Agenda

1. History + Process to Date
2. Amendment Overview
3. Potential Next Steps
4. Scope of Tonight’s Vote
1. History + Process to Date
Spring Street Redevelopment Area

The Green

Spring St.
Morris St.
Train Station

Total area: 8.47 acres
Plan History

**2004-2008:** Properties are classified as an “Area in Need of Redevelopment.”

**December 2008:** Spring Street Redevelopment Plan is adopted.

**March 2014:** Plan amendment is incorporated as a recommendation in Morristown Moving Forward.

**May 2018:** Plan amendment is incorporated as a recommendation in Master Plan re-examination.
Plan Overview

Maximum Intensity

- 275 – 325 residential units
- 55,000–65,000 sq. ft. of retail
- 55,000 – 65,000 sq. ft. of office
- 125 – 175 room hotel
The Spring Street Redevelopment Plan was adopted in 2008 but has not been implemented. The plan should be amended via a public planning process to more accurately reflect the intended character of the TC-3 community form district and to resolve various traffic issues.
June 13, 2019: First M Station presentation to Redevelopment Entity.

June 27, 2019: M Station public presentation + discussion.

August 13, 2019: Second M Station presentation to Redevelopment Entity.

September 25, 2019: Phase III Amendment introduced by Redevelopment Entity.

October 9, 2019: Phase III Amendment determined to be not inconsistent with Master Plan.
2. Amendment Overview
Boundaries
Phase 3: Mixed-Use Office Campus:
Phase 3.1: Right of way expansion (if necessary)
Bulk Standards

West Building
Max Height: 7 stories
Max Footprint: 40,000 SF

East Building
Max Height: 6 stories
Max Footprint: 25,000 SF

Parking Structure
Max Height: 65’
65,000 SF footprint

Max Building Coverage: 70%
Max Improvement Coverage: 95%
Public Spaces

- Townwide Traffic Patterns
- Morris Street Promenade
- The Plaza: Minimum 2,500 SF
- Streetscape Plaza: Minimum 10,000 SF
- Drop-Off Court: Minimum 8,000 SF
Morris Street Promenade

- Minimum 10' unobstructed pedestrian way
- Landscaped buffer
- Seating + furniture
- Outdoor dining
- Green stormwater infrastructure
- Differentiated materials
Design Standards

- Stepbacks + Setbacks
- Building Articulation
- Arcades + Overhangs
Traffic + Mobility Analysis

TPD conducted an independent review to answer:

1. Is the roundabout at Morris Street + Spring Street feasible? **YES**

2. Does the project improve the performance of the Morris Street + Spring Street intersection? **YES**

3. What impacts does the project have on the Morris Street corridor and overall network? **GENERALLY NEUTRAL, WITH PROCESS FOR MITIGATION IDENTIFIED**

4. Can we incorporate best practices to improve conditions for pedestrians, cyclists, and other users? **YES**
Accommodations for Peds + Bikes

- Reduced crossing length relative to existing conditions
- Elevated + landscaped center island
- In-road lighting + verbal warnings
- Raised lane dividers
- Bike ramps
- Landscaped buffers?
- Rectangular flashing beacons
- Protected refuge islands

Accommodations required in Redevelopment Plan
Additional Accommodations?

- Tabled crosswalks?
- Staggered crosswalk?
- Textured crossings?
- Morris Street median?
- Replace RRFBs with HAWKs?
- Shared use path for bikes + peds?

*Accommodations to be analyzed for suitability by Planning Board*
Public Benefits

- ~$1M+ annual tax revenue
- ~$950,000 affordable housing contribution
- Traffic improvements
- Streetscape + public space improvements
- Buying power to support retail
- Support for civic + philanthropic organizations
- Employment + economic development opportunities
4. Potential Next Steps
Potential Next Steps

October 10, 2019: Second reading, public hearing, and potential ordinance adoption.

Date TBD: Redevelopment agreement adopted formalizing off-site improvements, construction schedule, etc.

Date TBD: Consistency review by Administration + Redevelopment Entity.

Date TBD: Site plan review by Planning Board.
Items to be addressed in or prior to the RDA include:

- Traffic study (including mitigation plan for adversely impacted intersections and parameters of TDM plan)
- Design + implementation logistics for right-of-way improvements
- Sidewalk improvements along Spring Street between Morris Street + Bishop Nazery Way
- Construction staging + detour plan
- Small + locally owned business development strategy
- Information session presenting Town-wide traffic impacts
Site Plan Review

Items to be addressed by Planning Board during Site Plan review include:

- Roundabout engineering + design, specifically relating to bike + pedestrian improvements
- Compliance with qualitative design standards (ie., building articulation, parking garage screening, signage details, etc.)
- Public art proposal
5. Scope of Tonight’s Vote
Tonight’s Vote

An ordinance that amends the Spring Street Redevelopment Plan for the Phase III properties.
THANK YOU!