

TOWN OF MORRISTOWN MUNICIPAL SELF-ASSESSMENT REPORT

Town of Morristown Plan Endorsement Process



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INTRODUCTION

New Jersey's State Development & Redevelopment Plan (State Plan), adopted in 1992 and readopted in 2001, articulates the State's long-term goals, policies, and objectives. It guides policy making at and coordination between all levels of government for housing, economic development, land use, transportation, natural resource conservation, agriculture and farmland retention, historic preservation, and public facilities and services. The State Plan allows the State Planning Commission to designate several types of Centers. These designations promote dense growth to combat sprawl, increase housing inventories, promote economic development, and enhance the overall quality of life.

Morristown currently is designated as a Regional Center. Originally, its designation was set to expire June 30, 2019. However, amendments to N.J.A.C 5:85-7.21 extended all center designations that expired in 2019 until June 30, 2020. Morristown presently seeks to renew its Regional Center designation. As a Regional Center, Morristown has been eligible for aid from the State of New Jersey, such as technical assistance, direct state capital investment, priority for state grants and low-interest loans, preferential interest rates, and coordinated regulatory review for projects consistent with endorsed plans. Morristown seeks to continue its access to these benefits and retune this collaboration with the State to meet its current development and redevelopment goals.

This Municipal Self-Assessment Report represents Step 3 of 9 in the State Planning Commission's Plan Endorsement process. This report is Morristown's petition for Plan Endorsement and the Town's review of its plans for consistency with the State Plan.

Since Morristown was last designated as a Regional Center, the Town adopted a new master plan in 2014, *Morristown Moving Forward*, as well as a Master Plan Reexamination Report in 2018. Also, Morristown has updated many of its other planning documents, which will be enumerated in this report. In particular, Morristown has adopted a number of new redevelopment plans, currently at various stages in the redevelopment process, in addition to existing redevelopment efforts. These sites are located in the heart of Morristown and are vital to the Town's economic development and trajectory as Morristown positions itself as a progressive, forward-looking town with regards to land use, design, and community character. Morristown holds a central place in the region, both economically and historically, and the Town must ensure that future development accounts for its vast historic inventory, traffic needs on its already busy arterials, and the preservation of open space.

LOCATION AND REGIONAL CONTEXT

Morristown is the county seat of Morris County. A 2.8 square mile enclave within Morris Township, it is located towards the southeast of the county and within the New Jersey Highlands Region. It is surrounded by several important open space reserves, such as Washington Valley, Lewis Morris Park, Loantaka Brook Reservation, and the Great Swamp National Wildlife Refuge. The large woodlands in the region provide Morristown with valuable recreation spaces and watersheds. Several bodies of water exist within Morristown, including the Whippany River, Speedwell Lake, Lake Pocahontas, Spring Lake, and Great Brook.

While Morristown is surrounded by valuable and attractive open space, the town is a bustling urban center for commerce, transportation, and living. The town's businesses employ over 22,000 people, outnumbering the number of Morristown residents. Important employment centers in Morristown are the Morristown Medical Center, Headquarters Plaza, and several other office parks. Those employed in Morristown use U.S. Route 202, State Route 124, and County Routes 510, which converge at the historic Morristown Green, as well as Interstate 287, County Routes 601 and 663, and NJ Transit's Morris & Essex Line for their commutes (See Map 1: Base Map).

A number of maps are included in the Appendices to this Report. These maps help to get a better understanding of Morristown's location and importance within a regional context.

DEMOGRAPHICS

This section is meant to provide a brief background of Morristown's demographics and how it compares to that of Morris County and New Jersey in general.

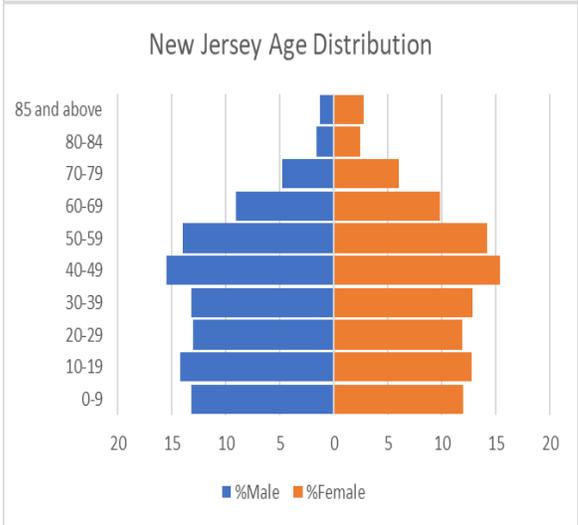
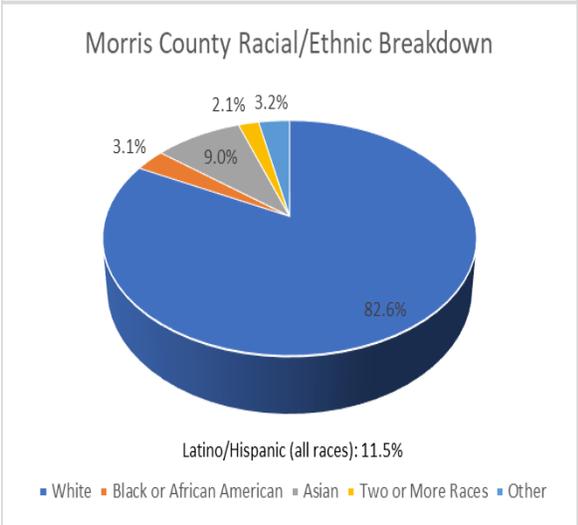
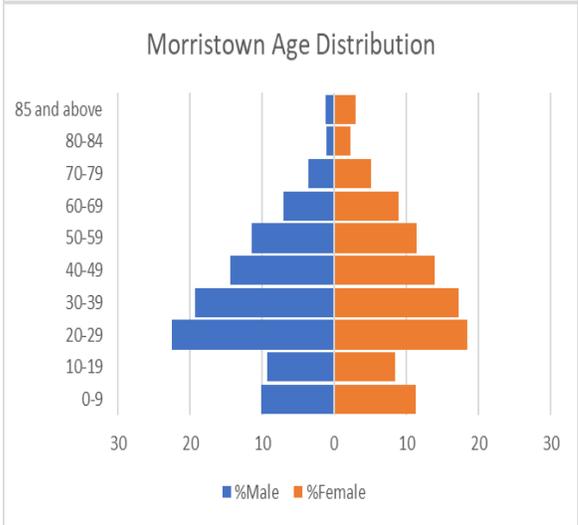
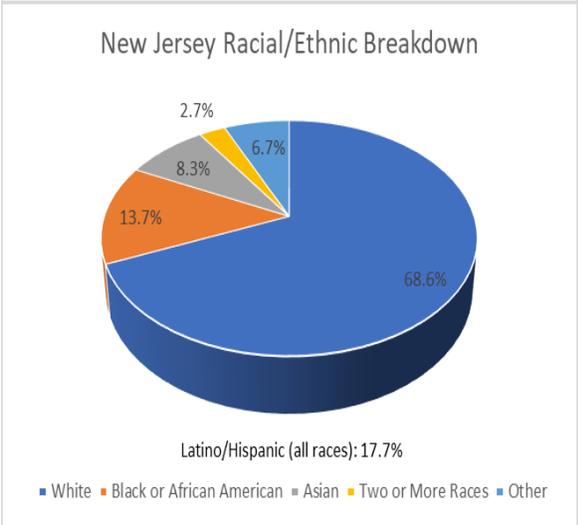
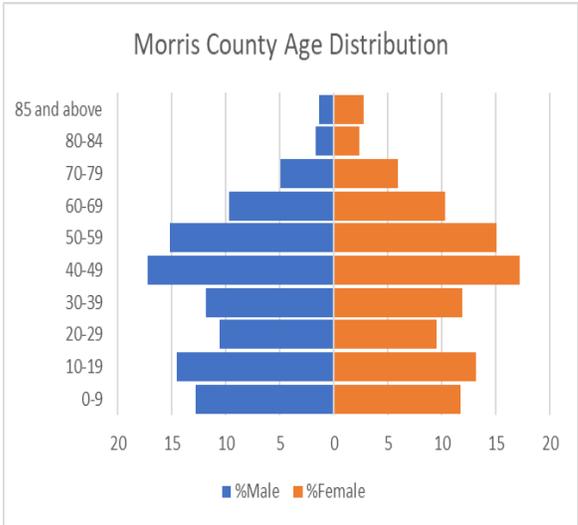
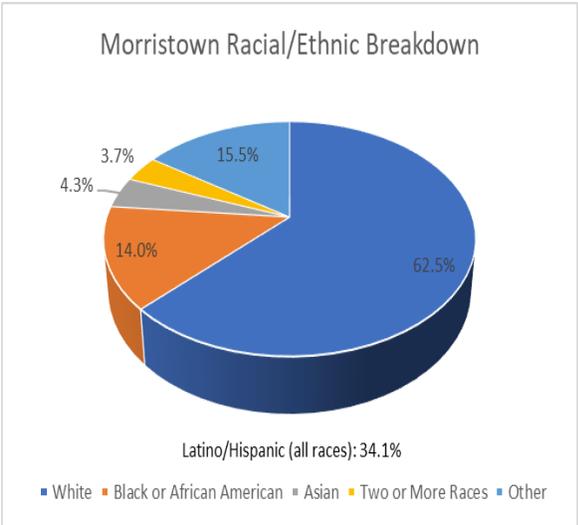
Morristown is a mid-sized community of 18,411 living in 8,172 housing units across four electoral wards. The downtown workforce totals over 22,000 people, including at least 13,800 office workers. Within the past five to ten years, Morristown has experienced a renaissance. Local and regional patrons 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 Green.

	Morristown	Morris County	New Jersey
Land Area (square miles)	2.8	482	7,509
Population	18,411	492,276	8,791,894
Households	7,417	180,534	3,214,360
Average Household Size	2.4	2.68	2.68
Housing Units	8,172	189,842	3,553,562
Home Ownership Rate	38.60%	75%	65.40%
Vacancy Rate	9.20%	4.90%	9.50%
Median Household Income*	92,296	107,034	76,475
Per Capita Income*	52,736	53,491	39,069
Poverty Rate*	7.40%	4.60%	10.70%
Unemployment Rate*	3%	5.20%	7%

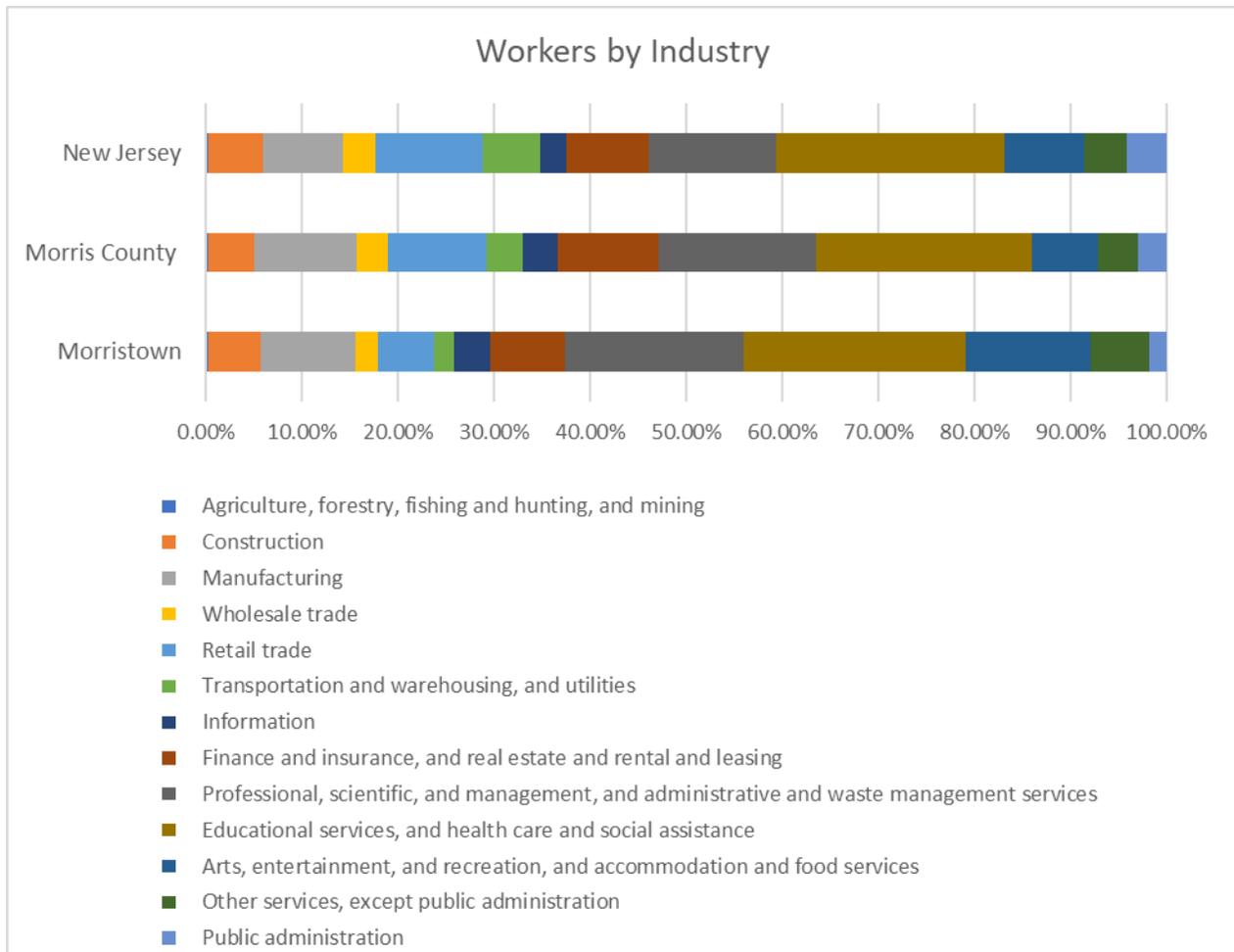
Source: 2010 Census SF1

*Source: 2017 ACS 5-Year Survey

Morristown's evolution and recent renaissance are borne out in the demographics. For example, the population has grown in recent decades and correlates with the economic and social fluctuations of the times. Also, the ethnic and racial demographics of Morristown continue to evolve, contributing to its cultural dynamics and richness. 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. The housing stock continues to evolve in response to changing demographics and market forces. Morristown is unquestionably a desirable place to live, work, and play, as the demographics in this section also underline.



Source: 2010 Census SF 1



Source: 2010 Census SF1

COMMUNITY INVENTORY

This section provides an overview of Morristown and its built and natural features. As mentioned before, a number of maps are included in the Appendices to this Report. These maps help to get a better understanding of the community's features.

General Information

Located in Morris County, Morristown covers an area of 2.8 square miles and is an enclave entirely surrounded by Morris Township. The Town is located within the State's Metropolitan Planning Area (Planning Area 1), with small sections of the Town part of the Parks and Natural Areas Planning Area.

Planning Area 1 is defined by mature, dense, interconnected settlements with large infrastructural needs and little developable vacant land. The intent of the Metropolitan Planning Area is to:

- provide for much of the state's future redevelopment;
- revitalize cities and towns;
- promote growth in compact forms;
- stabilize older suburbs;
- redesign areas of sprawl; and
- protect the character of existing stable communities.

Parks and Natural Areas represent public investment towards resource and recreation space preservation, and they advance the State Plan's goal of preserving and enhancing historic, cultural, scenic, open, and recreational space. The intent of the Parks and Natural Areas delineation is to:

- provide for the protection of critical natural resources;
- provide public recreational and educational opportunities;
- ensure the maintenance of associated facilities; and
- ensure the connection of these areas into a system of open lands.

Morristown also lies within two physiographic provinces (See Map 2: Physiographic Provinces). 494 acres of Morristown are part of the Highlands Special Resource Area (also known as the Highlands region), and 1,429 acres are within the Piedmont Province. The New Jersey Highlands region is about 980 square miles and entirely or partially includes seven counties and ninety municipalities. Piedmont is a 1,600 square mile region that comprises about one-fifth of New Jersey. It also stretches through Connecticut, New York, and Pennsylvania. These regions are defined according to physiographic criteria without considering economic or political boundaries and is unique for its large amount of environmentally sensitive features. As part of the Highlands region, Morristown is eligible to participate as a receiving area in the Transfer of Development Rights Program offered by the New Jersey Highlands Council.

As a regional employment center and an important stop along NJ Transit's Morris & Essex Line, Morristown is ripe for growth. However, most land in the town has already been developed. As such, further growth must come from enhancing the uses and designs of already developed land. Morristown has designated several areas in need of redevelopment in recent years. These plans are the:

- Vail Mansion Redevelopment Plan
- Center/Coal Redevelopment Area
- Old Lumberyard Redevelopment Area
- Train Station Redevelopment Area
- Speedwell Redevelopment Plan
- Spring Street Redevelopment Plan
- Morris Street Redevelopment Plan
- Epstein's Rehabilitation Area
- Market and Bank Redevelopment Area

In addition to these redevelopment areas, Morristown also has a Transit Village centered around the Morristown Train Station. In the 2014 Morristown Master Plan, the town also laid out several "Plans for Places." In addition to the above areas, Plans for Places proposes enhancements to the area around the Town Green, South Street, and Washington Street.

Natural & Cultural Features

Morristown contains various valuable natural features as well as historic and cultural sites.

The following table displays Morristown's inventory of bodies of water, specifically lakes, rivers, and streams, as well as their size and classification (also see Map 3: Wetlands).

Name	Acres	Classification
Speedwell Lake	19	FW2-NT
Pocahontas Lake	14.5	FW2-NT
Footes Pond	2.6	FW2-NT
Burnham Park Pond (1)	4	FW2-NT
Burnham Park Pond (2)	3	FW2-NT
The Whippany River	NA	FW2-NT
Great Brook	NA	FW2-NT

The 2007 Land Use/Land Cover data from the New Jersey Department of Environmental Protection (hereafter: NJDEP) records 29 acres of wetlands in Morristown. The below table displays the Town's wetlands, their size, and their percentage of the total municipal area (See Map 3: Wetlands).

Type of Wetlands	Acres	% of Total Municipal Area
Deciduous Wooded Wetland	26	1%
Herbaceous Wetland	2	<1%
Disturbed Wetland (Modified)	1	<1%

The following table is derived from Morristown's Recreation and Open Space Inventory (ROSI). It provides the facility's name and type of management (See Map 4: Land Use)

Facility Name	Type
Abbett Avenue Playground	Municipal
Budd Street Recreation Area	Municipal
Burnham Park	Municipal
Caldwell Playground	Municipal
Early Street Garden	Municipal
Elliott Street Playground	Municipal
Footes Pond	Municipal
Ford Avenue Park	Municipal
Fort Nonsense	Federal
Franklin Street	Municipal
Harrison Street Playground	Municipal
Hillcrest Park	Municipal
Historic Speedwell	County
Lidgerwood Park	Municipal
Morristown Green	Non-Profit
Patriots Path	County
Pocahontas Lake	Municipal
Speedwell Lake	Municipal
Traction Line Recreation Trail	County
Washington Park	Municipal
Willow Hall	Non-Profit

Morristown is located near the Highlands mountain range. However, Morristown itself is mostly flat. Its few steep slopes are located along the western border of the town (See Map 5: Natural Features).

82% of the land cover in Morristown is defined as urban by the NJDEP. The remaining land cover is forest (13%), Water (3%), Wetlands (2%), and barren land (1%). This non-urban land does contain habitat patches of ranks 1-3 as defined by the NJDEP. However, only ranks 3-5 are environmentally significant according to the NJDEP (See Map 6: Land Cover & Critical Habitat). The majority of these habitat patches (85 acres) are rank 2, where Great Blue Heron have been observed foraging. The 29 acres of rank 3 habitat are all located in and around Footes Pond Park, where the State threatened species Coopers Hawk has been observed. Rank 1 land comprises only 3 acres.

Morristown's *Environmental Resource Inventory Update* in 2011 recorded approximately 128 acres of "prime farmland" and "farmland of statewide importance," as defined by the United State Department of Agriculture. However, none of this arable land is used for agriculture (See Map 7: Agricultural Soil Categories).

The Town's historically and culturally significant sites are visualized on Map 8: Historic Resources.

The Federal Emergency Management Agency (FEMA) maps Special Flood Hazard Areas throughout the United States. These lands are adjacent to streams or rivers and experience flooding during periods of high discharge. The floodplain is an important part of the river ecosystem for aquatic habitats, water quality, and groundwater recharge. These floodplains are subject to increased regulation in order to project avoid loss of life and property damage. Most of Morristown's floodplains are located in the north, along the Whippany River, but a small floodplain is also found along Great Brook in the south (See Map 9: Flood Hazard Areas). The table below comes from the Town's 2011 *Environmental Resource Inventory* and presents what types of floodplains are present in Morristown, their size, and their percentage of the total municipal area.

Flood Hazard	Acres	% of Total Municipal Area
100-year Floodplain	91	5%
500-year Floodplain	15	1%

Source: Preliminary FEMA DFIRM

Community Facilities

Due to its important role as a regional center, Morristown has a wide variety and significant number of community facilities serving the various needs of a diverse community.

Morristown is a part of the Morris School District, which also services Morris Township and Morris Plains. The school district has ten public schools, including one middle school and one high school. The information below was made available for each school through the New Jersey Department of Education's 2017-2018 School Performance Reports. These reports include enrollment trends by grade from the 2015-2018.

Alexander Hamilton Elementary School

Grade	2015-16	2016-17	2017-18
3	127	105	101
4	89	131	105
5	94	83	130
Total	310	319	336

Alfred Vail School

Grade	2015-16	2016-17	2017-18
KG	98	106	84
1	101	103	106
2	119	104	101
Total	318	313	291

Frelinghuysen Middle School

Grade	2015-16	2016-17	2017-18
6	394	350	342
7	385	389	354
8	373	387	385
Total	1,152	1,127	1,081

Hillcrest School

Grade	2015-16	2016-17	2017-18
PK	14	0	0
KG	92	107	95
1	97	92	114
2	105	100	85
Total	308	299	292

Sussex Avenue School

Grade	2015-16	2016-17	2017-18
3	105	108	99
4	97	98	106
5	102	96	99
Total	304	302	304

Normandy Park School

Grade	2015-16	2016-17	2017-18
KG	51	57	52
1	50	47	55
2	58	45	46
3	60	60	38
4	61	59	58
5	54	66	56
Total	334	334	305

Lafayette learning Center

Grade	2015-16	2016-17	2017-18
PK	163	129	112

Morristown High School

Grade	2015-16	2016-17	2017-18
9	485	478	459
10	428	479	451
11	467	391	456
12	386	446	392
Total	1,766	1,794	1,758

Thomas Jefferson School

Grade	2015-16	2016-17	2017-18
3	101	111	103
4	93	103	118
5	97	93	104
Total	291	307	325

Woodland School

Grade	2015-16	2016-17	2017-18
KG	87	108	73
4	98	98	107
5	102	98	96
Total	287	304	276

There are also several private and parochial schools within Morristown. These include:

- Morristown-Beard School
- Delbarton School
- Fusion Academy
- Shephard Preparatory High School
- The Red Oaks School
- Assumption School (parochial)
- The Peck School (parochial)

There are four nursing and senior care facilities in Morristown: CareOne at Madison Avenue (151 Madison Avenue), Atlantic Rehabilitation-Morristown (95 Mt Kemble Avenue), Morris Hills Center (77 Madison Avenue), and Spring Hills at Morristown (17 Spring Place).

With regard to daycare centers, the New Jersey Department of Children and Families provides a list of childcare centers in each municipality in the State. Below is a table of childcare centers (excluding those in the Morris School District), along with their addresses, the ages they serve, and their licensed capacities.

Name	Address	Ages Served	Licensed Capacity
Bayer Children's Center	25 Whippany Road	0-13	120
Children on the Green	50 South Park Place	0-13	87
Children's Corner	475 South Street	0-13	200
Cradles to Crayons	26 Headquarters Plaza	0-13	120
Cradles to Crayons Childcare Center	16 Pine Street	0-6	140
HeadStart Community Program of Morris County, Inc.	540 W Hanover Avenue	2.5-6	60
Morristown Neighborhood House	12 Flagler Street	0-13	290
Presbyterian Church in Morristown N.S.	65 South Street	2.5-6	64
Rabbinical College of America	226 Sussex Street	0-13	145
Shalom Yeladim Nursery School	177 Speedwell Avenue	2.5-6	60
Success for all Family Programs at St. Peter's	107 South Street	6-13	81
Temple Bnai Or Pre-School	60 Overlook Road	2.5-6	63
The Montessori Children's Academy	6-10 Kahn Road	2.5-6	125
The Salvation Army Day Care Center	95 Spring Street	0-6	85

Infrastructure

As the county seat and an employment center of Morris County, Morristown is well-linked to the region by road and rail (See Map 10: FHWA Classifications). Interstate 287 runs north-south through the east of town, connects Morristown with NJ State Route 24, the New York State Thruway near the New Jersey-New York border, and southern end at the Outerbridge Crossing to Staten Island, where it terminates. 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. Several arterial roads meet at the Morristown Green. NJ State Route 124 begins at the Green and runs southeast out of town, changing from South Street to Madison Avenue by Interstate 287. US Route 202 (Speedwell Avenue/Mt. Kemble Avenue) runs north-south through Morristown and around the Green. County Route 510 (Morris Street/Washington Street) passes the Green moving east to west. County Route 663 (James Street), intersects South Street and leaves town due south. Lastly, Morristown Station along NJ Transit's Morris & Essex Line provides Midtown direct service to New York Penn Station and service west as far as Hackettstown.

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. 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 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.

Underutilized Land

A number of redevelopment plans have been adopted in recent years in addition to the designation of one rehabilitation area. A short description of each of these plans and designations is included below, specifying the site's size, current status and, where relevant, the date of designation.

A. Vail Mansion Redevelopment Plan

This redevelopment plan was adopted in 1998 and involved the adaptive reuse of an historic structure into residential homeownership units and commercial space. It has been fully implemented.

B. Center/Coal Redevelopment Area

Planning for the Center/Coal Redevelopment Area began several decades ago with community-driven process led by the Concerned Citizens of the Second Ward (CCSW). A Redevelopment Plan for the area, adopted in 2006 called for 150 – 200 residential units to be developed in the oxbow of the Whippany River. In the decade prior to the 2006 redevelopment plan, the CCSW spearheaded the remediation of an abandoned junkyard and coal gasification plant in the redevelopment area, although limited subsurface contamination remains on sites within and around the oxbow.

While the location of this seven-acre tract of land suggests that this redevelopment area is ripe for residential or mixed-use development, it is subject to severe flooding. During Hurricane Irene in 2011, floodwaters from

the Whippany River inundated the entire redevelopment area. Since the historic flood events of 2011, FEMA has developed new flood hazard maps to replace the 1986 maps in place at the time of Hurricane Irene. FEMA has completed and released preliminary Flood Insurance Rate and Flood Hazard Maps but has yet to formally adopt those maps. The Center/Coal Redevelopment Plan, and attendant land uses, should be revisited once official FEMA maps have been adopted.

C. Old Lumberyard Redevelopment Area

The former lumberyard site at the intersection of Elm Street and Morris Avenue was designated an 'area in need of redevelopment' in 2006 but no plan has since been prepared for the property. The property was redesignated as an "area in need of redevelopment without condemnation" in 2016. As of the time of the writing of this reexamination, no development has progressed on the site. This site, and adjoining parcels that were formerly part of the lumberyard operation is an unprecedented opportunity to create a gateway for Morristown that is connected to the NJ Transit station and regional roadways and would bring new economic and social activity to the area around the Station. This site is a designated "area in need of redevelopment," but no plan has been prepared. See Chapter 4 of the *Morristown Moving Forward* for detailed design guidelines for future planning efforts.

D. Train Station Redevelopment Area

Directly adjacent to the Morristown Train Station, these 2.3 acres of land across four parcels and a right-of-way to be vacated are integral to the Town's broader redevelopment efforts. The Train Station Redevelopment Area was designated by the Town Council in December 2006, and March 2007. In December 2018 the Town approved a Redevelopment Plan for this property. The Plan allows for a maximum of 85 units, with on-site parking for residents and the public, ground floor retail, a network of public spaces, and streetscape improvements to create a more hospitable pedestrian environment.

E. Speedwell Redevelopment Plan

The Speedwell Avenue Redevelopment Plan was adopted in 2007 and amended in 2011, 2012, 2015, and 2019. The plan prioritizes Smart Growth tenets, including dense mixed-use development, strategic open space, and pedestrian friendly design. The first two phases of the Plan, 44 Modera and 55 Modera, are complete and added several hundred units of residential development to Morristown. A portion of Phase Four of the Redevelopment Area was redeveloped with a CVS Pharmacy that was completed in 2016. The Plan was amended in 2019 to clarify the yield potential of the remainder of Phase Four and add design standards for this Phase. The Town is actively pursuing the creation of open space on site in furtherance of the Plan. The total buildout potential of the Plan is 554-572 residential units, 36,100 square feet of retail, and at least 742-762 off-street parking spaces.

F. Spring Street Redevelopment Plan

The Spring Street Redevelopment Plan was adopted in 2008 but has only been implemented on a single property at 42 Spring Street, on which a multi-family residential development was approved in 2016 and is expected to begin construction in 2018. A concept plan for development on the remaining properties was included as part of an overall redevelopment scheme for the train station area in the Plans for Places section of *Morristown Moving Forward*. In furtherance of the recommendations of the Master Plan, the Redevelopment Plan was amended in 2019 to permit the conversion of an existing shopping center into a mixed-use office campus with over 350,000 square feet of office and ground floor retail. This plan prioritizes the pedestrian environment and circulation improvements. The project associated with this Plan amendment is currently being reviewed by the Planning Board. The total build out of the Plan incorporating the currently pending project and the balance of the plan area is roughly 162 units plus the project currently in front of the Planning Board.

G. Morris Street Redevelopment Plan

The area was declared an area in need of redevelopment in 2007, and The Morris Street Redevelopment Plan was adopted in October 2012. Multifamily residential redevelopment projects on the two parcels included in the Morris Street Redevelopment Plan were completed in 2016. The maximum units permitted under this plan was 74. In 2019, the Morris Street Phase II Redevelopment Plan was adopted by the Town. The Plan calls for the creation of 85 units, ground floor commercial and coworking space, on-site affordable units, and live-work space. The project corresponding to this Plan was approved by the Planning Board in January 2019.

H. Epstein's Rehabilitation Area

The Epstein's rehabilitation area has been completely implemented. Development of 59 residential units with ground-floor retail on the last remaining property on DeHart Street, known as Parcel C, was approved in December 2015, began construction in 2016, and was completed in 2018.

I. Market and Bank Redevelopment Area

At just over half an acre, the Market and Bank Redevelopment Area is the smallest of Morristown's redevelopment areas. Formerly Subarea C of the Epstein's Rehabilitation Area, this area was designated 'in need of redevelopment' in 2014. A redevelopment plan for the three parcels at the intersection of Market Street and Bank Street was adopted in April 2015 and revised in April 2016. A five-story office development was approved for Parcel A in April 2015 and completed in 2017. Redevelopment on the remaining Parcels B and C as a six-story apartment building with retail at the ground floor was approved in July 2017, and construction on the project began in 2018. Maximum development associated with this Plan is 50,000 square feet of office, 25,000 square feet of non-residential ground floor space, and 55 units.

The tables including in Appendix B are part of Morristown's 2011 *Environmental Resource Inventory Update*. These two tables show the present Active Sites with Confirmed Contamination and Pending Sites with Confirmed Contamination, respectively, in Morristown as of February 15, 2011. These tables present the sites' ID, the Project Interest (PI) Number and Name, the address, and whether or not the site is a home. There are currently 38 active sites with known contamination and 6 pending sites with confirmed contamination in Morristown.

COMMUNITY VISION & PUBLIC PARTICIPATION

From the beginning of development of Morristown's 2014 master plan, *Morristown Moving Forward*, the community played a crucial role in developing a vision for the Town's future. The Town prioritized a transparent decision-making process, collaborative and accessible public meetings, and participation by residents.

The Morristown Planning Division established two advisory committees to engage the public, identify key issues and opportunities and craft solutions: The Municipal Steering Committee (MSC) and the Technical Advisory Committee (TAC). MSC members included the directors of the Engineering and Building Divisions and representatives from the Town Council, Planning Board, and Zoning Board. The TAC was led jointly by Morristown and NJTPA and included officials and stakeholders from outside of Town Hall, including Morris County, NJDOT, NJTPA, NJ Transit, the Morristown Parking Authority, and the Morristown Partnership.

At the grassroots level, the Town held various workshops and public meetings. A public Kick-Off Event was held on January 23, 2013 so that the community could help the planning team identify and confirm specific challenges and opportunities. These responses were used to create and publish a Baseline Report of existing conditions. April 22, 2013 was "Charrette Week," a series of workshops, open houses, and presentations held in a storefront directly on the Green. The planning team relocated to the storefront for the week, and the public could come to provide feedback, interact with the planning team, and review planning concepts and drafts of the vision statement, goals, objectives, and the Community Form and Streets Plans. The storefront was designed to grab the attention of and be attractive to the community to promote engagement. Outside of the storefront, Sustainable Morristown used two vacant parking spaces as a temporary "parklet." The parklets uses and design varied throughout the week to demonstrate its multiplexity and how the creative use of public space can enhance the pedestrian experience, invigorate public sidewalks, and spur economic development. Key local stakeholders were also invited to meet with the planning team to share their unique perspectives within Morristown. This community involvement was vital to developing the "Plans for Places" chapter of the master plan and identify key issues and opportunities.

Morristown also launched a website (www.MorristownMovingForward.com) in conjunction with the Kick-Off Event. An interactive website, it allowed the planning team to pose questions to and receive feedback from the community, post surveys, and provide interactive maps and open forums. The website was an important tool to increase the reach of the public engagement process. The Kick-Off Event had approximately 500 people in attendance. Meanwhile, between January and August 2013, the website had 175 active participants (who shared 190 ideas), 1,670 unique visitors, and over 15,500 views. As well, Facebook, Twitter, email, flyers, and posters were used to promote the website and public workshops.

This commitment to participation has extended to recent redevelopment planning efforts. The two most recent Redevelopment Plans adopted by the Town (Spring Street Phase 3 Amendment and Morris Street Phase 2) came after extensive public participation processes that significantly affected the projects.

Ultimately, this public engagement process helped the planning team create its Core Planning Principles for their work, the master plan, and Morristown's vision for its future. The principles are as follows:

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
7. Community safety and neighborhood crime watch
8. Jobs and employment across the socioeconomic 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's Core Planning Principles have a strong resemblance with the State Plan's eight statewide goals: Morristown's Core Planning Principles follow and promote the statewide goals of the State Plan relevant to Morristown. These principles seek to provide all members of the community equal economic opportunity and access to its public spaces, services, and amenities. The Town strives to promote development that is both economically energizing and environmentally sustainable, including mixed-use and transit-oriented development, energy-efficient development, and enhancements to the public realm and open space. Providing diverse housing options will allow all of Morristown's current and future residents to find housing that suits their needs. As Morristown progresses, it will seek to preserve its many historic and cultural sites and promote architecture and designs that keep the Town's historic inventory in mind.

Statewide Goals

1. Revitalize the State's Cities and Towns
2. Conserve the State's Natural Resources and Systems
3. Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey
4. Protect the Environment, Prevent and Clean Up Pollution
5. Provide Adequate Public Facilities and Services at a Reasonable Cost
6. Provide Adequate Housing at a Reasonable Cost
7. Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value
8. Ensure Sound and Integrated Planning and Implementation Statewide

STATUS OF MASTER PLAN AND OTHER RELEVANT PLANNING ACTIVITIES

Master Plan

Morristown published its most recent master plan in 2014, *Morristown Moving Forward*. This master plan included a mobility & streets plan, a land use & community form plan, and "Plans for Places," as well as implementation strategies and a review of its relationship to the plans of its neighboring municipalities, county, and the State of New Jersey. The Plans for Places chapter applies the policies of the mobility and land use chapters to specific areas of importance in Morristown as identified by the community at public meetings. For each of these locations, the chapter discusses the issues to be addressed; reiterates and expands upon future land use, mobility, and complete streets policies and principles from the previous chapters; and provides implementation strategies and actions for the municipality. As mentioned in the Community Vision & Public Participation section of this application, the planning team also developed its Core Planning Principles as part of its community engagement process for the master plan.

The master plan was re-examined in 2018. The re-examination report served to address any changes in Morristown's context in light of past and ongoing planning activities and recommend future changes, actions, and strategies. This re-examination allows the Town to maintain consistency among its planning activities and adapt and evolve to changing circumstances. Specifically, this report discussed how the problems and objectives identified in the 2008 Master Plan Re-examination Report had evolved; identified changes in assumptions, policies, and objectives of *Morristown Moving Forward*; recommended changes to the Master Plan and Land Development Ordinance regulations; and recommended changes to redevelopment plans.

Land Development Ordinance

In response to the civic engagement received from the *Morristown Moving Forward* process, the Town overhauled its zoning ordinance with its 2018 Land Development Ordinance to leverage current best practices and techniques and to reflect the Town's current vision for its future. The new ordinance established a progressive form-based code that is pro-density and sustainable while preserving Morristown's unique historic character, sites, and neighborhoods. In addition, the ordinance seeks to provide affordable housing for low-, middle-, and moderate-income households, promote transit-oriented development, and create lively and accessible public spaces and streetscapes.

Housing Element & Fair Share Plan

In light of the evolving circumstances and direction of affordable housing and the Council on Affordable Housing in New Jersey, Morristown updated the housing element of its master plan and address its Fair Share Obligations in 2018, in compliance with the Municipal Land Use Law and the New Jersey Fair Housing Act. Morristown is committed to providing opportunities for affordable housing development within its borders. The Town has an inclusionary zoning ordinance, which requires new development to include affordable housing units or to contribute significant payments in lieu to the Affordable Housing Trust Fund. The plan incorporates data to illustrate trends in demographics, housing conditions, employment, and land use. The plan also lays out its prior round obligation, present need, and prospective need for housing for low- and moderate-income households as part of its Fair Share Obligation, as well as the specific sites that supply housing towards these needs. The total number of affordable households for each category are 138, 16, and 369, respectively.

Complete Streets Policy

In 2012, Morristown updated its Complete Streets Policy, which enumerates ten goals to provide a long-term vision to create an integrated, comprehensive, and safe multi-modal network for non-automobile traffic. The Policy also includes an Action Plan to direct action on the Policy. The Policy is accompanied by a Complete Streets Checklist to assist project planning, design and development and construction and maintenance of publicly funded projects.

Morristown Bicycle Plan Addendum

An expansion of Morristown's 2009 Bicycle Plan, this addendum was produced with the assistance of the New Jersey Department of Transportation (NJDOT) – Office of Bicycle and Pedestrian Programs. A bicycle compatibility assessment of roadways and intersections in the Town using NJDOT guidelines, an analysis of reported bicycle crashes, and the identification of regional and local bicycle facilities and trip generators were completed. These studies were used to create recommendations for on-road bicycle facility

improvements, an implementation plan, and preliminary cost estimates. The addendum seeks overcome Morristown's narrow roadways, high traffic volumes, and dense development in order to provide improved bicycle facilities to the Town's growing bicycling community.

Environmental Resource Inventory

The Environmental Resource Inventory details Morristown's geology, hydrology, ecology, and wildlife in order to help the Town understand the scope and condition of its vital resources and improve the Town's quality of life. Supported by a plenitude of data tables and maps, the inventory addresses the Morristown's physiographic regions, soils and slopes, water resources, wetlands, land cover and land use, critical habitats, and known contaminated sites, as well as the effects of climate change on the Town. This document is an important tool for the Town as it tries to balance its development needs with its open space preservation goals and the impacts of Climate Change.

Redevelopment Plans

For details on Morristown's redevelopment plans, see the "Underutilized Land" section of the Community Inventory. Morristown's recent Redevelopment Areas and Plans are as follows:

- Vail Mansion Redevelopment Plan
- Center/Coal Redevelopment Area
- Old Lumberyard Redevelopment Area
- Train Station Redevelopment Area
- Speedwell Redevelopment Plan
- Spring Street Redevelopment Plan
- Morris Street Redevelopment Plan
- Morris Street Redevelopment Plan Phase II
- Epstein's Rehabilitation Area

RECENT AND UPCOMING DEVELOPMENT ACTIVITIES

This section contains a description of all major development activities that have occurred recently in Morristown. The input for this section is derived from the annual reports of the Morristown Zoning Board of Adjustment from 2014 through 2018. These reports provide the name of the applicant(s), the application number, the block and lot of the site as defined by Morristown's tax map, the approval date (if applicable), and what action was taken on the application. The reports include site plan and subdivision applications.

In addition to those applications approved by the Morristown Zoning Board of Adjustment, recent redevelopment plans also constitute a category of important development activities. The following redevelopment plans have been described in detail in preceding sections of this report.

- Vail Mansion Redevelopment Plan
- Center/Coal Redevelopment Area
- Old Lumberyard Redevelopment Area
- Train Station Redevelopment Area
- Speedwell Redevelopment Plan
- Spring Street Redevelopment Plan
- Morris Street Redevelopment Plan
- Morris Street Redevelopment Plan Phase II
- Epstein's Rehabilitation Area

A short summary of the 2014, 2016, 2017 and 2019 annual reports on applications brought to the Morristown Board of Adjustment is included below. The full list of approved applications and a detailed description of each application is provided in Appendix C.

2014

Total Applications Acted Upon: 30

Total Applications for Extensions: 0

Total Applications for Interpretations: 1

Total Applications Granted: 29

Total Applications Denied: 1

Total Applications Withdrawn: 2

2016

Applications Acted Upon: 32

Total Applications for Extensions: 0

Total Applications for Interpretations: 0

Total Appeals from Decision of Zoning Officer: 0

Total Applications Granted: 32

Total Applications Denied: 0

Total Applications Dismissed: 1

Total Applications Withdrawn: 4

2017

Applications Acted Upon: 21

Total Applications for Extensions: 0

Total Applications for Interpretations: 0

Total Appeals from Decision of Zoning Officer: 0

Total Applications Granted: 21

Total Applications Denied: 0

Total Applications Dismissed: 0

Total Applications Withdrawn: 1

2019

Applications Acted Upon: 15

Total Applications for Extensions: 1

Total Applications for Interpretations: 0

Total Appeals from Decision of Zoning Officer: 0

Total Applications Granted: 14
Total Applications Denied: 0
Total Applications Dismissed: 0
Total Applications Withdrawn: 1

STATEMENT OF PLANNING COORDINATION

Morristown is cognizant of its role within the broader region. As a county seat and Regional Center, the Town is sensitive to the impact that its land use decisions have on the surrounding area, and vice versa. This involves communication and collaboration with partners at different levels of government, as well as in the non-profit and private sectors.

All of Morristown's planning efforts take into account consistency with the 2001 State Development and Redevelopment Plan. As noted elsewhere in this report, we find these efforts to be largely consistent.

Morristown's relationship with the region is particularly relevant to the Town's efforts relating to mobility and circulation. In 2017 the Town drafted Morristown Moving Forward, a mobility plan. This plan took into account the regional impacts of traffic in Morristown when assessing potential circulation improvements. As an outgrowth of this plan, the Town has worked with NJDOT to improve the efficiency of signals within the municipality.

The Town also works with Morris County in various areas. One such area is traffic and circulation. This is evident in the ongoing review of the project proposed via the Spring Street Phase 3 Amendment. This project (now known as M Station) calls for the creation of a roundabout at Morris Street and Spring Streets. The Town has worked with the County to evaluate the efficacy of this roundabout. The Town also participates with the County in their other planning efforts, including relating to open space and historic preservation. The Town strives to ensure consistency of planning efforts with the County.

Morristown is cognizant of the impact of its planning efforts on Morris Township, its sole adjacent municipality. The Morristown Master Plan was reviewed for consistency with the current planning documents for Morris Township. When drafting Redevelopment Plans, the impact on Morris Township and consistency with the Townships plans is considered.

The Town also works where possible with non-profit and private sectors. One example is a recent partnership with TransOptions relating to the installation of a HAWK Beacon to improve pedestrian safety on Speedwell Avenue. The Town partnered with TransOptions to ensure that there were public education materials available to ensure residents were aware of how to use this new piece of infrastructure. The Town also works collaboratively with NJTPA. Presently, the Town is working with NJTPA on Route 202 improvements and reconstruction of the Martin Luther King Avenue bridge. Finally, while the Town maintains jurisdiction and control over all planning and land use efforts, the Town works to ensure that plans are feasible for the private sector, provided they still achieve the municipality's planning goals.

STATE, FEDERAL & NON-PROFIT PROGRAMS, GRANTS AND CAPITAL PROJECTS

Since 2017, Morristown has received thirteen grants from the State. These include projects such as land acquisition, streetscape improvements, and police overtime. Most of these projects are funded by the New Jersey Department of Transportation or the New Jersey Division of Highway Traffic Safety.

The details of each project are enumerated in Appendix D. The appendix provides the funding agency, the funding program, the name of the project, a brief description of the project, the project's geographic area, the amount awarded to the project by the agency, and the start and end dates of the project.

INTERNAL CONSISTENCY IN LOCAL PLANNING

Morristown has kept its various planning documents up to date and actively ensures consistency among its planning documents and activities. The Town's master plan was updated in 2014 with *Morristown Moving Forward*. This master plan also includes a new Mobility & Streets Plan and Land Use & Community Form Plan. The "Plans for Places" section is an important aspect of the master plan that applies the goals, policies, and strategies of the previous components of the master plan to redevelopment areas within Morristown, as well as other key sites within the Town. The community was engaged in the development of the master plan, and community input was used to develop a new Community Vision for the Town as part of the master plan.

Several planning documents were updated in 2018. The Housing Element of the master plan was updated alongside the Town's Fair Share Plan. This document incorporates the ideas of the master plan and details the role of Morristown's redevelopment sites in achieving its affordable housing needs, and is reflective of the Town's agreement with the NJ Fair Share Housing Center. As well, *Morristown Moving Forward* was re-examined. This report ensures continuity between the Town's planning activities by addressing the status of problems and objectives identified in the 2008 Master Plan Re-examination Report; changes in assumptions, policies, and objectives from *Morristown Moving Forward*; and recommends changes to the master plan, the Land Development Ordinance, and the Town's redevelopment plans. Subsequently, Morristown adopted a new Land Development Ordinance, which incorporates the progressive policies and objectives of the master plan, its re-examination, and the Community Vision to create a forward looking ordinance that protects Morristown's historic character while incorporating pro-density, pro-development, and transit-oriented land use that is sustainable and promotes lively streetscapes and open space. The Land Development Ordinance also provides an updated zoning map.

Most of the Town's planning documents have been updated since the adoption of *Morristown Moving Forward* in 2014. Documents that have not been updated since 2014 include Morristown's Bicycle Plan (2010), Environmental Resource Inventory (2011), Complete Streets Policy (2012), and the Morris Street Redevelopment Plan (2012). The first three documents share the forward looking, sustainable goals that have been incorporated into the master plan, and Phase Two of the Morris Street Redevelopment Plan is still in planning stages and will be drafted with consideration of the Town's other planning activities. As well, Morristown's Historic & Cultural Inventory needs to be updated. This need has been addressed in the master plan and its re-examination, and both of these documents emphasize this need in order to better implement the town's historic preservation goals.

All of Morristown's redevelopment plans are consistent with the Town's other planning documents. Each redevelopment plan analyzes its relationship to other relevant municipal plans.

SUSTAINABILITY STATEMENT

Morristown actively and consciously works to ensure that its planning policies and strategies will allow its future generations of residents and businesses to prosper. Morristown has received the Sustainable NJ Bronze Certification, and the Town's Environmental Commission has collaborated with Sustainable Morristown to streamline efforts with the Town's administration towards renewing its certification. Morristown's master plan, Core Planning Principles, and Land Development Ordinance support mixed-use, transit-oriented, and green development, as well as lively and inviting streetscapes and open spaces. In addition, the Town preserves and expands its diverse portfolio of housing employment options.

Morristown's redevelopment plans actively target underutilized and deficient sites in the Town to convert them into higher-intensity, attractive, and modernized spaces. These redevelopment sites include residential, commercial, office, and hotel space, consider pedestrian and vehicle traffic in their designs, and provide open space and enhanced sidewalks to the whole community. A good example of these development strategies is the Spring Street Redevelopment Area. Ground-floor retail will generate foot traffic along Morris and Spring Streets. The construction of a roundabout will increase traffic capacity while also reducing vehicular greenhouse gas emissions. As well, its attractive design and revitalized space will connect the Green to the train station, incentivizing non-vehicular travel.

These development practices and principles prepare Morristown for the future. These comprehensive strategies provide the Town, its residents, and stakeholders with opportunities for economic development that is environmentally friendly and creates a vibrant community.

CONSISTENCY WITH STATE PLAN - GOALS, POLICIES & INDICATORS

This section contains a table for each of the eight goals and underlying strategies of the State Plan, aligned with relevant policies and indicators. The content in these tables is quoted directly from the State Plan. Each table is accompanied by an analysis describing in detail how this report is consistent with that particular goal and how it supports the State's efforts to achieve its targets for specific indicators.

GOAL	POLICIES	INDICATORS
<p>Goal 1: Revitalize the State's Cities and Towns</p> <p>STRATEGY: Protect, preserve and develop the valuable human and economic assets in cities, towns and other urban areas. Plan to improve their livability and sustainability by investing public resources in accordance with current plans which are consistent with the provisions of the State Plan. Leverage private investments in jobs and housing; provide comprehensive public services at lower costs and higher quality; and improve the natural and built environment. Incorporate ecological design through mechanisms such as solar access for heating and power generation. Level the playing field in such areas as financing services, infrastructure and regulation. Reduce the barriers which limit mobility and access of city residents, particularly the poor and minorities, to jobs, housing, services and open space within the region. Build on the assets of cities and towns such as their labor force, available land and buildings, strategic location and diverse populations.</p>	<p>Policy on Urban Revitalization - Prepare strategic revitalization plans, neighborhood empowerment plans and urban complex strategic revitalization plans that promote revitalization, economic development and infrastructure investments, coordinate revitalization planning among organizations and governments, support housing programs and adaptive reuse, improve access to waterfront areas, public open space and parks, and develop human resources with investments in public health, education, work force readiness and public safety in cities and towns.</p>	<p>Key Indicator 5. Progress in socioeconomic revitalization for the 68 municipalities eligible for Urban Coordinating Council assistance</p> <p>Indicator 6. Percent of jobs located in Urban Coordinating Council municipalities</p> <p>Indicator 23. Percent of building permits issued in Urban Coordinating Council municipalities</p> <p>Indicator 27. Number of Neighborhood Empowerment Plans approved by the Urban Coordinating Council</p>

Analysis

- The Town's nine redevelopment plans and areas leverage private resources to create dense, mixed- and single-use developments that increase the Town's housing stock, including affordable housing, and create places that invite pedestrian activity to invigorate new, diverse businesses. These projects also provide infrastructure enhancements that connect different areas of the Town. Redevelopment is done through an open process that invites cooperation from all stakeholders.
- The Plans for Places section of the Master Plan recommends policies for key locations in Morristown with unique development potential through infrastructure improvements and targeted development strategies.
- The Open Space and Recreation Plan and the Environmental Resource Inventory both identify and protect the Town's environmental resources and waterfronts located in parks and greenways that provide residents with pristine open space and waterfront access throughout the Town. Patriots' Path and the Traction Line Recreational Trail provide connections to residents from surrounding municipalities to come to Morristown.
- The Housing Element and Fair Share Housing Plan furthers Morristown's efforts to provide a diverse housing stock and fulfill its affordable housing needs to ensure that Morristown is accessible to all groups of people.

GOAL	POLICIES	INDICATORS
<p>Goal 2: Conserve the State's Natural Resources and Systems</p> <p>STRATEGY: Conserve the state's natural resources and systems as capital assets of the public by promoting ecologically sound development and redevelopment in the Metropolitan and Suburban Planning Areas, accommodating environmentally designed development and redevelopment in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, and by restoring the integrity of natural systems in areas where they have been degraded or damaged. Plan, design, invest in and manage the development and redevelopment of Centers and the use of land, water, soil, plant and animal resources to maintain biodiversity and the viability of ecological systems. Maximize the ability of natural systems to control runoff and flooding, and to improve air and water quality and supply.</p>	<p>Policy on Water Resources – Protect and enhance water resources through coordinated planning efforts aimed at reducing sources of pollution and other adverse effects of development, encouraging designs in hazard-free areas that will protect the natural function of stream and wetland systems, and optimizing sustainable resource use.</p> <p>Policy on Open Lands and Natural Systems – Protect biological diversity through preservation and restoration of contiguous open spaces and connecting corridors; manage public land and provide incentives for private land management to protect scenic qualities, forests and water resources; and manage the character and nature of development for the protection of wildlife habitat, critical slope areas, water resources, and for the provision of adequate public access to a variety of recreational opportunities.</p> <p>Policy on Coastal Resources – Acknowledge the statutory treatment of the coastal area under federal and state legislation, coordinate efforts to establish a comprehensive coastal management program with local planning efforts, undertake a regional capacity analysis, protect vital ecological areas and promote recreational opportunities.</p> <p>Policy on Special Resource Areas – Recognize an area or region with unique characteristics or resources of statewide importance and establish a receptive environment for regional planning efforts. The Highlands region has been recognized as the first Special Resource Area in New Jersey.</p>	<p>Key Indicator 2. The amount of land permanently dedicated to open space and farmland preservation</p> <p>Key Indicator 3. Percent of New Jersey's streams that support aquatic life</p> <p>Indicator 11. Conversion of wetlands for development</p> <p>Indicator 26. Percent of land in New Jersey covered by adopted watershed management plans</p>

Analysis

- The Environmental Resource Inventory identifies key natural resources in Morristown to facilitate their protection and to define development patterns that do not adversely affect these resources through mechanisms such as the Land Development Ordinance.
- The Open Space and Recreation Plan protects the Town's natural resources, water resources, wetlands, and critical habitats as parks and greenways. Morristown's greenways and trails, in addition to walking and biking paths laid out in the Town's Mobility & Streets Plan and Bicycle Plan Addendum, connect the town's natural resources to one another as well as with the rest of the Town to allow residents easy access to enjoy these natural resources.
- The Town's various redevelopment plans promote sustainable development, such as effective stormwater management systems, that do not adversely affect natural resources.
- Morristown seeks to remediate its Active Sites with Confirmed Contamination and catalogues them in its Environmental Resource Inventory.

GOAL	POLICIES	INDICATORS
<p>Goal 3: Promote Beneficial Economic Growth, Development and Renewal for All Residents of New Jersey</p> <p>STRATEGY: Promote socially and ecologically beneficial economic growth, development and renewal and improve both the quality of life and the standard of living of New Jersey residents, particularly the poor and minorities, through partnerships and collaborative planning with the private sector. Capitalize on the state's strengths—its entrepreneurship, skilled labor, cultural diversity, diversified economy and environment, strategic location and logistical excellence—and make the state more competitive through infrastructure and public services cost savings and regulatory streamlining resulting from comprehensive and coordinated planning. Retain and expand businesses, and encourage new, environmentally sustainable businesses in Centers and areas with infrastructure. Encourage economic growth in locations and ways that are both fiscally and environmentally sound. Promote the food and agricultural industry throughout New Jersey through coordinated planning, regulations, investments and incentive programs—both in Centers to retain and encourage new businesses and in the Environs to preserve large contiguous areas of farmland.</p>	<p>Policy on Economic Development - Promote beneficial economic growth and improve the quality of life and standard of living for New Jersey residents by building upon strategic economic and geographic positions, targeting areas of critical capital spending to retain and expand existing businesses, fostering modern techniques to enhance the existing economic base, encouraging the development of new enterprises, advancing the growth of green businesses, elevating work force skills, and encouraging sustainable economic growth in locations and ways that are fiscally and ecologically sound.</p> <p>Policy on Agriculture - Promote and preserve the agricultural industry and retain farmland by coordinating planning and innovative land conservation techniques to protect agricultural viability while accommodating beneficial development and economic growth necessary to enhance agricultural vitality and by educating residents on the benefits and the special needs of agriculture.</p> <p>Policy on Equity - It is the position of the State Planning Commission that the State Plan should neither be used in a manner that places an inequitable burden on any one group of citizens nor should it be used as a justification for public actions that have the effect of diminishing equity. It is also the position of the Commission that the achievement, protection and maintenance of equity be a major objective in public policy decisions as public and private sector agencies at all levels adopt plans and policies aimed at becoming consistent with the State Plan.</p>	<p>Key Indicator 1. New development, population and employment located in the Metropolitan and Suburban Planning Areas or within Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas</p> <p>Indicator 1. Average annual disposable income among New Jerseyans</p> <p>Indicator 2. Unemployment</p> <p>Indicator 3. Conversion of farmland for development</p> <p>Indicator 5. Agricultural output</p> <p>Indicator 7. Economic output per unit of energy consumed</p> <p>Indicator 21. Municipalities with median household incomes of less than \$30,000 per year (in 1990 dollars)</p> <p>Indicator 22. Number of census tracts with more than 40% of the population living under the poverty level</p>

Analysis

- The Morristown Farmers Market and the Go It Green Morristown urban farm support agriculture and provide residents with fresh produce and educational opportunities.
- Morristown promotes a diverse range of employment opportunities and a varied housing stock to ensure that its diverse community has access to both the jobs and the housing opportunities that it needs to thrive. Redevelopment plans such as that at Spring Street create business opportunities that reinforce businesses already present in the Town by providing hotel, office, and retail space. The Housing Element and Fair Share Housing Plan provide inventories of the Town's housing stock as well as recommendations and locations that the Town can use to increase its housing and affordable housing stock. All housing in Morristown's redevelopment plans and areas include affordable housing.
- The Train Station Redevelopment Plan and Spring Street Redevelopment Plan Phase 3 Amendment create infrastructure improvements that increase access to the Morristown Train Station from the rest of the Town and provide retail space in an area with high foot traffic.
- The Plans for Places Section of the Master Plan is a detailed study of key areas throughout Town where targeted development and infrastructure improvements can spur economic growth and enhance the surrounding area.

GOAL	POLICIES	INDICATORS
<p>Goal 4: Protect the Environment, Prevent and Clean Up Pollution</p> <p>STRATEGY: Develop standards of performance and create incentives to prevent and reduce pollution and toxic emissions at the source, in order to conserve resources and protect public health. Promote the development of businesses that provide goods and services that eliminate pollution and toxic emissions or reduce resource depletion. Actively pursue public/private partnerships, the latest technology and strict enforcement to prevent toxic emissions and clean up polluted air, land and water without shifting pollutants from one medium to another; from one geographic location to another; or from one generation to another. Promote ecologically designed development and redevelopment in the Metropolitan and Suburban Planning Areas and accommodate ecologically designed development in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, to reduce automobile usage; land, water and energy consumption; and to minimize impacts on public health and biological systems, water and air quality. Plant and maintain trees and native vegetation. Reduce waste and reuse and recycle materials through demanufacturing and remanufacturing</p>	<p>Policy on Air Resources - Reduce air pollution by promoting development patterns that reduce both mobile and stationary sources of pollution, promoting the use of alternative modes of transportation, and supporting clean, renewable fuels and efficient transportation systems.</p> <p>Policy on Energy Resources - Ensure adequate energy resources through conservation, facility modernization, renewable energy and cogeneration; to continue economic growth while protecting the environment; and to modify energy consumption patterns to capitalize on renewable, domestic energy supplies rather than virgin extraction and imports.</p> <p>Policy Waste Management, Recycling and Brownfields- Promote recycling and source reduction through product design and materials management and by coordinating and supporting legislative, planning and facility development efforts regarding solid and hazardous waste treatment, storage and disposal. Capitalize on opportunities provided by brownfield sites through coordinated planning, strategic marketing and priority redevelopment of these sites.</p>	<p>Indicator 4. Percent of brownfield sites redeveloped</p> <p>Indicator 7. Economic output per unit of energy consumed</p> <p>Indicator 8. The generation of solid waste on a per capita and per job basis</p> <p>Indicator 9. Number of unhealthful days annually caused by ground-level ozone, particulate matter and carbon monoxide</p> <p>Indicator 10. Greenhouse gas emissions</p> <p>Indicator 13. Changes in toxic chemical use and waste generation (non-product output or NPO) by New Jersey's manufacturing sector</p> <p>Indicator 15. Vehicle miles traveled per capita</p>

Analysis

- The Center/Coal and Old Lumberyard Redevelopment Areas will reuse old industrial sites for sustainable development.
- The Environmental Resource Inventory catalogues the Town's Active Sites with Confirmed to further the Town's active remediation efforts of these sites.
- The Town's redevelopment plans promote sustainable development that promoted alternative modes of transportation.
- The Colonial Coach encourages public transit use by providing free bus service in Morristown.
- The Mobility & Streets Plan and the Bicycle Plan Addendum recommend and provide implementation strategies for walking and bicycle path systems throughout the Town.
- The Town manages its own recycling and refuse collection as well as waste water treatment.

GOAL	POLICIES	INDICATORS
<p>Goal 5: Provide Adequate Public Facilities and Services at a Reasonable Cost</p> <p>STRATEGY: Provide infrastructure and related services more efficiently by supporting investments based on comprehensive planning and by providing financial incentives for jurisdictions that cooperate in supplying public infrastructure and shared services. Encourage the use of infrastructure needs assessments and life-cycle costing. Reduce demands for infrastructure investment by using public and private markets to manage peak demands, applying alternative management and financing approaches, using resource conserving technologies and information systems to provide and manage public facilities and services, and purchasing land and easements to prevent development, protect flood plains and sustain agriculture where appropriate.</p>	<p>Policy on Infrastructure Investments - Provide infrastructure and related services more efficiently by investing in infrastructure to guide growth, managing demand and supply, restoring systems in distressed areas, maintaining existing infrastructure investments, designing multi-use school facilities to serve as centers of community, creating more compact settlement patterns in appropriate locations in suburban and rural areas, and timing and sequencing the maintenance of capital facilities service levels with development throughout the state.</p> <p>Policy on Transportation - Improve transportation systems by coordinating transportation and land-use planning; integrating transportation systems; developing and enhancing alternative modes of transportation; improving management structures and techniques; and utilizing transportation as an economic development tool.</p>	<p>Key Indicator 4. Meet present and prospective needs for public infrastructure systems</p> <p>Indicator 14. The percent of all trips to work made by carpool, public transportation, bicycle, walking or working at home</p> <p>Indicator 16. Number of pedestrian fatalities in vehicular accidents on state roads</p> <p>Indicator 17. Increase in transit ridership</p> <p>Indicator 18. Percent of potable water supplies that meet all standards</p> <p>Indicator 19. Percent of development on individual septic systems</p>

Analysis

- NJ Transit commuter rail and bus service, the Colonial Coach, and bicycle and walking paths create an integrated, intermodal system of alternative transportation.
- Several redevelopment plans, such as the Spring Street and the Train Station Redevelopment Plans, help connect the town center to the Morristown Train Station. Also, these redevelopment efforts aim to spur economic growth by providing retail, office, and hotel space near public transportation, high foot traffic areas, and other employment centers.
- All redevelopment plans consider infrastructure needs and entail the necessary improvements to enhance infrastructure capacity and limit a redevelopment's burden on the existing infrastructure system.
- The Town's Public Works Department maintains the Town's infrastructure and public rights-of way.
- The Morristown and Morris Township Library and the Morris School District provide programming and facilities throughout the Town to serve all residents.

GOAL	POLICIES	INDICATORS
<p>GOAL 6: Provide Adequate Housing at a Reasonable Cost</p> <p>STRATEGY: Provide adequate housing at a reasonable cost through public/private partnerships that create and maintain a broad choice of attractive, affordable, ecologically designed housing, particularly for those most in need. Create and maintain housing in the Metropolitan and Suburban Planning Areas and in Centers in the Fringe, Rural and Environmentally Sensitive Planning Areas, at densities which support transit and reduce commuting time and costs, and at locations easily accessible, preferably on foot, to employment, retail, services, cultural, civic and recreational opportunities. Support regional and community-based housing initiatives and remove unnecessary regulatory and financial barriers to the delivery of housing at appropriate locations.</p>	<p>Policy on Housing - Preserve and expand the supply of safe, decent and reasonably priced housing by balancing land uses, housing types and housing costs and by improving access between jobs and housing. Promote low- and moderate-income and affordable housing through code enforcement, housing subsidies, community-wide housing approaches and coordinated efforts with the New Jersey Council on Affordable Housing.</p> <p>Policy on Design - Mix uses and activities as closely and as thoroughly as possible; develop, adopt and implement design guidelines; create spatially defined, visually appealing and functionally efficient places in ways that establish an identity; design circulation systems to promote connectivity; maintain an appropriate scale in the built environment; and redesign areas of sprawl.</p>	<p>Indicator 20. Percent of New Jersey households paying more than 30% of their pre-tax household income towards housing</p> <p>Indicator 24. Annual production of affordable housing units</p>

Analysis

- The Housing Element and Fair Share Housing Plan ensure that Morristown provides a diverse range of housing types, including affordable housing. They also identify areas throughout the Town that can be used to increase the Town's housing stock.
- The Land Development Ordinance creates various zoning districts that facilitate diverse housing development throughout Morristown. These zoning districts are formulated so to respect the existing development patterns, aesthetics, and historical styles. The Land Development Ordinance also provides design standards in all of its zoning districts through its form-based code.
- The Mobility & Streets Plan and Bicycle Plan Addendum identify potential strategies to maintain and strengthen the existing multi-modal access, as provided by both the NJ Transit rail and bus service and the Colonial Coach, throughout town between jobs and housing.
- Various redevelopment plans, including those at Spring Street, the Train Station, Epstein's, and Market and Bank create mixed-use developments that are visually appealing and functionally efficient, responding to the surrounding context of the area. The Town's Redevelopment Plans aim to reinvigorate underutilized and sprawling areas by facilitating higher-density developments that are of appropriate scale for the area and enhance circulation.
- The Land Use & Community Form Plan and Land Development Ordinance identify and regulate development patterns that are responsive to a neighborhood's particular context and infrastructure capacity.

GOAL	POLICIES	INDICATORS
<p>Goal 7: Preserve and Enhance Areas with Historic, Cultural, Scenic, Open Space and Recreational Value</p> <p>STRATEGY: Enhance, preserve and use historic, cultural, scenic, open space and recreational assets by collaborative planning, design, investment and management techniques. Locate and design development and redevelopment and supporting infrastructure to improve access to and protect these sites. Support the important role of the arts in contributing to community life and civic beauty.</p>	<p>Policy on Historic, Cultural and Scenic Resources - Protect, enhance, and where appropriate rehabilitate historic, cultural and scenic resources by identifying, evaluating and registering significant historic, cultural and scenic landscapes, districts, structures, buildings, objects and sites and ensuring that new growth and development is compatible with historic, cultural and scenic values</p>	<p>Key Indicator 2. The amount of land permanently dedicated to open space and farmland preservation</p> <p>Indicator 12. Conversion of land per person</p>

Analysis

- The Land Development Ordinance's form-based code and zoning districts protects existing historical and cultural, and scenic resources and ensures that new development respects and is compatible with these resources.
- The Town's parks and greenways protect and enhance historical and scenic sites.
- The Town passed a new demolition ordinance in 2019 intended to facilitate the preservation of its historic character.
- Morristown will complete its Historic & Cultural Inventory to facilitate the protection, maintenance, and rehabilitation of its historic and cultural resources. The Town has already identified these resources and protects many of these sites in the Morristown Historical District.

GOAL	POLICIES	INDICATORS
<p>Goal 8: Ensure Sound, Integrated Planning and Implementation Statewide</p> <p>STRATEGY: Use the State Plan and the Plan Endorsement process as a guide to achieve comprehensive, coordinated, long-term planning based on capacity analysis and citizen participation; and to integrate planning with investment, program and regulatory land-use decisions at all levels of government and the private sector, in an efficient, effective and equitable manner. Ensure that all development, redevelopment, revitalization or conservation efforts support State Planning Goals and are consistent with the Statewide Policies and State Plan Policy Map of the State Plan.</p>	<p>Policy on Comprehensive Planning - Promote planning for the public's benefit, and with strong public participation, by enhancing planning capacity at all levels of government, using capacity-based planning and Plan Endorsement to guide the location and pattern of growth and promoting cooperation and coordination among counties, municipalities, state, interstate and federal agencies.</p> <p>Policy on Planning Regions Established by Statute - The State Plan acknowledges the special statutory treatment accorded the New Jersey Pinelands under the Pinelands Protection Act, and the Hackensack Meadowlands under the Hackensack Meadowlands Reclamation and Development Act. The State Planning Commission is explicitly directed to "rely on the adopted plans and regulations of these entities in developing the State Plan." In the State Plan, these areas are considered Planning Regions Established by Statute.</p> <p>Policy on Public Investment Priorities - It is the intent of the State Plan that the full amount of growth projected for the state should be accommodated. Plan Strategies recommend guiding this growth to Centers and other areas identified within Endorsed Plans where infrastructure exists or is planned and where it can be provided efficiently, either with private or public dollars. (Designated Centers are included in the category of communities with Endorsed Plans.) Public investment priorities guide the investment of public dollars to support and carry out these Plan Strategies.</p>	<p>Key Indicator 6. The degree to which local plans and state agency plans are consistent with the State Plan</p> <p>Indicator 25. Municipalities participating in comprehensive, multijurisdictional regional planning processes consistent with the State Plan</p>

Analysis

- Morristown's plans are fully integrated with the Master Plan and are consistent with the master plans of Morris Township and Morris County, as well as the State Development and Redevelopment Plan.
- Morristown actively engages its residents and stakeholders in its planning activities through public meetings, online resources, information campaigns, and other mechanisms. Public Participation was an integral part of the development of the Town's Core Planning Principles in its Master Plan. These principles provide a framework for a comprehensive, sustainable, coordinated, and long-term vision for Morristown.
- As the county seat of Morris County, Morristown works closely with the County in its planning processes. Morristown also works closely together with Morris Township.

CONSISTENCY WITH STATE PLAN - CENTER CRITERIA & POLICIES

This section contains an assessment of Morristown in relation to the State Plan's criteria and policies for Regional Centers as Morristown seeks to maintain its existing center designation. A table listing the State Plan criteria for Regional Centers is included below. Morristown's current and future efforts to promote the State Plan's policies are included as well.

Criteria	State Plan Criteria: Regional Center	Proposed Regional Center Baseline (2010)	Proposed Regional Center (20 years forward)
		2010	2040
Land Use		Sources: 2010 Census, 2017 ACS, Morristown Moving Forward, NJ Transit	Sources: NJTPA, Morristown Moving Forward, Master Plan Re-examination.
Function	Focal point for region's economic, social and cultural activities with a compact mixed-use core.	The county seat of Morris County, Morristown is at the center of the region's activities and history. The town has been important since the Revolutionary War, when George Washington wintered in the Town and had his headquarters in a tavern on the Green and at the Jacob Ford mansion on Morris Avenue. He and his troops controlled the area from Fort Nonsense. Morristown has maintained this prominence to this day. The town draws employees to hubs such as the Morristown Medical Center and Headquarters Plaza. Morristown's diverse population contributes to a rich and active community, and the Town's downtown, mixed-use core provides a lively environment for its resident's and employees. Morristown is also home to the Mayo Performing Arts Center, the Morristown-Morris Township Public Library, 15 faith-based institutions, and regional headquarters for non-profits agencies.	Morristown remains committed to maintaining its historic urban fabric, as well as the character of its historic streets and neighborhoods. These physical attributes continue to attract new people and businesses, which in turn are creating demands for higher density, mixed-use development. New development is well designed and the town's infrastructure, including its roads, parking facilities, sidewalks, and public places, still serve to preserve and enhance a good quality of community of life. Morristown is able to capitalize on its assets, such as architecturally interesting buildings, vibrant public spaces, renowned cultural assets, public transit, entertainment choices, specialized services like healthcare, and proximity to jobs, in order to promote and sustain the right kind of economic growth and revitalization.
	Located in market area supporting high-intensity development and redevelopment.	Morristown has long been a center for development and redevelopment activities. These include the Headquarters Plaza development from the 1970s, and redevelopment plans at Vail Mansion, Morristown Train Station, Spring Street, Morris Street, Speedwell Avenue, and Market and Bank Streets, as well as the Epstein's Rehabilitation Plan.	As noted above, Morristown continues to balance development and preservation goals, as it deploys redevelopment activities that create jobs for Morristown residents and reinforce Morristown's role as a walkable, active, and mixed-use urban center. As neighborhoods with extensive existing development patterns aim to accommodate growth, new development and redevelopment is required to be contextual to its surroundings.

	Identified as a result of a strategic planning effort conducted on a regional basis.	<ul style="list-style-type: none"> - Highlands Regional Master Plan (2008), including amendments and addenda. - Morris County Master Plan and Future Land Use Element (1975) 	Regional Center Strategic Master Plan's Indicators and Targets sections updated as needed, as well as regular updates of the entire plan.
	Located, scaled and designed not to adversely affect economic growth potential of Urban Centers.	Morristown is not located near any Urban Centers, the closest one being Paterson. Development in Morristown is designed to serve Morris County and neighboring municipalities. The Town's small geographical area and its zoning ordinances also scale Morristown's growth in a way that does not affect Urban Centers.	Future concentration of growth and economic development in Regional Center takes place in a coordinated fashion among neighboring communities and respects the economic growth of the nearest Urban Centers.
Land area	1 to 10 square mile	2.8 square mile	2.8 square mile
Housing units	4,000 to 15,000 in PA 1 & 2, or 2,000 to 15,000 in PA3, 4 or 5	8,172 units	8,989 households
Housing Density	> 3 dwelling units per acre	4.56 dwelling units per acre	5.02 dwelling units per acre
Population			
Number of people	>10,000 in PA 1 & 2, or >5,000 in PA3, 4 or 5	18,411	20,863
Density	> 5,000 per square mile	6,575 people per square mi	7,451 per square mile
Economy			
Employment	> 10,000 in PA 1 & 2, or >5,000 in PA3, 4 or 5	22,600 jobs	29,441 jobs
Jobs-housing ratio	2:1 to 5:1	2.77:1	3.28:1
Infrastructure			
Capacity (general)	Access to sufficient existing or planned infrastructure.	Sufficient water service is provided by the Southeast Morris County Municipal Utilities Authority Board.	The existing public infrastructure and facilities are maintained and strengthened where necessary to support new development and redevelopment taking place within Morristown.
Transportation	Near major public transportation terminal, arterial or interstate interchange; hub for two or more transportation modes.	I-287 interchanges with State Route 124, County Route 510 and 601, Lafayette Avenue, and Ridgedale Avenue. NJ Transit provides public commuter rail service via Morristown Train Station on the Morris & Essex Line and via bus with 6 lines and 19 stops.	Morristown has further strengthened its selection of mass transit options that are accessible to its residents. Expanding access to quality transportation has helped to promote equal opportunities by improving mobility to jobs, shopping, and other essential services. Morristown has remained committed to

			supporting transit services through land use and community form decisions that create transit-oriented living, working and shopping destinations. Transit-oriented development has helped to bridge the two hubs of the train station and the town Green with new pedestrian connections.
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CONSISTENCY WITH STATE PLAN – PLANNING AREA POLICY OBJECTIVES

This section contains a description of how the Town of Morristown's current and planning efforts are consistent with the State Plan's Objectives for Metropolitan Planning Areas. The whole of Morristown is currently as such. Additionally, this section also discusses how the Town's Park & Natural Areas are consistent with the intent outlined in the State Plan.

Planning Area 1: Metropolitan Planning Area

As is stated in the State Plan, Planning Area Policy Objectives are used as "the criteria for designation of any existing or new Centers appropriate in this Planning Area." As a Regional Center, Morristown has actively advanced these objectives and will continue to do so, as discussed below.

Land Use: Morristown promotes development and redevelopment within existing neighborhoods that have been previously identified through cooperative regional planning efforts. The Town promotes the diversification of land uses within existing single-use developments. Furthermore, policies such as the Land Development Ordinance's Street Frontage Standards, the Mobility & Streets Plan, and the Land Use & Community Form Plan ensure that these areas are well linked to the rest of the community. Finally, the Town, through its redevelopment plans and Land Development Ordinance, ensures the efficient utilization of its scarce land resources for developments that are beneficial to the community.

Housing: Morristown provides a diverse range of housing to meet the needs and preferences of its current and future residents. The housing stock ranges from apartments to estate homes. Affordable housing is included in its many redevelopment plans and is supported through the Town's inclusionary zoning ordinance and the Housing Element & Fair Share Plan. The Land Development Ordinance provides standards that preserve the existing housing stock in Morristown's unique neighborhoods.

Economic Development: Morristown is a regional economic center and employs policies that reinforce and expand this function. For instance, the Town and non-profit organizations active within Morristown support job training programs of the local workforce. Also, the Town seeks to ensure that its infrastructure is of sufficient capacity to support its various businesses and employment centers. Aimed, at creating hubs of economic activity, the Town's Land Development Ordinance provides density bonuses to high-quality development, and the Town actively engages private developers to redevelop underutilized areas through infill development.

Transportation: Morristown encourages alternative transportation modes and development patterns that support them. Redevelopment plans by the Morristown Train Station, as well as the Transit Overlay District, support train transportation and connect the train station to the Village Green. The Town provides free bus service through the Colonial Coach, and the Morristown Bicycle Plan Addendum identifies ideal locations for on-road bicycle facilities and an implementation plan for their construction.

Natural Resource Conservation: Morristown's Environmental Resource Inventory serves to identify and conserve the Town's natural resources. Much of the Whippany River is protected within the Great Morristown Greenway, and historical sites like Fort Nonsense and Washington Park are protected as park land. The Town actively works to remediate its Active Sites with Confirmed Contamination.

Agriculture: Morristown is a heavily developed and significantly built-out town, covering a small geographical area, with employment opportunities that center around healthcare, retail, and professional services. This leaves little space for agricultural activities, but the Morristown Farmers Market and the urban farm Grow It Green Morristown support agricultural activities and provide Morristown with fresh produce.

Recreation: Morristown's many parks and playgrounds provide active and passive recreation opportunities to residents throughout the Town. The Great Morristown Greenway and the Great Brook Greenway provide green spines in the north and south of the Town, and Patriots' Path and the Traction Line Recreational Trail connect Morristown to surrounding municipalities and their open space resources.

Redevelopment: Morristown's many redevelopment plans aim to create dense, mixed-use developments that encourage pedestrian activity and transit use. For example, the Spring Street Redevelopment Plan provides a dense, mixed-use development near the Morristown Train Station that connects the train station to the Village Green. The Train Station Redevelopment Area provides these same benefits right next to the train station and includes features like well-lit pedestrian plazas, shared streets, and public art to make the train station area a safe, inviting, and multi-modal destination.

Historic Preservation: Morristown preserves its historic and cultural assets in various ways. For instance, Fort Nonsense and Washington Park are designated parks that help to share the Town's rich Revolutionary War history. Much of Morristown falls within the Morristown Historical District. The Town's form-based Land Development Ordinance protects Morristown's historic buildings, neighborhoods, and districts through design standards for both private property and public spaces, specifically through its Estate Overlay and the Historic Suburban Residential Street frontage type.

Public Facilities and Services: Morristown's Public Works Department maintains the Town's infrastructure to ensure that it can handle the capacity needed not only by Town residents but also by the many workers commuting into town and its visitors. The Town considers infrastructure capacity and improvements in its redevelopment plans. As well, Morristown's public facilities are concentrated in the town center. Water is supplied by the Southeast Morris County Municipal Utilities Authority Board, an autonomous government agency created by Morristown, Morris Township, Morris Plains, and Hanover.

Intergovernmental Coordination: Morristown works closely with surrounding municipalities to cooperatively provide public services. Morristown and Morris Township share their school district and library. The Southeast Morris County Municipal Utilities Authority Board, an autonomous government agency, was created by Morristown, Morris Township, Morris Plains, and Hanover to consolidate water service throughout the region.

Parks and Natural Areas

The State Plan designated small sections of Morristown as Parks and Natural Areas. Parks and Natural Areas represent public investment towards resource and recreation space preservation, and they advance the State Plan's goal of preserving and enhancing historic, cultural, scenic, open, and recreational space. The intent of the Parks and Natural Areas designation is discussed below, along with Morristown's efforts and their consistency with the State Plan's intent.

Provide for the protection of critical natural resources: The Town's Environmental Resource Inventory catalogues Morristown's critical natural resources, many of these are protected in parks and open space. The Town's Land Development Ordinance and Zoning Districts ensure that development does not negatively impact the Town's natural resources.

Provide public recreational and educational opportunities: Morristown provides various recreational opportunities, both active and passive. These include Burnham Pool, sports fields, the Town's two greenways, and its two trails. Washington Park and Fort Nonsense provide historical educational opportunities, serving as tangible connections to Morristown's central role in the Revolutionary War. Also, the Morristown Recreation Division organizes programming year-round, including athletic, camp and instructional programs.

Ensure the maintenance of associated facilities: The Environmental Resource Inventory and Open Space and Recreation Plan catalogue Morristown's parks, open space, and associated facilities and provide goals and policies for their maintenance. The Morristown Public Works Department is in charge of maintaining Town-owned properties and playgrounds.

Ensure the connection of these areas into a system of open lands: The Great Morristown Greenway and Great Brook Greenway connect many parks, bodies of water, and open spaces in Morristown. Bicycle and walking

paths, such as Patriots' Path, allow for easy movement within and between the greenways, as well as to the town center and the rest of the town.

STATE AGENCY ASSISTANCE

The Town of Morristown requests technical and/or financial assistance with the following projects:

Circulation/Mobility

- NJ DOT implementation of Town Wide signal optimization program
- Funding for large scale capital improvements as identified in the Morristown Mobility Initiative, including improvements to circulation at the Morristown Green and other high priority locations
- Funding for advancing the Town's bike and active transportation planning efforts
- Funding for streetscape improvements along major corridors, particularly Morris Avenue
- Technical assistance with developing an ordinance to standardize traffic impact studies
- Technical assistance with developing an ordinance to assess fees for pro rata share of traffic improvements

Open Space

- Funding for construction of open space being pursued as part of the Speedwell Redevelopment Plan
- Funding for construction of open space as part of the Center and Coal Redevelopment Plan
- Technical assistance with potential ROSI update
- Resolution of Lake Road ROSI issue

NJ Transit

- Resolution of issue relating to NJ Transit deed restriction on Lot 3R to allow for implementation of Train Station Redevelopment Plan
- Creation of an express train from Morristown to New York – Penn Station

Corridor and District Planning

- Funding for planning study evaluating feasibility of a health care innovation corridor
- Funding for updating Town's Downtown Design Guidelines

Historic Preservation

- Funding for Historic Resource Architectural Survey(s) of existing and potential historic districts and sites

CONCLUSION

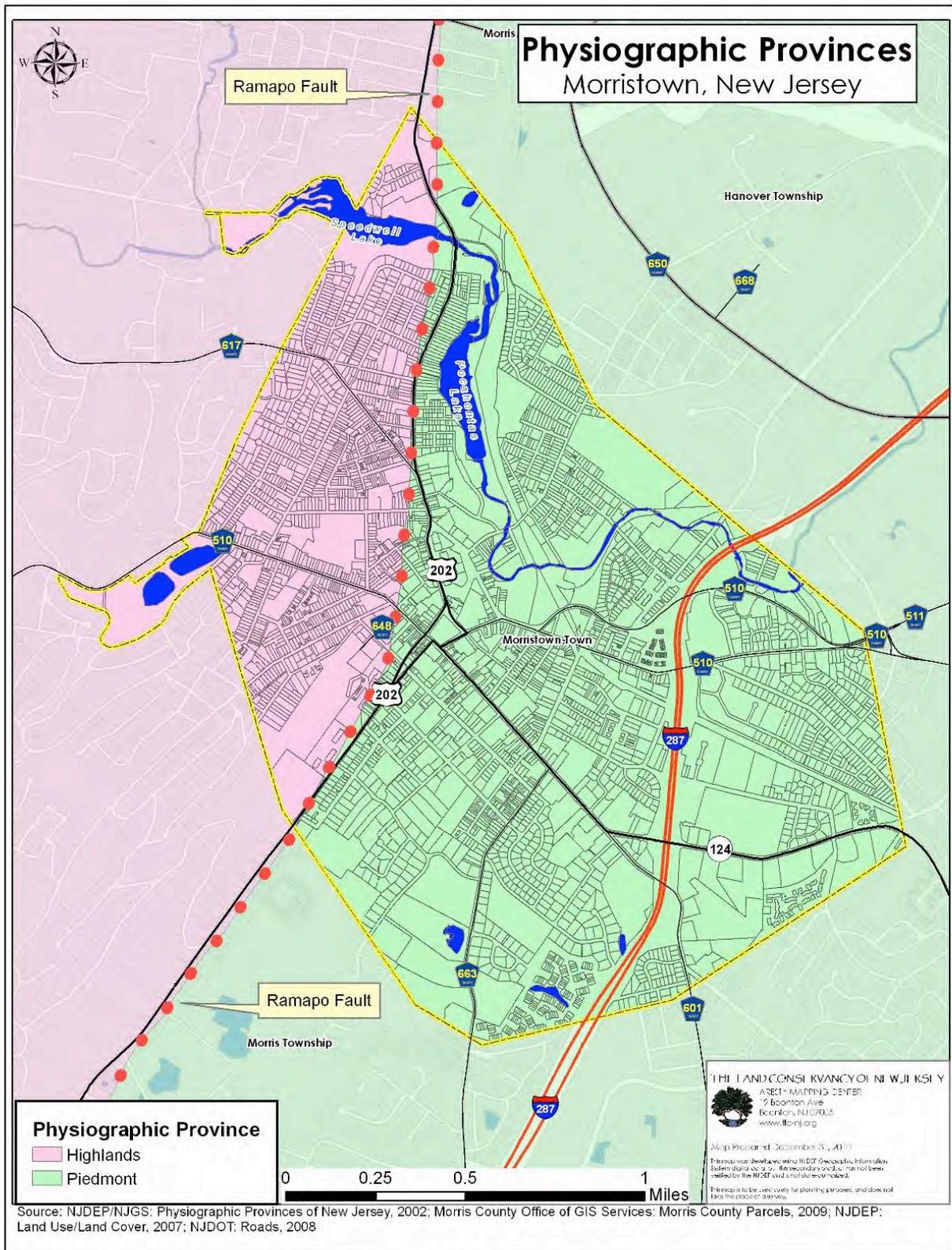
This report completes Morristown's Municipal Self-Assessment as part of Step 3 of the State Planning Commission's Plan Endorsement process to renew its designation as a Regional Center. It has detailed Morristown's Community Visioning and Public Participation process as part of the Town's request for a waiver of the Community Visioning Requirements of Plan Endorsement. It has also reviewed and analyzed the consistency of Morristown's master plan and other planning documents and activities with the State Plan. This report finds that Morristown's planning activities are consistent with the goals, policies, and objectives of the State Plan.

Appendix A: List of Maps

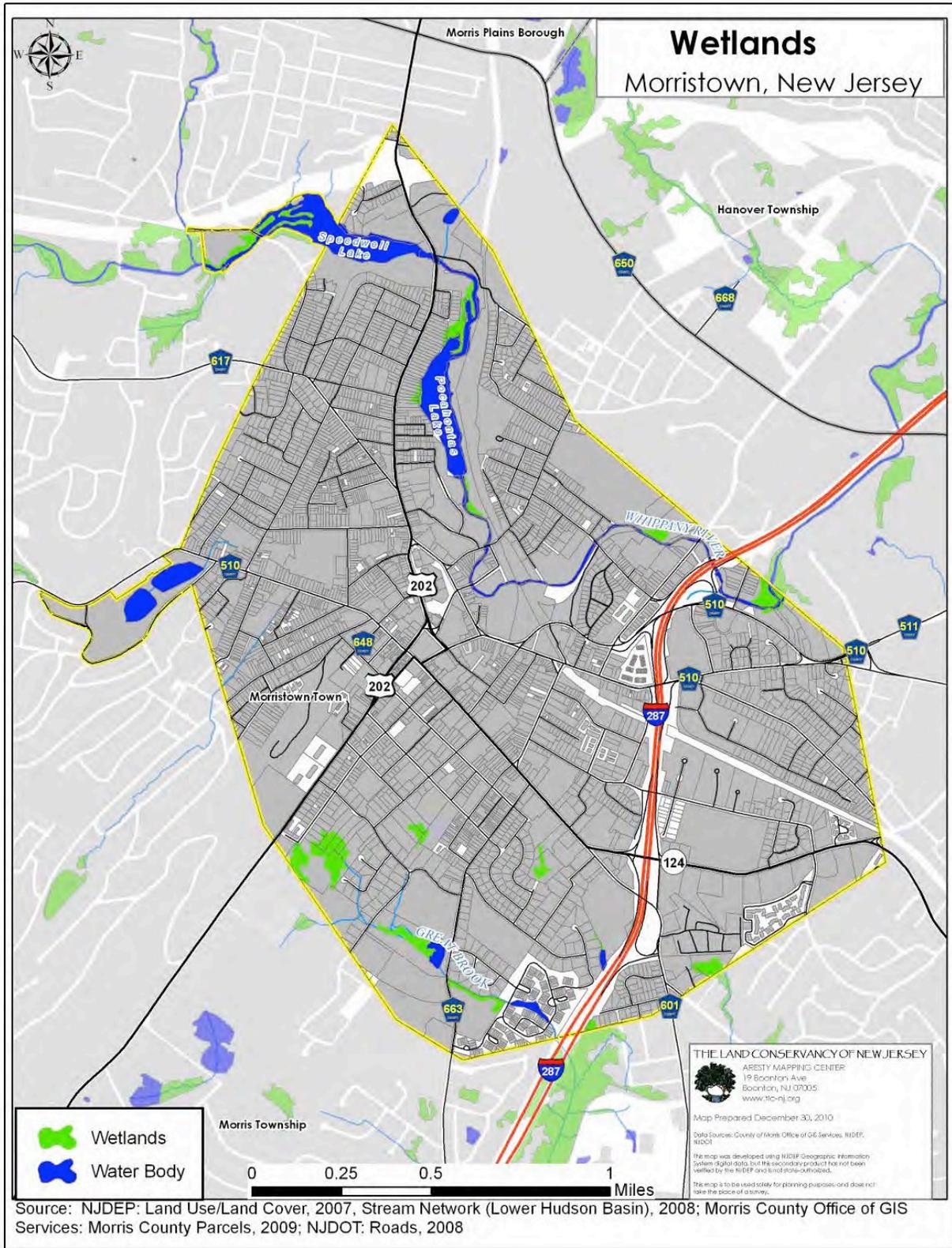
Map 1: Base Map



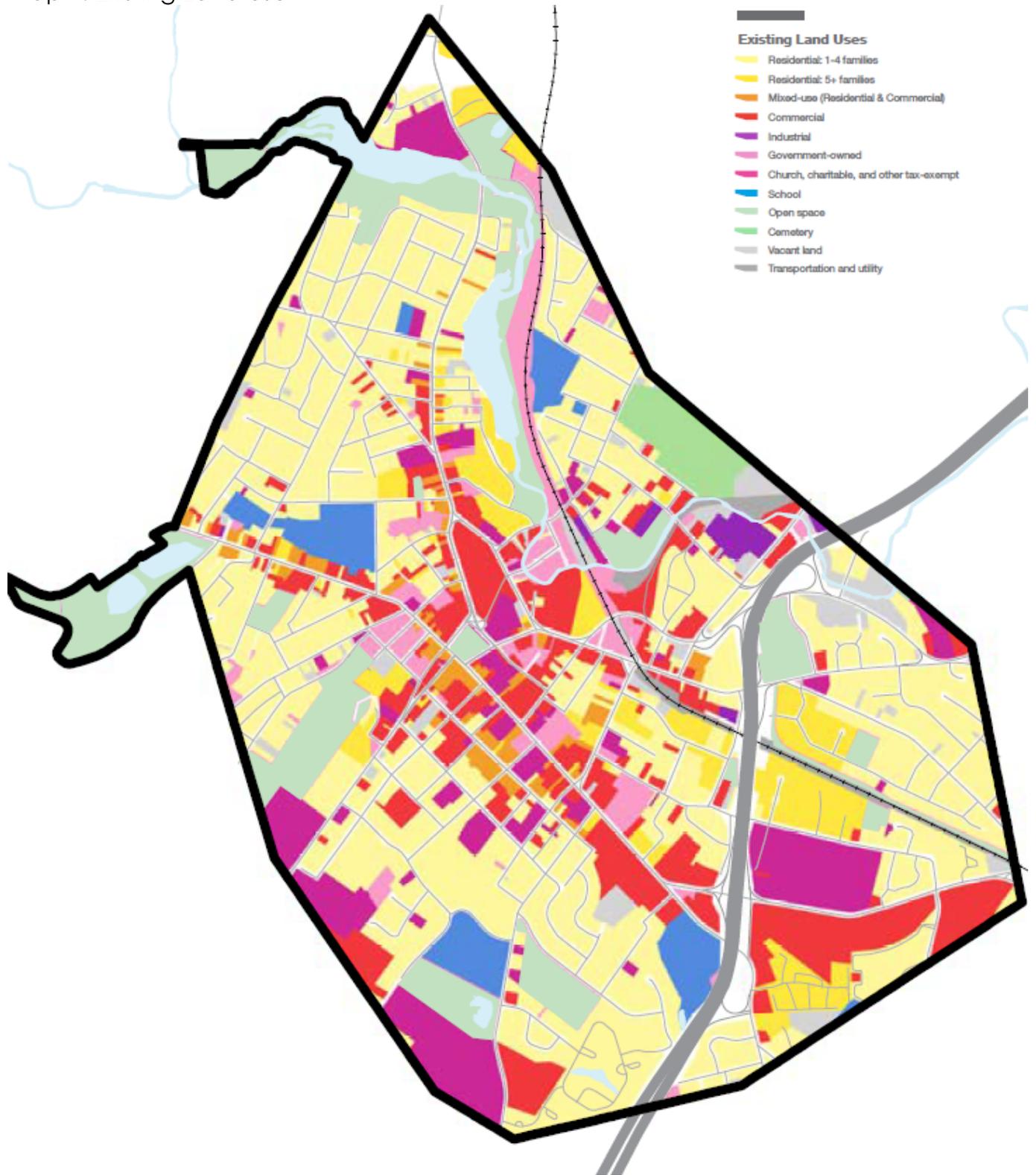
Map 2: Physiographic Provinces



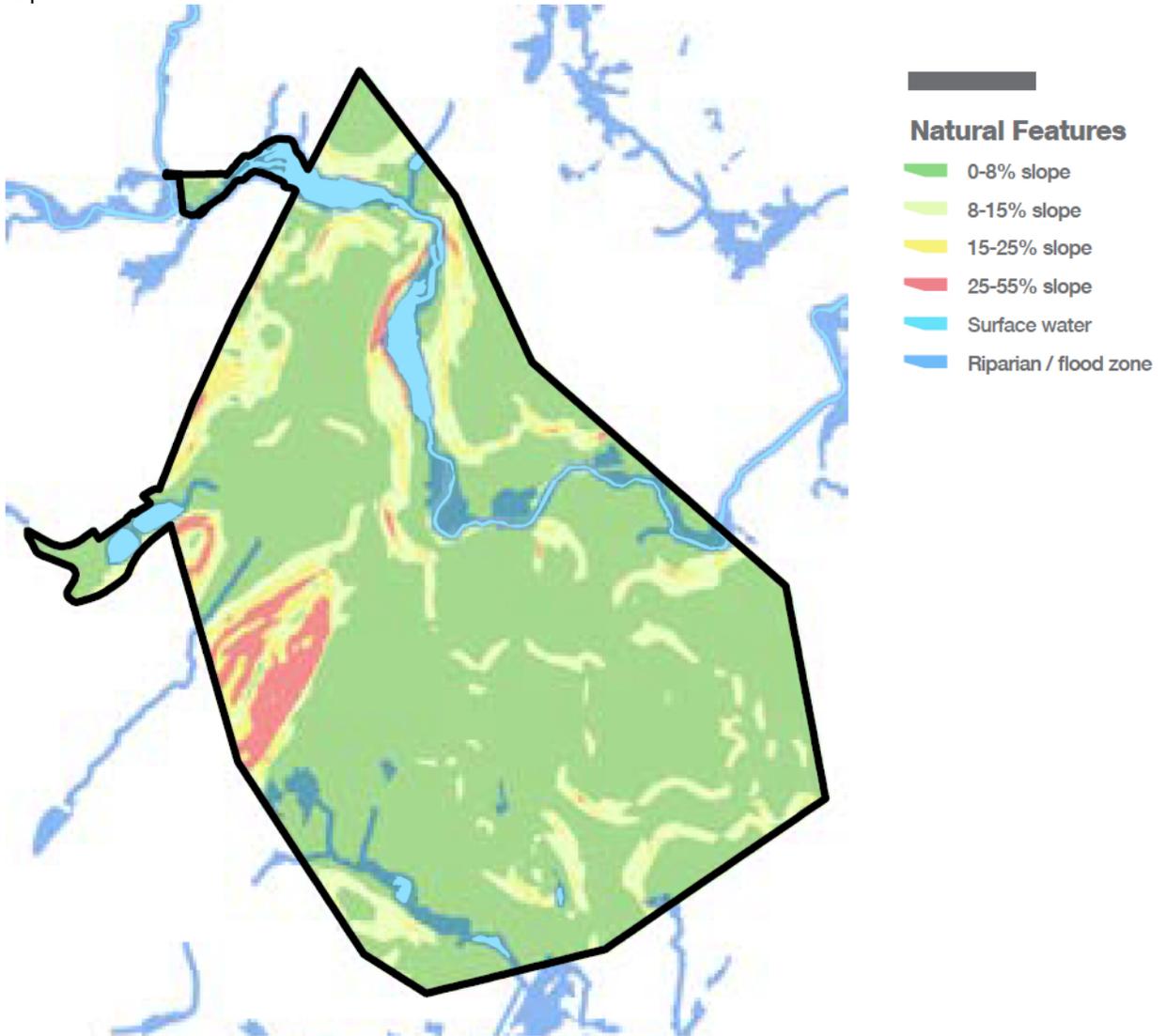
Map 3: Wetlands



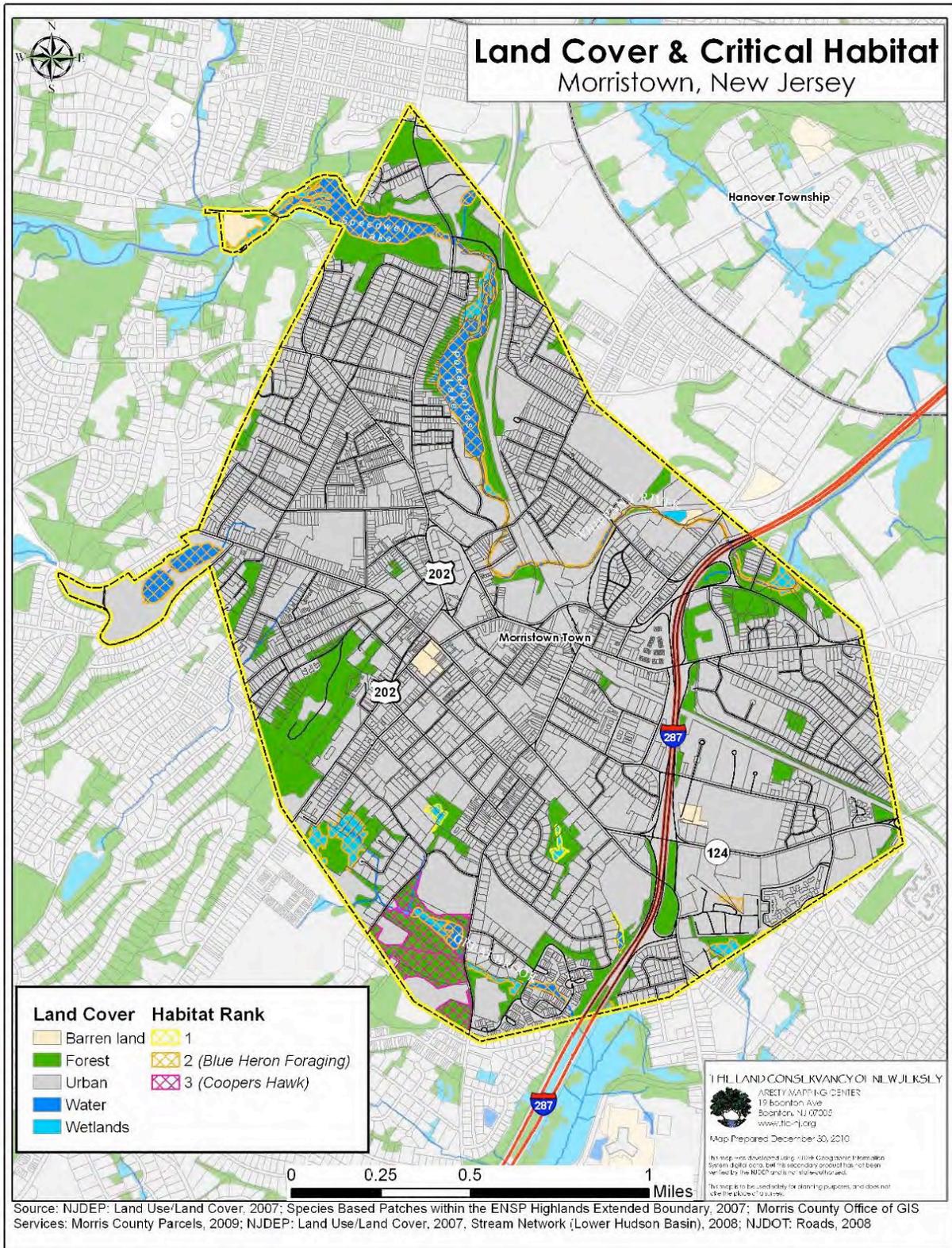
Map 4: Existing Land Use



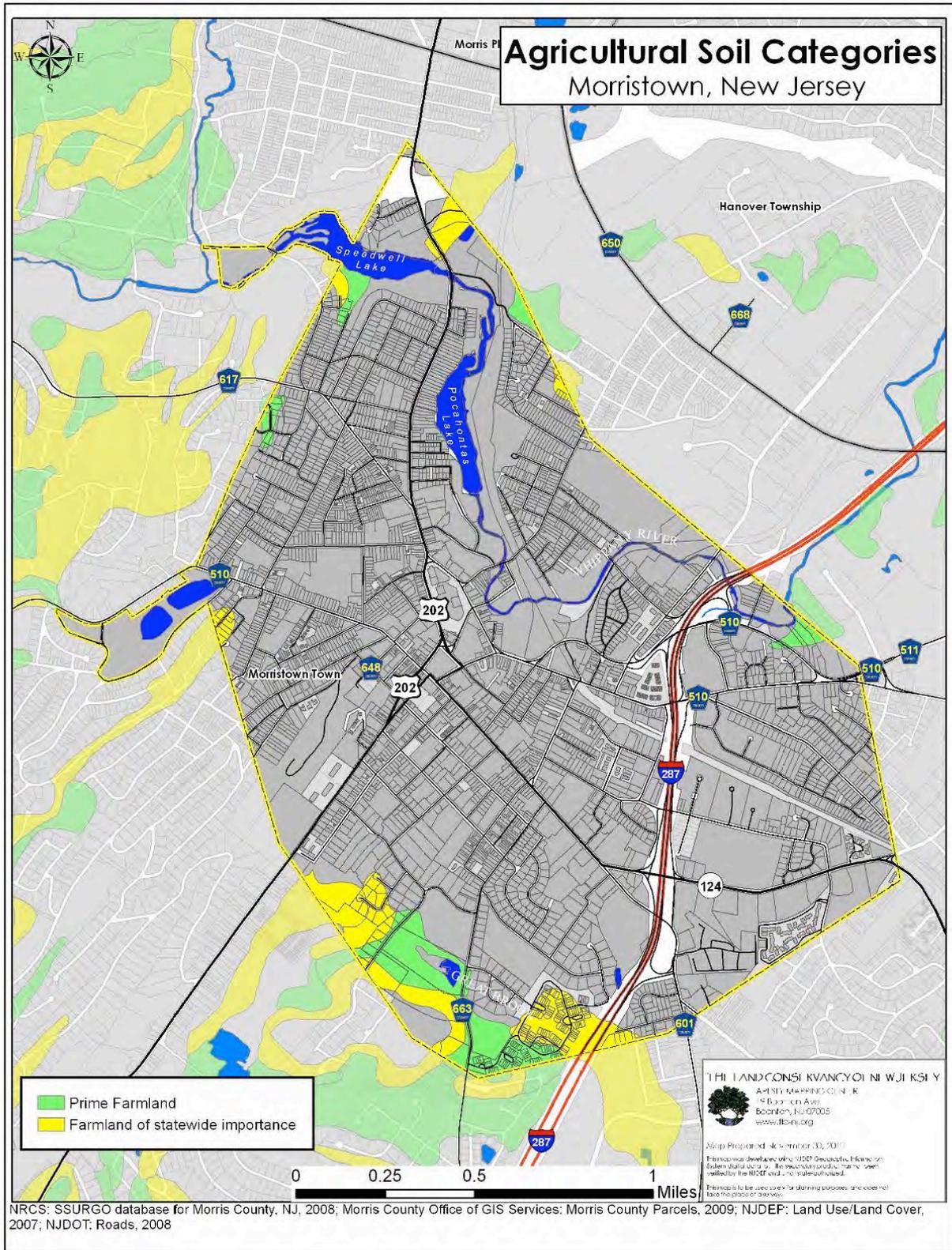
Map 5: Natural Features



Map 6: Land Cover & Critical Habitat



Map 7: Agricultural Soil Categories



Map 8: Historic Resources

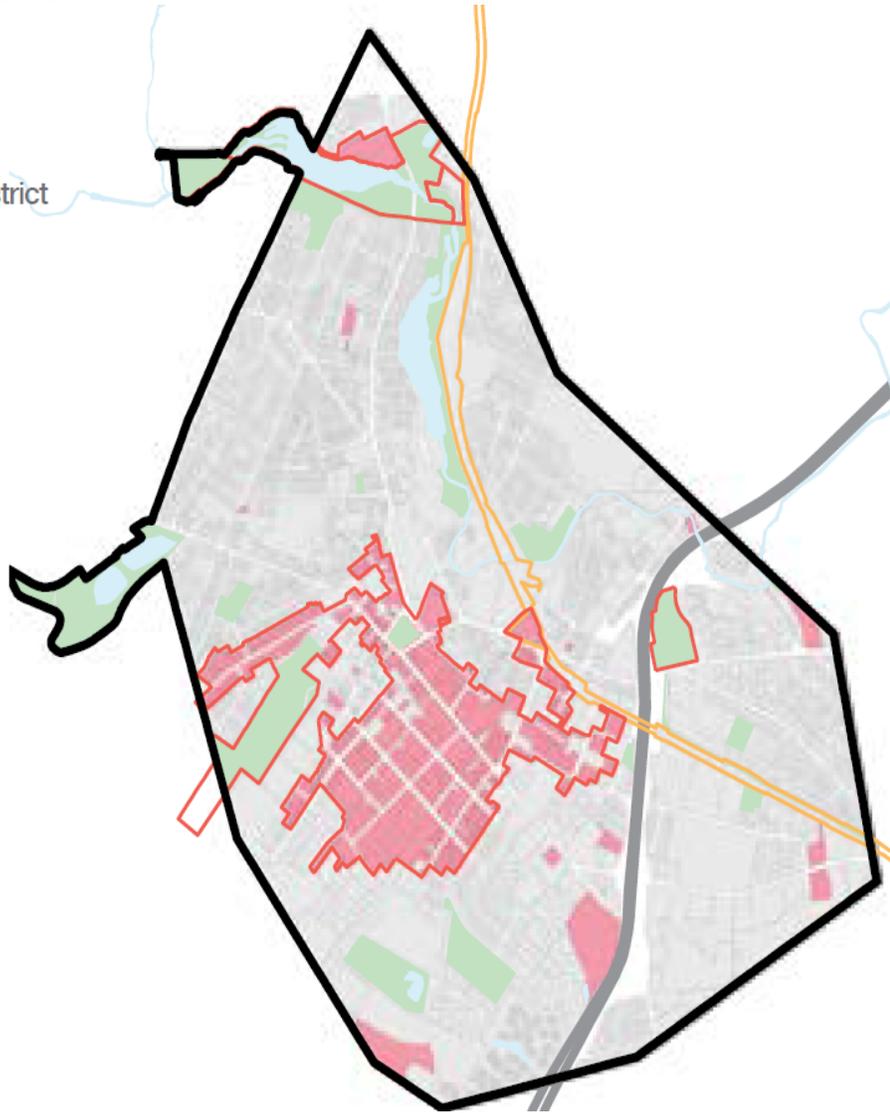


Historic Resources

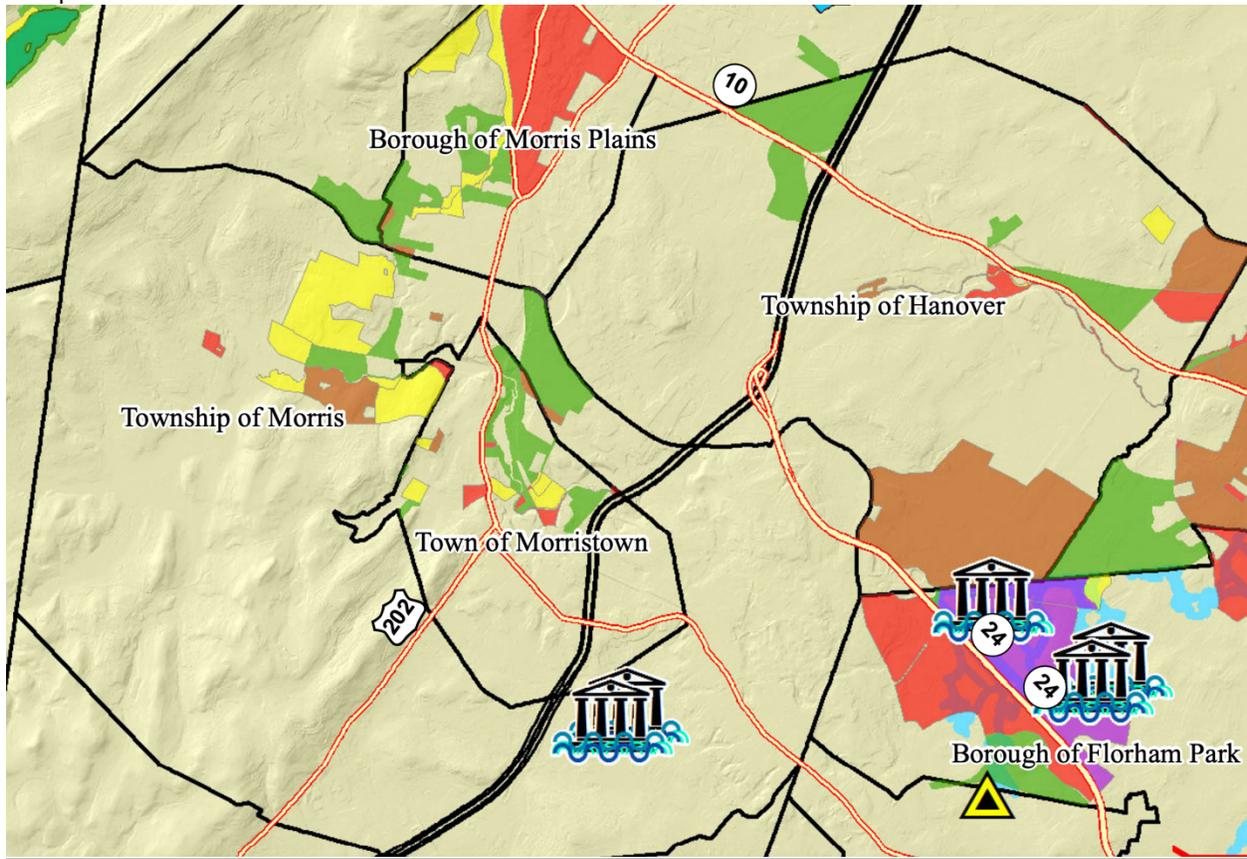
 Eligible Historic District

 Historic District

 Historic Properties



Map 9: Flood Zones



MAP SYMBOLOGY

Base Data	Flood Data	Flood Risk (1% chance) (Total Estimated Loss, \$)	Areas of Mitigation Interest
<ul style="list-style-type: none"> County Major Road Watershed Boundary Municipality State Boundary 	<ul style="list-style-type: none"> Rivers and Streams Restudy Area Coastal Surge Influenced Area* (AE Zone) Coastal Surge Influenced Area* (VE Zone) 	<ul style="list-style-type: none"> Very Low (\$ 0 - \$ 100K) Low (\$ 100K - \$ 500K) Medium (\$ 500K - \$ 1M) High (\$ 1M - \$ 10M) Very High (\$ 10M+) 	<ul style="list-style-type: none"> Accredited Levees Non-Accredited Levees Dams Coastal Structures Stream Flow Constrictions Past Claims Hot Spot Key Emergency Routes Overtopped During Frequent Flooding Events At-Risk Essential Facilities Individual Assistance (IA) & Public Assistance (PA) Data Significant Land Use Changes (within the past 5 years and looking forward 5 years) Areas of Significant Riverine or Coastal Erosion Non-Levee Embankments Other Flood Risk Areas Areas of Mitigation Success Other

* Erosion often occurs along beaches during storms, especially severe storms that stay offshore for long durations and result in ongoing "battering" of the shoreline from high winds and waves. As the beach erodes, vulnerable properties are placed at even greater risk to coastal flooding from later storm surge, high tides, and wave action.
 Note: All legend symbols may not be displayed on this map.

Map 10: FHWA Classifications



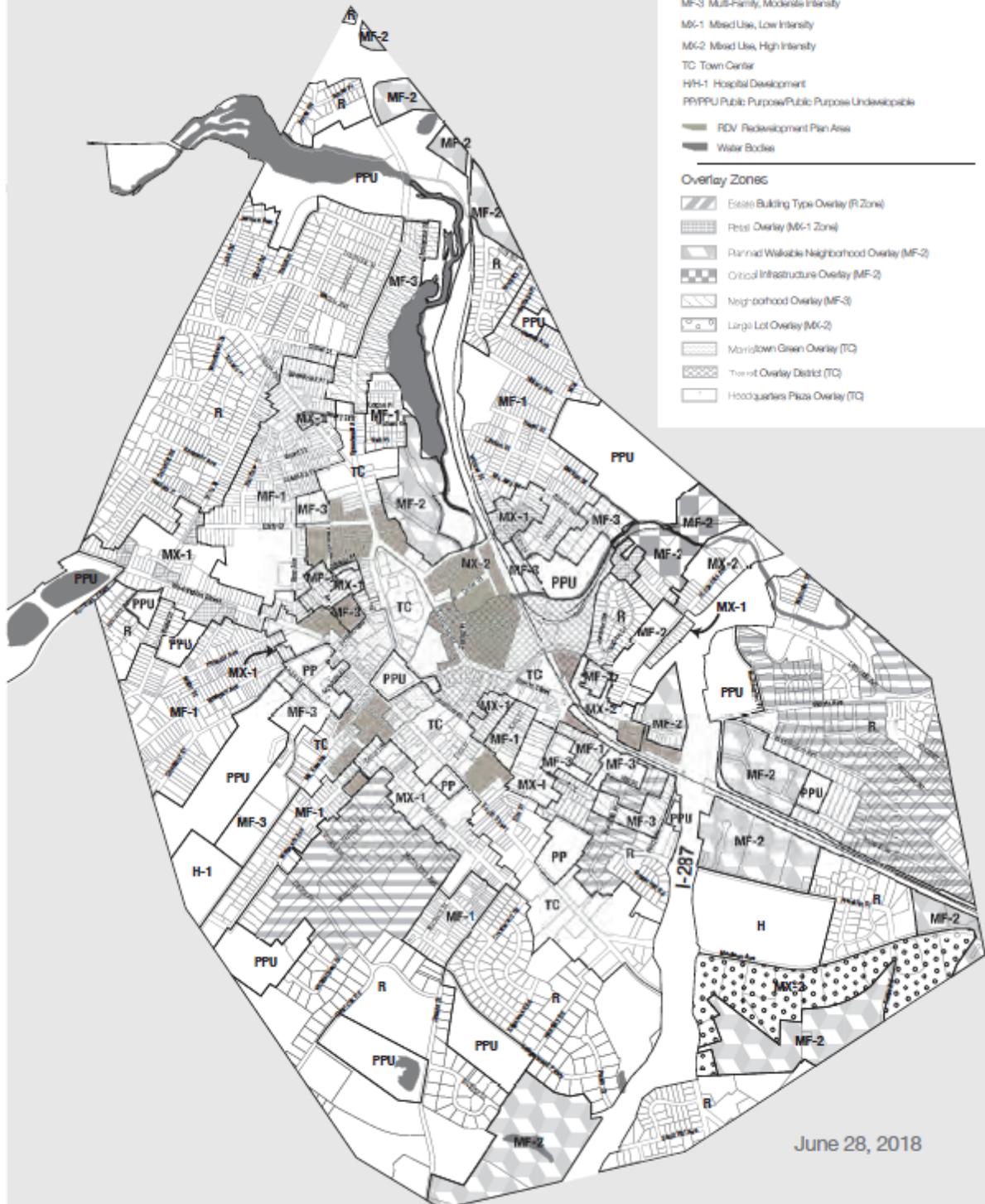
FHWA Classifications

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



Map 11: Zoning Districts

Zoning Districts Morristown, NJ



Appendix B: Contaminated Sites in Morristown

TABLE 1: Active Sites with Confirmed Contamination in Morristown, NJ (as of 2011)

Site ID	PI Number	PI Name	Address	Homeowner
353438	436238	16 HILLAIRY AVENUE	16 HILLAIRY AVE	Yes
390815	488570	23 HAZLETT STREET	23 HAZLETT ST	Yes
194167	254966	24 COLONIAL ROAD	24 COLONIAL RD	Yes
425407	532464	30 PHOENIX AVENUE	30 PHOENIX AVE	Yes
385062	480774	52 1/2 MADISON STREET	52 MADISON ST	Yes
330780	510062	67 73 SPRING STREET	67 73 SPRING ST	No
3610	006379	CUMBERLAND #121215	149 WASHINGTON ST	No
32148	001340	EGGERT OIL COMPANY INC	173 175 MORRIS ST	No
13578	007374	EXXON R/S 30162	215 MADISON AVE	No
3684	007819	EXXON R/S 30168	109 MORRIS ST	No
3626	008601	EXXON R/S 30250	2 MT KIMBLE AVE	No
15198	008610	EXXON R/S 32066	89 WHIPPANY RD	No
52654	019893	FRANCES MURRAY	73 MENDHAM RD	No
66555	G000007268	GOLDERES JUNK YARD	14 COAL AVE	No
66118	G000002192	JCP&L MORRISTOWN SUBSTATION	RIDGEDALE AVE	No
223667	292045	KINGS SHOPPING CENTER	191 SOUTH ST	No
183603	240178	LANTERMAN RESIDENCE	188 FRANKLIN ST	No
3607	008548	LUKOIL 57239	151 WASHINGTON ST	No
125001	G000043801	LYNTON AVIATION @ MORRISTOWN AIRPORT	1 AIRPORT RD	No
3633	025495	MESLER'S SERVICE	163 165	No

		STATION	MORRIS ST	
52793	020272	MORRIS ELM LLC	41 ELM ST	No

TABLE 1: Active Sites with Confirmed Contamination in Morristown, NJ (Continued)

Site ID	PI Number	PI Name	Address	Homeowner
49210	023359	MORRISTOWN DPW GARAGE	EARLY ST & CLINTON PL	No
119332	157114	MORRISTOWN GAS WORKS	SPRING ST & WATER ST	No
54809	024455	MORRISTOWN GAS WORKS (FORMER)	1 5 COAL AVE	No
28582	006069	MORRISTOWN SERVICE STATION	78 MARKET ST	No
60074	92104	MORRISTOWN TIRE CO INC	105 MORRIS ST	No
56646	031506	MT KEMBLE REALTY	812MT KEMBLE AVE	No
117769	435137	NEW JERSEY TRANSIT PARKING LOT	20 MORRIS ST	No
74240	G000038122	PLAZA CLEANERS	30 LAFAYETTE AVE	No
375950	465934	RABBINICAL COLLEGE OF AMERICA	226 SUSSEX AVE	No
19518	031043	REGGIES AUTO SERVICE	128 WASHINGTON ST	No
14789	006901	REHABILITATION MORRISTOWN MEMORIAL HOSP	95 MT KEMBLE AVE	No
13581	004730	SHELL SERVICE STATION	72 ELM ST	No
3685	012658	SHELL SVC STA 100115	152 MORRIS ST	No
37719	011820	ST MARY ABBAY/DELBARTON SCHOOL	270 MENDHAM RD	No
52641	019855	THE SHOPPES AT ESSEX ASSOCIATION	74 76 ABBETT AVE	No

28743	018035	WASHINGTON SERVICE INC	74 WASHINGTON ST	No
Source: NJDEP				

TABLE 2: Pending Sites With Confirmed Contamination in Morristown, NJ (as of 2011)

Site ID	PI Number	PI Name	Address	Home Owner
74526	G000039690	144 LAKE ROAD	144 LAKE RD	No
69951	G000031624	16 COLONIAL ROAD	16 COLONIAL RD	No
68264	G000024239	181 MILLS STREET	181 MILLS ST	No
67803	G000022140	23 FRANKLIN PLACE	23 FRANKLIN PL	No
223075	291317	MILLER RD. RADIOLOGICAL	MILLER RD	No
73354	G000033692	MORRISTOWN TOWN SCHOOL TRANSPORTATION	157 MORRIS AVE	No
Source: NJDEP				

Appendix C: Overview of Zoning Board of Adjustment Applications

TABLE 1: Applications Approved in 2014

APPLICATION NO.	DATE APPROVED	ACTION ON APPLICATION
2295 Inter Vivos Trust of Rhonda D. Gilbert (Bl. 6206, Lot 5)	1/15/14	The Board modified a condition attached to a 2012 approval to extend the deadline for completion of improvements.
2305 Victor Fernandez (Bl. 504, Lot 14)	1/15/14	The Board granted a d(1) use variance, dimensional variances and major site plan approval to permit the construction of a four (4) residential townhouse units in the RT-1 Zone where uses are limited to one- and two-family dwellings.
2287 12 Elm Street, LLC (Bl. 4701, Lot 28)	1/15/14	The Board granted a d(1) use variance, d(5) density variance, dimensional variances and amended site plan approval to permit a one-bedroom apartment to be created in the existing fourth floor space of a mixed use building.
2317 Valerie & Keith Gehm (Bl. 5304, Lot 20)	1/29/14	The Board granted a dimensional variance to permit the construction of an addition above an existing mudroom at the side of a single-family residence.
2299/2301 The Peck School (Bl. 6401, Lot 6)	2/5/14	The Board issued an interpretation pursuant to <u>N.J.S.A. 55D-70(b)</u> that the summer school program as it was operated in June 2013 is consistent with the testimony presented to the Board in connection with the Board's 2005 approval of an expansion of the school facility, including without limitation, the construction of a large gymnasium at the rear of the facility. As a result of the Board action, a pending appeal and d(2) variance application relating to the summer school program were withdrawn by the School.
2316 South Street Dumont LLP (Bl. 4802, Lots 12 & 12.01)	2/5/14	The Board granted use and dimensional variances, minor subdivision, and major and minor site plan approval to permit the construction of 8 apartments in the CBD Zone.
2309 Turtle Road LLC (Bl. 1402, Lot 5) (a/k/a 3.02)	2/19/14	The Board denied a d(1) use variance to permit the construction of a regulated day care center in the RC (Residential Cluster) Zone.
2317 Priscilla L. Grigas (Bl. 7201, Lot 25)	3/5/14	The Board granted dimensional variances to permit the construction of a single-family residence.
2319 Giorgio Chiappa (Bl. 5501, Lot 20)	4/2/14	The Board granted a dimensional variance to permit the construction of 2 decks over an existing patio at the rear of a two-family duplex residence.
2322 Jonathan Dubinski (Bl. 2401, Lot 3)	4/2/14	The Board granted dimensional variances to permit the conversion of a one-family residence to a two-family residence.

2314 Erika Martinez (Bl. 1801, Lot 7)	4/16/14	The Board granted dimensional variances to permit the construction of a second driveway on the property.
2325 Philip Platania (Bl. 902, Lot 6)	5/7/14	The Board granted a lot width variance to permit the construction of a single-family home in the R-3 Zone.
2320 Doug Shelley (Bl. 4032, Lot 12)	5/7/14	The Board granted dimensional variances to permit the construction of a two-family residence.
2324 DCI Signs and Awnings (Bl. 4901, Lot 1.08)	5/21/14	The Board granted dimensional variances to permit the installation of new signage for the AMC Theaters in Headquarters Plaza.
2307 Ridgedale Commons, LLC (Bl. 702, Lots 8, 9, 10 & 11)	5/21/14	The Board granted density, height and dimensional variances to permit a 29-unit residential development in the RG-R Zone, including 4 affordable housing units.
2327 Leslie Dorber (Bl. 3003, Lot 11)	6/18/14	The Board granted dimensional variances to permit the construction of a one-story addition at the rear of the property.
11 Clinton Place Associates, LLC (Bl. 5802, Lot 12)	6/18/14	The Board granted dimensional variances to permit the construction of a two-family dwelling.
2264 DBS Holdings, LLC (Bl. 4501, Lot 16)	7/9/14	The Board granted amended site plan approval to reconfigure 3 parking spaces on the Altamont Court frontage and eliminated a condition from a prior approval requiring the 3 spaces to be configured for parallel parking.
2277 Bloom Studio (Bl. 6004, Lot 15)	7/9/14	The Board granted amended site plan approval to permit a reconfiguration of the interior space and façade modifications.
2335 Robert & Eileen Keller (Bl. 1204, Lot 1)	8/6/14	The Board granted dimensional variances to permit the installation of a stand-by generator and 3 A/C condenser units in the side yard setback.
2336 Vision Home Solutions (Bl. 6202, Lot 13)	8/6/14	The Board granted dimensional variances to permit the conversion of an existing patio to a rear deck.
2333 Lillian Pena (Bl. 802, Lot 7)	10/1/14	The Board granted dimensional variances to permit the construction of a two-story addition at the rear of the property to convert a single-family house into a two-family house.
2063 Martin Arias (Bl. 3501, Lot 10)	10/15/14	The Board granted dimensional variances to permit the construction of a two-family dwelling.
2337 Whole Foods Mkt. (Bl. 7802, Lots 1&32) (104 & 110 Wash. St.)	10/29/14	In a bifurcated application, the Board approved as "Part A" an amendment to a major site plan previously approval by the Planning Board to make minor changes to an existing supermarket building, the number of proposed parking spaces, and a previously approved pylon sign.

		Part B of the application will address the Applicant's proposal for the renovation/development of an existing dry cleaning building on Lot 1 for use as a pizzeria, which proposal requires a d(1) use variance for a new use that is not permitted in the ORC Zone, as well as other site plan modifications, including all remaining signage changes for the supermarket use.
2338 26 Prospect LLC (Bl. 5802, Lot 20)	11/5/14	The Board granted dimensional variances to permit the conversion of a single-family house to two-family use.
2339 Marilyn Cuykendall (Bl. 6302, Lot 10)	11/5/14	The Board granted a side yard setback variance to allow the installation of an air conditioning condenser.
2330 Verizon Wireless (Bl. 6301, Lot 2)	12/3/14	The Board granted a conditional use variance and major site plan approval to permit the construction of a new telecommunications facility on a 6-story residential building in the B Zone.
2334 Morristown Medical Investors, LP (Bl. 4101, Lot 5)	12/3/14	The Board granted a d(2) use variance, dimensional variances and amended site plan approval to permit the construction of a multi-story addition to an existing medical office building.
2340 Paul Barrese (Bl. 1203, Lot 3)	12/3/14	The Board granted dimensional variances to permit the installation of a new A/C condenser in the side yard setback.
2342 James & Barbara Ward (Bl. 1701, Lot 5)	12/17/14	The Board granted height and side yard setback variances in conjunction with the

TABLE 2: Applications Approved in 2016

APPLICATION NO.	DATE APPROVED	ACTION ON APPLICATION
2353 The Silverman Group (Bl. 1402, Lot 5) (a/k/a 3.02)	1/20/16	The Board granted major site plan approval with d(1), d(5) and dimensional variances to permit the construction of a new 28-unit residential apartment building.
2376 Erika Martinez (Bl. 1801, Lot 7)	1/20/16	The Board granted dimensional variances to permit the construction of a second driveway on the property.
2357 Angiolina Robertelli (Bl. 5103, Lot 26)	2/3/16	The Board granted d(1) and d(5) variances to permit the conversion of an existing 2-family house to a 3-family house.
2377 Blake Kabnick (Bl. 1502, Lot 1)	2/3/16	The Board granted dimensional variances to permit the installation of a new stand by generator within the side yard setback.
2375 GS Morristown Plaza LLC (Bl. 5901, Lot 14)	2/3/16	The Board granted a d(1) variance to permit the construction of a rooftop deck and promenade as amenity space for residential tenants.
2378 Game Vault LLC (Bl. 4802, Lot 14)	2/3/16	The Board granted a d(1) variance and a parking variance to permit a vintage videogame and pinball arcade to be operated in the CBD-1 Zone on South Street.
2345 Pedro Mataj (Bl. 5201, Lot 16)	2/17/16	The Board granted use and dimensional variances to permit the demolition of the existing structure and construction of a new mixed-use building on the site, with 2 commercial units on the first floor and a 3-bedroom residential apartment on the second floor.
2382 James Clark & Mary Jane Robertson (Bl. 7401, Lot 4)	2/17/16	The Board granted dimensional variances to permit the reorientation of the front of the structure from Farragut Place to Macculloch Avenue and the construction of a new covered porch.
2380 Morristown Park, LLC (Bl. 1303, Lot 1)	3/16/16	The Board granted use, density and dimensional variances to permit the construction of a new seven-unit townhouse complex in the R-2 Zone.
2385 AHS Hospital Corp. (Bl. 4201, Lots 1&2 (100 Madison Avenue)	3/16/16	The Board granted a "d(4)" floor area ratio variance and dimensional variances in connection with a new vestibule for the Deskovick Maternity Center, new signage and parking modifications.
2381 Emerson Simon (Bl. 2602, Lot 2)	3/16/16	The Board granted dimensional variances to permit the construction of a new single-family home.
2356 Richards & Robbins Group (Bl. 6102, Lot 12)	3/16/16	At the request of the applicant, the Board approved the withdrawal without prejudice of an application requesting "c" and "d" variances in conjunction with the conversion of existing office space into two new residential units.
2386 Christopher & Margaret Connors (Bl. 1503, Lot 16)	4/6/16	The Board granted dimensional variances to permit the construction of an addition and deck on an existing single-family home.

2383 New York SMSA Limited Partnership d/b/a Verizon Wireless (Bl. 4701, Lot 65)	4/6/16	The Board granted a conditional use variance and major site plan approval to permit the installation of a wireless communications node and related equipment.
2389 Mayo Performing Arts Center (Bl. 6104, Lot 2)	4/20/16	The Board granted a d(1) use variance and minor site plan approval to permit the Mayo Performing Arts Center to utilize split-zoned property in the ORC and R-2 Zones as a parking facility serving its community theater on South Street.
2384 Regina Coelli Ent LLC (Deborah Baseil) (Bl. 6204, Lot 2)	5/4/18	The Board granted use and dimensional variances to permit the expansion of an office use in the ORC Zone.
2387 23 Abbett Avenue LLC (Homeless Solutions) (Bl. 2001, Lot 10)	6/1/16	The Board granted use and dimensional variances to permit construction of a new two-family dwelling.
2358 Scott Biggers (Bl. 9001, Lot 8)	6/15/16	The Board dismissed an application for dimensional variances without prejudice due to the applicant's failure to give the required notice of the public hearing.
2379 Anthony Murphy, Jr. (Bl. 4701, Lot 68)	6/15/16	The Board granted dimensional variances to permit the conversion of an existing single-family residence into a two-family house with an addition to the principal structure and new detached garage.
2388 Franz Mitterer (Bl. 8001, Lot 7)	7/20/16	The Board granted subdivision approval with dimensional variances to permit the creation of a new residential lot and modified certain conditions attached to a prior use variance allowing office uses on the first floor of the existing structure.
2394 Scott Haki (Bl. 6006, Lot 12)	7/20/16	The Board granted dimensional variances to permit the construction of a one-story addition on an existing single-family residence.
2395 Scott & Melissa Seibold (Bl. 8002, Lot 9)	8/3/16	The Board granted a d(2) variance to permit the internal expansion of an existing 2-family home in the R-3 Zone.
2396 Tracey Drummond & Mary Leedy (Bl. 5502, Lot 26)	8/3/16	The Board granted a dimensional variance to permit the construction of a new porch and deck at the rear of the existing structure.
2398 Mary Skillin (Bl. 1101, Lot 14)	8/3/16	The Board granted a dimensional variance to permit the construction of a handicap ramp in the side yard setback.
2391 Aman Developers, LLC (Bl. 7801, Lot 16)	8/17/16	The Board granted dimensional variances to permit the
2400 Christopher & Margaret Connors (Bl. 1503, Lot 16)	8/17/16	Following demolition of a residence that was the subject of an approval granted in April 2016 in connection with the proposed construction of a two story addition and deck on a then-existing existing home (Application #2386), the Board granted dimensional variances to allow the Applicant to construct a new two-story single family home, which is substantially similar

		to the home that would have resulted from the previously approved renovations.
2399 James & Florence Graham (Bl. 8801, Lot 1)	9/7/16	The Board granted dimensional variances to permit the installation four air conditioning units in the side yard of the subject property.
2373 124-126 Washington Street, LLC (Bl. 7802, Lot 28)	9/21/16	At the request of the applicant, the Board approved the withdrawal without prejudice of an application requesting a modification to a prior Planning Board approval (Application #83-29) which permitted the conversion of the site from a 4-family residence to a 2-family residence with office space, with the requested relief including a density variance and dimensional variances for preexisting nonconformities.
2390 Wilmot Walk LLC (Bl. 4801, Lot 11)	9/21/16	At the request of the applicant, the Board approved the withdrawal without prejudice of an application requesting a variances to permit construction of a new 80 s.f. pylon sign to identify the tenants on a commercial property.
2358 Scott Biggers (Bl. 9001, Lot 8)	9/21/16	Following the Board's dismissal without prejudice of this application on June 15, 2016 due to the applicant's failure to give the required notice of the public hearing, the application was re-filed and the Board granted dimensional variances to permit the replacement of a 1-car garage with a 2-car garage.
2392 Whole Foods Mkt. (Bl. 7802, Lots 1&32)	10/5/16	The Board granted amended major site plan approval with "d" and "c" variances in connection with the demolition of an existing building on Lot 1, an expansion of parking and the rescission of a prior condition of approval. As of year-end 2016, the Board had not adopted the memorializing resolution relating to this approval.
2403 Marilyn Cuykendall (Bl. 6302, Lot 10)	11/2/16	The Board granted dimensional variance relief to permit the construction of a 2nd floor addition.
2404 Mary Masinamani (Bl. 4303, Lot 8)	11/2/16	The Board granted dimensional variance relief to permit the enlargement of a front yard parking area and the location of a generator in the front yard.
2407 LK Maple Associates, LLC (Bl. 6103, Lots 2,4,5 & 6)	11/2/16	The Board granted amended site plan approval and dimensional variance relief to permit the partial removal and renovation of the rear portion of the existing dwelling on Lot 6, and the construction of a covered porch, detached garage and related walkways at the rear of the existing dwelling.
2402 Paula Zimin (Bl. 5502, Lot 10)	12/21/16	The Board granted dimensional variance relief to permit the enlargement of a front yard parking area.
2405 Jennifer Hauser (Bl. 7401, Lot 5)	12/21/16	The Board granted dimensional variance relief to permit construction of a building addition and a terrace with arbor.
2364 Esperanza Garcia – Vallejo (Bl. 3003, Lot 5.01)		This application was withdrawn by the Applicant.

TABLE 3: Applications Approved in 2017

APPLICATION NO.	DATE APPROVED	ACTION ON APPLICATION
2393 88 MLK LLC (Homeless Solutions) (Bl. 403, Lots 1 & 2)	1/18/17	The Board granted major site plan approval with use, density & dimensional variances to permit the construction of an 8-unit residential building for affordable housing, of which 6 units will be located in the Town.
2401 John & Christine Mongey (Bl. 7401, Lot 13)	2/1/17	The Board granted use and density variances to permit the expansion of an existing 2-family house in the RT-1 Zone to a 3-family residence.
2408 Lise Wright (Bl. 7202, Lot 4)	2/1/17	The Board granted dimensional variances to permit the construction of an addition to an existing house and exterior improvements to the rear yard.
2411 Geoffrey & Jenna Scott (Bl. 1101, Lot 22)	2/15/17	The Board granted a dimensional variance to permit a one-story kitchen addition.
2412 Paul Barrese & Sloane Stover (Bl. 1203, Lot 3)	3/15/17	The Board granted a dimensional variance to permit construction of a new front portico and front porch.
2413 Brian & Louise Fox (Bl. 2413, Lot 4)	3/15/17	The Board granted a "c" variance to permit the reconstruction of a destroyed garage with a height greater than that permitted in the R-3 Zone.
2410 AHS Hospital Corp. (Bl. 4201, Lots 1&2)	5/3/17	The Board granted major site plan approval, FAR and height variances and dimensional variances in connection with a 2-story vertical expansion of the Gagnon Heart Hospital; a 6-story, 7-level one bay horizontal expansion of the Women's Association Garage; installation of an emergency generator and associated 12,000 gallon underground fuel tank; and relocation of existing, previously-approved signage.
2416 The Peck School (Bl. 6401, Lot 6)	6/7/17	The Board granted use and dimensional variances and preliminary and final site plan approval to permit the construction of a new dining center/multipurpose facility and an addition to an existing structure known as the "Lower School", together with various other site improvements, including changes in the configuration of parking and circulation.
2414 Wild Bones Brewing Co. (Bl. 4801, Lot 13)	6/21/17	The Board granted a d(1) use variance to permit the manufacture of malt alcohol products on the site.
2415 Mayo Performing Arts Center (Bl. 4701, Lot 46)	6/21/17	The Board granted conditional use and dimensional variances to permit MPAC to utilize a vacant lot in the CBD-1 Zone for employee parking and VIP parking during performances.
2421 Bruce & Jane Shivas (Bl. 4501, Lot 20)	7/19/17	The Board granted dimensional variances to permit construction of a screened porch and outdoor deck and patio.
2422 Matthew & Lauren Silverstein (Bl. 1202, Lot 14)	7/19/17	The Board granted dimensional variances to permit construction of a 2-story addition consisting of a mudroom on the first floor and a master bathroom on the second floor.
2418 Agnes Espinoza (Bl. 7104, Lot 27)	8/2/17	The Board granted dimensional variance relief to permit front yard parking.

2424 Charles & Allison Goss (Bl. 7402, Lot 4)	9/6/17	The Board granted dimensional variance relief to permit 2 air conditioning condensers to be placed in the side yard setback.
2426 John & Susan Landau (Bl. 9001, Lot 9)	9/6/17	The Board granted dimensional variance relief to permit the construction of a one-story kitchen addition.
2427 Lawrence Behrendt (Bl. 5304, Lot 13)	9/20/17	The Board granted "c" variance relief to permit a widening of the driveway in front of an existing single-car garage, such that parking for two cars will be provided in the front yard.
2417 40 Pine LLC (Bl. 4801, Lot 19)	10/4/17	The Board granted a d(1) use variance to permit the conversion of property in the RT-2 Zone from a previously approved day care use to a non-permitted office use.
2380 Morristown Park, LLC (Bl. 1303, Lot 1)	11/1/17	The Board granted amended site plan approval permitting various deviations from the previously approved site plan.
2430 Cambridge Wine Cellar, LLC (Bl. 3605, Lot 1.05)	11/1/17	The Board granted dimensional variances for new signage.
2431 Jesse Brawer (Bl. 7802, Lot 17)	11/1/17	The Board granted dimensional variances to permit the construction of a second-floor addition, a new rear deck and installation of an air conditioning unit in the side yard.
2428 Plaid House (Bl. 4601, Lot 2)	12/20/17	The Board granted a dimensional variance to permit the installation of a new standby generator in the rear yard.

TABLE 4: Applications Approved in 2019

APPLICATION NO.	DATE APPROVED	ACTION ON APPLICATION	ZONE
2453 Patricia Gallagher (Bl. 1601, Lot 23)	January 23, 2019	The Board approved the application of Patricia Gallagher, 47 Morris Avenue, seeking C variances to replace garage with new, two-car 1 1/2-story garage.	R-Estate Overlay
2454 Arthur L. Clarke and Sue Bruskin-Clarke (block 1101, Lot 18)	February 6, 2019	The Board approved the application of Arthur L. Clarke and Sue Bruskin-Clarke, 30 Olmstead Road, seeking C Variances for construction of addition to the second floor, including covered porch.	Residential
2457 MWC Development LLC (Block 7402, Lot 4)	April 3, 2019	The Board approved the application of MWC Development, LLC, owner of 44 Colles Avenue, seeking C Variances and a design waiver to construct a new single-family residence to replace existing residence.	Residential
2437 Glenbrook Brewery (Bl. 602, Lot 2)	April 3, 2019	The applicant, Glenbrook Brewery, withdrew the application, without prejudice, in which the applicant had been seeking C and D variances to utilize a portion of the property for a brewery.	B
2305 Victor Fernandez (Bl. 504, Lot 14)	April 3, 2019	The Board approved a one-year extension to the applicant, Victor Fernandez, until February 20, 2020 to begin construction on a previously approved C and D variances to construct a new four-family residential dwelling	RT-1
2460 James Milne (Block 5602, Lot 35)	June 5, 2019	The Board approved the application of James Milne, 43 Mills Street, for a C variance to construct a dormer on the existing top story of the residence.	Residential
2459 Greg Laracy (Block 5702, Lot 71)	June 5, 2019	The Board approved the application of Greg Laracy, 40 Grant Street, for C and D variances to expand and reconfigure the existing non-conforming three-family residence.	MF-1
2379 Anthony Murphy (Block 4701, Lot 68)	July 10, 2019	The Board approved the application of Anthony Murphy, 18 King Street, for C variances to relocate 2 garage parking spaces to surface parking spaces temporarily which were approved in a 2016 Resolution.	RT-1 (now MF-1)
2464 Boaz and Debbie Leshem (Block 6203, Lot 7)	July 10, 2019	The Board approved the application of Boaz and Debbie Leshem, 11 Catherine Lane, for C variances to construct a rear addition and other improvements.	MF-1
2458 Lafayette Condominium Association (Block 6103, Lots 5.01-5.04 and 5.06-5.08)	July 10, 2019	The Board approved the application of the Lafayette Condominium Association, owner of townhomes on the corner of Miller and Maple Avenue, for a D(2) variance to construct enclosed breezeways connecting the existing townhomes with their respective garages on seven of the eight existing townhomes.	R-2 (currently MX-1)
2455 Maria Scumaci and Rosario G. Scumaci (Block 7801, Lots 27 and 28)	August 7, 2019	The Board approved the application of Maria Scumaci and Rosario G. Scumaci, separate owners of 96 and 94.5 Washington Street, respectively, for C variances to construct and repair the driveway between the two residences and other improvements.	MX-1

2307 Ridgewood Avenue Partners, LLC (Block 702, Lots 8, 9, 10 and 11)	August 7, 2019	The Board approved an extension to the applicant, Ridgewood Avenue Partners, LLC, 68-74 Ridgedale Avenue, of the 2014 Approval until January 1, 2020.	MX-2
2416 The Peck School (Block 6401, Lot 6)	September 18, 2019	The Board approved the Amended application of The Peck School, 247 South Street, requesting C and D variances to make additional improvements amending the 2017 Approval.	Residential
2449 Stirling 150, LLC (Block 4701, Lot 34)	September 18, 2019	The Board approved the application of Stirling 150 LLC (Stirling Tavern) for site plan, conditional use and bulk variance approval to convert second floor from residential to restaurant which exists on the first floor.	TC Zone
2468 Joseph Nosofsky (Block 1202, Lot 10)	November 6, 2019	The Board approved the application of Joseph Nosofsky for dimensional variance relief to construct detached garage, expansion of second driveway, construction of walkways to rear yard and side door, erection of a fence and landscaping.	Residential

Appendix D: STATE, FEDERAL & NON-PROFIT PROGRAMS, GRANTS AND CAPITAL PROJECTS

Agency	Program Name	Project Name	Brief Description	Geographic Area Covered	Project Amount (\$)	Project Schedule
New Jersey Division of Highway and Traffic Safety	NJ Division of Highway Traffic Safety – Distracted Driving 2017 Statewide Crackdown Grant	2017 Distracted Driving Crackdown. U Drive. U Text. U Pay.	Reimbursement for Police Overtime	Morristown	\$5,500.00	4/1/2017 to 4/21/2017
New Jersey Department of Environmental Protection	NJDEP Green Acres Program—Local Government Assistance Program Land Acquisition and Park Development	Foote's Pond/Loyola Acquisition Project	Foote's Pond Acquisition	Foote's Pond Park	\$500,000.00	June 2017 to March 2018
New Jersey Department of Transportation	NJDOT— Transit Village Grant Program	Morristown Train Station Improvement Project	Morris and Elm Street Lighting Project	Morris and Elm Street	\$50,000.00	2017-2018
New Jersey Department of Transportation	NJ DOT, US DOT Federal Highway Administration— Transportation Alternatives Program 2016 (TAP)	MLK Promenade Transit Connection Project	MLK Connector Project	Martin Luther King Avenue	\$1,000,000.00	2017-2018
New Jersey Division of Highway and Traffic Safety	NJDHTS Drive Sober - Labor Day Crackdown	2017 Drive Sober or Get Pulled Over Statewide Labor Day Crackdown	Reimbursement for Police Overtime	Morristown	\$5,500.00	8/18/2017 to 9/4/2017
New Jersey Division of Highway and Traffic Safety	NJ Division of Highway and Traffic Safety Grant – Pedestrian Safety Enforcement and Education Fund	FY2019 Morristown Pedestrian Safety Grant	Officer Overtime and Educational Materials Promoting Pedestrian Safety	Morristown	\$20,000.00	10/1/2018 to 9/30/2019
New Jersey Division of Highway and Traffic Safety	NJDHTS – Morristown BSEE Pilot Program	Morristown Pilot BSEE	Bicycle Safety Training	Morristown	\$4,620.00	9/1/2018 to 9/1/2019
New Jersey Department of Transportation	New Jersey Department of Transportation (NJ DOT) – Municipal Aid (2018)	Washington Street Phase IV Streetscape Project	Phase IV: Washington Street Streetscape Project	Washington Street	\$315,000.00	2019 - 2021
New Jersey Department of Transportation	New Jersey Department of Transportation (NJ DOT) – Transit Village	Lafayette Avenue Pedestrian Improvement Project	Lafayette Pedestrian Improvement Project	Lafayette Avenue	\$200,000.00	2019 - 2020
New Jersey Division of Highway and Traffic Safety	NJ Division of Highway Traffic Safety (HTS) – Drive Sober or Get Pulled Over	2019 Drive Sober or Get Pulled Over Statewide Labor Day Crackdown	Overtime for Police Patrols		\$5,500.00	8/16/2019 to 9/2/2019

New Jersey Division of Highway and Traffic Safety	NJ Division of Highway Traffic Safety – Federal Highway Safety Grant 2020	FY2020 Morristown Pedestrian Safety Grant	Pedestrian Safety Enforcement and Education for Police Department		\$20,000.00	10/1/2019 to 9/30/2020
New Jersey Department of Transportation	New Jersey Department of Transportation (NJ DOT) – Municipal Aid (2019)	Various Roads Improvement Project	Various Road Improvements		\$350,000.00	2019 - 2021
New Jersey Division of Highway and Traffic Safety	NJ Division of Highway Traffic Safety (DHTS) – Drive Sober or Get Pulled Over Year End Holiday Crackdown	2019 Drive Sober or Get Pulled Over Year End Holiday Crackdown	Overtime for officer patrols		\$5,500.00	12/6/2019 to 1/1/2020