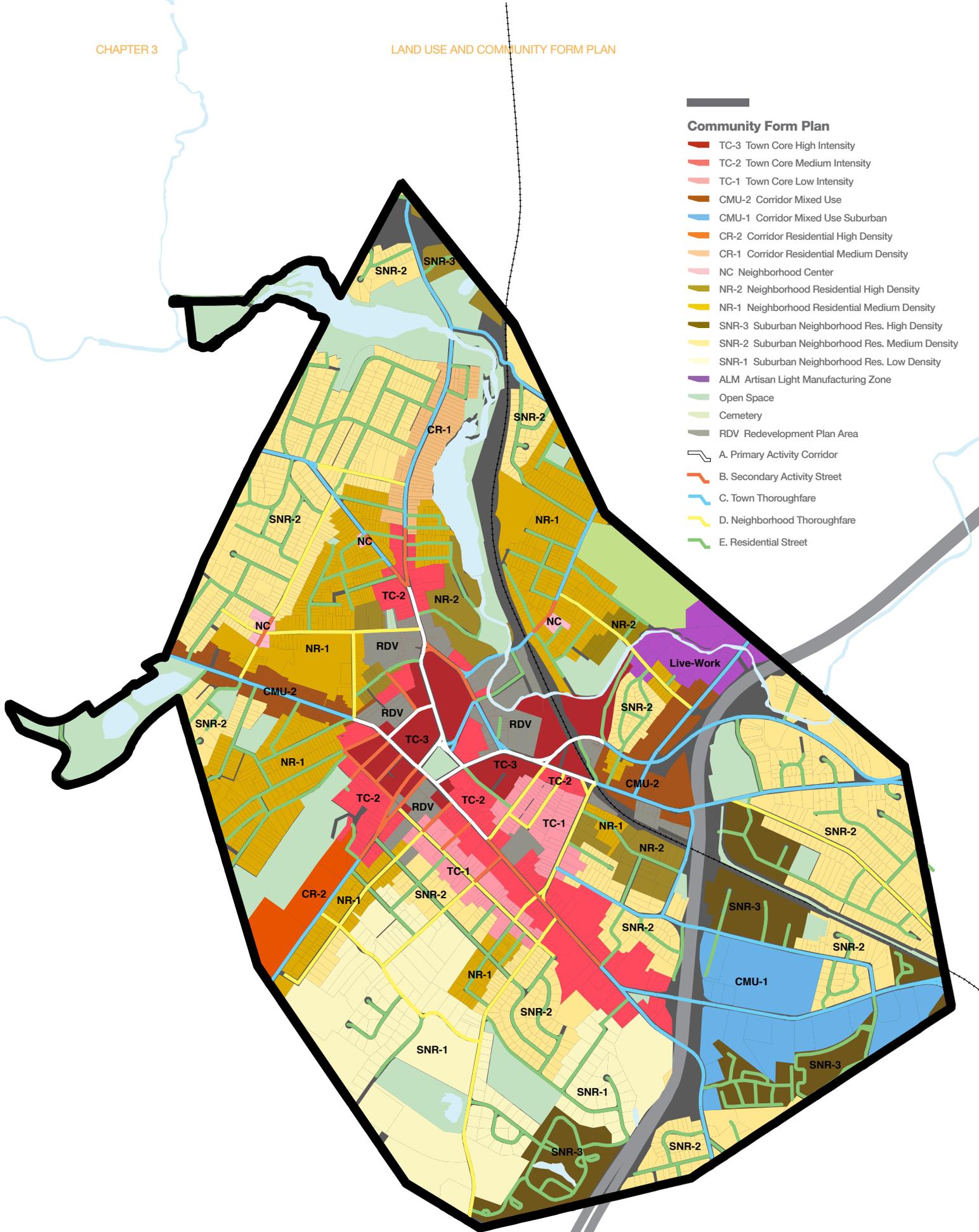
### Downtown

#### **Town Core High Intensity (TC-3)**

This community form area is the most intense mixed-use area within the Downtown and is centered on the Town Green. TC-3 represents the heart of Morristown and the center of activity. Mixed-use and Commercial building types dominate this area. Buildings are built close to sidewalks, which are typically wider than in other districts and have a more urban streetscape treatment. Retail and similar interactive uses are encouraged at street level in this area to promote an active pedestrian realm. Other uses, including residential, are encouraged on upper levels. While building heights vary, the TC-3 area contains the tallest buildings within the Downtown. Parking is concentrated behind buildings within parking lots or parking structures, with additional public parking located on-street between the sidewalk and travel lanes (per the corresponding designations in the Streets Plan).

#### **Town Core Medium Intensity (TC-2)**

TC-2 community form areas contain moderately intense mixed-use development that surrounds and



**Community Form Plan**

- TC-3 Town Core High Intensity
- TC-2 Town Core Medium Intensity
- TC-1 Town Core Low Intensity
- CMU-2 Corridor Mixed Use
- CMU-1 Corridor Mixed Use Suburban
- CR-2 Corridor Residential High Density
- CR-1 Corridor Residential Medium Density
- NC Neighborhood Center
- NR-2 Neighborhood Residential High Density
- NR-1 Neighborhood Residential Medium Density
- SNR-3 Suburban Neighborhood Res. High Density
- SNR-2 Suburban Neighborhood Res. Medium Density
- SNR-1 Suburban Neighborhood Res. Low Density
- ALM Artisan Light Manufacturing Zone
- Open Space
- Cemetery
- RDV Redevelopment Plan Area
- A. Primary Activity Corridor
- B. Secondary Activity Street
- C. Town Thoroughfare
- D. Neighborhood Thoroughfare
- E. Residential Street

CATEGORY	EXISTING ZONING DISTRICTS	PROPOSED FORM AREAS
<b>Residential</b>	R1 Single-Family Residential R2 Single-Family Residential R3 Single-Family Residential R3-M Single-Family Residential (Modified) RC Cluster Residential RT-1 One- and Two-Family Residential RT-2 One- to Four-Family Residential RG Garden Apartment Residential RG-M Garden Apartment (Modified) RG-R Medium Density Residential M1 Mid-Rise Apartment	SNR-1 Suburban Neighborhood Residential Low Density SNR-2 Suburban Neighborhood Residential Medium Density SNR-3 Suburban Neighborhood Residential High Density NR-1 Neighborhood Residential Medium Density NR-2 Neighborhood Residential High Density CR-1 Corridor Residential Medium Density CR-2 Corridor Residential High Density
<b>Mixed-Use</b>	ORC Office-Residential Character CBD-1 Central Business District CBD-2 Central Business District TVC Transit Village Core	TC-1 Town Core Low Intensity TC-2 Town Core Medium Intensity TC-3 Town Core High Intensity NC Neighborhood Center
<b>Commercial</b>	OB-1 Office Building OB-2 Office Building B Business	AI Artisan Industrial
<b>Other</b>	H Hospital H-1 Hospital (Modified) UR 159 Urban Renewal PP Public Purpose PPU Public Purpose (Undevelopable)	RDV Redevelopment Area OS Open Space / Recreation Cemetery

supports the TC-3 area. This area includes portions of the main Corridors (see below) leading into the core of the community. The character of this area reflects its transitional location as one moves from the core of the community to the Corridors and Neighborhoods beyond. TC-2 contains a mixture of building types; however, the Mixed-Use and Commercial building types should dominate. Buildings are generally built to the sidewalk with a streetscape similar to the TC-3 area. The scale of buildings is decidedly less than the TC-3, with primarily low-rise buildings. Parking is located behind buildings. Cross-access between individual parking lots is encouraged to minimize curb cuts and promote connectivity and shared parking arrangements.

#### **Town Core Low Intensity (TC-1)**

Low-intensity mixed-use development is the hallmark of the TC-1 community form areas, which is intended to create a transition from the Downtown to surrounding Neighborhoods. Buildings are primarily single-family residential types that have been converted into office or a mixture of similar non-residential and residential uses. The inclusion of residential uses in these areas is important to minimize the creep of commercial uses into adjacent Neighborhoods, as well as to maintain activity in these districts into the evening hours. This results in a development pattern where buildings are set back from the sidewalk with front lawns. Building heights are limited to low-rise structures. Parking is located to the side and rear of buildings so that buildings, as opposed to parking lots, define the streetscape.

### **Corridors**

#### **Mixed-Use Corridor (CMU-2)**

CMU-2 community form areas are characterized by low- to medium-intensity mixed-use development. While the area contains a mixture of uses, buildings containing a single use are not uncommon. Building types are varied; however, converted residential building types are most prevalent. As a result, buildings are generally set back from the sidewalk with the exception of front façade additions. While variation in placement should be minimized, it is equally important to implement a consistent streetscape design to tie the Corridor area together. Parking is located to the rear and side of buildings, but new development or redevelopment should minimize curb cuts and encourage joint street access and cross access between parking areas.

#### **Suburban Mixed-Use Corridor (CMU-1)**

The purpose of the CMU-1 community form area designation is to formally recognize that portions of the town's Corridors are more suburban in character and to provide guidance as to how these areas should be designed. This area consists of moderate- to high-intensity mixed-use development with a focus on medical and office uses. Buildings are generally set back from the street with parking located between the buildings and the street, as well as to the side and rear. Building heights vary from low- to mid-rise; therefore, it is important for new development and/or redevelopment to ensure the appropriate transition in intensity and scale from the corridor to adjacent Neighborhoods. The character of this

### Building Heights in the Downtown

This Form Plan includes provisions that would permit taller buildings to be constructed over a larger area of Morristown's downtown than is currently allowed. New, higher density development provides the opportunity for Morristown to grow in places where it makes sense, and it is needed so that Morristown's historic neighborhoods can be preserved. However, the design of these new buildings is important, and the Form Plan includes requirements for street-level uses and frontages, as well as sidewalk widths and setbacks, to ensure that the pedestrian experience in Morristown is enhanced as new development occurs. Proposed changes and control mechanisms are described here in more detail.

Currently, Morristown's most intensive zoning districts, the existing CBD-2 and CBD-1 / B zones, allow buildings of up to six and three stories, respectively. While the new TC-3 form area, which would replace the CBD-2 zone, would continue to only permit buildings of up to six stories, the Form Plan proposes that it

be expanded to include several parcels along Washington Street north of Cattano Avenue.

The proposed TC-2 form area, which would replace the CBD-1 zone and several B districts, would permit one additional story over what is currently allowed in the CBD-1 and B zones. It would also be extended to include both sides of South Street to just past Hamilton Road, as well as replace an area around Mt. Kemble Avenue that is currently a B zone.

Allowing for increased height within the downtown core is necessary to promote the continued growth and vitality of the downtown experience. However, since the downtown includes a variety of streets of varying width, it may be appropriate to qualify the height of buildings relative to their location within respective community form areas. The Town should consider utilizing a building-height-to-street-width ratio of 3:2 to guide the maximum height of structures built to the sidewalk on minor streets within the TC-3 form area. For example, if the street width from building

face to building face is 40 feet, the maximum allowable height of the building at the sidewalk would be 60 feet, or approximately five stories. Additional height may still be allowed (to the maximum) provided the building steps back a minimum of 10 feet for every additional 15 feet of height.

The 3:2 ratio provides for strong spatial definition with a clear sense of enclosure, while also enforcing minimum heights that preserve neighborhood scale and character. Buildings that exceed the 3:2 ratio should be required to include comprehensive public realm improvements, traffic congestion mitigation measures, and pedestrian-friendly building design to ensure a high quality pedestrian experience and multi-modal circulation.

However, no buildings taller than six stories shall be permitted in the downtown, including redevelopment plan areas.

area can be unfriendly to the pedestrian, so it is important that sidewalk connectivity and additional landscaping be employed to improve the pedestrian experience.

### Residential Corridor High Density (CR-2)

CR-2 community form areas are characterized by high-density residential development situated along heavily trafficked Corridors. Multifamily residential building types should be the dominant type within these areas. Buildings should have a shallow setback from the sidewalk to accommodate stoops or porches, and building heights range from low- to mid-rise. Parking is located behind or beside buildings. Since increased density is envisioned within these areas, it is important to ensure safe and comfortable sidewalks to link these areas with the Downtown.

### Residential Corridor Medium Density (CR-1)

Medium-density single and multifamily residential development dominates the character of CR-1 areas. A mixture of residential building types is expected; however, the buildings should primarily be low-rise. Parking is located behind or beside buildings. Multiple curb cuts are expected, but cross-access is encouraged to minimize conflicts between the vehicular and pedestrian realms.

## Neighborhoods

### Neighborhood Center (NC)

The NC community form area designation recognizes, preserves, and promotes lower-intensity mixed-use

development concentrated within predominantly residential Neighborhoods. NC areas should consist of primarily neighborhood-serving retail and commercial uses; however, low-intensity destination-type retail and commercial uses, as well as residential uses, are appropriate. NC areas must be limited to a single intersection to a maximum length of one block on both sides of the fronting street. This limitation is important to minimize the encroachment of mixed-use or commercial uses within the surrounding Neighborhood. A mixture of building types is appropriate in NC areas, but Mixed-Use/Commercial and Mixed-use Conversion building types are prevalent. Buildings are generally built to or just behind the sidewalk. Mixed-use Conversion buildings may have a greater setback. Low-rise buildings are important to minimize the impact on adjacent Neighborhoods. Parking is located behind or beside buildings; however, limited front parking may be permitted if there is sufficient sidewalk width between the building and the adjoining parking lot.

### Neighborhood Residential High Density (NR-2)

NR-2 community form areas designate concentrations of high-density residential development. NR-2 areas are generally located near the Downtown. Multifamily building types dominate the character of these areas, but variations in building height from low- to mid-rise are acceptable. Buildings generally have shallow setbacks, and stoops or porches along street-facing facades are common. Parking is located behind buildings. Ideally, a public park

or playground should be located within a quarter mile of NR-2 areas to provide nearby, walkable recreation opportunities.

#### **Neighborhood Residential Medium Density (NR-1)**

Medium-density residential development is located in areas designated NR-1 on the community form map. Development in this district creates a transition between higher- (NR-2) and lower-density areas (SNR-2, SNR-1). While these areas contain both multifamily and single-family housing within a mixture of buildings types, buildings are low-rise in scale. Front yards are also common due to the variety of appropriate building types, and a consistent setback provides some uniformity to the streetscape. Parking is located behind or beside buildings. Ideally, a public park or playground should be located within a quarter mile of NR-1 areas to provide nearby, walkable recreation opportunities.

#### **Suburban Neighborhood Residential High Density (SNR-3)**

SNR-3 designates areas where there is a large concentration of high-density single-family attached and multifamily residential development within a single development. Buildings generally create enclaves of housing, such as a townhouse development or apartment complex, and are somewhat isolated and disconnected from the surrounding Neighborhoods. Internal sidewalk networks should be connected to the public sidewalk system. Building heights are typically similar within a single development; however, building heights may

be low- to mid-rise across different developments. Recreational amenities are often included within such developments for use by the owners or tenants.

#### **Suburban Neighborhood Residential Medium Density (SNR-2)**

SNR-2 primarily designates Neighborhoods with medium-density single-family residential development. Such areas have a maximum density of four dwelling units per acre. A variety of low-rise single-family detached building types are encouraged.

#### **Suburban Neighborhood Residential Low Density (SNR-1)**

SNR-1 designates the areas intended to have the least intense residential development. SNR-1 areas have a maximum density of two dwelling units per acre. Building types are primarily limited to low-rise Estate dwellings.

#### **Other Districts**

In addition to the community form areas, there are several areas that consist primarily of a single use or otherwise do not fit within the above-described designations:

#### **Redevelopment Areas (RDV)**

A designated “area in need of redevelopment” or “rehabilitation” is typically accompanied by its own regulatory plan, which either supersedes the applicable provisions of the municipality’s zoning ordinance or constitutes an overlay zoning district within the

COMMUNITY FORM DESIGNATION	APPROPRIATE LAND USES	GENERAL DESIGN CHARACTER	APPROPRIATE STREET TYPES	APPROPRIATE BUILDING TYPES
<p><b>TC-3</b> Town Core High Intensity</p>	<ul style="list-style-type: none"> <li>Mixed-use</li> <li>Commercial/office</li> <li>Multi-family residential</li> </ul>	<p>Building Placement:</p> <ul style="list-style-type: none"> <li>Street-facing façades of Mixed-Use and Multi-Family buildings shall be built to or just behind the sidewalk</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>Mixed-Use/Commercial buildings shall have shopfronts with at least 40% transparency at street level along primary street frontage</li> <li>Interactive uses are encouraged at street level</li> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>2 stories minimum</li> <li>6 stories maximum (permitted only under certain conditions)</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Shall be located behind the street-facing building façade on primary streets</li> </ul>	<ul style="list-style-type: none"> <li>Primary Activity Corridor</li> <li>Secondary Activity Street</li> <li>Town Thoroughfare</li> </ul>	<p>Mixed-Use/Commercial Types:</p> <ul style="list-style-type: none"> <li>Mixed-Use/Commercial</li> <li>Parking Structure</li> </ul> <p>Multi-Family Types:</p> <ul style="list-style-type: none"> <li>Apartment</li> </ul>
<p><b>TC-2</b> Town Core Medium Intensity</p>	<ul style="list-style-type: none"> <li>Mixed-use</li> <li>Commercial/office</li> <li>Multi-family residential</li> <li>Single-family attached residential</li> </ul>	<p>Building Placement:</p> <ul style="list-style-type: none"> <li>Street-facing façades of Mixed-Use/Commercial buildings shall be built to or just behind the sidewalk</li> <li>Shallow setback for street-facing facades of Multi-Family and Single-Family Attached Residential buildings</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>Mixed-Use/Commercial buildings shall have shopfronts with at least 40% transparency at street level along primary street frontage</li> <li>Interactive uses encouraged at street level</li> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>2 stories minimum</li> <li>4 stories maximum (top story permitted only with setback or other conditions)</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Shall be located behind the street-facing building façade on primary streets</li> </ul>	<ul style="list-style-type: none"> <li>Primary Activity Corridor</li> <li>Secondary Activity Street</li> <li>Town Thoroughfare</li> <li>Neighborhood Thoroughfare</li> </ul>	<p>Mixed-Use/Commercial Types:</p> <ul style="list-style-type: none"> <li>Mixed-Use/Commercial</li> <li>Parking Structure</li> <li>Mixed-Use Conversion</li> </ul> <p>Multi-Family Types:</p> <ul style="list-style-type: none"> <li>Apartment</li> </ul> <p>Single-Family Attached Types:</p> <ul style="list-style-type: none"> <li>Townhouse</li> </ul>
<p><b>TC-1</b> Town Core Low Intensity</p>	<ul style="list-style-type: none"> <li>Mixed-use</li> <li>Commercial/office</li> <li>Multi-family residential</li> <li>Single-family attached residential</li> </ul>	<p>Building Placement:</p> <ul style="list-style-type: none"> <li>Buildings shall match the existing setback pattern of single-family dwellings</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>Stoop or porch frontage encouraged</li> <li>Mixed-Use/Commercial buildings shall have at least 25% transparency at street level along primary street frontage</li> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>3 stories maximum</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Shall be located behind or beside the street-facing building façade on primary streets</li> </ul>	<ul style="list-style-type: none"> <li>Secondary Activity Street</li> <li>Town Thoroughfare</li> <li>Neighborhood Thoroughfare</li> </ul>	<p>Mixed-Use/Commercial Types:</p> <ul style="list-style-type: none"> <li>Mixed-Use Conversion</li> </ul> <p>Multi-Family Types:</p> <ul style="list-style-type: none"> <li>Manor House</li> </ul> <p>Single-Family Attached Types:</p> <ul style="list-style-type: none"> <li>Two-Family House</li> </ul>
<p><b>CMU-2</b> Corridor Mixed-Use</p>	<ul style="list-style-type: none"> <li>Mixed-use</li> <li>Commercial/office</li> <li>Multi-family residential</li> <li>Single-family Attached residential</li> </ul>	<p>Building Placement:</p> <ul style="list-style-type: none"> <li>Street-facing façades of Mixed-Use/Commercial buildings shall be built to or just behind the sidewalk</li> <li>Mixed-Use Conversion buildings shall match the existing setback pattern of single-family dwellings</li> <li>Shallow setback for street-facing facades of Multi-Family and Single-Family Attached Residential buildings</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>Mixed-Use/Commercial buildings should have shopfronts at street level with at least 25% transparency along primary street frontage</li> <li>Stoop or porch frontage encouraged for Multi-Family and Single-Family Attached buildings</li> <li>Interactive uses encouraged at street level</li> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>3 stories maximum</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Shall be located behind or beside the street-facing building façade on primary streets</li> </ul>	<ul style="list-style-type: none"> <li>Town Thoroughfare</li> </ul>	<p>Mixed-Use/Commercial Types:</p> <ul style="list-style-type: none"> <li>Mixed-Use/Commercial</li> <li>Mixed-Use Conversion</li> </ul> <p>Multi-Family Types:</p> <ul style="list-style-type: none"> <li>Apartment Flat</li> <li>Manor House</li> </ul> <p>Single-Family Attached Types:</p> <ul style="list-style-type: none"> <li>Townhouse</li> </ul>

COMMUNITY FORM DESIGNATION	APPROPRIATE LAND USES	GENERAL DESIGN CHARACTER	APPROPRIATE STREET TYPES	APPROPRIATE BUILDING TYPES
<b>CMU-1</b> <b>Corridor Mixed-Use Suburban</b>	<ul style="list-style-type: none"> <li>Mixed-use</li> <li>Commercial/office</li> <li>Multi-family residential</li> <li>Single-family attached residential</li> <li>Hospital (conditional use)</li> </ul>	<p>Building Placement:</p> <ul style="list-style-type: none"> <li>Building façades shall be set back from the street</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>6 stories maximum</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Limited parking shall be permitted between street-facing building façade and primary street</li> </ul>	<ul style="list-style-type: none"> <li>Town Thoroughfare</li> </ul>	<p>Mixed-Use/Commercial Types:</p> <ul style="list-style-type: none"> <li>Mixed-Use/Commercial</li> </ul> <p>Multi-Family Types:</p> <ul style="list-style-type: none"> <li>Apartment Flat</li> <li>Manor House</li> </ul> <p>Single-Family Attached Types:</p> <ul style="list-style-type: none"> <li>Townhouse</li> </ul>
<b>CR-2</b> <b>Corridor Residential High Density</b>	<ul style="list-style-type: none"> <li>Multi-family residential</li> <li>Single-family attached residential</li> <li>Single-family detached residential</li> <li>Hospital (conditional use)</li> </ul>	<p>Building Placement:</p> <ul style="list-style-type: none"> <li>Shallow setback for street-facing façades</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>Stoop or porch frontage encouraged for Multi-Family and Single-Family buildings</li> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>3 stories maximum</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Shall be located behind or beside the street-facing building façade on primary streets</li> </ul>	<ul style="list-style-type: none"> <li>Town Thoroughfare</li> </ul>	<p>Multi-Family Types:</p> <ul style="list-style-type: none"> <li>Apartment Flat</li> <li>Manor House</li> </ul> <p>Single-Family Attached Types:</p> <ul style="list-style-type: none"> <li>Townhouse</li> <li>Two-Family House</li> </ul> <p>Single-Family Detached Types:</p> <ul style="list-style-type: none"> <li>Cottages</li> <li>Houses</li> </ul>
<b>CR-1</b> <b>Corridor Residential Medium Density</b>	<ul style="list-style-type: none"> <li>Multi-family residential</li> <li>Single-family attached residential</li> <li>Single-family detached residential</li> </ul>	<p>Building Placement:</p> <ul style="list-style-type: none"> <li>Shallow setback for street-facing façades</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>Stoop or porch frontage encouraged for Multi-Family and Single-Family buildings</li> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>3 stories maximum</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Shall be located behind or beside the street-facing building façade on primary streets</li> </ul>	<ul style="list-style-type: none"> <li>Town Thoroughfare</li> </ul>	<p>Multi-Family Types:</p> <ul style="list-style-type: none"> <li>Apartment Flat</li> <li>Manor House</li> </ul> <p>Single-Family Attached Types:</p> <ul style="list-style-type: none"> <li>Townhouse</li> <li>Two-Family House</li> </ul> <p>Single-Family Detached Types:</p> <ul style="list-style-type: none"> <li>Cottages</li> <li>Houses</li> </ul>
<b>NC</b> <b>Neighborhood Center</b>	<ul style="list-style-type: none"> <li>Mixed-use</li> <li>Commercial/office</li> <li>Multi-family residential</li> <li>Single-family attached residential</li> </ul>	<p>Building Placement:</p> <ul style="list-style-type: none"> <li>Street-facing façades of Mixed-Use/Commercial buildings shall be built to or just behind the sidewalk</li> <li>Mixed-Use Conversion buildings shall match the existing setback pattern of single-family dwellings</li> <li>Shallow setback for street-facing facades of Multi-Family and Single-Family Attached Residential buildings</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>Mixed-Use/Commercial buildings should have shopfronts at street level with at least 25% transparency along primary street frontage</li> <li>Stoop or porch frontage encouraged for Multi-Family and Single-Family Attached buildings</li> <li>Interactive uses encouraged at street level</li> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>3 stories maximum</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Shall be located behind or beside the street-facing building façade on primary streets</li> </ul>	<ul style="list-style-type: none"> <li>Secondary Activity Street</li> </ul>	<p>Mixed-Use/Commercial Types:</p> <ul style="list-style-type: none"> <li>Mixed-Use/Commercial</li> <li>Mixed-Use Conversion</li> </ul> <p>Multi-Family Types:</p> <ul style="list-style-type: none"> <li>Apartment Flat</li> <li>Manor House</li> </ul> <p>Single-Family Attached Types:</p> <ul style="list-style-type: none"> <li>Townhouse</li> </ul>
<b>NR-2</b> <b>Neighborhood Residential High Density</b>	<ul style="list-style-type: none"> <li>Multi-family residential</li> <li>Single-family attached residential</li> </ul>	<p>Building Placement:</p> <ul style="list-style-type: none"> <li>Building façades shall be set back from the street</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>Stoop or porch frontage encouraged</li> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>4 stories maximum</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Garages shall be located behind the front façade or placed to the rear of the lot</li> </ul>	<ul style="list-style-type: none"> <li>Neighborhood Thoroughfare</li> <li>Residential</li> </ul>	<p>Multi-Family Types:</p> <ul style="list-style-type: none"> <li>Apartment Flat</li> <li>Manor House</li> </ul> <p>Single-Family Attached Types:</p> <ul style="list-style-type: none"> <li>Townhouse</li> </ul>

COMMUNITY FORM DESIGNATION	APPROPRIATE LAND USES	GENERAL DESIGN CHARACTER	APPROPRIATE STREET TYPES	APPROPRIATE BUILDING TYPES
<b>NR-1 Neighborhood Residential Medium Density</b>	<ul style="list-style-type: none"> <li>Single-family attached residential</li> <li>Single-family detached residential</li> </ul>	<p>Building:</p> <ul style="list-style-type: none"> <li>Building façades shall be set back from the street</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>Stoop or porch frontage encouraged</li> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>3 stories maximum</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Garages shall be located behind the front façade or placed to the rear of the lot</li> </ul>	<ul style="list-style-type: none"> <li>Secondary Activity Street</li> <li>Town Thoroughfare</li> <li>Neighborhood Thoroughfare</li> <li>Residential</li> </ul>	<p>Single-Family Attached Types:</p> <ul style="list-style-type: none"> <li>Two-Family House</li> </ul> <p>Single-Family Detached Types:</p> <ul style="list-style-type: none"> <li>Cottages</li> <li>Houses</li> </ul>
<b>SNR-3 Suburban High Density</b>	<ul style="list-style-type: none"> <li>Multi-family residential</li> <li>Single-family attached residential</li> </ul>	<p>Building Placement:</p> <ul style="list-style-type: none"> <li>Building façades shall be set back from the street</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>Stoop or porch frontage encouraged</li> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>3 stories maximum</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Garages shall be located behind the front façade or placed to the rear of the lot</li> </ul>	<ul style="list-style-type: none"> <li>Town Thoroughfare</li> <li>Neighborhood Thoroughfare</li> <li>Residential</li> </ul>	<p>Multi-Family Types:</p> <ul style="list-style-type: none"> <li>Apartment Flat</li> <li>Manor House</li> </ul> <p>Single-Family Attached Types:</p> <ul style="list-style-type: none"> <li>Townhouse</li> </ul>
<b>SNR-2 Suburban Medium Density</b>	<ul style="list-style-type: none"> <li>Single-family detached residential</li> </ul>	<p>Building Placement:</p> <ul style="list-style-type: none"> <li>Building façades shall be set back from the street</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>Stoop or porch frontage encouraged</li> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>3 stories maximum</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Garages shall be located behind the front façade or placed to the rear of the lot</li> </ul>	<ul style="list-style-type: none"> <li>Town Thoroughfare</li> <li>Neighborhood Thoroughfare</li> <li>Residential</li> </ul>	<p>Single-Family Detached Types:</p> <ul style="list-style-type: none"> <li>Cottages</li> <li>Houses</li> </ul>
<b>SNR-1 Suburban Low Density</b>	<ul style="list-style-type: none"> <li>Single-family detached residential</li> </ul>	<p>Building Placement:</p> <ul style="list-style-type: none"> <li>Building façades shall be set back from the street</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>Stoop or porch frontage encouraged</li> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>3 stories maximum</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Garages shall be located behind the front façade or placed to the rear of the lot</li> </ul>	<ul style="list-style-type: none"> <li>Neighborhood Thoroughfare</li> <li>Residential</li> </ul>	<p>Single-Family Detached Types:</p> <ul style="list-style-type: none"> <li>Houses</li> <li>Estates</li> </ul>
<b>LW Live-Work</b>	<ul style="list-style-type: none"> <li>Mixed-use</li> <li>Commercial/office</li> <li>Multi-family residential</li> <li>Single-family attached residential</li> </ul> <p>See p. 83 for a full description of appropriate land uses</p>	<p>Building Placement:</p> <ul style="list-style-type: none"> <li>Street-facing façades of Mixed-Use/Commercial buildings shall be built to or just behind the sidewalk; exceptions may be made for existing industrial buildings that are repurposed for new light industrial uses or a mixture of uses</li> <li>Shallow setback for street-facing facades of Multi-Family and Single-Family Attached Residential buildings</li> </ul> <p>Building Frontage:</p> <ul style="list-style-type: none"> <li>Mixed-Use/Commercial buildings shall have shopfronts with at least 25% transparency at street level along primary street frontage</li> <li>Interactive uses encouraged at street level</li> <li>At least one entrance shall face the primary street frontage</li> </ul> <p>Building Height:</p> <ul style="list-style-type: none"> <li>3 stories maximum</li> </ul> <p>Parking:</p> <ul style="list-style-type: none"> <li>Shall be located behind or beside the street-facing building façade on primary streets</li> </ul>	<ul style="list-style-type: none"> <li>Town Thoroughfare</li> <li>Neighborhood Thoroughfare</li> </ul>	<p>Mixed-Use/Commercial Types:</p> <ul style="list-style-type: none"> <li>Mixed-Use/Commercial</li> </ul> <p>Multi-Family Types:</p> <ul style="list-style-type: none"> <li>Apartment</li> </ul> <p>Single-Family Attached Types:</p> <ul style="list-style-type: none"> <li>Townhouse</li> </ul>
<b>RDV Redevelopment Plan Area</b>	<i>Refer to Redevelopment Plan</i>	<i>Refer to Redevelopment Plan</i>	<i>Refer to Redevelopment Plan</i>	<i>Refer to Redevelopment Plan</i>

redevelopment area (meaning certain additional regulations are enacted to supplement the underlying zoning).

As described above, Morristown contains eight redevelopment areas; one has already been built out, some have adopted regulatory plans, and some still need plans. Master plans can make recommendations for amendments to existing plans, and it can create guidelines and priorities for future redevelopment planning. The following is a list of Morristown's various redevelopment areas and associated recommendations for future planning:

#### *Center/Coal*

Planning for the Center/Coal Redevelopment Area began several decades ago as part of a community-driven process undertaken by the Concerned Citizens of the Second Ward (CCSW). A Redevelopment Plan that was adopted in 2006 called for 150 to 200 residential units to be constructed within the "oxbow" of the Whippany River. Between the 1990s and 2005, the CCSW spearheaded the remediation of an abandoned junkyard and coal gasification plant in the redevelopment area. Some subsurface contamination remains on sites within and around the oxbow.

The 2006 Redevelopment Plan incorporated undated NJDEP Flood Hazard mapping, which appears to be based upon a Federal Emergency Management Agency (FEMA) Flood Insurance Map from 1986. In 2011, community

sessions were held to consider the development of affordable housing the former Goldere's Junkyard in the oxbow. The redevelopment planning process was interrupted by Hurricane Irene in August 2011, which led to severe flooding on the site. According to FEMA, new flood hazard mapping for this area is "on hold," and maps are not expected to be complete until March 2015 at the latest.

Based on these changing environmental conditions, the current recommendation for the Center/Coal Redevelopment Area is to focus on flood mitigation and erosion control while flood maps are updated by FEMA. These efforts should include localized analyses of the Whippany River bank stabilization and efficacy of the Pocahontas Dam during flood events. In addition, regional cooperation will be necessary to address up- and down-stream causes of flooding in the oxbow. Strategies include upstream sediment control; the dredging of upstream water bodies to enhance flood storage capacity; and the mitigation of potential downstream interruptions to the River. Funding should be sought from outside agencies, and cooperation is encouraged with the Whippany River Action Committee and the New Jersey Highlands Council.

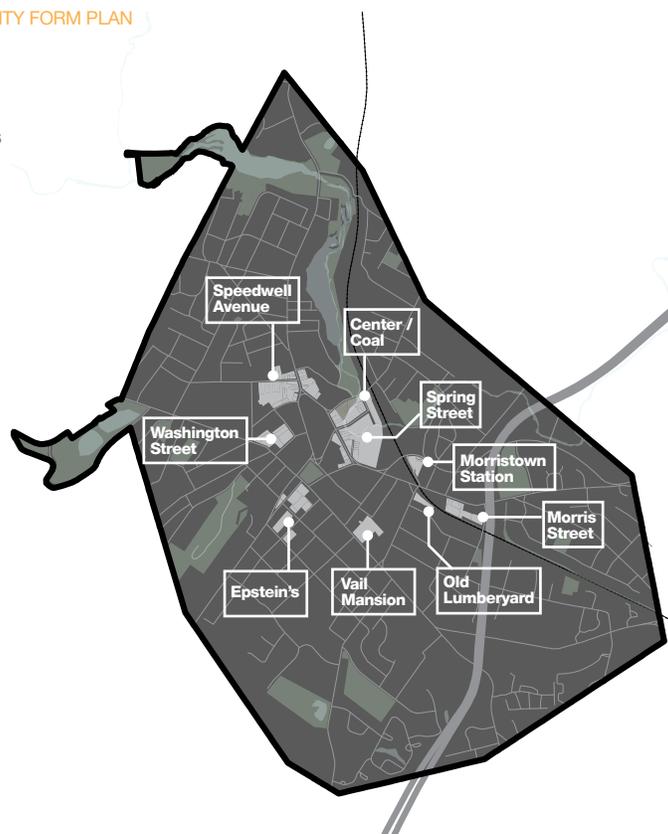
The Center/Coal Redevelopment Plan, and attendant land uses, should be revisited at such a time when flood hazards are known and mitigation has been implemented.

#### *Epstein's*

The Epstein's Rehabilitation Plan has been largely implemented. At the time of writing, proposals for the

### Redevelopment Areas

Redevelopment Plan Area



redevelopment of the remaining property on DeHart Street, known as Parcel C, are currently under review by the Town.

#### *Morristown Station*

The Morristown/Lakawana station presents an opportunity to establish a new and different center for Morristown. A priority redevelopment area, proposals should consider:

- Design and develop site as the core of an overall train station district.
- Prime TOD location for commercial and mixed-use building.
- Re-design historic open space to be a central park and usable amenity for the trains station district.
- Relocate taxis and other transit options to front of train station.
- Consider off-site parking structure to maximize value and potential for high-quality mid-rise building with public realm amenities.

#### *Morris Street*

The Morris Street Redevelopment Plan was adopted in 2012, but the site has not been redeveloped. At the time of writing, site plans for two of the three parcels were pending review before the Planning Board. No plans have been presented to the Planning Division for the third parcel.

#### *Old Lumberyard*

This site is a designated “area in need of redevelopment,”

but no plan has been prepared. This site is an unprecedented opportunity to create a gateway for Morristown that is connected to the NJ TRANSIT station and regional roadways, and to bring new economic and social activity to the district. See Chapter 4 for detailed design guidelines to inform future planning efforts.

#### *Speedwell Avenue*

The Amended Speedwell Redevelopment Plan was adopted in 2011 and amended in 2012, and the first phase of construction is currently underway. The site plan for Phase Four was recently approved by the Planning Board to allow for the construction of a new CVS Pharmacy.

#### *Spring Street*

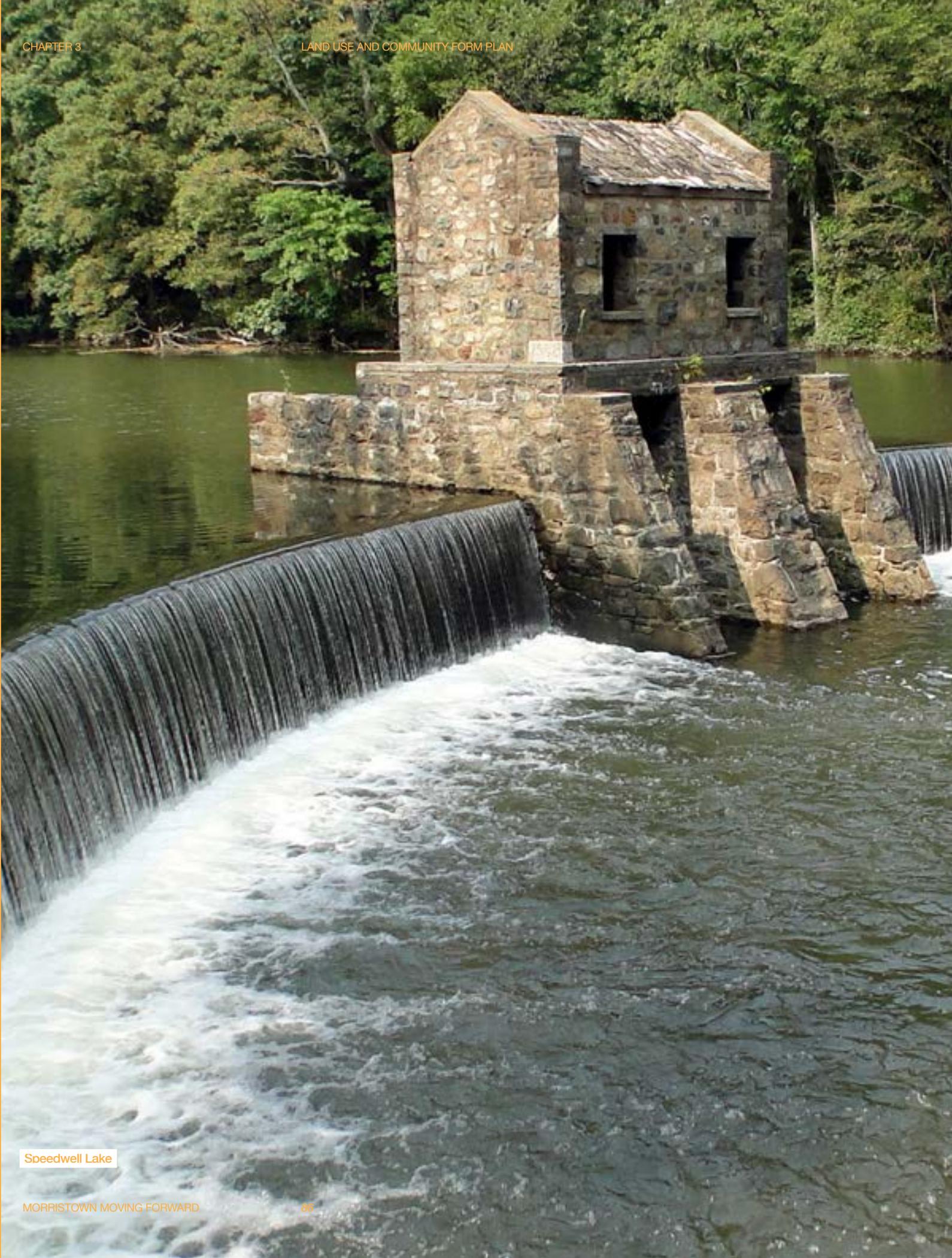
The Spring Street Redevelopment Plan was adopted in 2008 but has not been implemented. The plan should be amended via a public planning process to more accurately reflect the intended character of the TC-3 community form district and to resolve various traffic issues. See Chapter 4 for a concept plan, which can be utilized as a starting point.

#### *Vail Mansion*

This redevelopment plan, which involved the adaptive reuse of an historic structure into residential homeownership units and commercial space, has been fully implemented.

#### *Washington Street*

This site is expected to be designated an “area in need of



Speedwell Lake

**Morristown has the potential to be filled with color, through more green space, community gardens, and public art... Towns that show creativity tend to feel safe, friendly, and fun.**

—  
Becca K.

redevelopment.” While no plan has been prepared, see Chapter 4 for detailed design guidelines to inform future planning efforts.

#### **Live/Work (LW)**

A 2007 zoning amendment eliminated Morristown’s last industrial zone. The Live/Work zone is proposed with the recognition that there are areas where business and residential uses intersect, coexist, and need to interact.

One such area is located in the vicinity of Abbett and Ridgedale Avenues. A Live/Work zone is tailored for this unique mixed-use district with standards and regulations that would more successfully ensure compatibility between residential and business uses than would the existing Business district regulations or any of the other form districts proposed by this plan.

A Live/Work zone would allow for the development of permitted uses independently, as well as suitable mixed-use development projects. Development regulations and design requirements will be strategically crafted to ensure clean, safe, and healthy neighborhoods and protect residents and property values, while also creating quality jobs within easy walking distance. No amendments to the currently permitted land uses are proposed at this time.

Residential and mixed-use developments in this zone may include townhomes, multi-unit dwellings, loft-style live/work apartment buildings, and commercial buildings with residential uses on upper floors. Buildings should

be oriented to the fronting street and/or streets internal to the district. Street level retail, offices, or work areas associated with business uses should be located and visible at the building’s street frontage(s). Buildings should be low- to mid-rise in height. Internal streets and sidewalks should connect back to the public street and sidewalk network in multiple locations, where possible, to promote connected and walkable streets. Structures along Ridgedale Avenue should be situated in a way that facilitates traffic calming and enhances the pedestrian realm.

#### **Open Space/Recreation (OS)**

The OS designation identifies all public open space and recreational uses within the town.

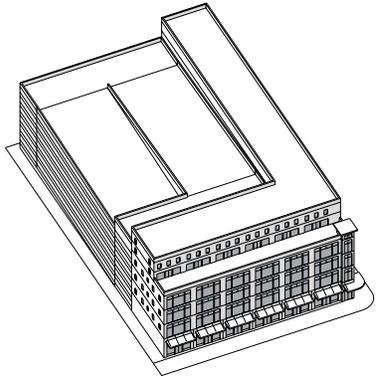
#### **Cemetery**

The Evergreen Cemetery straddles a portion of the northeast boundary of the town near the intersection of Garden Street and MLK Avenue. The cemetery helps to create a green transition between the neighboring residential areas in Morristown and the large-scale commercial uses in Morris Township along East Hanover and Ridgedale Avenues.

# Building Types

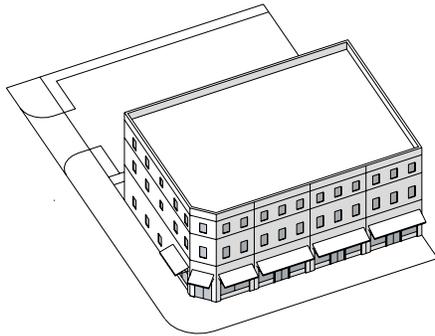
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Building types and forms are the fundamental building blocks of communities. As neighborhoods with extensive existing development patterns attempt to manage growth, it is important that new development and redevelopment be contextual to its surroundings. While the scope and scale of new development or redevelopment may vary from current patterns, it can still be contextual by utilizing building types and lot configurations derived from precedents within the community or region. The following building types are appropriate for new development in certain locations within Morristown, as defined on the Community Form Plan map.



### Parking Structure with Mixed-Use Liner

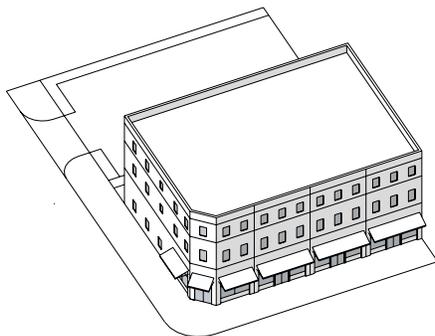
A building with the primary purpose of short- or long-term storage of automobiles. Ideally, parking structures are located behind buildings or below grade. In instances where parking structures front a street, they should include a mixed-use liner building to conceal the parking structure from the street. Alternatively, a liner is not required if the ground level of the parking structure facing the street contains active uses and the upper floors are designed to resemble a building with other uses.



### Mixed-Use (Urban)

A building that contains two or more uses, with commercial or community facility uses typically located at street level. Typical design features include:

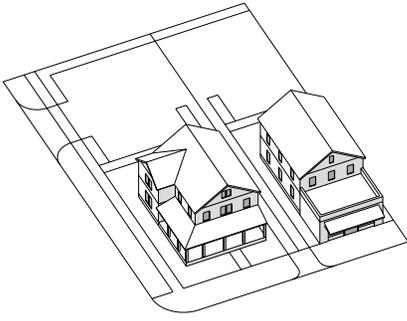
- Street-facing façades built to or just behind the sidewalk
- Zero-step entries from sidewalk
- Tall street-level story
- Shopfront windows at street level with more glazing than opaque wall
- Parking located to the rear of the site



### Commercial (Urban)

A building that contains one or more commercial uses. Typical design features include:

- Street-facing façades built to or just behind the sidewalk
- Zero-step entries from sidewalk
- Tall street-level story
- Shopfront windows at street level with more glazing than opaque wall
- Parking located to the rear of the site

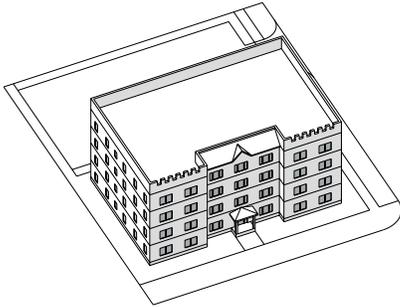


### Mixed-Use Conversion

A converted dwelling that contains two or more uses, with commercial uses typically located at street level.

Typical design features include:

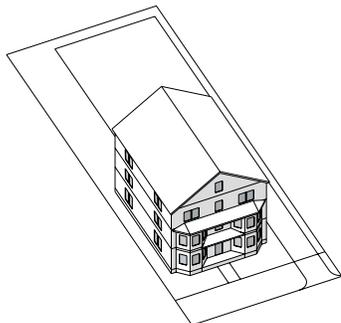
- Shallow setback for street-facing façades
- Raised foundation
- Porches and stoops on street-facing façades
- Parking located to the rear of the site



### Apartment Flat

A multifamily dwelling containing greater than four units where individual units are stacked and primarily accessed from an internal corridor. Typical design features include:

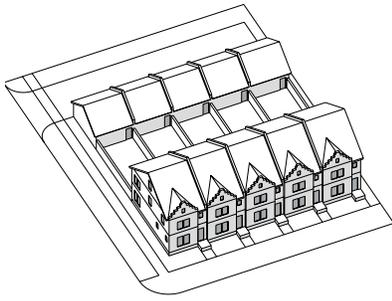
- Shallow setback for street-facing façades
- Raised foundation
- Porches and stoops on street-facing façades
- Parking located to the rear of the site



### Manor House

A multifamily dwelling containing three or more units that is designed to resemble a large, single-family detached dwelling. Typical design features include:

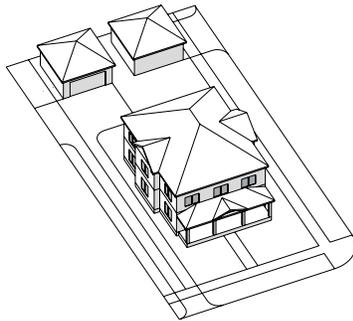
- Shallow setback for street-facing façades
- Raised foundation
- Porches and stoops on street-facing façades
- Parking located to the rear of the site



### Townhouse

A single-family dwelling attached on one or two sides. Typical design features include:

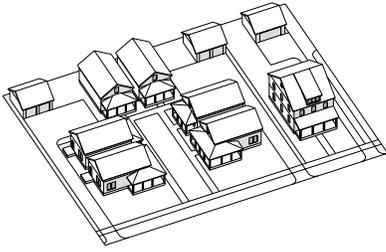
- Shallow setback for street-facing façades
- Raised foundation
- Porches and stoops on street-facing facades
- Parking located to the rear of the site



### Two-Family House

Two single-family houses that share a common wall and are designed to resemble a single-family detached dwelling. Typical design features include:

- Shallow setback for street-facing façades
- Raised foundation
- Porches and stoops on street-facing facades
- Parking located to the rear of the site

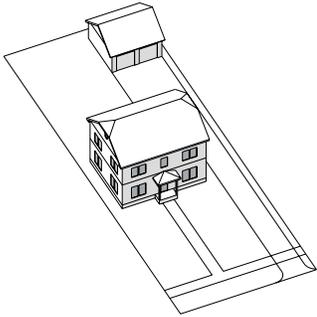


### Cottage

Single-family detached dwelling on a small single lot with front and rear yards and at least one side yard.

Typical design features include:

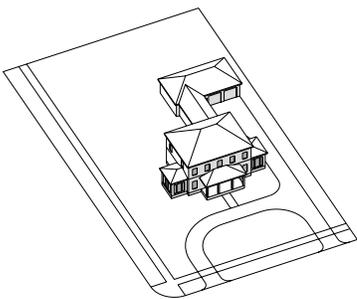
- Minimum 5,000 square feet lot size
- Shallow setback for street-facing façades
- Raised foundation
- Porches and stoops on street-facing façades
- Parking located to the rear of the site



### House

Single-family detached dwelling on a medium-sized single lot with front, rear, and side yards. Typical design features include:

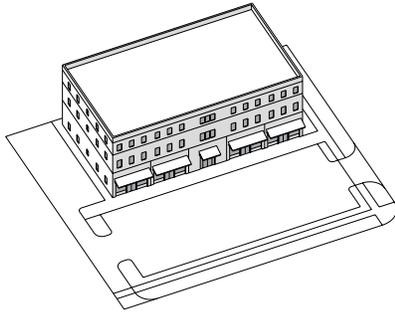
- Minimum 11,000 square feet lot size
- Deep setback for street-facing façades
- Raised foundation
- Porches and stoops on street-facing façades



### Estate

Single-family detached dwelling on a large single lot with front, rear, and side yards. Typical design features include:

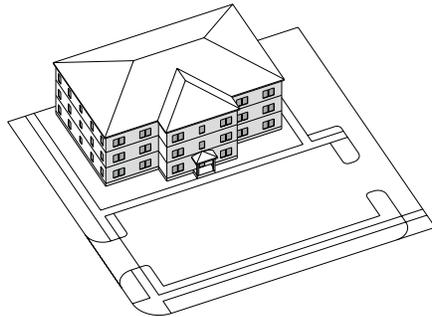
- Minimum 22,000 square feet lot size
- Deep setback for street-facing façades
- Raised foundation
- Porches and stoops on street-facing façades



### Mixed-Use/Commercial (Suburban)

A building that contains two or more uses mixed horizontally or vertically. Typical design features include:

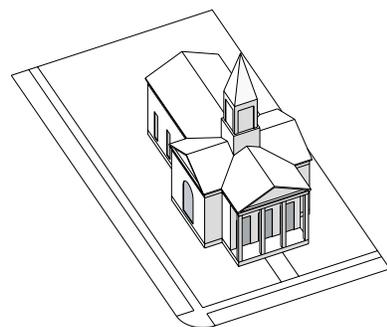
- Deep setback from street to accommodate parking between the street and building
- Internal sidewalk system connecting to the public sidewalk network



### Apartment Flat (Suburban)

A multifamily dwelling containing greater than four units where individual units are stacked and primarily accessed from an internal corridor. Typical design features include:

- Deep setback from street to accommodate parking between the street and building, or buildings generally set back from the street and oriented to an internal street network
- Internal sidewalk system connecting to the public sidewalk network



### Civic

A general term used for facilities operated by non-profit or public entities and dedicated to arts, culture, education, recreation, government, transit, and municipal parking, or for use approved by the legislative body. A civic building typically occupies the most prominent location within a neighborhood and is often placed within or near an open space. Civic buildings are encouraged to be different from their surroundings so they stand out as important and recognizable landmarks within the neighborhood.

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**Chapters 2 and 3 lay out a comprehensive set of policies and objectives related to mobility and land use issues throughout Morristown, respectively. This chapter applies those policies to specific areas of town – places that were identified at public meetings as requiring a more “fine-toothed comb” for further planning analysis. These are also the places in town that get the most use—whether by residents, workers, or visitors—because, as the town’s major thoroughfares and commercial areas, they also offer the greatest range of activities and destinations. They include (1) the Town Green and downtown core; (2) the Train Station District; parts of (3) Speedwell Avenue and (4) South Street; and (5) Washington Street. For each, we characterize the overarching issues, re-iterate and expand on future land use and complete streets policies (introduced in the previous chapters), express overarching land use and mobility planning principles, and set forth a list of municipal strategies and actions for implementation.**

# Plans for Places

## 01.

# The Town Green

**The Green is the historic town center but also a regional crossroads.**

From a mobility perspective, the Green is where Morristown’s major regional roadways—Morris Street, South Street, Speedwell Avenue (US-202), and Washington Street (NJ-124)—converge. Motorists traveling along these routes use the Green to connect to I-287, as well as to travel within town via Bank Street, Dumont Place, Market Street, and Water Street. The Green is also the town’s historic heart – first as a commons, then as the site of its first marketplace, and now as a multifunctional urban park. Land uses around the Green are some of the most intensive in Morristown: they include a range of office and residential buildings with ground-floor retail—such as the new seven-story 40 Park development—and the 12-story office, hotel, and entertainment complex at Headquarters Plaza, as well as two historic churches. Some of Morristown’s oldest and most distinguished buildings can be found around the Green.

This is also the most heavily trafficked part of town for both vehicles and pedestrians, with neither finding the Green fully suitable for either driving or walking. Over time, the Green has been engineered to function more like a traffic circle than a town square. Roadway operations have been designed to prioritize the throughput of cars, yet drivers regularly describe having difficulty navigating the many travel lanes, signal timing issues, turning movements, and congestion, which cause delays and intersection blockages. Because of these issues, many traveling through Morristown—especially those headed to or from I-287—choose to avoid the Green, leading to

increased congestion on Spring Street and other local roads. Despite these problems, it is important to note that the Green is only congested during rush hours. During off-peak weekday and weekend hours, traffic moves relatively well.

Pedestrians also find it cumbersome to walk around the Green or to cross the many lanes of traffic and parking in order to enter the park. The traffic islands at each corner exist primarily to protect the traffic signals and to divert traffic; pedestrians attempting to cross the street must wait here for long periods, increasing walk times and leading to confusion for drivers. Once across, there are limited points of entry into the Green and no direct paths through it. As a result, most pedestrians are discouraged from fully utilizing and enjoying this unique and historic urban oasis.

Addressing these challenges is important to foster a public realm that fully complements the land uses that exist around the Green. Essentially, this means prioritizing walking and making the Green a place where pedestrians feel comfortable and welcome. But much can be done to improve the experience for drivers, as well, and it is our belief that re-balancing the roads around this important public space can yield enormous benefits for all modes.





# Principles

1. Reinforce the historic role of the Green as the center of community life
  - Re-activate it with new design, programming, activities, and events
2. Mitigate congestion and streamline traffic flow (e.g., with signals, wayfinding, geometric improvements, etc.) to support the Green's role as a regional circulator, and ease congestion on heavily utilized bypass routes, such as the Morris-Spring-Speedwell corridor
3. Enhance visibility and connectivity for pedestrians and bikes to, across, and through the Green (e.g., clear lines of site and direct pathways)—especially at night
4. Preserve the historic character of surrounding buildings
5. Promote walkability and active ground-floor uses (no banks)
6. Explore opportunities for accommodating additional on-street parking (e.g., 45-degree parking)

## Desired Community Form and Public Realm

- Concentrate active ground-floor uses, such as restaurants, retailers, and cultural institutions, around the Green and along Morris Street, South Street, Speedwell Avenue, and Washington Street
- Permit ground-floor office and residential lobbies only on side streets
- Install sidewalk amenities described in the Streets Plan for Primary Activity Corridors (see Chapter 2), including additional street trees and landscaping, bicycle parking, benches, refuse containers, pedestrian-scale lighting, and outdoor café seating
- Employ mobility elements such as curb sidewalk extensions (bulb-outs), high-visibility crosswalks, pedestrian signals and ramps, and bus shelters to highlight and encourage transit ridership
- Ensure traffic throughput, but at lower speeds (less than 30 mph) more appropriate for a town center and in balance with the pedestrian realm

## Strategies for Moving Forward



### STRATEGY 01

**Conduct a comprehensive traffic, pedestrian, and bike study to evaluate options for mobility and accessibility improvements**

Based on comments from citizens and local officials, it is clear that issues of mobility around the Green relate to specific physical deficiencies, not just the sheer number of vehicles traveling during peak hours. Some key points of concern include the dedicated right turn from Market Street onto West Park Place, blocking the box at that intersection, weaving between lanes along short blocks, signal timing problems, and traffic conflicts at the intersection of North Park Place/Speedwell Avenue and East Park Place, among others. In addition, the vast expanse of roadway on North and South Park Place—six lanes each (two parking, four moving)—acts as a significant barrier for those who would like to walk to the Green.

During Charrette Week, a preliminary traffic model was created to determine if changes in traffic operations around the Green might improve conditions for pedestrians, cyclists, and drivers. The goal of the model was not to propose definitive solutions; rather, it was used to demonstrate how changes to roadway configurations and traffic operations could impact pedestrian conditions and the flow of traffic. (For a description of each scenario and the associated results, see below.)

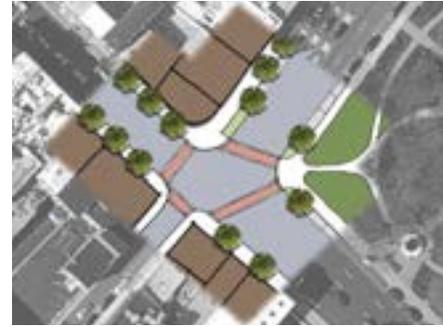
A comprehensive traffic/engineering study is recommended, based on the Charrette Week analysis, to determine a “preferred” multi-modal transportation scenario. The scope of this study would include the collection of traffic and pedestrian data at the Green and nearby intersections, along with traffic modeling of existing conditions and multiple alternative future conditions. The analysis would take into account pedestrians, cyclists, transit, parking, trucks, and cars, with future scenarios incorporating additional growth in travel by these various transportation modes anticipated within the town. Upon completion of the study, which would be developed in close coordination with local, county, and state officials, including NJDOT and NJTPA, a plan for implementation and funding would be developed.

**Traffic Study: The Green**

During Charrette Week, four different traffic scenarios were tested for the Green using the Synchro 7 computer traffic model. The model was created based on actual traffic data from the 40 Park development project, traffic counts performed by Morris County, and in-person observations of traffic operations, with assumptions made for how traffic flow would change under each new scenario. The tested scenarios range from minimal to increasingly more dramatic in scope, each intended to test the kinds of ideas provided by officials and the public. The existing condition and four scenarios are described below.



Existing intersection

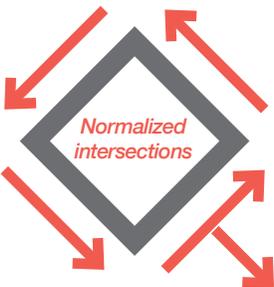


Normalized intersection



*Existing Conditions*

The physical design of the intersections at each corner of the Green are complex. Each is divided by islands, leaving less room for weaving between lanes and complicating pedestrian crossings. The intersection of Speedwell Avenue and East/North Park Place, in particular, has multiple legs with vehicular and pedestrian conflicts. Long queues tend to form on Market, South, and Washington Streets. The following scenarios attempt to simplify these operations.



*Scenario 1:*

**Normalized Intersections**

- Remove traffic islands
- Narrow the roadway at the corners
- Shorten and improve crosswalks
- Coordinate signal timings
- Close the Water Street connection to the Green to vehicular traffic (maintain pedestrian and bike connections)
- Make Dumont Street one-way from the Green
- Install a new crosswalk at Market Street

The goal of this scenario is to improve existing traffic flow and pedestrian activity with minimal intervention. At three corners of the Green, geometric changes are made to remove the traffic islands and create “normal” four-leg intersections with crosswalks. The

removal of the islands allows for traffic to merge and shift lanes more smoothly, and helps reduce driver confusion. To further simplify traffic operations, Water Street, which has low traffic volumes, is closed to cars (except for access to the Headquarters Plaza garage). These changes improve conditions at the Speedwell Avenue and East/North Park Place intersection, in particular, where many residents expressed concern. The Seeing Eye monument would need to be relocated to an expanded parklet space at this intersection. In addition to geometric improvements, signal timings around the entire Green are coordinated to reduce congestion, and pedestrian crossings are simplified. The results of this simulation are positive, indicating that traffic would operate more smoothly, while improving pedestrian mobility.



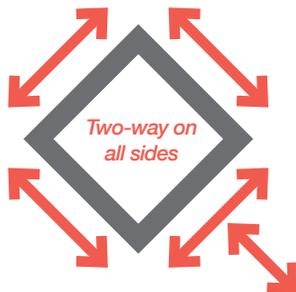
Scenario #2:

## Two-Way Traffic on West Park Place

- Create a two-way roadway segment on West Park Place
- Include all elements in Scenario #1

This scenario was tested to understand the impact of creating a two-way street along the connection between South Street and Washington Street. One travel lane

would continue from South Street west to Washington Street, with two lanes in the opposite direction. In this scenario, the traffic island at South Street is also removed. The traffic model indicates that this scenario is possible, but queues appear extensive along North Park Place and spill back onto Speedwell Avenue. However, pedestrian access is improved.



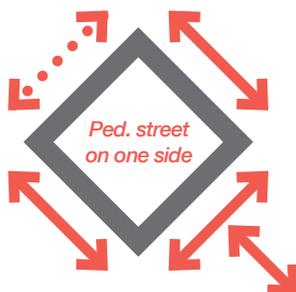
Scenario 3:

## Two-Way Traffic on all Sides

- Allow for two-way traffic on all four sides of the Green
- Provide space for bike lanes in both directions on East Park Place
- Include all elements in Scenario #1, except Dumont Street remains two-way

Taking Scenario #2 a step further, all sides of the Green were tested as two-way streets. Two-way traffic is associated with the idea of a downtown or “Main Street” feel within

communities. It eliminates the need to drive around the entire Green to get from one side to the other, and each of the four corners has standard intersections that are easy for drivers and pedestrians to understand. In this scenario, East Park Place is narrowed to permit bike lanes that connect and continue onto Dumont Place. Although some queuing is projected to occur on Market Street, overall the model appears to flow very well.



Scenario 4:

## Pedestrian Street on North or South Park Place

- Close one side of the Green to traffic
- Include all elements in Scenario #1, except Dumont Street remains two-way

During Charrette Week, many residents expressed a desire to create a major pedestrian plaza within town. In this scenario, the needs of pedestrians are prioritized to maximize public open space and facilitate better pedestrian connections to the Green itself. The street becomes a “shared space” designed to be used by pedestrians, playing children, cyclists, and low-speed motor

vehicles, becoming a public place for people instead of single-purpose conduits for automobiles. Three sides of the Green were tested here as two-way streets, with North Park Place showing a very narrow road. The model was configured to have cars move very slowly through this pedestrian street. While this scenario would result in the creation of a substantial pedestrian plaza and downtown amenity, the model showed traffic queues along East Park Place, Dumont Place, Market Street, and Morris Street.

In evaluating this scenario further, it may be possible for the Town to physically “test” the closure of one side of the Green during off-peak hours. With careful planning, this “tactical urbanism” approach would result in the creation of an exciting pedestrian space, while allowing the Town to assess the real-life traffic diversions that would have to occur. This test should be done under close police and safety supervision during weekends or non-peak hours on a weekday.





A concept plan developed during Charrette Week draws pedestrian connections between the Green, a redesigned Pioneer Plaza, and a new Horseshoe Bend Park and Patriots' Path along the Whippany River. In the concept, Water Street would be converted to a multipurpose trail that is largely closed to vehicular traffic.



## STRATEGY 02

**Develop better connections between the Green and Pioneer Plaza, the Second Ward, and the regional open space network**

Though it is located just across the street from the Green, the 1.5-acre Pioneer Plaza, part of the Headquarters Plaza complex, is a woefully underutilized public space. Most residents cite the plaza's limited greenery, bleak design, and lack of programming/events as reasons for not making better use of the space. These factors also contribute to the retail "dead zone" found along this stretch of the downtown.

There are opportunities to invigorate this corner of the downtown by re-activating the plaza and drawing connections to the Green and other natural features and communities located just behind Headquarters Plaza and Spring Street. Traffic models developed during Charrette Week, described above, proposed closing Water Street to vehicular traffic (except to access the parking garage) and converting it to a pedestrian/bike-only trail that connects the Green to the new Horseshoe Bend Park and Patriots' Path along the Whippany River. See the Speedwell Avenue section of this chapter for more detail on the design concepts developed for Pioneer Plaza.

## STRATEGY 03

**Work with the Trustees of the Green, the Morristown Partnership, local businesses, and other organizations to expand programming and activities in and around the Green**

## STRATEGY 04

**Work with the Morristown Partnership and local property owners to recruit more diverse and destination-oriented retail establishments, including specialty shops, restaurants, and cafes**

## 02.

# Train Station District

**The Train Station District is a regional gateway to Morristown and beyond—not only for transit riders but also for motorists.**

With direct service to midtown Manhattan, the rail station is an important asset that connects Morristown residents and workers to jobs and other opportunities in the region. But like the Green, it also sits at the confluence of several major roadways that have been engineered to move vehicular traffic, rather than promote walkability and bicycle use.

Originally, this was a quiet residential neighborhood on the outskirts of town, but when the station was constructed here in the 1840s, the character of the area changed. The rail line bypassed Morristown's downtown, which was concentrated around the Green, and Morris Street became the primary connection between the Green and the new station, leading to some commercial development along this segment of the road. However, industrial operations became the predominant land use; a review of historic maps indicates a rail depot and a number of spurs leading to manufacturing compounds in the area. Pockets of small residential uses also continued to exist.

By the 1960s, most industrial businesses were moving to new sites on the outskirts of town, where land was cheaper and more accessible in the age of the automobile. The planning and development of I-287 led to the acquisition of property to construct Lafayette Avenue, which was needed to connect highway drivers to Morristown's downtown and points north and west. The increased visibility of sites along Lafayette began to drive demand for more auto-oriented commercial uses, some of which still exist today. The new road also bisected the small residential community that once existed around Olyphant Drive. Ridgedale Avenue and Morris Street, which had always been important regional roadways, now became flooded with drivers making the return trip to I-287. Over time, the train station has become entangled in a web of the region's most heavily used highway access roads, which presents a distinct challenge to the kind of walkable, transit-oriented development the town has envisioned for this area.



# Principles

1. Promote the development of a “complete” transit-oriented community with mixed-income housing and supportive neighborhood services, as well as adequate park-and-ride facilities (take a 360-degree perspective)
2. Rationalize traffic patterns to and from I-287 to mitigate congestion and streamline traffic flow
3. Retool existing auto-oriented uses to promote walkability
4. Create flexible but remarkable outdoor civic spaces with connections to transit and nearby active ground-floor uses
5. Create and maintain an attractive public realm
6. Establish safe and convenient connections for all modes (i.e., pedestrians, bikes, buses, and cars) to and from established neighborhoods
  - Integrated bus stops and cycling infrastructure (e.g., storage, repair, rental, etc.)
7. Develop new pedestrian and bike connections to the Green, South Street, and the region

## Desired Community Form and Public Realm

- Extend the character and intensity of development around the Green and along the Morris Street corridor to the train station
- East of Elm/Lumber Street and south of Morris Street, step down development intensity to match existing neighborhood patterns
- Concentrate active ground-floor uses along Lafayette Avenue and Morris Street
- Preserve the character of existing buildings on the south side of Morris Street between Elm and Pine Streets, though higher intensities are permitted here
- Promote lively outdoor spaces connected to restaurants or cafes in the front and rear of the train station
- Create a pedestrian-friendly environment throughout the district by installing sidewalk amenities described in the Streets Plan (see Chapter 2), including additional street trees and landscaping, bicycle parking, benches, refuse containers, pedestrian-scale lighting, and outdoor café seating
- Employ mobility elements such as curb sidewalk extensions (bulb-outs), high-visibility crosswalks, pedestrian signals and ramps, and bus shelters to highlight and encourage transit ridership
- Ensure traffic throughput and efficient circulation, but at lower travel speeds (less than 30 mph) and in balance with the pedestrian realm

# Strategies for Moving Forward

## STRATEGY 01

### Implement the NJDOT Safe Routes to Transit Grant for Lafayette Avenue

In 2013, the Town received an NJDOT Safe Routes to Transit grant that will result in important pedestrian and vehicular improvements on Lafayette Avenue between Morris Street and Ridgedale Avenue, including: the conversion of Lafayette from three to two lanes between Ridgedale and Lackawanna Place; the addition of pedestrian “bulb-outs” and thermoplastic crosswalks connecting Lackawanna to the retail complex across the street (the existing landscaped “island” will also be extended with concrete curbing and sidewalks); the widening of the sidewalk and addition of LED lighting beneath the railroad trestle/overpass; and the formalization of the foot-worn pedestrian path connecting Lafayette Avenue with the front of the train station.

## STRATEGY 02

### Plan for and implement additional pedestrian, bike, and roadway enhancements

The Town should take the lead on the following actions in coordination with the recommended land use and other mobility improvements:

- Develop a strategy to implement the appropriate pedestrian realm and roadway features described in the Streets Plan (see Chapter 2) and Bicycle Plan.
- Formalize the roadway connecting Abbett Avenue to

Lafayette Avenue. A traffic light should be installed at the intersection with Lafayette Avenue, taking into consideration the engineering requirements associated with the adjacent railroad alignment and the curve along Lafayette Avenue.

- Install bi-lingual wayfinding signage at the train station to direct train riders to key destinations.
- Extend the Patriots’ Path trail through Horseshoe Bend Park to connect directly with Lafayette Avenue and Morris Street, and formalize this as a multi-use path intended to link neighborhoods to each other and to the region.
- Enhance pedestrian crossings at intersections along Morris Street, including Elm Street, King Street, Lafayette Avenue/Pine Street, and Spring Street. Potential improvements include pedestrian countdown signals, pedestrian-scale lighting, new crosswalks, and curb extensions.
- Enhance pedestrian crossings at intersections along Lafayette Avenue, including Lackawanna Place, the new roadway connecting Lafayette Avenue to Abbett Street (described above), Olyphant Drive, and Ridgedale Avenue. Potential improvements include pedestrian countdown signals, pedestrian-scale lighting, new crosswalks, pedestrian-activated beacons, and curb extensions.
- Improve pedestrian lighting along roadways leading directly to the train station, including under the Morris Street rail trestle, and identify funding for public art lighting installation(s).
- Create clear and easy pedestrian connections



Patriots' Path Extension

Spring Street Redevelopment

Structured Parking

New Street

Wilmot Lot Redevelopment

New Open Space

Enhanced Cross

New Street



Formalized Street

Staples Shopping Center Redevelopment

New Crosswalks

Train Station Parcel Redevelopment

Train Station

Old Lumberyard Redevelopment

The Highlands

Lafayette Ave

Morris St

New Crosswalks



The recent Highlands residential development across from the train station (photo by Robert Sciarrino/The Star-Ledger).

between the train station, The Highlands mixed-use development, and the Spring Street and Old Lumberyard Redevelopment Areas.

- Undertake a study of traffic patterns and pedestrian safety improvements at Lafayette and Ridgedale Avenues in response to resident concerns about weaving, pedestrian crossings, and speeding to/from I-287. Improvements may include: lane striping, parking striping, and signage to calm traffic and communicate clear regulations to drivers.
- Review the findings of the NJDOT Morristown Pedestrian Investigation regarding the intersection of Lafayette Avenue and the I-287 ramps. With the reconstruction of exit ramps, the inclusion of additional pedestrian facilities may be possible.
- With the redevelopment of land parcels, rationalize the Morris and Spring Street intersection and nearby street network and circulation. Some opportunities include the following:
  - » Close the two existing driveways to the Burger King center along Morris Street and create a new access point on Morris Street midway between Lafayette Avenue and Spring Street (across from the existing driveway just east of the Morristown Diner).
  - » Close Wilmot Street at the intersection with Spring Street, and redirect Wilmot Street to the existing driveway east of the Morristown Diner (across from the new entrance to the Burger King center).

- » Eliminate the “slip ramp” from Morris to Spring Street, and improve the timing of left turns.
- Create parking facilities within the district that are not visible along street fronts.

## STRATEGY 03

### Redevelop the train station parcel

The commuter parking lot at the back entrance of the train station is a priority redevelopment site. The project is expected to result in walkable mid-rise, mixed-use buildings with structured parking, residential units (market-rate and affordable), commercial/retail space, and open space. The following design guidelines should be considered during future planning for the site:

- If parking must be provided on-site, building heights of up to eight stories may be permitted in order to accommodate an integrated parking structure on the ground floor.
- If parking requirements can be met off-site through shared parking arrangements, building heights of only up to six stories will be permitted.
- Walkability should be promoted through active ground-floor uses and high-quality public realm amenities.
- Pedestrian connections and accessibility to the site and train station from Morristown neighborhoods should be prioritized.
- Incorporate innovative designs, regular programming, and active ground-floor uses to promote the more

The Spring Street Redevelopment Area (currently a suburban shopping strip) behind The Highlands residential apartments.



frequent use of the open space in front of the train station.

- Rationalize other transit uses and safely provide for better circulation in front of the train station (e.g., for shuttles, taxis, car drop-offs, and bicycles).

## STRATEGY 04

### Redevelop the “Wilmot Lot”

The Wilmot Lot is an off-street metered parking area located on the interior of the block bound by Dumont Place, Morris Street, and Pine Street. It is owned by the Morristown Parking Authority and serves as the location of the Morristown Farmers Market every Sunday. A unique mixed-use, transit-oriented development opportunity, the lot is strategically situated between the train station and the town Green, and can help to bridge these two hubs with new pedestrian connections. See the concept plan developed during Charrette Week, which demonstrates how a central public square or market area can be preserved.

## STRATEGY 05

### Amend the Spring Street Redevelopment Plan

The Spring Street Redevelopment Plan covers an area that includes parcels on both sides of Spring Street between Bishop Nazery Way (formerly Center Street) and Morris Street, as well as the Midtown Shopping Center parcel on the north side of Morris Street. In 2008, a Redevelopment Plan for these sites was prepared that envisioned up to

325 new multifamily residential units, 65,000 square feet each of retail and offices, a 175-room hotel, and a parking deck. The Plan should be amended as part of a public engagement process to reflect the intended character of the TC-3 community form district, and the concept plan developed during Charrette Week can be utilized as a starting point. This plan recognizes that an incremental redevelopment strategy may be required for the Spring Street Redevelopment Area to minimize the dislocation of active businesses within the Midtown Shopping Center. Any amendment to the Redevelopment Plan should pay close attention to vehicular ingress and egress to and from the shopping center as a priority capital improvement. Design strategies that balance the market-driven demand for surface parking with the policy goals of an active street frontage along Morris Street should be explored.

## STRATEGY 06

### Redevelop the Old Lumberyard property

The Old Lumberyard property is a priority redevelopment site. It is a designated “area in need of redevelopment,” but no redevelopment plan has been created to date. The following design guidelines should be considered during future planning for the site:

- The site across the street from the Old Lumberyard site is in the Town Core Medium (TC-2) community form district, which permits building heights of up to four stories. Similar building heights should be contemplated for this site as a baseline.
- Additional “bonus” floors—up to a maximum of six



stories—may be considered based on the incorporation of public benefits, such as publicly accessible parking, public plazas, and streetscape improvements. The form and massing of buildings should be designed to minimize visual impact on adjacent detached residential dwellings.

- Massing and building height should be concentrated on the Elm Street side of the property in order to achieve an efficient building footprint.
- The Hill Street buildings adjacent to the Lumberyard site are important examples of Morristown’s Victorian architecture. The scale of these buildings should be respected by locating mass and height toward the rail trestle side of the property.
- A shared facility that accommodates neighborhood residential parking needs may be considered.
- A cross-access easement exists between the Lumberyard site and the rear yard of the properties on Hill Street. Any design should consider rear yard vehicular access for Hill Street properties through the Lumberyard site.
- The character of the Elm Street facade should complement existing buildings at the corner of Elm and Morris Streets (i.e., Blachley Place) rather than the residential character of Hill Street.
- Ground-floor uses should support existing activities along Elm and Morris Streets, as well as transit ridership.
- The redevelopment area may be expanded to include two vacant parcels along Hill Street, which are under common ownership. If combined, access across the NJ TRANSIT property may be needed. However, careful planning and study would be required to ensure that

vehicular access on Hill Street does not disrupt the existing character of the neighborhood, particularly on Hill Street between Elm Street and Franklin Place.

- The property immediately south of the redevelopment area along Elm Street is under common ownership. Consideration should be given to incorporating this property into the redevelopment area.

## STRATEGY 07

### Promote walkable, mixed-use development at the Staples shopping center site

The Staples shopping center and adjacent Morris County Duplicating sites are popular suburban commercial plazas directly across the street from the train station. Given their proximity to the station, they are well positioned to support higher densities and a mix of uses that support and promote transit ridership. If redeveloped in the near future, the following design guidelines should be considered (also see the concept plan developed during Charrette Week):

- Create higher-density, mixed-use structures that include new residential uses, retail, and potentially office or other commercial uses.
- Formalize the roadway connecting Abbett Avenue to Lafayette Avenue, taking into consideration the engineering requirements associated with the adjacent railroad alignment as well as the curve along Lafayette Avenue.
- Perform a signal warrant analysis and install a traffic light at the intersection with Lafayette Avenue, if needed.



- New development should more appropriately “meet the street,” particularly in light of the planned pedestrian improvements along Lafayette Avenue.
- Shared parking arrangements should be promoted with all new development.
- Explore potential for live/work units and uses.

## STRATEGY 08

### Take advantage of Morristown’s Transit Village designation

Morristown is one of 26 municipalities designated by NJDOT as a Transit Village. Designation provides a community with a number of benefits, including priority funding from State agencies, technical assistance, and eligibility for additional NJDOT grants. These grants can be utilized to fund redevelopment and mobility and public realm improvements within a half-mile radius of the Morristown train station.

## STRATEGY 09

### Develop a strategy to connect the Train Station District to the Town Green and downtown district with pedestrian- and bike-friendly streets and pathways

## 03.

# Speedwell Avenue

**Speedwell Avenue is an important economic hub and extension of the downtown core with a unique local identity.**

Speedwell occupies a critical location in Morristown. Much like the Train Station District, rush hour traffic traveling to/from I-287 often encumbers this area, leading to congestion and safety concerns for pedestrians. The quality of the public realm is particularly inconsistent here, as well. The monumental Headquarters Plaza complex, a 1980s urban renewal project consisting of five office towers connected by a defunct indoor mall and multi-level parking deck, contributes to a retail “dead zone” on this side of the street. The 1.5-acre Pioneer Plaza is similarly underutilized and vacant, despite the opportunities presented by its proximity to the Green and thousands of daily office workers.

Speedwell Avenue, particularly between Spring Street and Sussex Avenue, serves the daily needs of a largely immigrant, working class community with a range of local retail and service institutions, many of which are minority-owned. However, the area’s ability to appeal to a broader market segment is limited by a series of physical deficiencies that lend to an uninviting pedestrian experience. In addition, socio-economic differences and the policies of previous administrations to manage the undocumented immigrant population in this area have contributed to the Speedwell neighborhood’s feeling of disenfranchisement and disconnectedness. The unforgiving and inward-looking design of Headquarters Plaza undoubtedly contributes to this sense of physical isolation, especially along Spring Street (which fronts a five-story parking structure). Any future planning or redevelopment activities along Speedwell Avenue need

to consider strategies for integrating this neighborhood back into the fabric of the larger community—both from a physical and socio-economic point of view.

Traffic issues along Speedwell Avenue were among the most frequently reported during the civic engagement process. Congestion, challenges at the intersection of Speedwell Avenue, Spring Street, and Early Street, and pedestrians crossing against traffic at Flagler Street were the primary concerns of the public. A 2006 study by NJDOT supported a range of specific roadway, pedestrian, and other intersection improvements along Speedwell Avenue. Pedestrian improvements were implemented, and some roadway improvements are underway. Additionally, the Morristown Partnership is planning for public realm enhancements—including new pedestrian-scale lighting, street trees, sidewalk treatments, and crosswalks – along Speedwell Avenue from Clinton Place to just north of Sussex Avenue.

**Right: An artist’s rendering of the adopted Speedwell Redevelopment Plan. The first phase of the project is currently under construction. The area surrounding Speedwell Avenue has historically been a gateway community for recent immigrants. The median household income in 2010 was \$35,288, or 40% less than Morristown as a whole (at \$57,563). The population is 63% Latino and 88% non-white, and about a third of all Speedwell residents are foreign-born.**





### Creative Placemaking

Across the nation, communities are leveraging the arts and engaging design to make their neighborhoods more livable, with an enhanced quality of life, increased creative activity, a distinct sense of place, and vibrant local economies that together capitalize on existing assets.

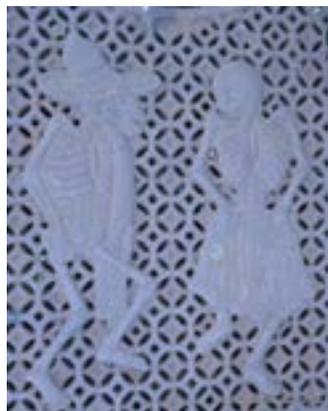
The National Endowment for the Arts defines these efforts as the process of “creative placemaking.” Creative placemaking initiatives come in different shapes and sizes, but they can play a major role in re-animating public and private spaces, rejuvenating buildings and streetscapes, improving local business viability and public safety, and bringing diverse people together.

1. Create an attractive, pedestrian-friendly public realm that reflects the neighborhood’s cultural diversity and supports local businesses
  - Implement façade and streetscape improvements
  - Capitalize on the cultural richness of the district to create a food and cultural destination
2. Promote mixed-use buildings that serve local needs for housing, services, and convenience retail
3. Promote physical and social connections between upper Speedwell and the rest of town, particularly among the disenfranchised and local government
4. Maximize street-level retail frontage and eyes on the street
5. Mitigate traffic congestion while ensuring adequate and safe pedestrian crossings
6. Continue to incorporate affordable housing and make best efforts to maintain retail locations that are affordable to small businesses, startups, and traditionally underrepresented populations

### Desired Community Form and Public Realm

- Concentrate active ground-floor commercial uses along both sides of Speedwell Avenue between the Green and Sussex Avenue
- Permit the highest development intensities around the Green, and step down bulk and height between Cattano Avenue to just north of Henry Street
- Promote a mix of commercial and residential uses along Spring Street
- Create a pedestrian and bike-friendly corridor by installing shared and striped bike lanes and sidewalk amenities described in the Streets Plan (see Chapter 2), including additional street trees and landscaping, bicycle parking, benches, refuse containers, and pedestrian-scale lighting
- Engage arts and artists in the design of public realm improvements that celebrate the neighborhood’s multi-cultural heritage and diversity; designs should be unique and community driven
- Employ mobility elements such as curb sidewalk extensions (bulb-outs), high-visibility crosswalks, pedestrian signals and ramps, and bus shelters to highlight and encourage transit ridership
- Redesign intersections to function safely and to maximize traffic operations, without decreasing pedestrian safety and access
- Promote the development of parklets along this corridor

## Strategies for Moving Forward



“Creative Placemaking” comes in many shapes and sizes. At left, street tree gratings in the Mission District in San Francisco reflect local culture. At right, the mural at the Neighborhood House in Morristown was painted by local citizens.

### STRATEGY 01

#### Continue to implement the Speedwell Redevelopment Plan

The Amended Speedwell Redevelopment Plan was adopted in 2011 to provide a clear but flexible redevelopment framework for the parcels located along Speedwell Avenue at the intersections of Clinton Place, Early Street, Flagler Street, and Spring Street. The Plan, which was developed over the course of an incremental public engagement process, includes strategies for a more fine-grained, contextually appropriate, and phased project that meets the economic, urban design, mobility, and sustainability objectives of the community. Notably, the Plan incorporates elements of the LEED for Neighborhood Development (LEED-ND) program, which strives to promote walkable, compact, and environmentally sensitive neighborhood design.

The first phase of construction, to include 268 residential units and 295 off-street parking spaces on property formerly utilized by the Morristown Department of Public Works, is currently underway, and construction of a new CVS pharmacy is expected to begin in 2013. In conjunction with this new and planned development, a range of traffic and public realm improvements are being implemented, including a new parklet.

### STRATEGY 02

#### Implement the planned traffic circulation improvements at the intersection of Speedwell Avenue, Spring Street, and Early Street

As part of the Speedwell Redevelopment Plan discussed above, a detailed plan to improve this intersection was approved. This plan will improve traffic operations at this problematic intersection, as well as pedestrian connections along Speedwell Avenue. Primary elements that will be undertaken as part of this project include the following:

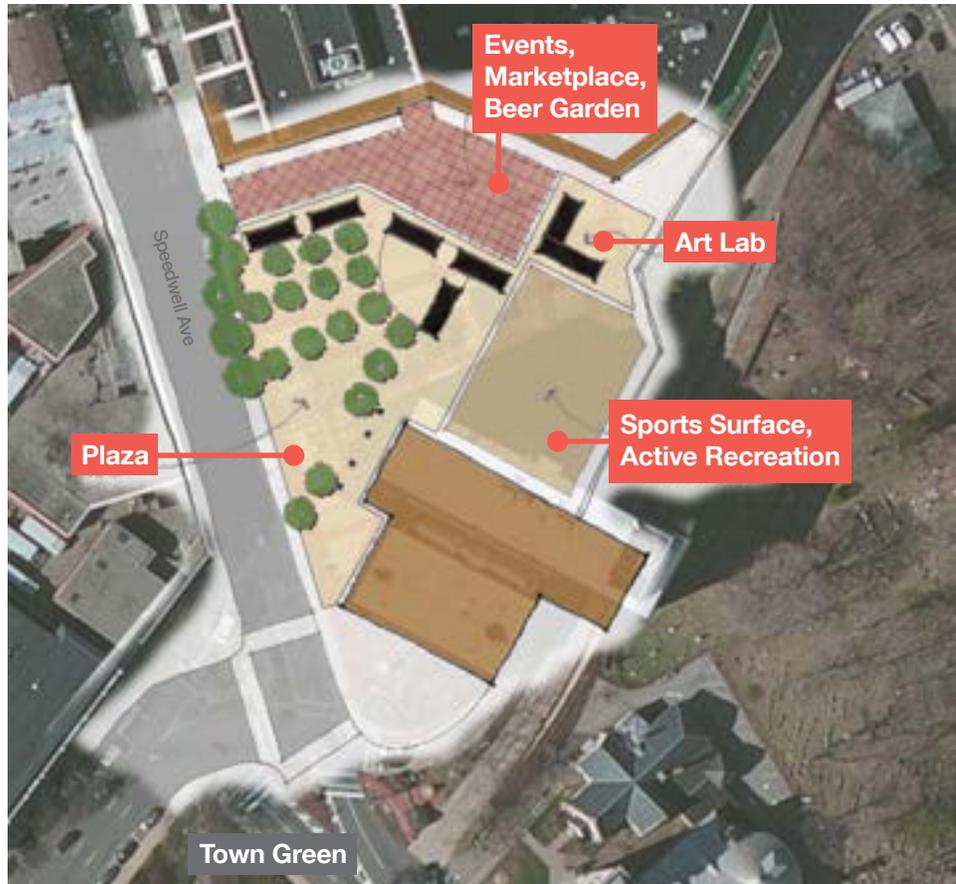
- Change the primary traffic movement to link Speedwell Avenue to Spring Street, rather than Speedwell Avenue to the Green.
- Align the entrance to the CVS with Early Street.
- Install a push-button-activated pedestrian beacon on Speedwell Avenue north of Early Street to make pedestrian crossings as visible as possible.
- Consider deploying traffic police at the Early Street and Speedwell Avenue intersection to facilitate traffic flow and pedestrian and bike safety during peak hours.
- Potential exists to install a left-turn lane on Speedwell Avenue to facilitate turns onto Early Street. This approach may require road widening and should be studied further.

**Pioneer Plaza**

The 1.5-acre Pioneer Plaza, part of the Headquarters Plaza complex, is an underutilized public space in the heart of the downtown—just across the street from the Green.

During Charrette Week, citizens envisioned a redesigned plaza that combines space for public events and programs with sports surfaces and passive outdoor lounging.

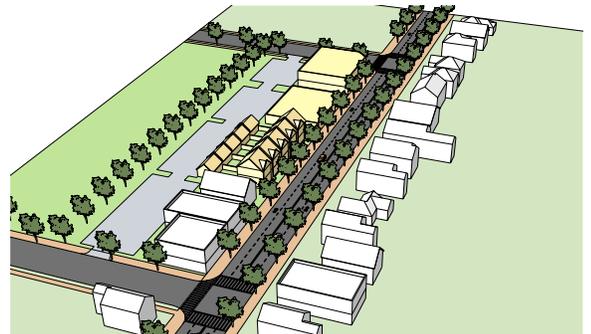
Two concepts were developed that break up the space in different ways using lightweight materials, such as shipping containers (the subsurface parking deck supporting the plaza has limited load-bearing capacity). Other cities, shown below, have created successful outdoor markets with these types of materials.



Proposed bike lanes along Speedwell Avenue north of Sussex Avenue. In addition to improving bike mobility, the lanes can help to calm traffic by narrowing the road for vehicles.



This diagram shows what new development (in yellow) on a typical block along Speedwell Avenue could look like—in terms of height, scale, and orientation—if designed to meet the requirements of the Community Form Plan.



## STRATEGY 03

**Work with the Headquarters Plaza owner to renovate its facades and reactivate Pioneer Plaza**

The 1.5-acre Pioneer Plaza, part of the Headquarters Plaza complex, is a woefully underutilized public space in the heart of the downtown—just across the street from the Green. Residents cite the plaza’s limited greenery, bleak design, and lack of programming/events as reasons for not making better use of the space. The ground floor of the adjoining office tower was originally designed to accommodate retailers that would open directly onto the plaza, but today those storefronts are either vacant or accessed exclusively from inside the building, serving to further disconnect the plaza from the fabric of the downtown.

If the Green is a classic example of the formal urban park, then Pioneer Plaza is an opportunity to host more active, recreational uses that can help invigorate the business environment along this stretch of Speedwell Avenue. During Charrette Week, citizens envisioned a redesigned plaza that combines space for public events and programs (e.g., food/retail markets, concerts, gallery space) with sports surfaces (e.g., volleyball, bocce) and passive outdoor lounging. Two concepts were developed that break up the space in different ways using lightweight materials, such as shipping containers (the subsurface parking deck supporting the plaza has limited load-bearing capacity).

Future planning for the redevelopment or physical enhancement of the plaza should involve a comprehensive public engagement process that includes Morristown business owners and residents. Because the plaza is preserved as public open space under the New Jersey Department of Environmental Protection (NJDEP) Green Acres Program, NJDEP will also need to be closely involved.

## STRATEGY 04

**Develop better connections between the Green and Pioneer Plaza, the Second Ward, and the regional open space network**

As noted above, the monolithic design of the Headquarters Plaza complex serves to isolate much of the Second Ward from the fabric of Morristown’s historic downtown. From a mobility perspective, it is both a real and perceived barrier that literally turns its back to the population living in the vicinity of MLK Avenue and Spring Street. It also limits convenient access for many Second and Third Ward residents to significant natural features around Lake Pocahontas and the regional park system via Patriots’ Path. A concept plan developed during Charrette Week (see p. 102) demonstrates how access between these neighborhoods could be improved by drawing pedestrian connections between the Green, a redesigned Pioneer Plaza, and a new Horseshoe Bend Park and Patriots’ Path along the Whippany River. In the concept, Water Street would be converted to a multipurpose trail closed to vehicular traffic (except to

**Public art that is fun, participatory, and engaging would make the town more walker friendly, and would help showcase the talent and uniqueness of all of our citizens.**

—  
Michele R.

access the Headquarters Plaza parking garage), and new mixed-use development at the intersection with Spring Street could create a destination for pedestrians walking down from the Green.

## STRATEGY 05

**Work with the Morristown Partnership to enhance the business environment along Speedwell Avenue with streetscape and facade improvements, as well as public art and other placemaking strategies**

In discussions with Speedwell Avenue business owners, many cited the street's uninviting pedestrian experience (e.g., poor or inappropriately scaled lighting, limited greenery, and worn-out sidewalks) as a major deterrent for potential customers not already familiar with the neighborhood. A revitalized and walkable streetscape could help boost the appeal of this commercial corridor to a broader market both within Morristown and the region.

The Morristown Partnership recently secured \$400,000 to design and implement public realm improvements—including new street lights, trees, sidewalk treatments, and crosswalks—along Speedwell Avenue from Clinton Place to just north of Sussex Avenue. In conjunction with this initiative, the Town Planning Division and the Arts Council of the Morris Area recently submitted an application to the National Endowment for the Arts (NEA) to incorporate innovative public art and placemaking strategies into the streetscape overhaul.

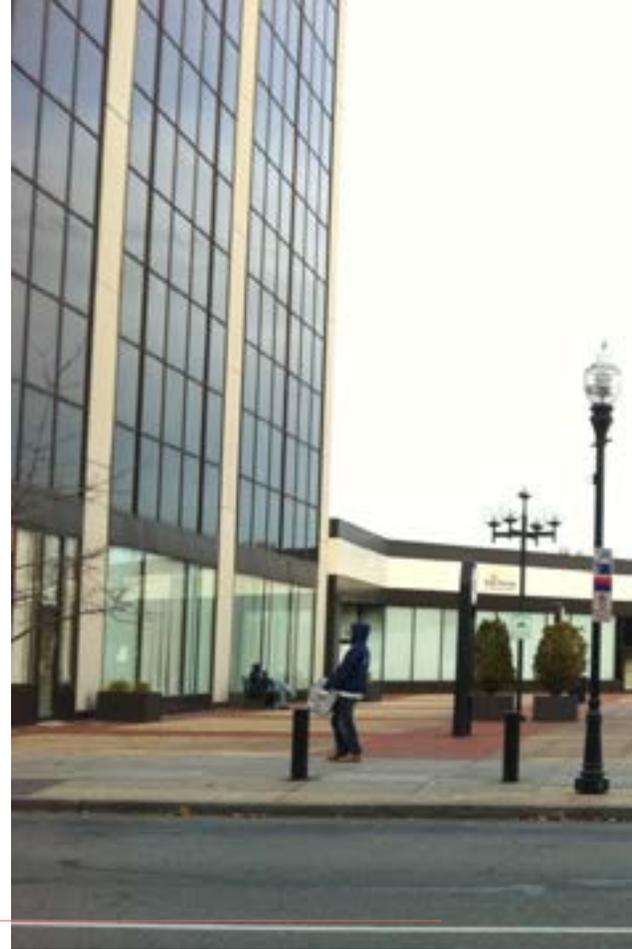
Titled “Speedwell Art Works,” the proposal seeks to engage the Speedwell community and local artists to collaborate on the development of a range of public art installations or other physical improvements that reflect local cultures and reinforce a sense of local identity and pride. While the proposal did not get funded, it can serve as a model for future efforts.

## STRATEGY 06

**Plan for and implement additional roadway, pedestrian, and bike enhancements**

The Town should take the lead on the following actions in coordination with the recommended land use and other mobility improvements:

- Review the findings of the 2011 NJDOT Morristown Pedestrian Investigation regarding the intersections of Speedwell Avenue at Spring Street, Early Street, Flagler Street, Sussex Avenue, Henry Street, and Cory Road.
- Consider implementing the recommended improvements at the intersection of Speedwell and Sussex Avenues, as described in the 2006 NJDOT study, US Rt 202/Speedwell Avenue Roadway Improvements Feasibility Assessment Report. Potential pedestrian improvement options include countdown signals and crosswalks.
- Congestion along Speedwell Avenue is linked to congestion at the town Green. Ensure the needs of Speedwell Avenue are included and considered when





implementing changes at the Green so as not to further aggravate congestion on Speedwell Avenue.

- Address traffic signal coordination along the entire length of Speedwell Avenue, including at the intersection of North Park Place.
- Install bike lanes along Speedwell Avenue north of Sussex Avenue. Currently, the roadway operates as one very wide travel lane in each direction. The bike lanes will serve to increase bike mobility, as well as calm traffic by narrowing the lanes for vehicles. In sections requiring on-street parking, the bike lanes would become shared lane designations.
- To improve the visibility of pedestrians at non-signalized intersections, install curb extensions along Speedwell Avenue.
- Improve pedestrian lighting along the corridor, particularly at pedestrian crossing locations.
- Install bi-lingual wayfinding signage to direct pedestrians and drivers to key destinations within the town and region.
- Allow on-street parking on the northbound side of Speedwell Avenue alongside Headquarters Plaza, where there may be excessive curb width, to promote a downtown feel and improve traffic calming.
- Provide for additional pedestrian crossing across Speedwell Avenue near Headquarters Plaza and the Hyatt.
- Conduct a holistic streetscape design, traffic, parking, and loading analysis for the Headquarters Plaza frontage along Speedwell Avenue.



Pioneer Plaza, part of the Headquarters Plaza complex on Speedwell Avenue.

## 04.

# South Street

**South Street is an important downtown cultural and retail destination that also serves as a regional connector for I-287 traffic.**

Whether to run errands, have dinner, grab a drink, or see a show, South Street is a consistently active and well-traveled section of town. Neighbors have many opportunities to bump into each other—whether visiting Town Hall, the Public Library, the Mayo Performing Arts Center, retailers, restaurants, or one of many faith-based institutions, among other destinations. The street is frequently buzzing with pedestrians, and weather permitting, many cafés offer outdoor seating. This is one of the few sections of town that is also active at night, thanks to the popular restaurant and bar scene.

The character of the built environment on South Street is often pointed to as one that defines Morristown and must be preserved. However, the quality of the public realm changes as one approaches I-287, where development patterns become more auto-oriented – with deeper setbacks, curb cuts, surface parking, and business establishments with drive-through windows. The road’s use (and designation) as a regional corridor and highway connection also leads to excessive speeding, and the street can sometimes feel more like a highway than a downtown “main street.” In front of Town Hall, a uniformed police officer is needed to help stop traffic for pedestrians crossing the street. During peak commuter periods, many drivers will speed down Maple and Macculloch Avenues in order to avoid traffic on South Street, resulting in unsafe conditions for pedestrians and cyclists on those streets.

Transitions in community form from the downtown district to surrounding residential neighborhoods typically occur mid-block behind South Street, which leads to frequent conflicts in land uses and building design. Many residents cite the excessive noise, traffic, and general unruliness of late-night diners and bar-goers that spill over onto quiet neighborhood streets. The proposed redevelopment of Epstein’s Parcel C on DeHart Street (between Maple Avenue and South Street) has drawn criticism by many who feel it is too tall and does little to create an appropriate transition between the seven-story 40 Park development and neighboring two- and three-story homes, which are the predominant building types in the neighborhood.





# Principles

1. Minimize congestion and idling, while enhancing walkability and pedestrian and cycling safety
2. Address speeding on South Street and neighborhood streets used as cut-throughs to avoid South Street, such as Maple and Macculloch Avenues
3. Maintain the rhythm of building facades to activate and bridge retail and activity nodes with innovative design strategies, informal seating areas, temporary retail uses, etc., particularly in locations where there are surface parking lots or front yards in excess of the prevailing “zero lot line” condition
4. Promote appropriate transitions in urban form that preserve the corridor’s historic character and landmarks
5. Enhance sidewalks and streetscapes, and provide more outdoor space and amenities that support socializing and dining
6. Maximize pedestrian connections from South Street to other nodes, such as the train station

## Desired Community Form and Public Realm

- Permit the highest development intensities around the Green, and step down bulk and height south of Pine Street
- Require active ground-floor retail/commercial uses between the Green and Hamilton Road
- Extend the roadway cross section of one lane in each direction east to Hamilton Road
- Preserve the historic character of Maple Avenue and Elm, Pine, and King Streets by continuing to permit commercial office with residential uses
- Permit suburban-style development east of Hamilton Road to the highway, as well as along Madison Avenue
- Ensure zoning facilitates appropriate transitions between potentially conflicting building types and uses, both along South Street itself and on side streets
- Support the revitalization of the King’s supermarket façade or redevelopment of the King’s site as a mixed-use facility
- Install shared and striped bike lanes and sidewalk amenities described in the Streets Plan (see Chapter 2), including additional street trees and landscaping, bicycle parking, benches, refuse containers, pedestrian scale lighting and outdoor café seating
- Employ mobility elements like curb sidewalk extensions (bulb-outs), high visibility crosswalks, pedestrian signals and ramps, and bus shelters to highlight and encourage transit ridership
- Use traffic calming techniques, such as striping, parking, bike lanes, etc., to slow traffic and improve pedestrian friendliness along adjacent Neighborhood Thoroughfares and Residential Streets

## Strategies for Moving Forward



### STRATEGY 01

**Pilot a Parklet Program in collaboration with the Morristown Partnership, the Morristown Parking Authority, and local retailers**

South Street is an ideal location to pilot a Parklet Program, as it has the types of retailers (e.g., cafes, coffee shops, boutiques, etc.) that could benefit substantially from the added foot traffic. San Francisco's Pavement to Parks Program is a good model because it relies on the initiative of local businesses and community organizations to propose locations for, design, and maintain each parklet. The municipality offers technical assistance and issues temporary permits contingent upon the organizations' ability to maintain the space in a state of good repair. As part of the planning for this pilot program, consideration should be given to whether sidewalk widths are appropriate to accommodate parklets. Street vendors or carts should also be considered as potentially complementary activities.

### STRATEGY 2

**Work with the Morristown Partnership and property owners to activate the street in select locations**

The continuity of the urban fabric is fractured in places by the presence of surface parking lots that front or are visible from the street. Examples can be found at the Capital One drive-through, the Kings supermarket, the Presbyterian Church, and the South and Elm Shopping Plaza. In other locations, such as Saint Peter's Episcopal

Church, Town Hall, and Vail Mansion, large open lawns in the front yard are attractive but similarly devoid of people. Improving these parcels with active ground-floor uses or temporary activities that draw crowds, such as farmers markets, food vendors, or festivals, can support a more consistently walkable and vibrant retail environmental along this corridor.

### STRATEGY 3

**Work with the Morristown Police Department to reduce the impact of restaurants and bar-goers on nearby residential areas**

In addition to ensuring adequate law enforcement, the Town should consider implementing evening parking restrictions in residential neighborhoods where bar-goers tend to park and creating conditional use standards and clear definitions for alcohol-related uses in the zoning ordinance.

### STRATEGY 4

**Plan for and implement additional roadway, pedestrian, and bike enhancements**

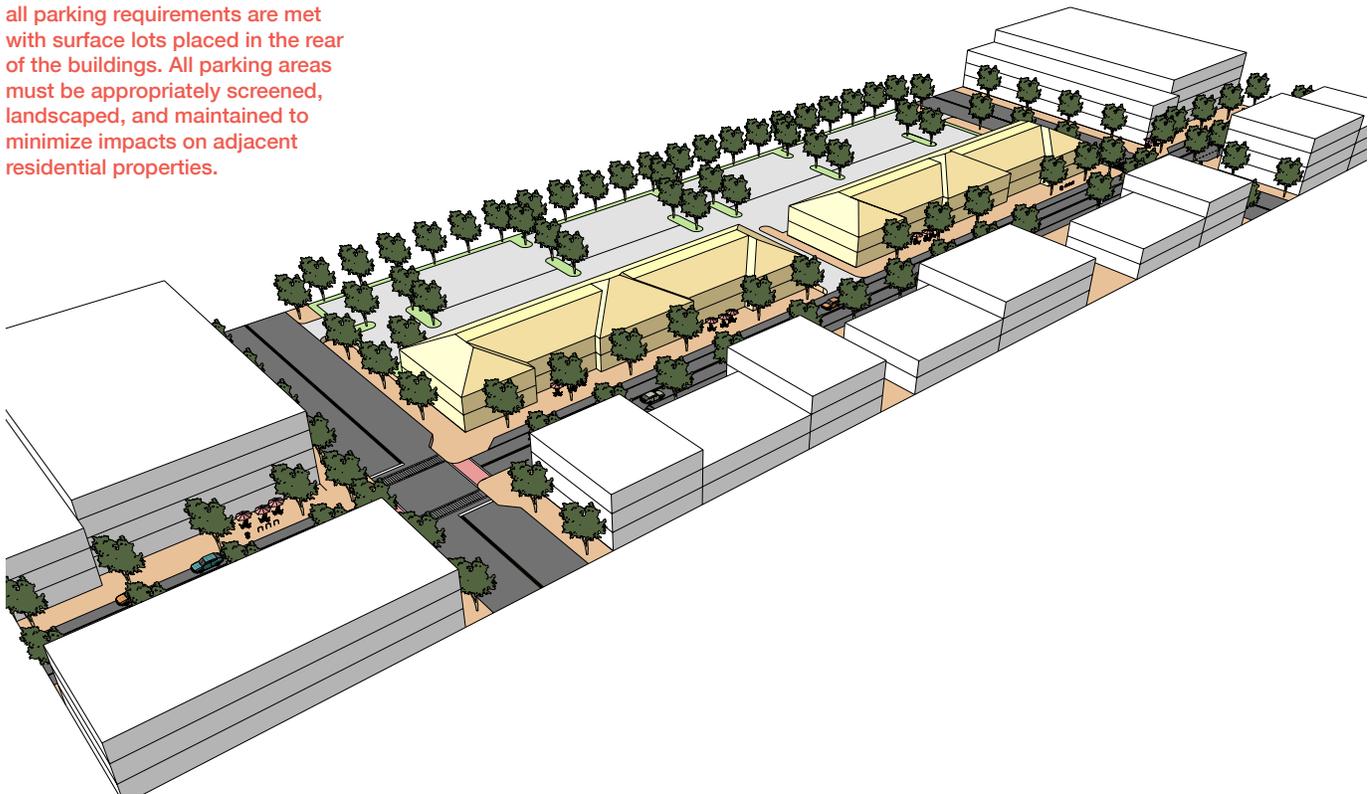
The Town should take the lead on the following actions in coordination with the recommended land use and other mobility improvements:

- The typical cross-section of South Street is one travel lane in each direction, with curbside parking and a center turning lane. Re-stripe South Street between

These diagrams show what new development (in yellow) on a typical block along South Street could look like—in terms of height, scale, and orientation—if designed to meet the requirements of the Community Form Plan.



The above model assumes structured parking and, therefore, greater building height and density, while the below scenario assumes all parking requirements are met with surface lots placed in the rear of the buildings. All parking areas must be appropriately screened, landscaped, and maintained to minimize impacts on adjacent residential properties.





- James Street and Hamilton Road with this cross-section to better accommodate pedestrian needs.
- To improve the visibility of pedestrians at non-signalized intersections, consider installing curb extensions along South Street.
  - Consider striping Macculloch and Maple Avenue parking lanes to create a visual narrowing of the roadways as a traffic calming technique.
  - Install shared bike lanes on Maple Avenue.
  - Post new 15 mph speed limit signs on Neighborhood Thoroughfares and Residential Streets.
  - Reduce the number of curb cuts and the impacts of surface parking between Elm Street and Town Hall. Explore shared parking in these locations.
  - Work with the Morristown Parking Authority to explore “pocket parking” concepts that consolidate rear yard parking along South Street and a create secondary means of access to South Street retail.
  - Improve pedestrian lighting along the corridor, particularly at pedestrian crossing locations.
  - Review the findings of the 2011 NJDOT Morristown Pedestrian Investigation regarding the intersection of South Street and Elm Street.
  - Eliminate slip ramps and widen sidewalks at the I-287 overpass on Madison Avenue to improve pedestrian safety and visibility.
  - Address concerns at individual South Street intersections:
    - » At Headley Road, consider restricting northbound left turns onto South Street during AM and PM peak hours to reduce congestion.
    - » At Hamilton Road, with re-striped roadway (see above), install eastbound left turn bay from South Street onto northbound Hamilton Road. Consider making the TD Bank parking lot exit a “right turn only” to avoid stopping traffic on South Street.
    - » At James Street, evaluate the right turn on red and northbound left turning issues. Extend crosswalk times.
    - » At Pine Street, consider striping separate right and left turn bays on southbound Pine Street to address congestion.

## STRATEGY 05

### Improve auto and pedestrian safety at the Kings Food Market and Town Hall block

- Create a new intersection with traffic and pedestrian signals along South Street at the entrance to the Town Hall parking lot and a realigned Kings supermarket driveway.
- Review the findings of the 2011 NJDOT Morristown Pedestrian Investigation regarding the intersection of South Street at King’s supermarket.

## 05.

# Washington Street

**Washington Street is a regional connector to I-287 (via South Street) and a mixed-use urban corridor.**

Washington Street provides an important connection for communities west of Morristown into the downtown and on to I-287 via South Street. For the short segment between the Green and Cattano Avenue, the character of the street is decidedly urban, with three- to six-story apartment and office buildings lined with ground-floor retail. The Morris County government complex and State Courthouse are also located here, adding to the active feel during the working week. Beyond Atno Avenue, the street transitions into a predominantly residential character with many Victorian-era homes, some of which have been converted to professional offices and services on the ground floors. At Cobb Place, the sprawling A&P supermarket will soon be redeveloped into a Whole Foods Market. The streetscape here (i.e., sidewalks, crossings, lighting, landscaping, trees, etc.) has not been upgraded in some time, and many described the need to make it more pedestrian-friendly and walkable.





# Principles

1. Minimize congestion and idling, while enhancing walkability and pedestrian and cycling safety
2. Enhance streetscapes, upkeep, and visual organization
3. Preserve the traditional urban scale and character of this corridor, as well as adjacent residential neighborhoods

## Desired Community Form and Public Realm

- Permit the highest development intensities around the Green to just north of Cattano Avenue
- West of Atno Avenue, preserve the existing scale and character of the built environment
- Install sidewalk amenities described in the Streets Plan (see Chapter 2), including additional street trees and landscaping, bicycle parking, benches, refuse containers, pedestrian-scale lighting, and outdoor café seating
- Employ mobility elements such as curb sidewalk extensions (bulb-outs), high-visibility crosswalks, pedestrian signals and ramps, and bus shelters to highlight and encourage transit ridership
- Ensure smooth traffic circulation, but at lower speeds (30 mph) and in balance with the pedestrian realm

## STRATEGY 01

### Work with the Morristown Partnership to improve the pedestrian experience west of Atno Avenue

In 2011, the Morristown Partnership submitted detailed streetscape improvement plans to NJDOT, but the project was not funded. The Town should continue to work with the Partnership to apply to the State for grant funding and/or low-cost loans to make these improvements. The plans may need to be amended to incorporate the recommendations of the recently adopted Morristown Bicycle Plan or other priorities contained in this plan.

## STRATEGY 02

### Plan for the Washington Street Redevelopment Area

The parking lot located behind the Chancery Square apartment building, which fronts Washington Street between Phoenix and Western Avenues, is a designated “area in need of redevelopment,” but no redevelopment plan has been created. The following design guidelines should be considered during future planning for the site:

- Buildings should “meet the street” and promote walkability on Cattano Avenue and Washington Street. Internal drives are strongly discouraged.
- Building forms should respond to and respect the scale and design of the adjacent First Baptist Church and historic homes at the corner of Atno Avenue.
- Commercial, retail, or community uses are strongly encouraged on ground floors. Given the proximity to

the downtown, small-scale office space should also be considered. This could include professionally operated “co-working” space that is available to the general public and provides an alternative to working within cafes, libraries, or home offices.

- A traffic study should be conducted that considers public garage access on Cattano Avenue, congestion mitigation opportunities on Speedwell Avenue, and pedestrian safety improvements. In order to promote vehicular connectivity and access, it may be appropriate to convert Cattano Avenue to a two-way street (this could be incorporated into the traffic study recommended for the Green).
- Redevelopment must replace all existing public parking and shared parking with Chancery Square apartments. Parking decks must be lined with residential or retail uses.
- Site designs should include adequate off-street loading for commercial and residential uses. A resident pick-up/drop-off area should be provided on Cattano Avenue, not Washington Street.

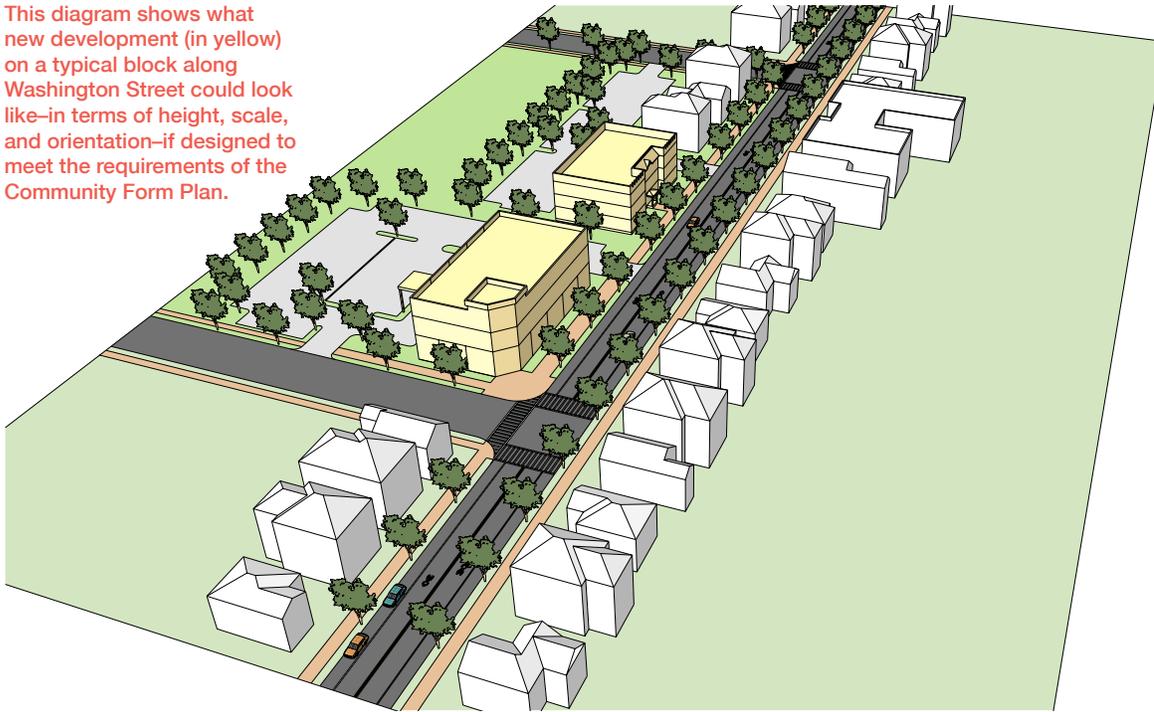
## STRATEGY 03

### Plan for and implement additional roadway, pedestrian, and bike enhancements

The Town should take the lead on the following actions in coordination with the recommended land use and other mobility improvements:

- Develop a strategy to implement the appropriate pedestrian realm and roadway features described in the Streets Plan (see Chapter 2) and Bicycle Plan.

This diagram shows what new development (in yellow) on a typical block along Washington Street could look like—in terms of height, scale, and orientation—if designed to meet the requirements of the Community Form Plan.



- To improve the visibility of pedestrians at non-signalized intersections, consider installing curb extensions along Washington Street.
- Evaluate left- and right-turn movement to and from Washington Street for sight lines and vehicular and pedestrian safety.
- Improve pedestrian lighting along the corridor, particularly at pedestrian crossing locations.
- Reallocate roadway width along Washington Street west of Atno Avenue to improve pedestrian and bike access, as well as calm traffic. Consider striping a single travel lane with on-street parking lanes (where needed) and bike lanes. Left turning lanes could be incorporated to facilitate movements to and from Washington Street.
- Explore the possibility of additional parking along Washington Avenue near Schuyler Place.
- Install sun glare visors on traffic signals along this corridor to address concerns about sun glare causing slow downs during morning commutes.
- Address concerns at individual Washington Street intersections:
  - » At Mills Street/Hillcrest Avenue, examine the timing of this actuated traffic signal to ensure it is working properly. Re-time or repair actuation if needed.
  - » At Court Street/Western Avenue, during peak hours consider prohibiting right turns on red to reduce congestion.

- » At Atno Avenue, install “Don’t Block the Box” signage and consider restricting southbound left turns during peak hours.

## STRATEGY 04

**Require the mitigation of any traffic impacts associated with the Whole Foods redevelopment**

The additional traffic to be generated by the proposed Whole Foods Market was identified as a potential issue during the civic engagement process. The Town should work with the developer to mitigate any impacts associated with the new grocery store, as well as ensure strong pedestrian and bike connections, while not conflicting with other recommendations in this plan.



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**Master plans typically identify key challenges and opportunities, articulate the vision and goals of a community, and prioritize strategies for achieving those goals. This plan has put forward many strategies and ideas. Some will take time to achieve, while others can be implemented relatively quickly. Still others will require further evaluation and analysis, and those not found to be viable or cost effective will require the Town to rethink their value in light of real-world constraints. Other factors, such as the availability of capital resources, policy and investment decisions at higher levels of government, and the level of commitment of citizens and — via their elected leaders — municipal government, will also come into play as the Town figures out how to turn this plan into reality.**

# Implement

# HELP PLAN MORRISTOWN'S FUTURE

→ 11am - 8pm

**Monday 4/22**  
Kick-Off Presentation & Open House  
11:00am-8:00pm  
Presentation begins at 5pm

**Tuesday 4/23**  
Open House at the Design Studio  
11:30 Park Place, 11am-8pm

**Wed. 4/24**  
Open House at the Design Studio  
11:30 Park Place  
9:30am-6:30pm

**Thursday 4/25**  
Presentation of Final Design  
11:30am-8:00pm  
Presentation begins at 5pm

**SHARE YOUR IDEAS**

Facebook: [facebook.com/morristownnj](#)  
Twitter: [twitter.com/morristownnj](#)  
LinkedIn: [linkedin.com/company/morristownnj](#)

←

STOP, RELAX, ENJOY  
OUR  
"PARKLET"

# Overview

The implementation of any plan or project is necessarily an iterative process—one that requires prioritization, trade-offs, and more nuanced decision-making than can be anticipated at this moment in time. Often, master plans will include detailed implementation plans that sit on the shelf and are never looked at again. To ensure this plan stays relevant and effective, it is our recommendation that the Town establish a **Master Plan Implementation Committee** to oversee the implementation of this and other master plan elements in Morristown.

The Committee should be a standing body that meets regularly and consists of various department heads and mayoral appointees. Generally speaking, the role of the Committee is twofold:

## 01

Develop a biannual action plan (every two years) to implement or substantially advance the many recommendations contained in this Mobility and Community Form Plan, as well as other master plan elements or relevant plans or policies, such as the Open Space and Recreation Plan, the Bicycle Plan, and the Complete Streets Policy.

- As part of the action plan, the Committee shall issue progress reports that describe the actions taken over the previous two years to implement these recommendations, or reasons why the implementation of particular recommendations are

being delayed or must be reevaluated in light of new challenges or opportunities.

- As needed, the action plan shall also include recommendations to the Mayor and Planning Board to amend this Mobility and Community Form Plan and other master plan elements or relevant plans or policies to accommodate new “best practice thinking,” or to reflect changes in the assumptions upon which these documents are based.

## 02

Consistent with the biannual action plan, oversee the implementation of all actions by the various municipal departments, quasi-governmental organizations, and other local actors, as well as advocate for policies and investments at the regional, state, and federal levels.

The Committee will be chaired by the Mayor or a designated representative, and the Planning Division will take on all administrative duties, including the preparation of the biannual action plan, the orchestration of Committee meetings, and the implementation of various initiatives as needed and on behalf of the Committee. The Committee shall include at least the following members, subject to the discretion of the Mayor:

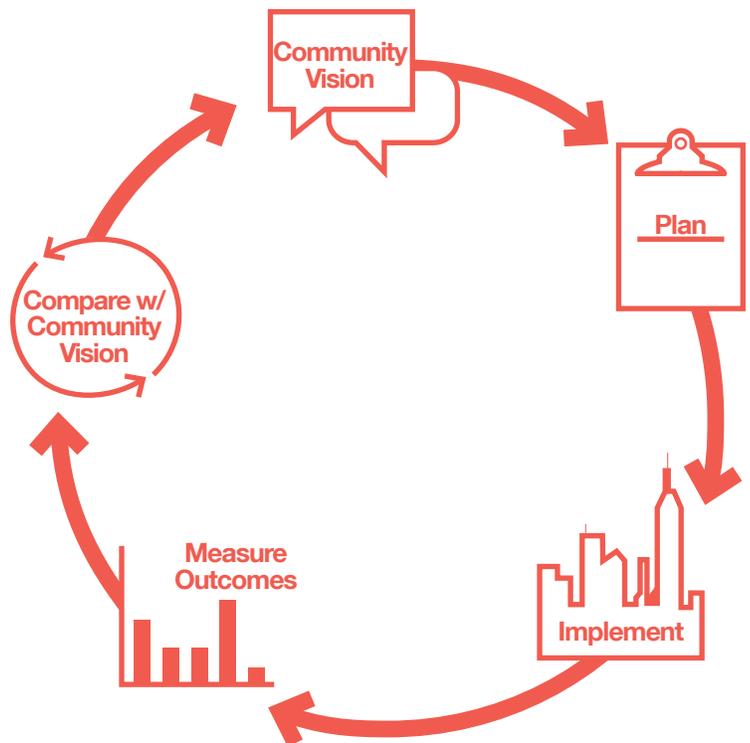
- Mayor
- Business Administrator
- Representative, Town Council
- Representative, Planning Board
- Representative, Zoning Board



- Representative, Historic Preservation Commission
- Representative, Environmental Commission / Shade Tree Commission
- Director, Planning Division
- Director, Engineering Division / Department of Public Works
- Director, Building Division
- Zoning Officer and Board Secretary, Land Use Division
- Chief, Police Department
- Director, Morristown Parking Authority
- Director, Morristown Partnership
- Coordinator, Office of Sustainability

The ability of the Town to move forward with the important recommendations contained in this and other strategic planning documents will depend on the concerted effort of many people, both in and outside of local government. In the end, these documents will only be as effective as their implementers.

The adoption of a plan, such as this Mobility and Community Form Plan, is only one step in a sequence of events needed to effectuate change in a community. All planning must begin with a community vision.



# The Big Moves

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During this planning process, several important recommendations rose to the top. These are “big moves” that will have the greatest immediate impact on quality of life in Morristown, and as such, the Implementation Committee should make them a priority:

## Adopt a new form-based zoning code

(CHAPTER 3)

On its own, Morristown’s existing zoning code is not capable of promoting the types of buildings and neighborhood character that residents have envisioned for their town. Morristown needs a new zoning code that can regulate building design, density patterns, and neighborhood character in a manner that is consistent with this document. The Community Form Plan should serve as the basis for an effort that will substantially overhaul the Town’s code, and it is recommended that this effort begin immediately.

## Conduct a comprehensive traffic, pedestrian, and bike study for the Green

(CHAPTER 4)

Improving traffic, pedestrian, and bike circulation around the Green is the most important key to “unlocking” congestion throughout Morristown. All traffic issues and solutions appear to be related to how traffic moves around the Green, where congestion results in spillback and blockages along almost all of Morristown’s major roadways. The proposed study is considered a crucial element to enable many other traffic and pedestrian related solutions to be effectively implemented. This project would require extensive coordination with NJDOT and Morris County to determine the jurisdiction of the roadways and traffic signals, as well as approvals for any changes or improvements. It is suggested that a committee be convened to coordinate this work.

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## Undertake a study of downtown on- and off-street parking

(CHAPTER 2)

Parking is a major issue for many Morristown residents and visitors. Many strategies and case studies—including those based on pricing systems, technology, information, zoning, and other elements—have been put forth to maximize the availability of parking. This study will build upon the work of the Morristown Parking Authority and provide the basis for a Parking Management Plan. It should also incorporate the most forward thinking planning principles on shared parking, downtown parking and smart growth.

## Further the redevelopment and enhancement of Speedwell Avenue

(CHAPTER 4)

Speedwell Avenue is similarly poised to absorb additional growth and development in the years ahead. Chapter IV should serve as a framework for guiding growth and making improvements in this neighborhood.

## Further the redevelopment and enhancement of the Train Station District

(CHAPTER 4)

The Train Station District represents one of the best opportunities for growth in Morristown. Chapter IV should serve as a framework for guiding growth and making improvements in this neighborhood.





# Relationship to Other Plans

# CORE PLANNING PRINCIPLES

MORRISTOWN MOVING FORWARD

## Planning Principles

In formulating strategies to achieve our Vision, we have developed a set of Core Planning Principles to guide our work.

Are we setting the right goals?  
How can we achieve them?

- 1 Good Governance
- 2 Neighborhood Preservation
- 3 Contextual Architecture and Design
- 4 Reduce the Negative Impacts of Car Dependence
- 5 Bike Lanes, Pedestrian-Friendly Streets
- 6 Leverage Our Transit Location
- 7 Quality, Usable Open Space
- 8 Equitable Development
- 9 Environmental and Energy Design
- 10 Economic Development and Jobs

## MOBILITY ELEMENT

MORRISTOWN MOVING FORWARD

### Analysis and Objective

- 1. AUTO-CIRCULATION
  - Minimize the negative impacts of car dependence on local and regional roadways.
- 2. PEDESTRIANS AND BIKES
  - Create a safe, convenient, and accessible pedestrian/bike network that connects residents to the culture, employment, shopping, and recreational opportunities in town.
  - Support high-quality community life and healthy lifestyles with safe, attractive, and lively streetscapes.
- 3. PUBLIC TRANSIT
  - Increase the use of public transit by commuters, and...

## IDEAS

A large grid of sticky notes is attached to the bottom of the poster, organized into columns corresponding to the planning principles. The sticky notes contain handwritten notes and ideas related to each principle.

### **Township of Morris**

Morristown shares its borders with only one other municipality, the Township of Morris, which completely encircles the town. The Township's Master Plan Re-Examination (2009) and Zoning Map (2012) were reviewed for consistency with this document. While development patterns in Morristown are more intense than those found in Morris Township, desired future land uses were found to be generally consistent on both sides of the municipal boundary. However, further planning may be necessary in the following locations to ensure compatibility between future development:

- Between Cory Road, the NJ TRANSIT right of way, and the Town line, this Plan has identified an undeveloped portion of the Colgate-Palmolive property as a suitable location for single-family residential development. Future planning should be sensitive to the nature of the industrial uses that are permitted on the Colgate site.
- Along Ridgedale Avenue, between the rail right of way and East Hanover Avenue, the Township has identified a need to consider whether the current industrial zoning designation (I-21) should be changed or amended to incorporate bulk requirements that are more appropriate for auto-oriented commercial uses. On the Morristown side of Ridgedale Avenue, this Plan seeks to preserve light industrial uses, as well as introduce live-work building types, in this area.

### **Morris County Master Plan**

Morris County's Future Land Use Element has not been updated since 1975. That document recognized Morristown

as the county's most important regional center and projected strong economic and residential growth over the next several decades. Despite the need for more intensive land uses, it also described the preservation of Morristown's historic character as an equally important goal. These objectives are still very much relevant today.

### **State Development and Redevelopment Plan**

The 2012 State Strategic Plan (New Jersey's revised State Development and Redevelopment Plan), which is currently in draft form, provides a strategic framework for growth, development, and preservation activities throughout the state. The goals contained in this document are consistent with those of the 2012 State Plan, which are: (1) Targeted Economic Growth, (2) Effective Regional Planning, (3) Preservation, Protection, and Enhancement of Critical State Resources, and (4) Tactical Alignment of Government. According to the new draft State Plan, Morristown is a Priority Growth Investment Area, which is defined as "an area where more significant development and redevelopment is preferred and where public and private investment to support such development and redevelopment will be prioritized."

### **Morris County Solid Waste Management Plan**

The Solid Waste Management Act designates every county in the state as a solid waste management district, and each district is required to prepare a Solid Waste Management Plan. The Morris County Municipal Utilities Authority is responsible for the Morris County Solid Waste Management Plan, which serves as a blueprint for how the County reduces, recycles, and disposes of all waste generated within the district. This Plan encourages the reduction and recycling of solid waste; this is an important town-wide objective.

Let's make Morristown awesome.

