



Map 1: Speedwell Redevelopment Area

Redevelopment Area as well as a refined traffic strategy. The Amended Plan focuses on four key areas of Morristown planning concern:

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

1.1 BACKGROUND

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

These challenges were addressed in the Original Redevelopment Plan, but required significant public and private capital investment, which created additional, complex financial burdens on the implementation of the Original Redevelopment Plan. Since the Original Redevelopment

Plan's adoption, those challenges were compounded by major economic contraction that negatively affected the market assumptions and financial strategies previously contemplated to implement the Original Redevelopment Plan.

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





1.2 REDEVELOPMENT APPROACH

This Amended Redevelopment Plan envisions Speedwell Avenue as a vibrant, mixed-use environment for those who live, work, ride and play in Morristown. Attention to site planning and building design to foster development that retains the pedestrian-friendly, human scale of traditional styles while providing the modern amenities that befit today's lifestyles. This goal will be accomplished through adherence to design standards that regulate the use of materials, architectural design details and a thoughtful approach to the pedestrian experience.

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

The design, construction and operations of the redevelopment will incorporate the United State Green Building Council (USGBC) Leadership for Environmental and Energy Design (LEED) for Neighborhood Development (LEED-ND). The Amended Redevelopment Plan has been crafted to be easy to use and refers to specific credits within the LEED-ND program. The user-friendly planning and sustainable development approach represents Morristown's general commitment to creating efficiencies in the plan review process, and to an informed collaboration with private developers and the communities of Morristown.

1.3 SPEEDWELL REDEVELOPMENT PRINCIPLES

This Amended Redevelopment Plan seeks to fulfill the following planning principles developed by the Morristown administration and as voiced by the citizens of Morristown

A. Create a Unique Identity for the Speedwell Avenue Corridor

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

B. Pedestrian-Friendly Complete Streets

- Design streets that have various physical characteristics and designed for multiple uses (outdoor eating, storefront benches, street fairs, farmers markets, etc.)
- Design sidewalks and other public amenities to comply with applicable statutory standards for access by persons with physical impairments.

- Design pedestrian-scale improvements that promote safety and walkability with street lighting and other designs (decorative paving patterns, woonerfs, bike racks, etc.) Public art installations (sculptural and visual) are permitted and encouraged as a place-making strategy.



C. Reduction of Car Congestion

- Coordinate with local, county and state departments of transportation to develop cost efficient and long term solutions for reducing the negative impacts of car circulation surrounding the site and to enhance the Town's major roadway network.
- Deploy vehicular access management strategies to reduce interruptions to traffic flows by reducing the number of curb cuts on Speedwell Avenue (US Route 202) to allow more efficient and safe use of the State Highway.
- Develop on-and off-site car circulation and parking solutions that create safe and friendly pedestrian and bike circulation within and surrounding the site.
- Provide adequate off-street parking spaces to support demand from proposed retail and residential uses and provide opportunities for shared parking.
- Place bike racks throughout the Redevelopment Area and in

buildings to encourage the use of bicycles as a transportation mode.

- Provide opportunities for reducing automobile trips by encouraging neighborhood designs that promote walking and biking and provide linkages to transit.
- Pilot programming, including a train station shuttle service, to reduce trips generated by train commuters.

D. High Quality Architecture and Urban Design

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

E. Green Infrastructure & Environmental Design

- Incorporate street trees into the site plan that create a canopy for the sidewalk.
- Minimize the burden on Morristown's storm sewer system as well as the risk for non-point source water pollution by constructing non-structural stormwater management systems that are integrated within planted areas, greenways and swales that filter runoff and maximize on-site infiltration.
- Development and design standards will meet the certification standards of the U.S. Green Building Council: Leadership for Environmental and Energy Design (LEED) – Neighborhood Development. (Application for LEED certification will be at the

discretion of the developer.)

- Install highly efficient “Energy Star” appliances within residential and commercial units.
- Design and construct “Energy Star” dwellings, as may be applicable.

F. Quality Usable Open Space

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

G. District Economic Development

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

H. Expanded & Equitable Housing Options

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

I. Blight Elimination

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



2 SMART GROWTH CONTEXT

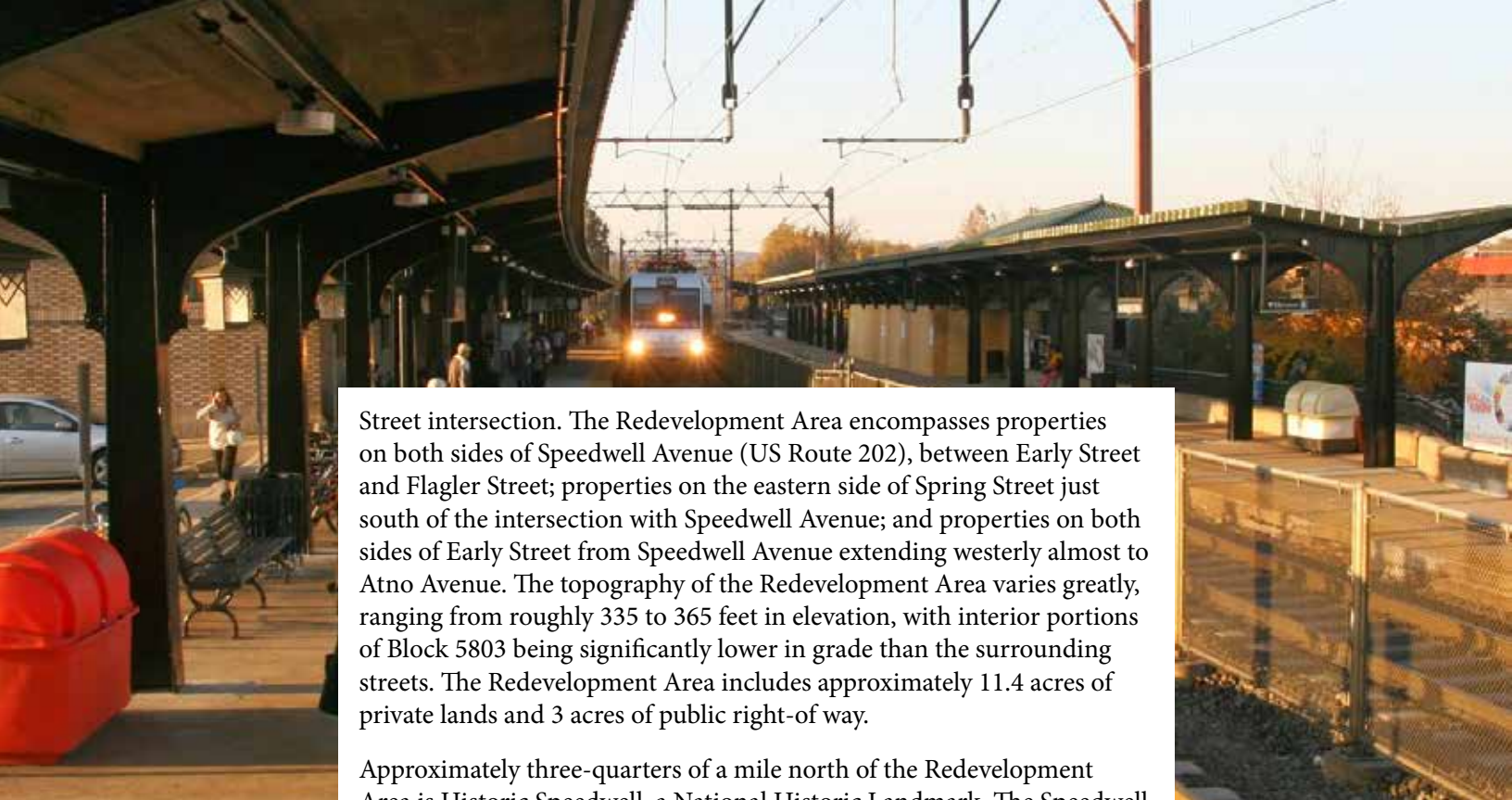
2.1 SMART GROWTH LOCATION

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

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

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

The Speedwell Redevelopment Area is composed of a series of infill parcels located generally north and west of the Speedwell Avenue / Spring



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

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

2.2 EXISTING DEVELOPMENT

At the time of the writing of the original Speedwell Redevelopment Plan, the Redevelopment Area was almost fully developed with buildings, a municipal public works yard and a large municipal (surface) parking lot. The properties within the Redevelopment Area contained a mix of older, relatively small-scale buildings of various ages and compositions, mostly ranging from two to three stories in height. Ground-floor retail with upper-floor residential structures were the predominant land use types along Speedwell Avenue, with detached residential structures most prevalent along Clinton and Early Streets.

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

Currently, Phase 1 of the Redevelopment Area has been completed with the construction of “Modera 44” a 268-unit apartment building with 400 parking spaces. Additionally Phase 4.1 is under construction and CVS is expected to open within a matter of months. The 2015 revisions to the redevelopment plan are intended to impact the remaining phases of redevelopment.

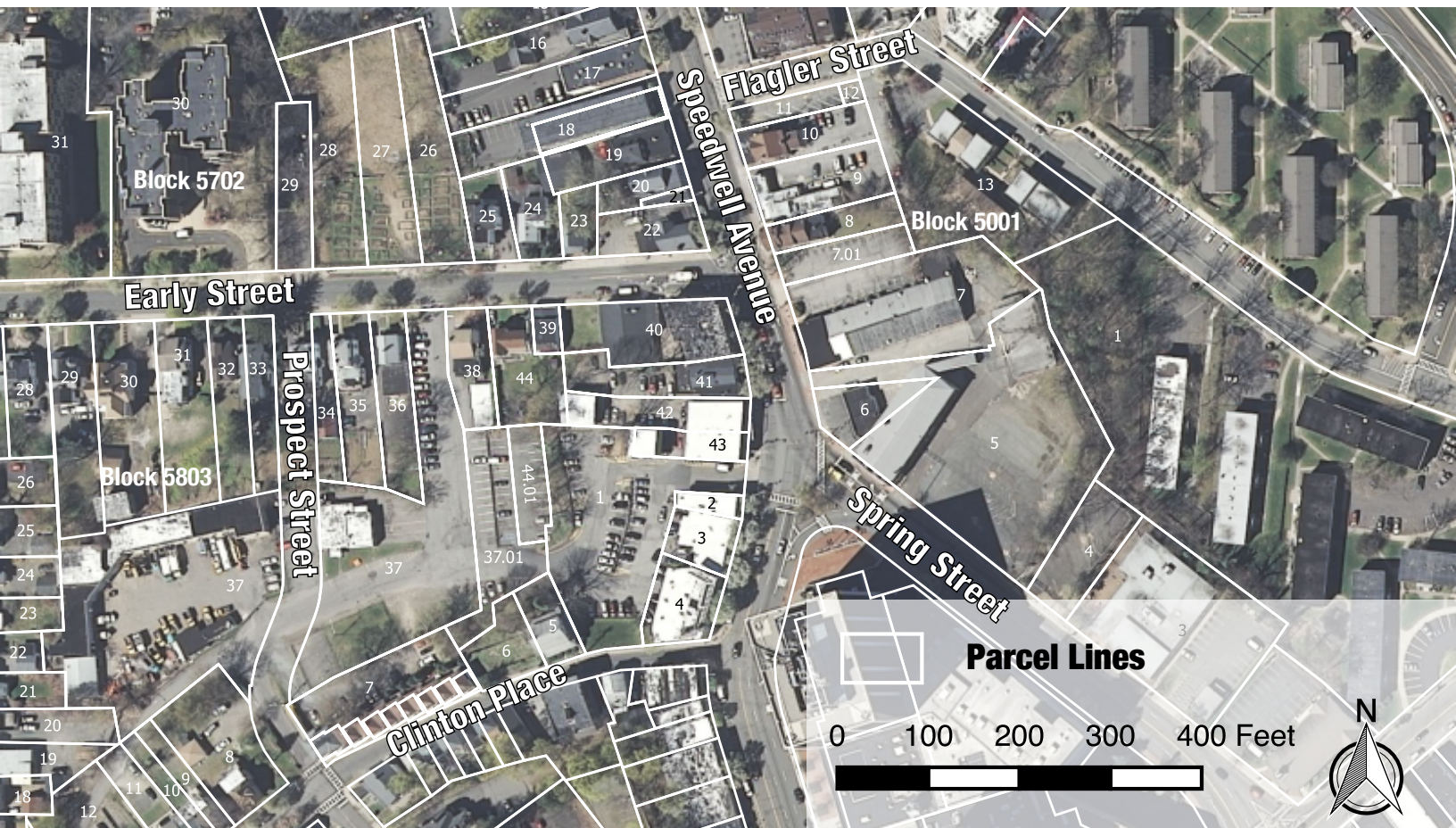
2.3 MOBILITY & CIRCULATION

A. Background & Prior Studies

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

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

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



Map 2: Parcels in Speedwell Redevelopment Area

In addition to the redesign of the Spring Street/Speedwell Avenue intersection and modifications to the lane configuration/ signal operations at the Early Street/Speedwell Avenue intersection, the Town's technical professionals considered two (2) additional improvements. First, the existing uncontrolled pedestrian crossing at the Flagler Street/Speedwell Avenue intersection causes significant safety, mobility, and congestion issues. In order to mitigate this condition, the Town's Planning Division evaluated the benefits of a Pedestrian Hybrid Beacon that assigns the right of way to pedestrians during designated intervals, providing a safe crossing and allowing vehicles to safely proceed during other times. The second additional improvement identified by the Town was the installation of an additional northbound through lane along Speedwell Avenue from Spring Street to Flagler Street. This improvement requires a right-of-way dedication along the Phase 4 redevelopment site frontages. The inclusion of the additional lane significantly reduces congestion, by eliminating the one lane bottleneck along northbound Speedwell Avenue at Early Street.

Due to conflicting recommendations and evidence in 2011, the Amended Speedwell Redevelopment Plan initially directed further study and analysis as part of the Phase One Site Plan approval. In satisfaction of this requirement Dewberry-Goodkind, Inc. prepared a Traffic Impact Report, dated February 2012 (the

“Dewberry Study”) that evaluated the existing road network around the Speedwell Redevelopment Area and considered four (4) alternative mitigation scenarios in the context of pedestrian and vehicular mobility. The Dewberry Study concluded that both the realignment of Spring and Early Street, as well as the NJDOT IPA, promote better pedestrian connectivity and safety, as well as improved vehicular traffic performance, recognizing that the realignment of Spring and Early Street would require significant right-of-way acquisitions and construction of a new roadway.



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

The Morristown Planning Division conducted several traffic analyses that built upon the Dewberry Study and NJDOT IPA as part of its evaluation of proposals for Phase 4 of the Speedwell Redevelopment Area. The approval of Phase 4.1 furthered the eventual implementation of the public improvements with inclusion of the operational changes at the Early Street/Speedwell Avenue intersection, the pedestrian hybrid beacon at the Flagler Street/Speedwell Avenue intersection, and right-of-way dedication along the site frontage.

SPEEDWELL AVE CORRIDOR TRAFFIC CHANGES - EVENING PEAK

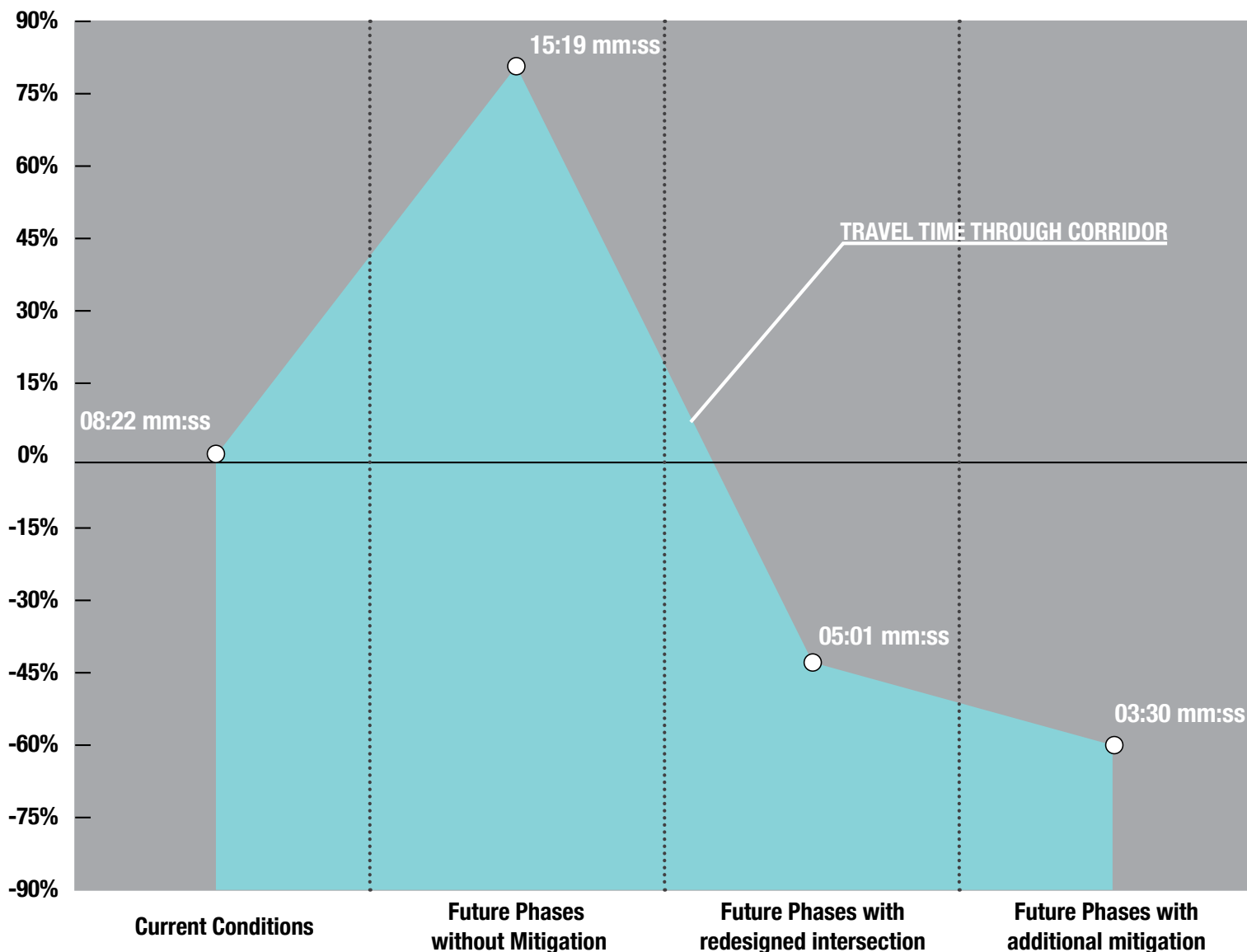


Diagram 1: Traffic studies have shown that the proposed public improvements associated with the Redevelopment Plan traffic mitigations will result in decreased travel time

B. Recent Corridor Analysis

Utilizing previously completed traffic simulation models, the Town's professionals further analyze the vehicular and pedestrian movements along the Speedwell Avenue corridor under several different scenarios. These updated traffic simulations were recalibrated based on real-world travel times along the Speedwell Avenue. The findings confirmed considerable directional delays and vehicle queuing experienced during the morning and evening traffic peaks for vehicles traveling through the Speedwell corridor.

The updated traffic simulations were utilized to test and confirm the previously recommended long-term mobility and traffic congestion

improvements. The simulations also confirmed that, absent the identified interventions, travel along the Speedwell corridor would be materially degraded upon implementation of future phases of the Redevelopment Plan. However, substantial improvements were reaffirmed when the combined mitigation improvements were considered. The traffic simulations reveal that the identified improvements not only mitigate the vehicular trips generated by future redevelopment phases, but also result in significant reduction of the existing “background” traffic congestion currently present in the study area.

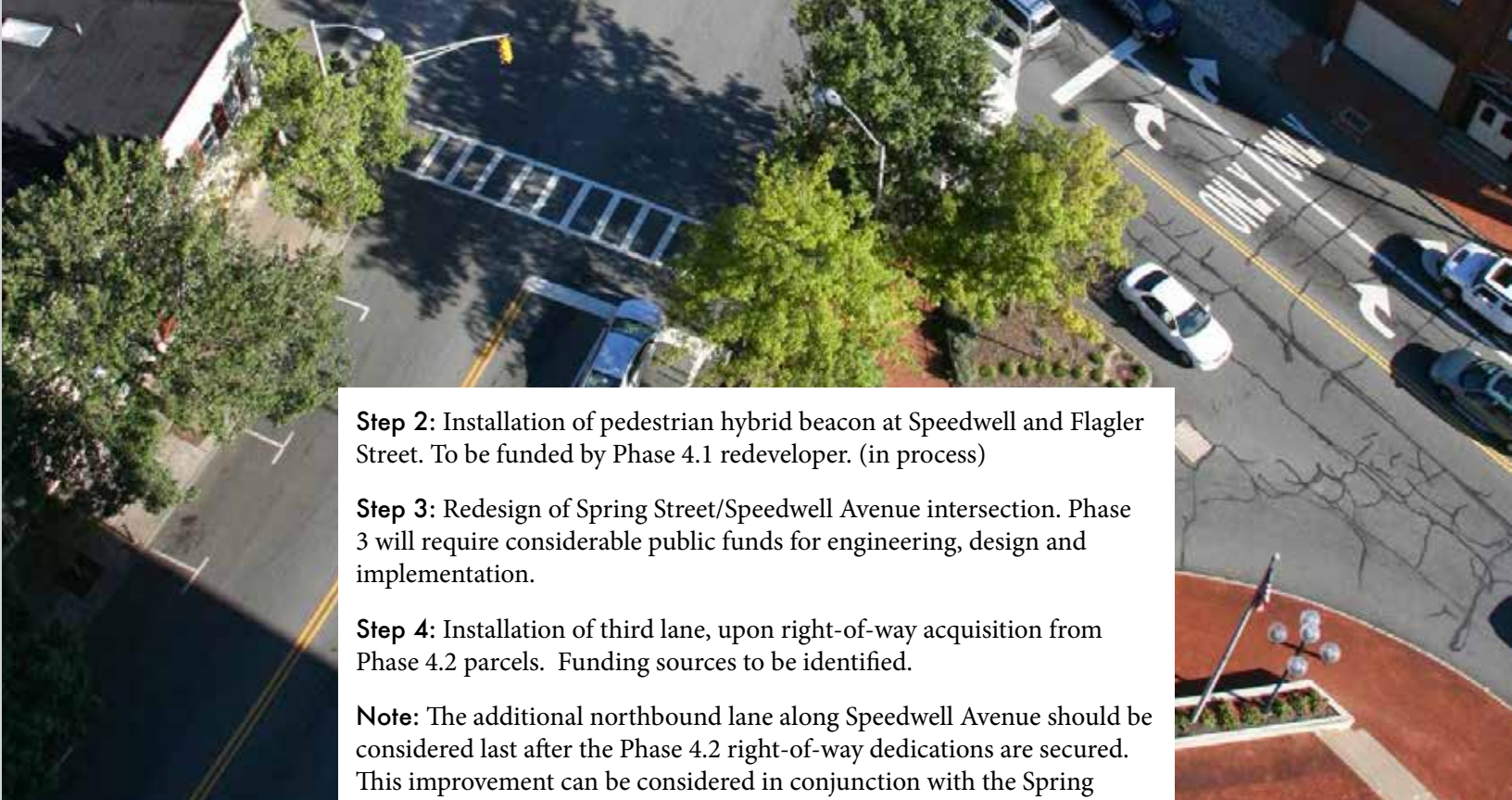


C. Implementation Strategy & Recommendations

An implementation and phasing strategy has been identified that will:

- (1) incrementally address the preexisting causes of vehicular congestion,
- (2) accommodate new traffic impacts as they are created by increased development, and
- (3) maximize the impact of public capital investment along the corridor by leveraging private-sector funds:

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



Step 2: Installation of pedestrian hybrid beacon at Speedwell and Flagler Street. To be funded by Phase 4.1 redeveloper. (in process)

Step 3: Redesign of Spring Street/Speedwell Avenue intersection. Phase 3 will require considerable public funds for engineering, design and implementation.

Step 4: Installation of third lane, upon right-of-way acquisition from Phase 4.2 parcels. Funding sources to be identified.

Note: The additional northbound lane along Speedwell Avenue should be considered last after the Phase 4.2 right-of-way dedications are secured. This improvement can be considered in conjunction with the Spring Street/Speedwell Avenue intersection redesign if the right-of-way is secured.

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

3

REGULATORY FRAMEWORK

3.1 LOCAL REDEVELOPMENT & HOUSING LAW

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

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



3.2 MUNICIPAL LAND DEVELOPMENT ORDINANCE

A. Applicability of Zoning Requirements

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

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

B. Underlying Zoning Districts

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

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

I. CBD-2 Zone

CBD-2 zoning allows for office and retail uses. Moreover, all ground-floor uses must be retail. Restaurants (except fast food businesses), funeral homes, clubs, hotels, and theaters are also permitted, as well as all uses permitted in the RG district (namely, garden apartments, two-to four-family homes, and single-family homes.) The existing CBD-2 zone allows up to 6 stories and 65 feet in height.

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

II. B Business Zone

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

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

III. RT-1 Moderate Residential Density Zone

The RT-1 Zone allows only one and two-family detached or semi-detached single-family dwellings. The maximum building height is 3 stories and 35 feet. Minimum yards are 25 feet front, 25/10 feet side (60/20 for parks), and 30 to 40 feet rear. Minimum lot sizes

vary from 6,250 square feet to 8,400 square feet depending on the number of units in the dwelling.

IV. RG Garden Apartment Zone

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

3.3 AFFORDABLE HOUSING REQUIREMENTS

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

There are no existing “deed restricted” housing units within the redevelopment area that are affordable to low and moderate income households, as defined pursuant to section 4 of P.L. 1985, c.222 (C.52:27D-304). Each affordable housing unit required pursuant to this Amended Plan, shall be administered pursuant to the Uniform Housing Affordability Controls (N.J.A.C. 5:80-26.1 et seq.) and will therefore result in a net increase in affordable housing in Morristown. Phase I included a 10% set-aside of units reserved for low and moderate income households, resulting in new 26 affordable units. Phase 2 shall include a 15% set-aside of units for low and moderate-income households.

Affordable housing in Phases 3 and 4 shall be included in later phases and shall be consistent with applicable law in effect at the time, such as the Affordable Housing Overlay Zone, and as may be agreed to by and between the Town of Morristown and selected redeveloper(s). This Amended Redevelopment Plan recognizes that amendments to the Morristown LDO, as well as applicable New Jersey regulations, may modify existing affordable housing policies and requirements.

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

3.4 MUNICIPAL MASTER PLAN

Pursuant to the LRHL, “all provisions of the redevelopment plan shall be either substantially consistent with the municipal master plan or designed to effectuate the master plan” (N.J.S.A. 40A:12A-7(d)). This Redevelopment Plan is substantially consistent with, and has been designed to effectuate, the Town’s 2014 Master Plan “Morristown Moving Forward.”

A. Mobility & Streets Plan

I. Goal 1. Complete, pedestrian and bike friendly streets.

- **Objective 1.1:** Safely and conveniently connect residents, workers, and visitors to the various employment, residential, shopping, and recreational opportunities in town
- **Objective 1.2:** Create attractive, lively streetscapes that support socializing, walking, biking, and accessibility

This Redevelopment Plan includes specifications for public right-of-way improvements that will result in a transformed streetscape along Speedwell Avenue, Early Street, Spring Street, Prospect Street and a new Linear Park. The streetscape design standards contained herein were crafted to achieve Master Plan Objectives 1.1 and 1.2, above.

II. Goal 2. Accessible and Convenient Public Transit

- **Objective 2.1:** Improve transit service operations, access, and convenience to promote increased ridership

This Redevelopment Plan incorporates the Transportation Demand Management (TDM) provisions included within the United States Green Building Council's rating system, LEED for Neighborhood Development. This may include subsidization of tenant/employee transit passes as well as provision of local shuttles to transit nodes.

III. Goal 3. Minimize Negative Impacts of Traffic on Local and Regional Roadways

- **Objective 3.1:** Balance regional traffic access and placemaking.

This Redevelopment Plan increases connectivity for both automobile traffic and pedestrian traffic. Furthermore, it will result in the redesign of the intersection of Speedwell Avenue and Early Street, which has acted as a bottleneck to traffic passing through this essential corridor. The Redevelopment Plan envisions improved sidewalks as well as new pedestrian plazas.

IV. Goal 4. Parking that Supports Walkability, Transit Ridership, and Sustainable Development

- **Objective 4.1:** Make full use of existing parking facilities by improving efficiency and convenience for pedestrians and drivers.

The Redevelopment Area contains land currently used for public parking. The end result of this Redevelopment plan will be to remove these surface parking lots and develop structured parking within the envelope of the buildings. The encouragement of structured parking furthers objective 4.1.

B. Land Use and Community Form Plan

I. Goal 2: Economic Prosperity & Resiliency

- **Objective 2.1:** Preserve & enhance the downtown experience to support economic development & residential growth.
- **Objective 2.2:** Support continued growth of the downtown residential population, including areas proximate to the train station.

The Speedwell Redevelopment Area represents a key gateway into The Speedwell Redevelopment Area represents a key gateway into downtown Morristown. This Redevelopment Plan contains the opportunity for a mix of uses in a flexible and feasible framework. Objectives 2.1 and 2.2 will be advanced by the implementation of this Redevelopment Plan.

II. Goal 3: Sustainable, Pedestrian-Friendly Building & Site Design

- **Objective 3.1:** Promote walkable, human-scale design that respects Morristown's historic character.
- **Objective 3.2:** Promote sustainable building practices.

This Redevelopment Plan creates a set of standards that will require all new development to improve the adjacent right-of-way and create other public spaces that will create a friendly and unique streetscape that appropriately responds to the neighborhood context. Furthermore, to promote Objective 3.2, this Redevelopment Plan incorporates many requirements from LEED-ND.

III. Goal 4: Active, Connected Streets & Public Places

- **Objective 4.1:** Create attractive, lively streetscapes that support socializing, walking, biking, & accessibility.

The streetscape standards contained herein will promote Objective 4.1 by providing a palette of potential public improvements designed to promote socializing, cycling and universal design.



3.5 ADJACENT MUNICIPALITIES

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

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

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

3.6 MORRIS COUNTY MASTER PLAN

This Amended Redevelopment Plan is generally consistent with the 1975 Morris County Master Plan, a seminal document that addresses sprawl and sustainability in the region. Pursuant to N.J.S.A. 40A:12A-7(a)(5), this Amended Redevelopment Plan relates directly to the goals, values, and objectives of the Morris County Master Plan, as follows:

- Make fuller use of existing transportation lines and facilities. The County Plan anticipated that public transportation would achieve greater significance as a necessary alternative to the private automobile, with its attendant problems of pollution, energy availability, and congestion.
- Promote a greater diversity of housing types. The County Plan points out that the elderly and young couples do not need large living areas. Therefore, goals for Morris County’s future should include adequate provision for other types of housing in sufficient numbers to provide choice for all residents.

- Find a more feasible alternative to the present situation of “strip mall” commercial development found on major roads, and single-family homes on unnecessarily large lots.
- “Cluster” future growth around definable town centers and transportation facilities to include commercial and office employment as well as residential, with land use intensity decreasing as distance from the town center increases.

3.7 NJ STATE DEVELOPMENT & REDEVELOPMENT PLAN

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

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

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

3.8 NJ SMART GROWTH DEVELOPMENT PRINCIPLES

In New Jersey, Smart Growth supports development and redevelopment in recognized Centers—a compact form of development—as outlined in the State Development and Redevelopment Plan, with existing infrastructure that serves the economy, the community and the environment. This Redevelopment Plan is an exemplary Smart Growth project and conforms with New Jersey’s Smart Growth Principles, as follows:

- It provides for a synergistic mix of land uses in a compact, clustered community design as well as a range of housing choice and opportunity.
- The public amenities and urban design create a walkable neighborhood with architecture and urban design adds to a distinctive, attractive community offering a sense of place.
- As a catalyst for revitalization in the downtown, the Redevelopment Plan strengthens future development and directs growth to an existing community using existing infrastructure.
- The Redevelopment Area design and programming recommendations include a variety of transportation options, including bicycle, walking and mass transportation.
- The Redevelopment Plan provides a framework for predictable, fair and cost-effective development decision making.
- The Redevelopment Plan builds upon a collaborative and transparent process.

3.9 NJ STATE STRATEGIC PLAN

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

The SSP contemplates development in Smart Growth locations and regional centers. This Redevelopment Plan furthers the following goals, objectives and findings of the SSP:

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



DEVELOPMENT PROGRAM

4.1 LAND USES

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

A. Existing Non-Conforming Uses

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

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

B. District Permitted Uses

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

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

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

C. District Prohibited Uses

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

USE	TYPE	DESCRIPTION
Automotive Related Uses	Fuel Stations, Repair/Service Stations, Car Wash, Vehicle Storage, Retail and Showroom	Any and all uses relating to the on-site service, sales or storage of automobiles.
Auto-Dependent Commercial / Retail Services*	Drop-Off / Pick-Up Driveways, Services windows / speaker service	Drive-Through commercial establishments, e.g. eateries, personal services, banking services
Parking Structures	Sole-Purpose, Detached Parking Structure	See Permitted Uses that allows surface parking for Clinton Place Townhouses
Advertising for Off-Site Uses	Billboards (traditional and electronic), signs.	Free-standing or building mounted signs.
Free-Standing Signs/Pylon	Any freestanding sign, not including temporary signs	A structure in the form of a tower or pier, the chief purpose of which is to attract attention and display a sign.
Adult Entertainment	Over 90% of services and commercial/retail rated adult-only	Including, but not limited to, bookstores, shops, performance and theatre space, parlors.

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

D. General Performance Standards

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

I. Excessive Noise

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

II. Public Nuisance

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

E. Retail Performance Standards

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

I. Retail Size Limits

Individual retail uses shall not occupy more than 7,500 square feet and / or 75 feet of frontage. These restrictions shall not apply to grocery stores, restaurants, childcare facilities, cultural uses (art galleries, theatres, live-entertainment centers), bookstores, or pharmacies. It is encouraged that retail space be developed in storefront modules of 15 to 25 feet in width that may be joined and separated depending on market conditions. Architectural composition and openings along retail facades shall be horizontally modulated in coordination with storefront widths.

II. Financial Services and Retail Banks

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

III. 24 Hour Operations

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

IV. Required Retail Areas

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

- Speedwell Avenue frontage. In addition, all retail spaces shall contain primary entrance and some portion of the frontage on Speedwell Avenue.
- Corner and street frontage along Speedwell Avenue and entrance to linear park. Adjacent facades in phases 3.1 and 3.2 shall contain retail extending 50'-75' west into the park.

V. Permitted Retail Areas

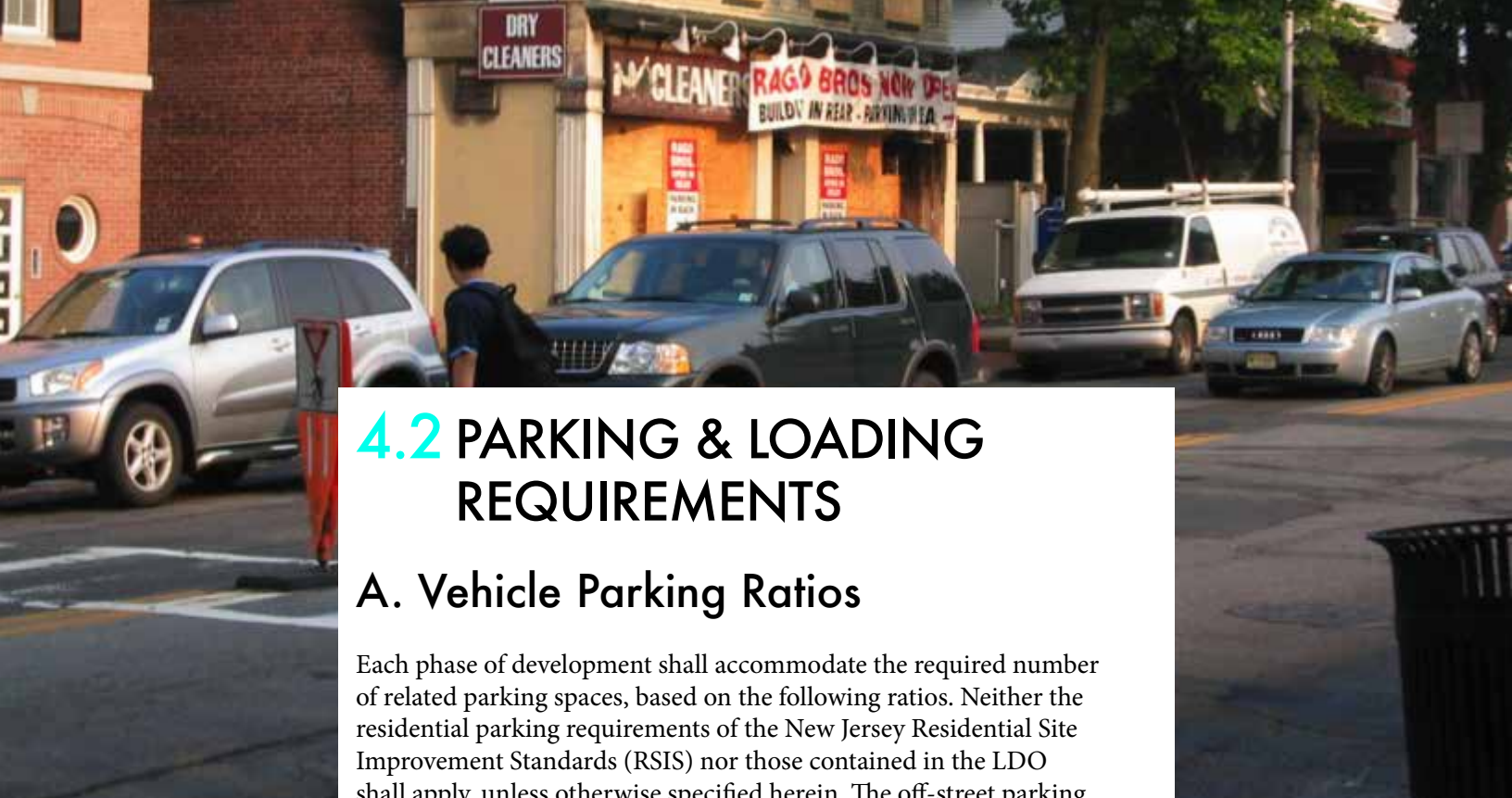
Ground level retail is encouraged and permitted at the following locations, but not required.

- Street frontage along Early Street, between Speedwell Avenue and Pedestrian/Car Path (Laneway).
- Street frontage along Pedestrian/Car Path (Laneway) between Early Street and Prospect Street.
- Phase 3.1 may include retail frontage along Clinton Place for a distance of 100' west of Speedwell Avenue.

VI. Retail Preservation Strategy

This Amended Plan provides policy support to a independent and locally owned retail retention strategy for existing proprietors in the Redevelopment Area. Such a program may be funded through a reduced PILOT payment, among other potential sources.

This policy recommendation is made with recognition that a revitalization/retention effort will require participation, approval and coordination from numerous bodies, departments and agencies within Morristown.



4.2 PARKING & LOADING REQUIREMENTS

A. Vehicle Parking Ratios

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

USE / TYPE	MINIMUM OFF-STREET PARKING RATIO
Residential / Semi-Attached	1.5 per unit
Residential / Attached	1.1 per unit
Retail	3.0 : 1,000 gross square feet of floor area
Restaurants and Eating Establishments	1.0 : 4 seats
Health and Fitness Centers	None (0) for private facilities associated with Redevelopment Area residential or live/work units. Otherwise, 2 spaces per 1,000 gross square feet.
Civic and Community Uses	3 : 1,000 gross square feet. None (0) for community rooms associated with Redevelopment Area residential or live/work units.
Open Space / Public and Private	None (0)

B. Shared Parking

A Shared Parking Plan is permitted pursuant to the standards established by the Urban Land Institute: Shared Parking, published in 1984 as

well as the additional shared parking requirements enumerated in the Morristown LDO, Section 30-502.5(d), which contains parking standards for the Transit Village Core zoning district. Shared parking is permitted and encouraged, particularly for the surface lot proposed for Phase 4.1. Redeveloper for Phase 4.1 is encouraged to work collaboratively with the Morristown Parking Authority and the owners/redevelopers of Phase 4.2 to maximize neighborhood benefit of the proposed surface lot. Any redevelopment or improvements of the individual parcels in Section 4.2 will require issuance of a cross-access easement to allow for travel between CVS driveway and Flagler Street.

C. Off-Site Parking

Parking Requirements for non-residential uses may be met using publicly available off-street or on-street parking spaces located on streets directly adjacent to the Redevelopment Area as a way to promote revitalization through increased pedestrian circulation. The required parking spaces for residential uses shall be located on the same parcel as the use to which they are accessory unless, as part of site plan review, the Planning Board finds that a convenient nearby alternate location exists. In making such determination, the Board may consider the availability of off-street public parking areas within one thousand (1,000) feet of the lot and/or proof that applicant owns, leases or has written license to use private off-street parking facilities of sufficient duration.

D. On-Street Parking

On-Street parking shall be provided, consistent with applicable design regulations such as pedestrian bulb-outs and dimensional requirements. In conjunction with the Preliminary Site Plan application, the redeveloper(s) shall provide to the approving entity an engineered traffic study, demonstrating safe parking movements that are compatible with local intersections and roadway traffic. Where applicable, the New Jersey Department of Transportation shall be consulted for initial feedback prior the grant of Preliminary Site Plan approval. On-Street (parallel) parking is required at the following locations, subject to the requirements above:

- South side of Early Street, between Prospect Street and Laneway entrance.
- Along the Laneway wherever determine to be safe and feasible.

E. Bicycle Parking

Bicycle Parking is required, as follows:

USE / TYPE	BICYCLE PARKING RATIO
Residential / Owner-Occupied Units	30% of total units in building
Residential / Renter-Occupied Units	30% of total units in building
Retail	1 : 5,000 gross square feet of floor area and no less than 1.0 – publically accessible (an enclosed secure bike rack area is encouraged in each building accessible for commercial tenants)
Restaurants and Eating Establishments	1 : 5,000 gross square feet of floor area and no less than 1.0 – publically accessible (an enclosed secure bike rack area is encouraged in each building accessible for commercial tenants)
Health and Fitness Centers	1 : 5,000 gross square feet of floor area and no less than 1.0 – publically accessible (an enclosed secure bike rack area is encouraged in each building accessible for commercial tenants)
Civic and Community Uses	1 : 10,000 gross square feet of floor area and no less than 1.0 – publically accessible
Open Space / Public and Private	1.0 public bike rack at Park; 1.0 public bike rack at District Park; 1.0 public bike rack at Laneway – publically accessible

F. Loading/Unloading Areas

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

- Loading area for Phase 3.1 shall be located along drive that connects the proposed structure to Prospect Street.
- Loading area for Phase 3.3 shall be located along proposed



Map 3: Proposed Circulation

Laneway.

- Loading area for Phase 4.2 may be permitted, if needed, along Flagler Street at Speedwell Avenue.
- Loading area for Phase 4.1 shall be located at the rear of the structure and shall be visually buffered from public view.
- Phases 3.4 and 3.5 shall be subject to the loading requirements contained in the Morristown Land Development Ordinance, loading shall be provided on-site.

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



4.3 PROGRAM DEVELOPMENT YIELD

A. Minimum and Maximum by Development Phase

PHASE	DEVELOPABLE AREA (ACRES)	RESIDENTIAL UNITS (MAX)	RETAIL SQ. FT.	OFF-STREET RESIDENTIAL PARKING (MIN)
Phase 1	2.82	268	0	295
Phase 2	4.30	185	0	263
Phase 2.1	2.75	185	0	263
Phase 2.2	.36	Underlying Zoning	Underlying Zoning	Underlying Zoning
Phase 2.3	1.19	Underlying Zoning	Underlying Zoning	Underlying Zoning
Phase 3	1.95	24*	5,000*	57*
Phase 3.1	.55	24	5,000	57
Phase 3.2	.10	0	0	0
Phase 3.3	.24	Underlying Zoning	Underlying Zoning	Underlying Zoning
Phase 3.4	.59	Underlying Zoning	Underlying Zoning	Underlying Zoning
Phase 3.5	.47	Underlying Zoning	Underlying Zoning	Underlying Zoning
Phase 4	2.80	27-45	23,800	103-123
Phase 4.1	2.22	0	15,000	73
Phase 4.2	.58	27-45	8,800	30-50
Site Totals	11.87	554-572	36,100	742-762

*Not including potential development in phases 3.3 to 3.5 governed by underlying zoning.

I. Notes

a. Affordable Housing

Of the total residential units developed as part of the Phase 1 development program, 10%, shall be affordable units developed on-site. Of the total residential units developed as part of the Phase 2 development program, 15%, shall be affordable units developed on-site. See Section 3.3

Regulatory Framework: Affordable Housing Regulations.

b. Phase 4.2 Maximum Yields

27 units is the maximum for a 4-story building, containing ground floor retail and 3 residential stories.

c. Replacement of Public Parking

Phase 2.1 shall include 60 spaces of public parking.

d. Underlying Zoning

This Redevelopment Plan does not propose specific superceding unit yields for parcels that include an indication of “Underlying Zoning” in the table above. In those instances only, maximum development yield shall be governed by the standards applicable to the zoning designation that preceded the original development plan, as indicated in Appendix 9(A) of the Speedwell Redevelopment Plan, adopted November 2007.

4.4 PROPERTY / LAND AREA LOCATION

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

A. Phase 1 – Building One

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

B. Phase 2.1 – Building Two

- Area south of Early Street; east of new Prospect Street extension, west of new Laneway, and north of portion of new District Park.
- Note: includes the construction of a new District Park bordered by the new building and conversion of Lot 1 parking lot entrance from Speedwell into temporary entrance to District Park.
- Current Lot / Block: Block 5803; Lots 35, 36, 37.03, 38, 39, 44.01, 44.01, 44.03 & portions of Lots 1, 42, 43 and 37.01 (to be subdivided)

C. Phase 2.2 – Existing Clinton Place Townhomes

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

D. Phase 2.3 – Early Street Community Garden

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

E. Phase 3.1 – Building Three

- Southwestern corner of Speedwell Avenue and Clinton Place.
- Current Lot / Block: Block 5803, Lots 4, 5, and 6 & portion of Lot 1 (to be subdivided)

F. Phase 3.2 – Speedwell Avenue Pedestrian Plaza

- Area between Buildings Three and Four connecting the District Park constructed in Phase 2 to Speedwell Avenue.
- Current Lot / Block: Block 5803, Lot 3

G. Phase 3.3 – Building Four

- Area west of Speedwell Avenue and directly north of the entrance area of the new Linear Park, and east of new Pedestrian/ Car Path (Laneway).
- Current Lot / Block: Block 5803; Lot 2 & portion of Lots 1, 42, and 43 (to be subdivided)

H. Phase 3.4 – Building Five

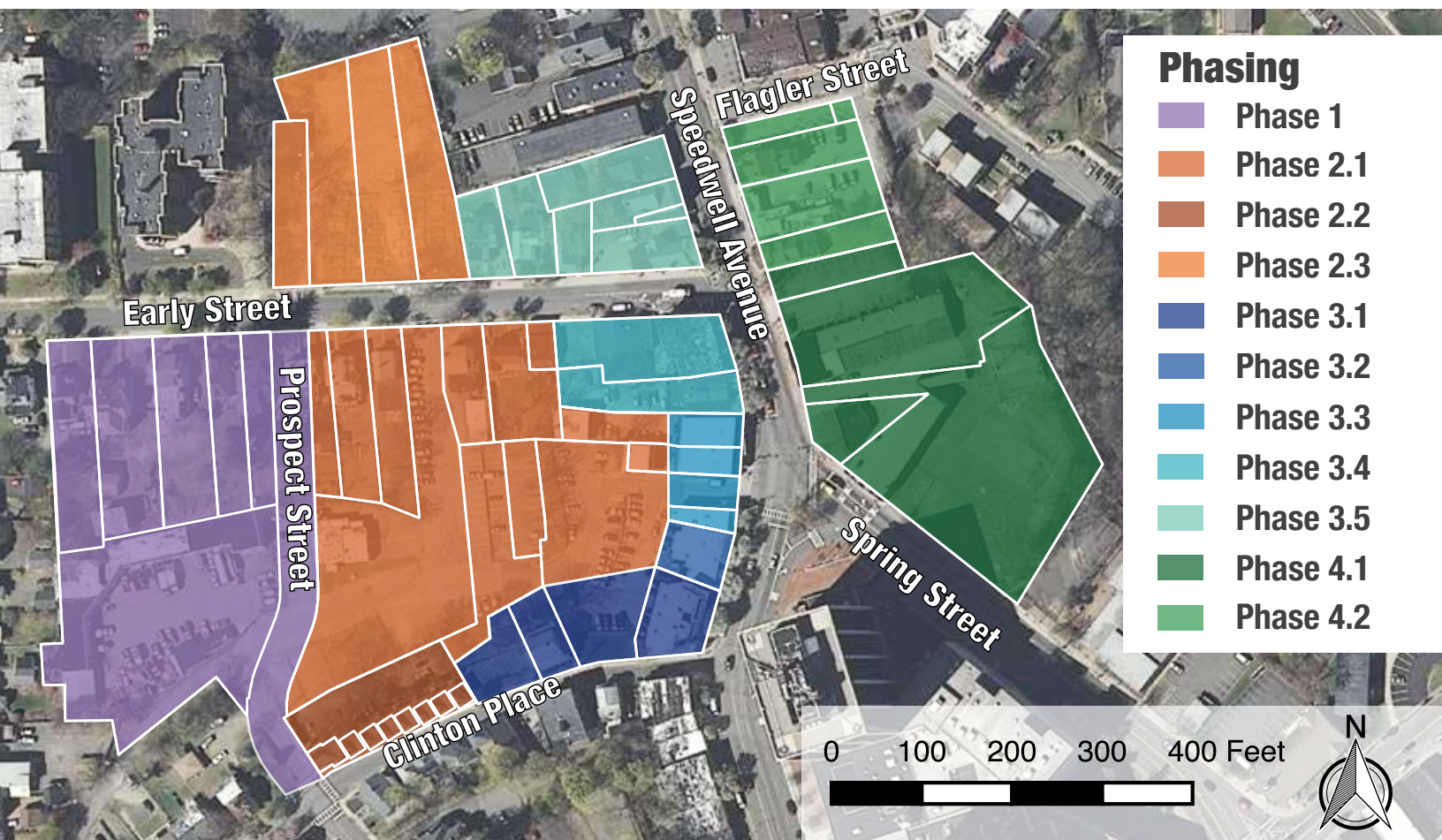
- Area west of Speedwell Avenue, south of Early Street, and east of new Pedestrian/ Car Path (Laneway).
- Current Lot / Block: Block 5803; Lots 40 and 41

I. Phase 3.5 – Building Six

- Area at the northwestern corner intersection of Early Street and Speedwell Avenue.
- Current Lot / Block: Block 5702, Lots 19, 20, 21, 22, 23, 24 & 25

J. Phase 4.1 – Building Seven

- Area east of Speedwell Avenue and Spring Street. South of Flagler Street and north of Clinton Place
- Current Lot / Block: Block 5001, Lots 5, 6, 7, & 7.01



Map 4: 2015 Speedwell Redevelopment Plan Phasing

K. Phase 4.2 – Building Eight

- Area East of Speedwell Avenue and Spring Street; South of Flagler Street and North of Clinton Place
- Current Lot / Block: Block 5001, Lots 8, 9, 10, 11, 12

4.5 PUBLIC IMPROVEMENTS

Public improvements will be designed and constructed according to the following Phases of development. This section is intended only to coordinate the implementation of improvements with new development. It is not intended to determine the party responsible for the improvements. Responsible parties for designing and constructing the public improvements shall be defined within the terms of redevelopment agreement(s) between the municipality and the redeveloper(s). In addition, public improvements shall not be limited to those within publicly owned parcels, rather this list addresses all areas that will be publicly accessible through easements or other agreements regardless of ownership of the land.

A. Phase 1

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

B. Phase 2

- Frontages at Early Street and Early Street/ Prospect Street
- Frontages at Early Street and Speedwell Avenue (including streetscape from Early Street and Prospect Street to the existing MPA driveway on Speedwell)
- District Park (portion within Phase Two): See NPD Credit 9 in Section 5.5E
- Shared space Laneway (Woonerf) connecting Early Street to District Park servicing Building Two and Building Four.
- Improve and convert egress point from Morristown Parking Authority surface parking driveway to Speedwell Avenue into pedestrian only entrance to Linear Park.

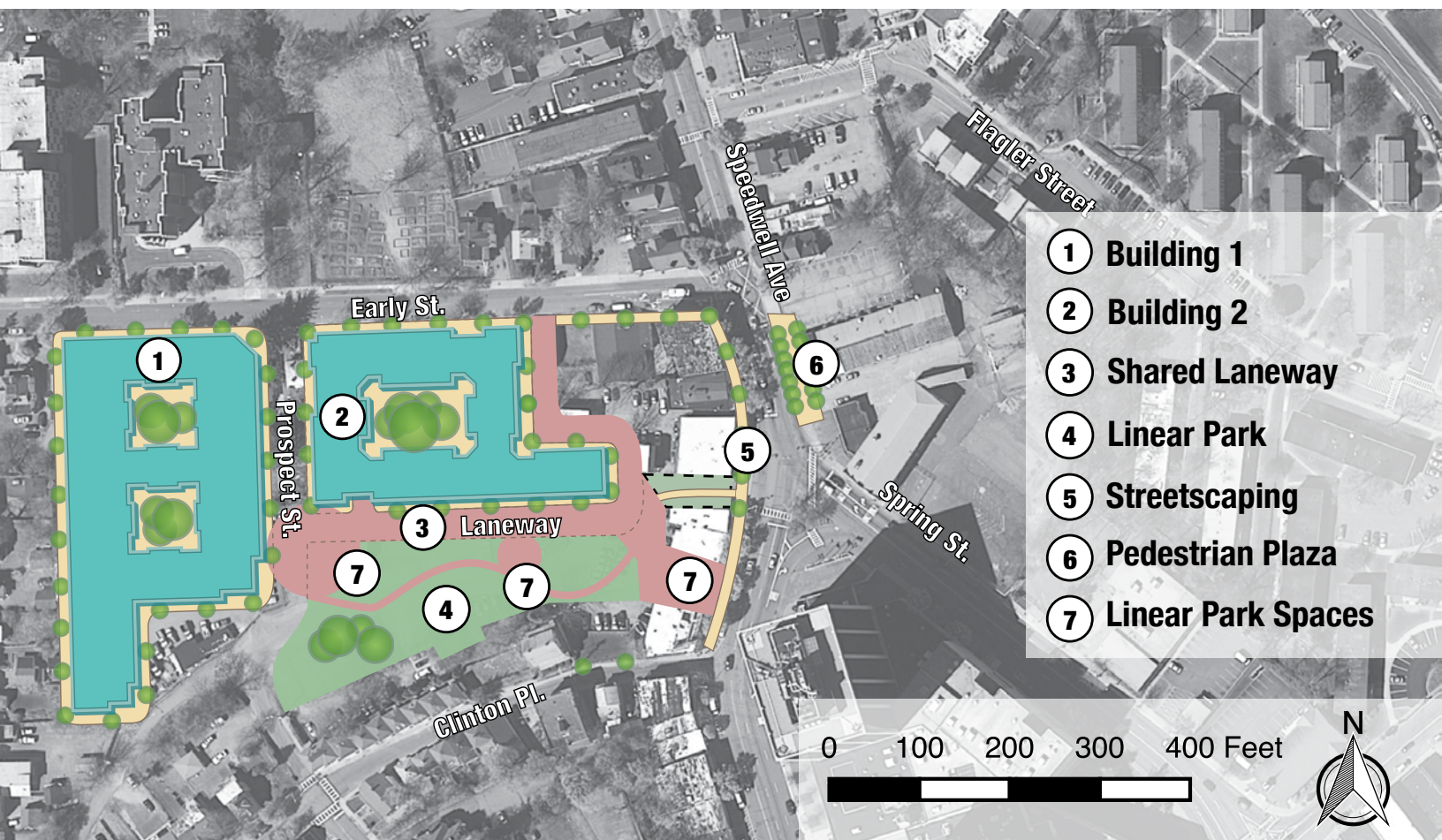
- Improvements along Speedwell Avenue corridor recommended by Phase 2 traffic studies.
- Public Art Component (See Section 5.5(c)(vi))
- Realigned Spring Street/Speedwell Avenue intersection*
- Plaza design for pedestrian island / sidewalk extension created by redesign of intersection of Speedwell Avenue and Spring Street.

C. Phase 3

- Frontages at Speedwell Avenue and Early Street
- Frontages at Speedwell Avenue and Clinton Place
- Public Art Component (See Section 5.5(c)(vi))
- 60' wide Linear Park entry and complete connection to Speedwell District Park.

D. Phase 4.1

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



Map 5: Public Improvements

at Speedwell Avenue & Early Street. However, if undue delays are encountered in obtaining NJDOT approval after the initial application submission, this approval may be the separated from the Speedwell Avenue & Early Street improvements. The Morristown Engineering Division shall review all design and permitting documents before they are submitted to NJDOT.

E. Phase 4.2

- Frontages along Speedwell & Flagler. Flagler Street shall be improved to complement upgraded pedestrian crossing.
- 10'-wide ROW dedication along Speedwell Avenue frontage.
- Public Art Component (See Section 5.5(c)(vi))
- Installation of pedestrian hybrid beacon at Flagler & Speedwell crosswalk that is synchronized with the signal at Early & Speedwell.
- Additional northbound through lane along Speedwell Avenue from Spring Street to Flagler Street.

5

DISTRICT DESIGN STANDARDS

5.1 OVERVIEW AND DESIGN PHILOSOPHY

The District Design guidelines serve as the foundation for good urban planning and architectural design for the Redevelopment Area. The District Design guidelines are both directive and restrictive, crafted to achieve the urban design and architectural objectives established by the Town. The guidelines are the product of collaboration between designated redevelopers, the Town's planning staff, elected officials and the public at large. The design guidelines contained herein were crafted to implement the following principles taken from Section 1.3 of this Redevelopment Plan:

- Create a Unique Identity for the Speedwell Avenue Corridor
- Pedestrian-Friendly Complete Streets
- Reduction of Car Congestion
- High Quality Architecture and Urban Design that is Characteristic of Morristown
- Green Infrastructure & Environmental Design
- Quality Usable Open Space
- District Economic Development

This section shall guide the design of all new development within the Redevelopment Area. The guidelines are comprehensive and have been organized in the following sections for clarity and convenience:

1. Building Placement & Massing
2. Landscaping & Site Design
3. Street Design & Mobility

4. Public Realm Design Standards
5. District Architectural Standards
6. Signage Standards

This Amended Redevelopment Plan addresses Morristown's sustainability goals through the incorporation of certain design requirements and guidelines contained in the USGBC LEED for Neighborhood Development program, as outlined in the LEED Reference Guide for Neighborhood Development, U.S. Green Building Council (2009) (the "Reference Guide"). This Amended Redevelopment Plan District Design Section makes references to specifications and illustrations that can be found in full within the Reference Guide and the LEED 2009 for Neighborhood Development Rating System (the "Rating System"). Specifically, certain standards were incorporated from LEED-ND sections pertaining to Neighborhood Planning and Design ("NPD") as well as Green Infrastructure & Building ("GIB"). The text of this Amended Redevelopment shall control should it conflict with the standards forth in the LEED-ND requirements.

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

This Amended Redevelopment Plan lists certain LEED-ND Required Credits, which shall be considered municipal priorities. All planning, design, construction and operating documents must comply with the specified LEED-ND Required credits, in addition to the other planning and design requirements, as may be specifically stated below.

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

5.2 BUILDING PLACEMENT & MASSING

A. Purpose & Intent

In order to create a high quality pedestrian experience, the following standards shall govern the placement and overall massing of buildings developed within the Redevelopment Area. These standards are intended to add visual diversity and interest; create pedestrian friendly spaces and ensure that new buildings are consistent with one another and compatible with the surrounded neighborhood.

B. Building Placement

I. Setbacks & Building Placement (Street Wall)

All new development shall conform to the following setback requirements. Setback shall be defined as the distance between nearest edge of public sidewalk and the primary façade plane:

- West side of Speedwell Avenue: 0-10 feet
- East side of Speedwell Avenue: 0-10 feet
- Spring Street: 0 – 10 feet
- Early Street: 5 – 15 feet
- Prospect Street: 5 – 15 feet
- Clinton Place: 10 – 15 feet
- Side Lot: 10 feet minimum
- Rear Lot: 20 feet minimum

II. Setback Notes & Exceptions

a. Sidewalk Width

Section 5.5(D)(I)(a)(iv) contains minimum sidewalk width requirements, which are independent of the setback standards list above.

b. Architectural Projections

Architectural projections such as stoops, porches, bay windows, etc. shall be exempt from setback requirements, but may be subject to standards contained in Section 5.6.

c. Phase 4.1 Setback

Phase 4.1 setback may be extended to 56 feet from the existing curb or 46 feet from the proposed curb after widening in order to accommodate the proposed front drive aisle, so long as the public amenities described in Section 5.5(D)(V) are provided.

d. Phase 2.1 Frontages:

Phase 2.1 frontages shall be regulated by the building facade regulations contained in Section 5.3 B III

III. Setbacks & Building Placement

All new development shall conform to the following requirements. The following setbacks shall be measured from the nearest property line:

- Side Yard = 10 feet minimum
- Rear Yard = 20 feet minimum

III. Distance between Buildings

Primary facades of adjacent buildings that face each other must have a minimum of 50 feet distance between the buildings. This includes building adjacent to each other or on both sides of the street.

C. Building Height

I. Maximum Height

PHASE, BUILDING	MAXIMUM HEIGHT
Phase 1, Building 1	6 Stories / 72 Feet
Phase 2.1, Building 2	6 Stories / 72 Feet
Phase 2.2, Clinton Pl Townhouses	Underlying Zoning
Phase 2.3, Early St Community Garden	Underlying Zoning
Phase 3.1, Building 3	4 - 6 stories / 56 - 80 Feet
Phase 3.2, Speedwell District Park Entrance	0 stories / 0 Feet
Phase 3, Building 4	4 stories / 56 Feet
Phase 3, 120-124 Speedwell	Underlying Zoning
Phase 3, 130-136 Speedwell / 5-9 Early	Underlying Zoning
Phase 4.1, Building 5	1 - 2 Stories / 30 - 55 Feet
Phase 4.2, Building 6	4 Stories / 56 Feet

II. Height Measurement

a. Definition

Pursuant to the Morristown LDO, Building Height shall be defined as: the vertical distance measured from the average elevations of the finished grades at each side of the building to the highest point of a flat roof, to the deck line of mansard roofs or to the mean height between eaves and ridge for gable, hip and gambrel roofs (LDO Sec. 30-301).

b. Stories

Any floor level that extends less than 8 feet above grade at the perimeter point, such as a partially below grade parking level, shall not be considered a building story, but shall be included in the building height measurement.

c. Underlying Zoning

This Redevelopment Plan does not propose specific superseding maximum

height regulations for parcels that include an indication of “Underlying Zoning” in the table above. In those instances only, maximum height shall be governed by the standards applicable to the zoning designation that preceded the original redevelopment plan, as indicated in Appendix 9(A) of the Speedwell Redevelopment Plan, adopted November 2007



The BRIX brownstones in Seattle incorporate a fifth story step back that de-emphasizes the height of the building

III. Upper Story Step-Backs

Street facing facades shall be stepped-back above the 4th story should use to reduce the perception of height and to maintain human scale.

Upper story step-backs shall be a minimum of 5' from the primary façade plane to, reduce perceived height and mass as well as to provide the opportunity to utilize lower story rooftops as accessible terraces.

IV. Height Exemptions

a. Maximum Height

Under no circumstances shall any part of a building within the Redevelopment Area exceed 15 feet in height above the permitted height listed in the above table.

c. Architectural Corner Treatments

Architectural corner treatments are encouraged for buildings on Speedwell Avenue, but shall not exceed the building height requirements by more than 15 feet in height and 25 feet in width (see Building Stories/ Height Requirements). Buildings that exceed maximum Speedwell Avenue Building Height Requirements may not include said corner tower elements (see Speedwell Avenue Building Height Requirements). Phase 4.2 shall not be subject to this provision.

d. Single-story Structures and Rooftop Uses

Single story structures are permitted in Phase 4, specifically Building Five, at the discretion of the Planning Board. Photovoltaic panels or a rooftop greenhouse (i.e. partnership with BrightFarms, Inc. or similar entity) are strongly encouraged.

e. Rooftop Appurtenances

Rooftop Appurtenances, including architectural features such as spires, cupolas, domes, and belfries, are permitted, as long as they are uninhabited, their highest points are no more than 15 feet above the maximum overall height of the building, and as long as the total area enclosed by the outer edges of the appurtenances, measured at the maximum overall height of the building, does not exceed 15 percent of the total horizontal roof area of the building, excluding the courtyard.

f. Rooftop Solarium (or sunroom)

A solarium or sunroom is a room fitted extensive areas of glass. To qualify for height exemption, solariums must be accessible to all occupants of building. Solariums are not permitted as retail or habitable space, except in the case of owner-occupied units where solarium may be used as a vaulted/cathedral ceiling of a sixth floor unit. May not exceed 15' in height or 30% of rooftop area and shall be set back at least 6 feet from roof edge. Non-transparent walls shall be subject to all parapet requirements. In considering proposals for rooftop solariums, the Planning Board shall craft operating parameters as conditions of approval, depending on the overall design of the building, visual impact, as well as the type of uses or users that may utilize the space.

g. Parapet Walls

Permitted up to five feet in height, as measured from the maximum height limit, or finished level of roof. A guardrail with a surface of at least 70 percent open or with opacity of not more than 30 percent (as viewed in elevation) shall be permitted above a parapet wall or within two feet of a parapet wall, provided that such guardrail is not more than four feet in height. Such restriction on guardrail height shall not apply when located beyond two feet from a parapet wall, in which case the guardrail shall be exempt from parapet height requirements.

h. Stairs and Elevator Penthouses.

That project above the maximum overall height of the building shall count toward the 15 percent allowance. Parapet walls and equipment screens which project above the maximum overall height of the building shall also count toward the above 15 percent allowance.

i. Mechanical Equipment

Mechanical Equipment shall be set back from all building facades by at least 10 feet and screened from sidewalk view as well as the views from Ann Street and Maple Avenue to the greatest extent possible.



Green roofs help minimize heating and cooling energy

j. Green Roofs

Vegetated roofs shall be permitted, provided they do not exceed 3 feet, 6 inches in height, excluding vegetation, as measured from the maximum height limit. On roofs with slopes greater than 20 degrees, vegetated roofs shall be limited to a height of 12 inches measured perpendicular to the roof surface.

5.3 SITE DESIGN & LANDSCAPING

A. Purpose & Intent

In order to create a high quality pedestrian experience, the following standards shall govern certain aspects of site infrastructure as well as the design of privately owned open spaces between buildings and the public realm. It should be noted that this section does not regulate the design or improvement of public spaces, which are regulated in Section 5.5.

B. General Standards

I. Design Approach

Landscape and hardscape throughout the Redevelopment Area shall be designed to maximize utility and activation of privately owned open spaces through the provision of usable semi-private space, usable public seating or on-site water infiltration. The selection of materials and design approach should be coordinated with the architectural style and character of adjacent buildings, particularly at key architectural elements or key locations.

II. Materials

a. Permitted Landscape Materials

Includes grasses, shrubs, trees, ground cover, and natural mulches. All plants shall be tolerant of New Jersey's climate. The use of indigenous and endemic species is highly recommended. Plants chosen should be hardy, drought tolerant plant varieties to minimize maintenance and replacement costs. No plant included on the Town of Morristown's Environmental Resource Inventory list of invasive species shall be permitted. Any soil imported to the site should be an absorbent soil mixture to promote stormwater infiltration.



Landscaping and hardscaping along the Cultural Trail in Indianapolis help create a pedestrian- and cyclist-friendly environment

b. Permitted Hardscape Materials

- Natural Stone/cobblestone
- Pre-Cast Pavers
- Belgian Block Pavers
- Brick
- Permeable Pavers
- Poured in place concrete
- Slate, or slate textured materials

- Other Materials as specified in Morristown Partnership Streetscape Guidelines

III. Building Frontage Design Regulations

a. Retail Setbacks

Where proposed, front yard setbacks along retail facades shall be designed, improved and programmed, wherever feasible, with active pedestrian uses. Active uses may include one or more of the following improvements:

- Customer seating or sidewalk cafes.
- Public seating in the form of benches, ledges, or movable tables and chairs.
- Extended sidewalk area.
- It should be noted that temporary fixtures such as bookshelves, clothing racks, sandwich board signs, or produce stands are permitted within the front yard setback along retail frontages, but must be removed when store is not in operation, and minimum sidewalk widths as specified in Section 5.5 D(I) shall be maintained at all times.



Sidewalk Cafe seating helps enliven a public street.

i. Not Permitted Along Retail Frontage

- Landscaped areas that create an inactive buffer between the pedestrian realm and storefronts.
- Other improvements determined by the planning board to inhibit pedestrian activity.

b. Structured Parking Setbacks

All portions of building facades where the first four (4) or more feet of elevation, consists of structured parking shall be designed to minimize the visual impact of blank facade by employing one or more of the following mitigation strategies along any given area of structured parking facade:

i. Stoops or Porches

For residential facades, stoops may be utilized at locations that correspond with residential building entries.



Residential front steps allow for socialization, cultural exchange and neighborhood traditions to develop.

ii. Green Walls

Manufactured/active green wall system that includes internal irrigation and vertical substrate. A simple wire mesh for climbing plant shall not be considered a “green wall” for the purpose of this section.



The BRIX brownstones in Seattle successfully integrate landscape terraces into the overall design. The result is a tiered, layered facade that enhances the pedestrian scale.

iii. Raised planting areas

Raised plantings shall be no less than 18" deep and between 18" to 22" above grade with seat ledge along public sidewalk. Planters shall be designed consistently and to complement first floor façade.

iv. Public Seating

Seating areas must be designed to accommodate for at least one passive activity with a table surface. A single bench facing toward to the street is not acceptable, but seating surfaces may be incorporated as ledges into the façade. This strategy should be incorporated with landscaping, green walls, or other treatments to minimize the visual impact of the structured parking.

v. Terraces

Terraces may be raised, at grade, or below grade. Direct access to terraces must be provided by openings along street/sidewalk frontage as well as from adjacent residential facades. Terraces shall be defined and separated from adjacent sidewalk or traveled way by low fences or masonry knee walls. Hardscape "floor" of terrace should be clad in a high-quality decorative material.

c. Residential Setbacks

All residential along the streetscape facades, wherever feasible on primarily residential streets, shall have semi-private areas that provide outdoor amenity for tenants while enlivening facades and views from the public realm. Semi-private areas can include, but are not limited to, the following:

i. Private Patios

A private patio is a private space enclosed through the use of a vertical element such as a fence, hedge or wall.



Indirect landscape lighting integrated within furniture provides a modern, clean look and a unique ambient glow.

The vertical element shall be no taller than 42 inches. The private patio shall be designed to provide a private at least one (1) outdoor amenity, such as a sitting or gardening. Private patios shall be directly accessible by at least one (1) ground floor residential unit and shall be no less than 8 feet deep.

ii. Residential Terrace

A residential terrace is an area elevated above the sidewalk level. A terraced wall is used to retain the space and there shall be at least one terraced wall with a seating ledge between one and three feet above the sidewalk. Additional terracing is permitted. Where the residential terrace borders a sidewalk, it shall be lined with a ledge suitable for sitting no less than 18 inches deep. Fences are permitted so long as seating along sidewalk is not interrupted. Horizontal space can be used as a lawn, private porch, landscaped garden or similar use. Shrubs shall be planted along the edge of the building.

iii. Foundation Planting

An at grade foundation planting is a traditional semi-private area using a combination of landscape elements to define the semi-private area, but is not designed to provide any public or private use. This style of semi-private area should be minimized. Foundation edges may also be softened by the introduction of potted plants.

IV. On-site Landscape Lighting

a. Applicability

This section shall only apply to “on-site” open spaces, primarily the area between the inner edge of the sidewalk and the primary building facade. Street lights and similar lighting within public open spaces are regulated in Section 5.5 below.

b. Lighting Generally

Lighting shall be designed according to context. Generally, site lighting shall be designed to utilize indirect fixtures that create an ambient glow rather than direct or even shielded lighting elements. For example, this may include street furniture or similar fixtures with integrated elements. These may include, but are not limited to illuminated handrails, under bench lighting, illuminated bollards or indirect fixtures. Areas that primarily include landscaping should use lighting that will accentuate landscaped elements.

c. Lighting Standards

Lighting fixtures within the Redevelopment Area shall be designed for a pedestrian scale and shall be compatible with surrounding buildings. Lighting shall maintain a minimum of two horizontal foot candles and maximum of five foot candles of illumination across all areas of semi-private open spaces designed for walking or sitting (semi-private open spaces designed for use only by individual apartment units are exempt from this requirement). All lighting within the Redevelopment Area must be shielded to avoid impacts on nearby residential units. Landscape lighting that accentuates key design features is strongly encouraged.

V. Landscape Architect

All landscape and/or hardscape design proposals submitted to the Planning Board for site plan approval shall be prepared by a qualified landscape architect with demonstrated experience in sustainable site design and modern urban neighborhoods. The Planning Board shall qualify the designer based upon, among other things, previous examples of similar successfully completed projects in the downtown setting.

C. Phase Specific Site Design Requirements

I. Phase 1

All standards in the 2011 Speedwell Redevelopment Plan applicable to Phase 1 shall remain in effect.

II. Phase 2

- The Early Street facade of Building Two shall be defined through the use of residential terraces. Site design shall work to minimize the visual impact of the structured parking. The coordination of terracing, seating spaces, landscaping and architectural details shall minimize visibly exposed parking façade to the greatest extent possible.
- Laneway Perpendicular to Early: Due to the narrowness of the site, the setback within this façade shall be regulated in Section 5.5 D(III) . One parking garage entrance is permitted
- Park Façade: Amenity space and / or terraces shall be used to minimize the visual impact of the structured parking. One parking garage entrance is permitted.
- Prospect Street façade: Public seating or terraces shall be used to minimize the visual impact of the structured parking. One garage entrance is permitted.

III. Phase 3

It is anticipated that Phase 3 standards will be prepared at such a time when a specific project is proposed.

IV. Phase 4.1

- Parking area in Phase 4.1: shall include a 5' landscaped island containing functional non- structural stormwater management facilities (bioswale). Similar stormwater features are encouraged between the Spring/Speedwell and the curb line that defines the parking area and drive aisles in Phase 4.1.
- On-Site Landscaping: Red Maple trees are recommended for bioswale areas and along the outer perimeter of the parking lot. American Hornbeam trees are recommended for other areas within the parking lot.

V. Phase 4.2

It is anticipated that Phase 4.2 standards will be prepared at such a time when a specific project is proposed.



D. LEED-ND – Sustainable Site Design Standards

I. NPD Credit 13: Local Food Production: (Optional)

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

II. GIB Credit 8: Stormwater Management: (Required)

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

- A sizeable underground culvert that channels a tributary to the Whippany River runs through The Redevelopment Area. The redeveloper(s) shall make reasonable efforts to retain and infiltrate stormwater on site and minimize impact to the existing culvert. Green Infrastructure design and best practices shall be used as the foundation for district stormwater management. Site plans shall specifically demonstrate integration of non- structural stormwater facilities into the overall district design, streetscape and landscape architecture. In accordance with GIB Credit 8, strategies such as green sidewalk swales, pervious pavers and rain gardens shall be maximized to achieve both functional and aesthetic objectives.
- These requirements shall not be construed to conflict with the applicable rules and regulations promulgated by the New Jersey Department of Environmental Protection.

III. GIB Credit 9: Heat Island Reduction: (Required)

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

IV. GIB Credit 14: Wastewater Management: (Optional)

Design and construct the project to retain on-site at least 25% of the average annual wastewater generated by the project (exclusive of existing buildings), and reuse that wastewater to replace the



Bioswales and other green infrastructure can mitigate the impact of stormwater runoff

use of potable water. An additional point may be awarded as described in the table below. Provide on-site treatment to a quality required by state and local regulations for the proposed reuse. The percentage of wastewater diverted and reused is calculated by determining the total wastewater flow using the design case after GIBp3 calculations, and demonstrating that 25% or more of that volume is reused on-site.

V. GIB Credit 15: Recycled Content in Infrastructure: (Optional)

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

VI. GIB Credit 16: Solid Waste Management Infrastructure: (Required)

Promotes recycling and the proper disposal of solid waste.

VII. GIB Credit 17: Light Pollution Reduction: (Required)

Measures intended to minimize light trespass from the Redevelopment Area, reduce sky-glow and to improve nighttime visibility through glare reduction. Requires installation of motion-activity lights in certain areas, controls that will turn off lights when natural light is sufficient, and compliance with certain light trespass prevention measures.

5.4 ACCESSIBILITY & STREET DESIGN

A. Purpose & Intent

In order to create active, connected and safe streets, the following standards shall govern the design of streets and mobility patterns within the Redevelopment Area.



Streets should be designed with an emphasis on pedestrian safety.

B. General Design Standards

I. Safe Street Design

a. Residential Streets

75% of new exclusively residential streets within the project are designed for a target speed of no more than 20 mph.

b. Non-Residential Streets

70% of new non-residential and/or mixed-use streets within the project, are designed for a target speed of no more than 25 mph. A multi-way boulevard, with travel lanes separated from access lanes by medians, may apply this requirement to its outer access lanes only (exempt through lanes), provided that pedestrian crosswalks exist across the boulevard at intervals no greater than 800 feet.

c. Driveway Crossings

At-grade vehicular crossings for driveways may not account for more than 10% of the sidewalk length within the project.

d. Bulb-Outs

Where on-street parking is provided, bulb-outs or bump-outs

shall be located at each end of the parking lane and at each pedestrian crossing.

II. On-Street Parking

a. Early Street:

The South side of Early Street between Laneway and the new extension of Prospect Street, with the following exceptions:

- Within 25 feet of intersection with Prospect Street and the Laneway;
- Where bulb outs extend into parking lane;
- Where no-parking zones are located, e.g. fire hydrants, emergency-stopping areas, and accessibility circulation, transit stops.
- It is anticipated that roles and responsibilities will be governed by the Redeveloper Agreement. If determined that certain public improvements under the Redevelopment Plan require additional approvals outside the scope of this Redevelopment Plan, the Redevelopment Plan defers to applicable terms of the Redevelopment Agreement or the Town's discretion.

c. Speedwell Avenue

Retain six (6) existing parking spaces along the west side of Speedwell Avenue, south of the Spring Street intersection.

d. Laneway:

Parking shall be required where determined to be feasible and desirable by the Planning Board.

e. Note:

On-street, publicly accessible parking shall be implemented where possible. As a matter of policy, public parking will enhance public access to the site.

III. Permitted Curb Cuts

a. Phase 1, Building One:

New Prospect Street extension. No more than 3 curb cuts allowed.

b. Phase 2.1, Building Two:

One garage entry at Prospect Street (second floor elevation), one on Laneway near Early Street (second floor elevation) and one on Laneway adjacent to District Park (first floor elevation).

c. Phase 3.1, Building Three:

Automobile access shall be through or alongside reconstructed lot to be constructed next to existing Clinton Place Townhomes. Curb cut permitted along Prospect Street only to the extent required to preserve functionality of Townhouse driveway.

d. Phase 3.2:

Not applicable. Phase 3.2 shall be utilized for pedestrian access only.

e. Phase 3.3, Building Four:

One curb cut permitted from Laneway.

f. Phase 3.4:

No curb cuts permitted.

g. Phase 3.5:

No new curb cuts permitted beyond existing Early Street curb cut.

h. Phase 4.1, Building Five:

One curb cut on Spring Street and one curb cut on Speedwell Avenue as aligned with signalized intersection.

i. Phase 4.2: Building Six:

One curb cut on Flagler Street and access to shared driveway with Phase 4.1. The Planning Board shall have discretion over any and all turning movement restrictions that may be required for safe ingress and egress. **Note:** any curb cut along Flagler Street shall be conditioned upon presentment of recorded cross-access easement between and among the Phase 4.2 parcels.

j. Notes:

Shared drives are recommended wherever possible.

Curb cut width – 24 feet maximum (two-way) 12 feet maximum (one way)

Entries to internal parking garages are only permitted at permissible curb cut location, as specified above in Section 5.4B(II).

IV. Required Pedestrian Crossings

a. Signalized Pedestrian Crosswalks

Signalized pedestrian crosswalks shall be provided across all legs of the following intersection:

- Speedwell Avenue and Spring Street (including any pedestrian island or extended sidewalk proposed as part of intersection redesign)
- Speedwell Avenue and Early Street
- Speedwell Avenue and Flagler Street (Pedestrian Hybrid Beacon)

b. Unsignalized Pedestrian Crosswalks

Un-signalized pedestrian crosswalks shall be provided at the each leg of all other intersections.

c. Crosswalk Design

Shall be subject to approval by the NJ Department of Transportation.

V. Bicycle Infrastructure

a. Bicycle Rack Placement

Bicycle racks shall be placed throughout the Redevelopment Area according to the table in Section 4.2 E.

b. Bicycle Rack Standards

Racks to be used shall meet the following requirements:

- Supports the bicycle frame in at least two places, preventing it from falling over.
- Allows locking of the frame and one or both wheels with a U-lock.
- Is securely anchored to ground.
- Resists cutting, rusting and bending or deformation.

c. Bicycle Corrals

The replacement of on-street parking with a bicycle corral may be considered by the Planning Board as a means to satisfy Section 4.2 E.

d. Speedwell Avenue

Any improvements to the Speedwell Avenue Corridor shall include bicycle infrastructure as recommended in the Town of Morristown Bicycle Plan and as permitted by the NJ DOT.

C. Phase Specific

Contained below are design standards relating to the circulation and mobility functions of the site. The standards and improvements are listed for the phase in which they are located, not necessarily to indicate financial responsibility for the cost of said improvements. See Section 4.5, which describes phasing of public improvements.

I. Phase 2

a. Laneway Traffic Regulations

i. Directionality

The Early Street access point shall be ingress only and the Prospect Street access point may be bi-directional.

ii. Street Parking

Vehicular street parking is encouraged along the southern side of the Laneway wherever possible. It is encouraged that on-street parking be metered, ideally with machines that accept multiple forms of payment.

iii. Pedestrian Crossings

There shall be two pedestrian crossings across the Laneway that coincide with pedestrian garage access points. Laneway crossings shall be delineated through a change in materials only and designed consistently with the standards contained in Section 5.5 D(III).

iv. Bicycle Parking

Publicly accessible bicycle parking shall be provided along the Laneway, consistent with the provisions contained in Section 5.5 D(III).

b. Prospect Street Crossing at Early Street

i. Pedestrian Crossings

Intersection shall be improved with pedestrian crossing that connects the Phase 1 building with pathway to Linear Park.

ii. Contextual Design

Traditional crosswalk is not required in the case of significant urban design intervention, such as pedestrian plaza that extends from the park across Prospect Street. Significant intervention is encouraged as part of park design.

c. Laneway Crossing at Early Street Sidewalk

The Laneway crossing at the Early Street sidewalk shall be provided and designed in a manner consistent with Alley section of the Laneway details contained in Section 5.5 D(III).

d. Garage Entrances at Laneway

i. Vehicular

Two garage entries are permitted along the Laneway. One entrance is permitted along the segment of the Laneway that is perpendicular with Early Street and the one entrance is permitted along the segment that is parallel with Early Street. Design of vehicular entries shall be consistent with standards contained in Section 5.6 D(IV)

ii. Pedestrian

Pedestrian and vehicular entries shall be separate. There shall be at least two pedestrian entrances to the garage along the Laneway.

iii. Temporary Pedestrian Entryway

A pedestrian entrance shall be created that connects Speedwell Avenue to the Laneway. This pedestrian path will be located at the site of the existing driveway that provides access from Speedwell Avenue to the center of the block. The temporary pedestrian access-way shall be designed and constructed in accordance with the standards contained in Section 5.5 D(II) of this plan.

II. Phase 3

Mobility regulations for Phase 3 shall be crafted as such a time when a specific project is proposed.

III. Phase 4.1 (Traffic Regulations)

a. On-Site Traffic Calming & Controls

The plaza area shall be raised on a 'speed table' within the front drive aisle, with ramps on both sides. The top of the speed table shall be at grade with the adjacent sidewalks.

Signage, street furniture and plantings shall be designed to convey to drivers that the Pedestrian Plaza is a space to be shared by automobiles, pedestrians and cyclists.

All traffic calming elements shall be illuminated at night to maintain visibility. Surface parking area shall be illuminated with LED fixtures. Attractive, modern luminaires are encouraged particularly for the front lane and pedestrian plaza. Recommended fixtures for the front lane and parking lot include Philips Gardo brand Pureform, Gullwing or SoleCity series luminaires.

In order to clearly define the path of vehicular travel through the Plaza, at least one pair of trees shall be installed in grates within on axis with the 'sitting wall' described below. In addition, illuminated bollards or similar vehicular barriers shall be installed along the edge of the Pedestrian Plaza and front lane in order to ensure adequate separation between vehicular and pedestrian travel areas.

b. Front Lane

It has been demonstrated that a Laneway in front of the Phase 4.1 structure:

- Would enhance safe vehicular circulation onto the site
- Is required for the safe and efficient movement of goods onto the site from a variety of delivery vehicles; and
- Will provide enhanced emergency vehicle access by providing off-street access to all facades of the building. Thus, this Redevelopment Plan provides the opportunity for Phase 4.1 to include a front Laneway, but imposes the following design requirements to offset negative visual impact, achieve the placemaking objectives of the redevelopment plan, and create a safe pedestrian environment by adequately separating the pedestrian and vehicular realms.

c. Vehicular Circulation: Ingress, Egress, On-Site

It is recommended that the front drive lane be restricted to one-way vehicular traffic entering the site through the Speedwell Avenue driveway. At the Planning Board's discretion, the front drive may be configured to allow for two-way traffic.

At the discretion of the Planning Board, the redeveloper may be required to retain a police officer to direct traffic at the new signalized driveway for a specified period of time after opening.

At the discretion of the Planning Board, additional traffic calming measures may be required along the Front Lane or along other travel lanes throughout the site. The Planning Board is specifically encouraged to identify mechanisms to discourage the use of the site as a cut-through to avoid the signal at Spring Street and Speedwell Avenue.

V. Phase 4.2

Redevelopment upon the parcels included within Phase 4.2 shall not proceed without first providing evidence of a recorded cross-access easement granted by the owner of the property proposed for redevelopment to the adjacent parcels in Phase 4.2. A cross-access easement shall ultimately connect Flagler Street with the signalized CVS driveway at Speedwell and Early Streets.

D. LEED-ND Standards - Streets & Mobility

I. NPD Credit 7: Transit Facilities: (Optional)

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

II. NPD Credit 8: Transportation Demand Management (TDM): (Required)

Includes three different options for encouraging multi-modal travel.

Option One: requires the redeveloper to prepare a transportation demand management strategy/program (limited to applicable phases/building(s)) that reduces weekday peak-period motor vehicle trips by 20%.

Option Two: requires redeveloper subsidization of transit passes for one year at one-half the price for every occupant.

Option Three: requires redeveloper to provide a year-round, developer-sponsored transit service from a central point within the Redevelopment Area to major transit facilities (i.e. NJ Transit's Morristown Station). This credit will be satisfied for Phase 1 through provision of pilot shuttle service, which will begin by the time the residential units, are 20% occupied. Pilot shuttle service must continue at least 18 months beyond Phase One build-out with service twice per hour during morning and evening weekday rush-hours, coordinated with rail arrivals and departures. The 18-month obligation shall be renewed on a rolling basis after completion of each phase/building. It shall be the responsibility of each redeveloper to arrange for shuttle service for their respective projects.

III. GIB Credit 13: Infrastructure Energy Efficiency: (Optional)

Design, purchase, or work with the municipality to install all new infrastructure, including but not limited to traffic lights, street lights, and water and wastewater pumps, to achieve a 15% annual energy reduction below an estimated baseline energy use for this infrastructure. The baseline is calculated with the assumed use of lowest first-cost infrastructure items.

IV. GIB Credit 15: Recycled Content in Infrastructure: (Optional)

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

5.5 Public Realm Design Standards

A. Purpose & Intent

This section applies to all land within the Redevelopment Area outside of building footprints and applicable setbacks or yards. This includes, but is not limited to, the Laneway and District Park from Phase 2, the District Park extension in Phase 3, streetscapes, and public art. All public spaces shall accommodate several uses including seating, contemplative and recreational areas, as well as public gathering space. Sidewalks, due to their smaller size, shall be excluded from the requirement for recreational areas and public gathering space. Nonetheless, the provision of seating is required. Environmentally sound design strategies shall form the basis of the landscape design.

B. Process Standards

I. Submission Requirements:

a. Qualified Designer

All plans for public realm improvements shall be prepared by a qualified public space designer with demonstrated experience in sustainable site design and placemaking. Planning board shall qualify the designer based upon, among other things, previous examples of similar successfully completed projects in the downtown setting.

b. Renderings

Illustrated, detailed and labeled renderings of the public plaza shall be required as part of preliminary and final site plan submission.

c. Memorandum

Public space designers shall prepare a written memorandum describing the functional vision for the public space and how applicable best practices were incorporated into the proposed design.

d. Additional Resources

Specifically, Section 6.5 of this Amended Redevelopment Plan contains a list of resources and publications that contain best practices for the design of public plazas that shall be considered in preparing plaza design proposals. Photographic images of key design precedents shall be submitted along with manufacturer ‘cut sheets’ of any proposed furniture or fixtures.

e. Detailed Drawings Required

Applications submitted without detailed drawings of public spaces or a descriptive memorandum shall be considered ‘incomplete.’

II. Public Engagement

a. Stakeholders

Designers shall publicly engage community, stakeholder groups, and the Town’s Special Improvement District to ensure that proposals are compatible with community programming, activities and events needs.

b. Local Residents and Businessowners

Designers shall engage and consider the needs of the residents and business immediately surrounding the proposed public space. Design should reflect and accommodate cultural traditions and provide opportunities for small business to activate the space with commercial activity.

c. Local Artists

Designers shall engage local artists through Morris Arts, the Town’s art council, to leverage the creativity and vision of local artists who are willing to participate in design workshops. In addition, local artists may lend assistance in identifying public art opportunities and appropriate local artists.

C. General Design Standards

I. ADA Accessibility

All pathways must include barrier-free, universal designs. In order to improve mobility conditions for individuals in wheelchairs, each path shall contain a 4-foot wide strip of smooth concrete with additional decorative elements using other permitted materials. Exceptions may be allowed due to difficult topographical features so long as a convenient alternative route is provided.

II. Materials & Fixtures

a. Permitted Hardscape Materials

- Poured in place concrete
- Pre-cast pavers
- Pervious hardscape materials, such as turf grid
- Belgian Block Pavers.
- Brick
- Slate or slate textured materials
- Natural stone/cobblestone
- Other materials as specified in Morristown Partnership Streetscape Guidelines.
- Epoxy resin may be utilized at the discretion of the Planning Board.
- Asphalt – permitted with the following conditions
- Asphalt may comprise no more than 66% of any perpendicular cross section of the Laneway.
- Asphalt is not permitted in high pedestrian areas such as adjacent to plazas and within 25 feet of crosswalks
- Asphalt is not permitted in the Alley portion of the Laneway
- Laneway design and material selection shall be consistent with the design standards contained in Section 5.5 D(III) of this plan.

b. Prohibited Hardscape Materials

- Packed Aggregate
- Painted materials, except traffic markings, parking designations, and crosswalks in accordance with applicable regulations specific to NJDOT or other regulatory agencies. Temporary (tactical urbanism) projects may use paint to test concepts or to enhance public spaces before they are formally improved.

c. Permitted Landscape Materials

Permitted materials include grasses, shrubs, trees, ground cover, and natural mulches. All plants shall be tolerant of New Jersey's climate. The use of indigenous and endemic species is highly recommended. Plants chosen should be long-lived plant varieties to minimize maintenance and replacement costs. No plant included on the Town of Morristown's Environmental Resource Inventory list of invasive species shall be permitted. Any soil imported to the site should be an absorbent soil mixture to promote stormwater infiltration.

d. Permitted Furniture

Furniture shall include benches, chairs, tables, streetlights, signage, fountains, trash cans, art installations and other details intended for use by pedestrians and cyclists. All street furniture shall meet Morristown Partnership's streetscape standards, unless deviations are explicitly permitted by the Planning Board.

III. Green Infrastructure:

In order to promote on-site infiltration of stormwater and minimize the amount of runoff reaching the Whippany River, the use of permeable materials is recommended, and where feasible, landscaping should be designed to capture stormwater runoff.

IV. Lighting

Lighting fixtures shall be designed for a pedestrian scale and shall be compatible with surrounding context. Lighting shall maintain a minimum of two horizontal footcandles and a maximum of five footcandles of illumination across all walkable and seating areas. All lighting within the Park must be shielded to avoid impacts on nearby residential units. Lighting fixtures shall meet the standards of Morristown Partnership's streetscape standards.



“People tend to sit most where there are places to sit.” William H. Whyte

V. Minimum Seating and Gathering Spaces

In order to maximize the liveliness of public spaces, abundant seating shall be provided. Seating level shall be between 18 and 24 inches and the sitting depth shall be a minimum of 15 inches. Seating may consist of benches, sitable ledges, stairs and moveable tables and chairs. Each chair shall count as 30 inches of sit-able space. Seating shall be aligned so people can face each other and engage in conversation at an appropriate distance.

VI. Public Art Requirement

a. Applicability

The Redevelopment Plan’s public art requirement is modeled after the “percent for art” programs that have been administered nationwide by local governments for the past three decades. The requirements below shall be applicable to all new development projects in the Redevelopment Area. This includes new, ground-up construction, as well as expansions of existing structures that add habitable floor area.

b. Requirement

Each redevelopment project shall provide for the installation and maintenance of exterior Public Art on the property being developed or adjacent publicly owned properties or,

alternatively, shall make a payment in lieu of providing Public Art as described below. Public art must be continuously maintained in good condition after installation. No piece of Public Art may be removed without prior approval by the Town's Zoning Officer, except for required maintenance and repair. Note: the redeveloper may cause grant funding to be obtained in order to satisfy the below one percent requirement in the case of a payment in lieu.

c. Process

As part of any site plan submission to the Planning Board, the redevelopment shall include a proposal for meeting this public art requirement.

d. Qualified Art Forms

Forms of public art used to satisfy the requirement of this section may include but are not limited to:

- i. **Sculpture:** in any material or combination of materials. Sculpture may be situated in open areas of outdoor public space. Sculptures may also be included within commercial or residential building lobbies so long as they are clearly visible from the public realm.
- ii. **Painting:** all media, including, but not limited to, murals.
- iii. **Mosaics:** pictures of decorative designs made by setting small colored pieces, such as stone or tile, into a surface.
- iv. **Artwork:** in clay, wood, metal, plastics or other materials.
- v. **Unique Architectural Features:** one-of-a-kind building features and site enhancements including gates, benches, water features, green walls, walkways or other public realm items.

e. Submission Requirements

Submissions shall provide sufficient information to allow for assessment pursuant to the Evaluation Guidelines, below. At minimum, the requirements shall include:

- i. **Proposal:** conceptual plans that include the specific location and orientation of proposed piece. A sample, model, photography or image of the proposed piece. Material samples and finishes, as needed. Written description of the project. Statement of ongoing maintenance.
- ii. **Artist Portfolio:** the resume of at least one visual artist or public designer.
- iii. **Budget:** that includes all qualified costs attributable to public art installation.



Public art can be integrated into everyday infrastructure like this Bicycle rack outside the Seattle Aquarium

f. Valuation & Payment in Lieu

- i. **Cost Cap:** the 'percent for art' requirement shall not exceed \$100,000.
- ii. **Qualified Costs:** qualified costs shall include fabrications

(design, labor, fabrication); mounting fixtures; illumination as needed. Non-qualified costs shall include artist procurement costs; architect and landscape architect fees; land costs; mass produced objects; long-term operating expenses; landscape not integral to the design.

- iii. **Payment in Lieu:** redevelopers may elect to make a contribution to the municipality in the amount of 1% of



Great public art is often unexpected and can even be a part of a great functional design.

the cost of new development on-site as determined by the Town's Building Department as used for determining building permit fees. The payment in lieu shall not be required to exceed \$100,000.

g. Alternative Plan

Redevelopers may submit alternative proposals that do not conform to the criteria above, but nonetheless enhance public life, placemaking, cultural significance and economic viability of downtown Morristown. Alternative proposals may include provision of publicly viewable gallery space for rotating displays or agreement to partner with local institutions to provide financial support for downtown programming or special arts-related events.

D. Project Specific Public Realm Standards

I. Streetscape & Sidewalk Design Standards

a. Generally

The following design standards shall apply to all public rights-of-way within the redevelopment area with the exception of the Laneway.

b. Consistency with Morristown Partnership Streetscape Program

Streetscape design shall be consistent with the Morristown Partnership Streetscape Program. (Streetlights shall be LED lighting and comply with “dark sky” standards).

c. Modifications to Standards

The Planning Board may consider modifications to the Morristown Partnership standard that would benefit the pedestrian experience and/or would contribute to a unique identity. Modifications to the Morristown Partnership standard should coincide with the overall design of the façade and continue architectural themes, spacing and/or rhythm along the horizontal sidewalk plane.

d. ADA Compliance

Publicly accessible rights of way shall be designed to be compliant with the Americans With Disabilities Act.

e. Sidewalks

Sidewalks shall extend along both sides of all streets and through the District Park.

f. Minimum Sidewalk Width

- 12 feet on Speedwell Avenue West
- 16 feet on Speedwell Avenue East
- 10 feet on non-Speedwell mixed-use frontages, including Spring Street, and any sidewalks connecting public parking

to Speedwell.

- 6 feet in residential-only areas (Prospect & Early Streets)

g. Landscaping

In residential areas, there shall be a minimum of a 4 foot wide landscaping area separating the sidewalk from the street. Relief from this standard may be provided upon demonstration that the requirement cannot be reasonably satisfied due to limited distance between the property line and the curb line. This area may include street trees and furniture. Where feasible, landscaping area shall be designed as a bioswale (refer to Section 5.5E(III)(a)). There shall be a space designated for pedestrian access across the landscaped area every 15 to 30 linear feet. All landscaping shall be designed to have complete infiltration / drainage within a 24 hour period after the end of precipitation.

h. Seating

One linear foot of seating space for every 10 linear feet of sidewalk excluding building entrances. Seating should be positioned in such a way as to easily permit conversations among 4 or more people. Relief from this requirement may be granted if reasonably demonstrated that the requirement cannot be met without conflicting with standards contained in the Americans with Disabilities Act.

i. Street Trees

i. Provision of Trees

Street trees shall be provided on both sides of at least 60% of the new and existing streets within the Redevelopment Area, and on the project side of bordering streets (as applicable). Trees must provide shade within 10 years of installation. Shaded area shall be calculated based on estimated crown diameter. Where feasible, street tree pits shall be designed to accommodate seating with elevated ledges and / or accommodate stormwater runoff with a depressed base to capture rainwater. Honey Locust trees are recommended for street trees. Relief from this requirement may be granted based upon testimony from

a Landscape Architect or Arborist stating that due to the site conditions, trees planted would exhibit a low survivability rate.

ii. Placement of Trees

Street trees shall be planted along at 30 feet on center.

iii. Size of Tree Wells

When trees are planted in the landscaping area between the sidewalk and the curb, tree pits shall be at least 4' x 8' and shall incorporate a bioswale design (refer to Section 5.5E(III)(a)). Trees shall planted in commercial zones where landscaping area is replaced by sidewalk shall be in tree pits at least 4' x 4'. Sizes may be reduced at the discretion of the Planning Board based on showing of infeasibility or spatial constraints that would result in a compromised pedestrian area.

iv. Consistency with Public Improvements

This requirement is consistent with the phasing strategy listed in the Public Improvements section. This requirement shall only be required on frontages as specified and shall not be interpreted to extend beyond the scope in Section 4.5

j. Streetscape Materials

Streetscape shall be constructed of permitted hardscape materials as described in Section 5.5 C(II) above.

II. District Park Design Standards - Phase 2

a. Intent, Vision and Themes

- This Plan is organized around a linear District Park that connects Speedwell Avenue, Prospect Street, and the Alley section of the Laneway. The District Park lies in a valley historically created by the Mill Creek, which now flows through an underground culvert. The design of the park shall respond to this unique topography by using the sloping sides for seating and other creative purposes. Green

infrastructure such as rain gardens, bioswales and other similar features are recommended to improve the water quality running into the Mill Creek culvert.

- The park occupies .75 acres of land in Phase 2. This is a relatively large space that without proper design could feel undefined and overwhelming. As a result it is suggested that the overall design divides the park into 3 or more outdoor “rooms” tailored to different uses and scales. One potential method would be to create a series of terraces which would divide the space while maintaining clear lines of sight and managing topographical challenges.
- Spaces shall include passive green space as well as programmable event space that can host regular and special events such as the Town’s weekly farmers market, art markets and other events. The Linear Park is a unique space in the downtown and should be designed with an emphasis on placemaking and economic development.
- Special care has been given to design the entire Redevelopment Area in a way that makes the park “feel” like a public park by maximizing public access, visibility and communication so that the park does not feel like the front lawn of an apartment building.

b. General Design Standards

i. Location and Size

The District Park shall be located between Speedwell Avenue to the east, the Clinton Street Townhomes and Building Three to the south, Prospect Street to the West and Building Two to the North. The District Park shall have a minimum 60 foot width at the time of completion. It shall provide a direct line of sight from the Speedwell Avenue Pedestrian Plaza to Building One at Prospect Street.

ii. Adjacent Buildings

The District Park shall incorporate design features that complement the architecture and design of surrounding buildings. Of particular concern is the glare of automobile lights at the garage entrance. Features that

shield the park from automobile lights while serving pedestrian uses are recommended. The design of the District Park should raise in grade to meet pedestrian major entrances of adjacent buildings.

iii. Division of Spaces

Design of the District Park shall provide at least 3 areas for public gathering and programming as well as lawn space for relaxation. The spaces are as follows: a retail plaza adjacent to Speedwell Avenue, a Passive Terrace and a programmable bosque style plaza at the intersection of the Laneway and Prospect Street. Unspecified areas shall be utilize softscape hills to provide undefined space for relaxation.

c. Speedwell Avenue Pedestrian Plaza

The Speedwell Avenue Pedestrian Plaza component serves as a grand entrance into the envisioned District Park which connects the energetic commercial corridor at Speedwell Avenue with a more passive residential neighborhood. It will also serve as a primary pedestrian corridor, accessible for a 24-hour period. This Plan requires that the specific application of the design parameters below be informed by engagement with the local community as specified in



A series of terraces address topography and grading while also creating a great public space.

Section 5.5 B. Pursuant to Section 4.5, it is envisioned that the plaza will be constructed during Phase 3. During Phase 2 an interim connection to Speedwell will be constructed as follows in subsection (f).

i. Design Standards

- Topography and Grading: The Plaza component of the Linear Park shall include a generous flat surface that



Pedestrian plazas offer a unique gathering place and an attractive opportunity for restaurants to offer outdoor seating during warm weather. Plazas should be designed to be flexible and adjacent structures should maximize the indoor/outdoor experience along their plaza facades

accommodates public programming and commercial activities, such as outdoor dining. As a result of the Redevelopment Area's sloping topography, a flat plaza at the grade of Speedwell Avenue sidewalk will be vertically separated from the Linear Park as it slopes down toward Prospect Street. The topographic transition from the Pedestrian Plaza through the Linear Park toward Prospect Street may be accomplished through the use of terraces with railings creating an overlook, or a series of deep architectural seat-steps that transition to the park level.

- The Plaza shall be designed to accommodate both

generous amounts of seating that can be easily adapted into event space that can host regular and special events such as the Town's weekly farmers market, food trucks, art markets and other events.

- Materials shall match or thoughtfully coordinate with those used for the Alley section of the Laneway. Connection to the Alley section of the Laneway shall be at grade to maximize pedestrian connection.
- Additional standards may be crafted as such a time when a project is proposed for Phase 3.

ii. Location and Size

The Plaza shall extend from the corner of the Laneway as it turns west toward Prospect Street to the intersection of Speedwell Avenue and Clinton Place. It shall have a minimum depth from Speedwell Avenue of no less than 30 feet and a minimum through width to the Linear Park of 60 feet. The size of the passageway from Speedwell Avenue to the plaza may be modified

iii. Programming

The design of the Plaza shall provide spaces that can be used for multiple public purposes as may be sponsored by the Morristown Partnership, Morris Arts, or other organizations in the community. The focus should be on active uses arts and farmers markets, performance arts and public gatherings.

iv. Furniture & Fixtures

- Seating shall be provided at a rate of one linear foot for every 30 square feet of Plaza area. Movable chairs may account for 85% of this requirement.
- Water features may be used, but shall occupy no more than 10% of the Plaza and shall be designed to provide a seat wall ledge around the feature.

v. Encroachments

Phase 3 buildings traverse the Speedwell Avenue Plaza pursuant to the following conditions:



The passive plaza is envisioned as a quiet public lounge area which are popular public gathering places throughout the world.

- No structure may be more than 12 feet wide.
- At minimum, 25 feet overhead clearance shall be maintained.
- No overhead obstruction within 60 feet of Speedwell Avenue curb line will be permitted.
- Transparency shall be maximized along any structure that traverses this plaza.

vi. Interim Speedwell Avenue Connection

In Phase 2, a pedestrian temporary connection to Speedwell Avenue shall be constructed on the existing driveway that currently connects Speedwell Avenue to the existing surface parking lot. It is expected that Phase 3 will result in the creation of a new Speedwell Avenue connection. Laneway standards, found in Section 5.5D(III) below shall be met. Due to the temporary nature of this connection, the following modifications may be permitted dependent upon conditions contained within Redeveloper Agreement:

- Asphalt may be permitted at the discretion of the Planning Board
- Lighting shall be approved by the Planning Board based upon its appropriateness in terms of pedestrian

scale and photometric sufficiency. The Morristown Streetscape Standard and the USGBC Dark Sky requirements are not required.

- Seating shall be provided at a rate of 1 linear foot for every 60 square feet, but 100% of this requirement may be met through the use of moveable furniture.



Barclays Capital Grove in Heart Plaza at New York's Lincoln Center is a great example of a dual-purpose space - a shaded venue for quiet contemplation that provides a large hardscape to accommodate easy pedestrian circulation and special events.

d. Passive Terrace

A terraced area is envisioned at the approximate midpoint between Speedwell Avenue and Prospect Street. This Passive Terrace is envisioned as a relaxed gathering space within the District Park. While seating is required, programming is not expected to be intensive. This Plan requires that the specific application of the design parameters below be informed by engagement with the local community.

i. Design Standards

Topography and Grading: The Terrace shall include a flat surface that accommodates seating within a conversational distance. Turf grid pavers may be appropriate for the Terrace.

ii. Location and Size

The terrace shall be located near the center of the District Park as measured from Speedwell Avenue to Prospect Street. If the terrace is located adjacent to the Laneway, it shall provide a continuous pedestrian connection to the Laneway. The terrace shall be a minimum 15 feet in diameter.

iii. Furniture & Fixtures

Seating shall be provided at a rate of 1 linear foot for every 30 square feet of Plaza area. Movable chairs may account for 85% of this requirement.



Movable tables and chairs allow individuals to modify their surroundings to maximize their comfort and desired sociability

e. Prospect Street Plaza

The Prospect Street Plaza will serve as the counterpoint to the Speedwell Avenue Pedestrian Plaza as well as a primary pedestrian corridor, accessible for a 24-hour period. This Plan requires that the specific application of the design parameters below be informed by engagement with the local community.

i. Design Standards

Topography and Grading: The Plaza shall include a generous flat surface that accommodates public

programming. The plaza is encouraged to include a bosque style series of trees.

ii. Location and Size

The Prospect Street Plaza shall be located at the intersection of Prospect Street and the Laneway and shall occupy an area no less than 50 feet in diameter. It is intended to be circular in nature, and overlap across Prospect Street and the Laneway to maximize pedestrian connectivity. Street and sidewalk materials here shall reflect the materials of the Plaza.

iii. Programming

The design of the Plaza shall provide spaces that can be used for multiple public purposes. The focus should be on active uses arts and farmers markets, performance arts and public gatherings.

iv. Furniture & Fixtures

Seating shall be provided at a rate of 1 linear foot for every 30 square feet of Plaza area. Movable chairs may account for 85% of this requirement.

f. Pedestrian Path

A pedestrian path shall connect Prospect Street to the junction of the Speedwell Avenue Pedestrian Plaza and the Alley section of the Laneway. Materials used shall match those used in the Alley section of the Laneway. The pedestrian path shall meet all ADA standards.

g. Public Visioning Process

This Redevelopment Plan requires that the final design of the Linear Park be informed by engagement with residents and business-owners within all of Morristown's neighborhoods, particularly those closest to Speedwell Avenue. It is anticipated that the specific terms by which the Linear Park components are financed and constructed will be governed by redeveloper agreements between the Town of Morristown and the redevelopers of Phase 2.1 and Phases 3.1 through 3.3. This Redevelopment Plan recommends the following process parameters to ensure a high standard of quality:

- If redeveloper(s), rather than the municipality, procure the design team for Linear Park components, the Town should have approval rights over the designer. The designer should have demonstrated experience in producing high-quality urban spaces that contribute to the success of commercial and residential neighborhoods. Designers shall also have demonstrated experience in sustainable site design practices, particularly in the realm of non-structural storm water management in urban areas.



The Laneway is envisioned as a “home zone” which is a living street designed primarily to meet the needs of pedestrians, cyclists, children and residents where the speed and dominance of cars are reduced

- The components of Linear Park may be designed in phases. If an incremental design strategy is pursued, it is recommended that the overall Linear Park concept be developed along with the detailed plan for the first component. The overall concept shall inform the design of later phases to ensure consistency.
- At least two to three public workshops should inform the design of the Linear Park. If an incremental design strategy is pursued, later phase components are also required to engage the public as part of the respective design process(es). Town-wide economic development and cultural organizations, such as the Morristown Partnership and Morris Arts, should be included in the workshops.

- If a redeveloper, rather than the Town, manages the design process for Linear Park components, it is recommended that redevelopment agreement(s) incorporate specific obligations and time frames with regard to the design process.

III. Laneway

a. Intent & Concept

The Laneway is a pedestrian focused “woonerf” to be shared with automobiles. Space shall be designed to balance pedestrian use and vehicular circulation. The Laneway shall be constructed at one grade without perpendicular curbs, but shallow rolled curbs are permitted. Differentiation between pedestrian only space and shared pedestrian/ automobile space shall be defined through location of fixtures such as bollards, outdoor furniture, landscaping as well as changes in the color of hardscape materials.



A classic Laneway adds rich character to a neighborhood and can sometimes provide pedestrians a shortcut.

b. Purpose

The Laneway serves to provide:

- Pedestrian access throughout the site.
- Automobile access to the parking garage entrances located along the Linear Park
- Surface parking and loading access for Phase 3.4
- On street parking for the District Park.
- The Laneway may also serve as semi-programmable public space for special events like farmer's markets or food truck festival.



Intimate pedestrian laneways like Stone Street in New York City provide the opportunity for special events and placemaking.

c. Differentiated Laneway Segments & Identities

The Laneway shall be divided into three sections each with different design characteristics: Alleyway, Park Lane, and Speedwell Pedestrian Plaza as follows:

- **The Alleyway** section runs perpendicular to Early Street, north to south, along the east side of Building Two. This section shall be restricted to one-way traffic south from Early Street towards the Linear Park. Parking/loading operations shall be limited and serve Phase 3 only. The alleyway will have a distinct look-and-feel from the

remainder of the Laneway. Nestled between the secondary facades of two structures (one existing and one proposed), the Laneway should be designed to create an intimate yet utilitarian atmosphere. It is crucial that this area be designed and improved with care so as to maintain a hospitable appearance and prevent a disregard for the rear “service entries” of the buildings along Speedwell Avenue.

- **The Park Lane** section runs along the southern side of Building Two connecting the Alleyway section to Prospect Street. The design of the Park Lane section shall serve to provide a smooth and continuous connection between Building Two and the Linear Park. This section shall provide on-street parking on the park side of the Laneway. Along the Park, pedestrian spaces shall be provided as a way to maximize connectivity into the Park from the parking garage and Building 2.
- **The Speedwell Pedestrian Plaza** shall be integrated to the extent feasible with the Laneway. The point at which the Laneway emerges from behind Building 2 will provide a dramatic change in the pedestrian experience. Ideally, pedestrians will be provided at that point a choice to stay at grade and visit the Pedestrian Plaza or turn right and travel down into the park. If possible, the surface of the Laneway and that of the Plaza should merge together and be separated only by bollards that define the edge of the Laneway as it curves west toward Prospect Street.

d. Permitted Materials

Permitted and prohibited materials can be found in Section 5.5C.II. Retaining walls shall be constructed with poured concrete or an alternative high quality material and should be designed to provide an excellent opportunity for public art. It is encouraged that Laneway designers consider utilizing sandblasted stencils to add visual interest. Stencils designed by artists may be applied toward public art component. Poured concrete, if used, shall be designed with decorative detailing or may be used for decorative purposes. Additionally, poured concrete is recommended to create a smooth pathway no wider than four feet for strollers and wheelchairs.

e. Design Standards

i. Dimensions

The width of the cartway (not including parking) throughout the Laneway shall be no wider than the 15 feet to permit access by delivery trucks and emergency vehicles. Bollards shall be used to define this area along with changes in hardscape materials. Furniture and fixtures shall not encroach within two feet of this auto-accessible area. All space not necessary for use by automobiles shall be exclusively dedicated to pedestrian and bicycle use.

ii. Paving Patterns

Paving patterns shall be used to provide visual and textural variety within the Laneway. Paving patterns and materials shall be used to differentiate the automobile permitted areas from the pedestrian/bicycle only areas.



Plantings and materials can differentiate the Laneway from surrounding streets.

iii. Furniture & Fixtures

Seating shall be provided at a minimum rate of 1 linear foot for every 60 square feet of Laneway area. Relief from this requirement may be provided if the final design of the District Park addresses seating adjacent

to the Laneway within the boundaries of the park. Moveable chairs may account for no more than 15% of this requirement. Vehicular cart-paths shall be defined by the use of structural, illuminated bollards. Overhead pedestrian scale lighting shall be provided in the Laneway. Remaining space shall be designed for pedestrian only use shall be improved with pockets of seating and green infrastructure where feasible. The use of a canopy along pedestrian areas should be considered.

iv. Green Infrastructure

The design of the Laneway shall to the greatest extent reasonably possible contain green infrastructure such as bioswales and rain gardens in order to minimize the amount of runoff running directly into the District Park (refer to Section 5.5E(III)(a)).

v. Signage

Signage along the Laneway shall be minimized to the greatest extent possible. Any restaurants or businesses with public entrances on the Laneway shall be permitted to install signs according to the standards contained below in Section 5.7. Signs should reflect the design intent and context of the Laneway. It is recommended that signs be replaced with ground level paving patterns or made of unique context sensitive materials whenever possible.

vi. Laneway Entrances

Entrances to the Laneway shall create a plaza like experience differentiating the Laneway from surrounding streets. Materials shall be continued a minimum of 30 linear feet into the Laneway as measured from the curb line of Prospect Street and Early Street.

vii. Laneway Edges

- District Park: The border of the Laneway and the District Park shall be designed to maximize the number of places for people to sit and spend time. Shade trees are recommended for this area to serve

as a soft border between the District Park and the Laneway as well as to provide shade for people using this area. Pedestrian connections to park space shall be as continuous as reasonably possible.

- Building Two: The border of the Laneway and Building Two shall conform to the setback requirements set forth in Section 5.3 B(III).
- Phase 3: Design regulations for Phase 3 shall be crafted as such a time when a specific project is proposed.

viii. Parking & Loading

Public on-street parking shall be provided along the Laneway where deemed to be safe, desirable and feasible. The Alleyway portion of the Laneway may contain one 30 foot loading space. Parking spaces and loading spaces shall be distinguished by changes in paving and brick patterns. Private parking shall only be permitted where required to access existing parking at the rear of buildings that front on Speedwell Avenue. Bike racks shall be provided throughout the Laneway at a rate of four bicycle parking spaces for every one automobile parking space. Relief from this requirement may be met if it is demonstrated that the provision of bicycle parking is infeasible based on topography, grading, and or road design geometries.

V. CVS Pedestrian Plaza (Phase 4.1)

a. Intent

- A decorative pedestrian plaza shall be constructed on grade with the Speedwell Avenue sidewalk and located between the proposed front yard drive aisle and the Speedwell Avenue curbline.
- Recognizing that additional green space and public gathering areas are policy goals within the Redevelopment Area, the purpose of the Plaza is to: 1) provide an attractive and welcoming space for public seating, 2) further the placemaking objectives of the Amended Redevelopment Plan and, 3) to calm on-site vehicular traffic. The plaza shall meet the following minimum design contained in this section.

b. Public Process

- Phase 4.1 pedestrian plaza design shall be exempt from the full public engagement requirement, but shall work collaboratively with the Arts Council of the Morris Area to ensure that
- The Phase 4.1 redeveloper shall also engage the Special Improvement District to develop long-term operational standards for the plaza. The Arts Council and Morristown Partnership shall advise on the final plaza design. A memorandum describing the outcomes of this work shall be included as a submission requirement to the Planning Board.

c. Size & Placement

- Plaza area shall be at least 50 feet wide and the northern edge of the plaza shall be aligned with the northern curbline of the sidewalk in front of the proposed structure.
- The Pedestrian Plaza shall be a minimum of 1,200 square feet in area, not inclusive of the 'shared' area where the front drive traverses the Plaza on a speedwell table.

d. Urban Design

- Plaza shall contain a variety public seating options, tables or similar surfaces, decorative lighting, bicycle racks and attractive landscaping; the materials and design elements shall take their vocabulary from the Morristown Partnership's streetscape standards as well as the character of the existing neighborhood.
- The edges of the plaza shall be defined with raised planters, bollards, or similar treatments that will create a differentiated 'outdoor room'.
- Plaza shall contain public seating, decorative lighting, bicycle racks and attractive landscaping; the materials and design elements shall take their vocabulary from the Morristown Partnership's streetscape standards as well as the character of the existing neighborhood.
- Hardscape surfaces shall be designed in a way that minimizes the distinction between sidewalks and the portion of the front drive that crosses the Pedestrian Plaza

area with the goal of creating a shared space (i.e. Woonerf) for all modes of transportation – particularly pedestrians and automobiles.

- The pedestrian plaza shall be configured with a decorative pattern using a primary hardscape material (i.e. concrete) and secondary accent materials, such as brick.
- Both the front drive aisle and pedestrian plaza shall be surfaced in decorative hardscape materials other than asphalt. In order to maintain existing hardscape materials palette, Belgian block pavers are the preferred material for the front drive
- The front drive shall be lined with at least four trees along each side, to be configured in pairs - not inclusive of the trees within the public plaza. Gingko species trees are recommended to be located along the front drive.
- A four-foot planting bed shall be required between the front drive and the sitting wall, as described below.

e. 'Sitting Wall'

- A low wall (approx. 24 inches in height) shall be constructed to maintain the prevailing street wall, to provide an informal seating area and to control pedestrian crossings within the proposed front yard drive aisle.
- The sitting wall shall be at least 18 inches wide, constructed of the same masonry materials (brick) as the primary structure and capped with 'bluestone' or similar material.
- The sitting wall shall run parallel to the front drive aisle, offset by 4 feet from the front drive curb. The sitting wall shall include sections that run perpendicular to the sidewalk in order to define the walls of the plaza area and to guide pedestrians to cross at the raised crosswalk / speed table.
- The Phase 4.1 redeveloper shall provide a public easement for the outdoor seating and plaza areas, the easement shall allow for public programming, community amenities such as public book sharing, and licensed mobile food vendors.
- Phase 4.1 redeveloper shall make best efforts to install, or cause to be installed, a publicly accessible solar power charging station such as the Street Charge by Pensa, the

Solar Pump Charging System by Sol Design Lab, the SolarFlora by Nectar Product Development Design, or similar solutions as may be identified in collaboration with Morristown's Office of Sustainability.

- **Note:** All streetscape measurements shall be taken from the location of the proposed curbline after widening, not the existing curbline.

E. LEED-ND Standards Sustainable Open Space Design

I. NPD Prerequisite 1/ NPD Credit 1: Walkable Streets: (Required)

Promote transportation efficiency, including reduced vehicle miles traveled. Promote walking by providing safe, appealing, and comfortable street environments that support public health by reducing pedestrian injuries and encouraging daily physical activity.

II. NPD Prerequisite 3: Connected and Open Community (Required)

To promote projects that have high levels of internal connectivity and are well connected to the community at large. To encourage development within existing communities that promote transportation efficiency through multi-modal transportation. To improve public health by encouraging daily physical activity.





III. NPD Credit 9: Access to Civic and Public Space: (Required)

Locate and/or design project so that a civic or passive use space such as a square, park, paseo, or plaza at least 1/6 acre in area, lies within a ¼ mile walk distance of 90% of planned and existing dwelling units and non-residential building entrances. Spaces less than 1 acre must also have a proportion no narrower than 1 unit of width to 4 units of length;

a. Bioswale Design

The following guidelines are generally accepted standards that shall inform the design of bioswales:

- Minimum internal width of a bioswale should be 36 inches.
- Minimum length of a bioswale should be 72 inches.
- Where lateral slope is greater than 6%, a check dam is required every 10 feet.
- Deep-rooted and drought tolerant grasses are recommended.
- Minimum infiltration design should be 0.5 inches / hour.
- Bioswales should be designed to drain completely within a 24 hour period.
- Maximum depth of surface retention should be 6 inches.
- Overflow capacity should be provided through the use of curb-cuts, drainage pipes, or other measures to ensure depth of ponding does not exceed six inches. Lateral drainage pipes shall be a minimum of 10 feet deep.
- Bioswales adjacent to pedestrian areas shall have a four inch tall tactile edge.

V. NPD Credit 14: Tree-Lined and Shaded Streets (Required)

To encourage walking, bicycling, and transit use and discourage excessive motoring speeds. To reduce urban heat island effects, improve air quality, increase evapotranspiration, and reduce cooling loads in buildings.

5.6 DISTRICT ARCHITECTURAL STANDARDS



The Johnson Street Townhomes in Seattle achieve pedestrian scale through the use of classic townhouse massing, stoops and other traditional elements.

A. Intent and Purpose

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

- Vertical Rhythm and Articulation
- Horizontal Rhythm and Articulation
- Building Entries & Openings
- Fenestration

B. Vertical Rhythm

I . Generally

The design of all structures shall incorporate a clear visual division between the base, middle and top as described below. These elements shall be established using cornice lines, windows or similar horizontal architectural elements.

a. Building Base

The base be defined as the first one to two stories of building containing no more than 1/3rd of building height. Linking first two floors at primary entrances is recommended to create a larger scale at the base of the building.

b. Middle

The middle shall be defined as the space between the top and base portions of the building. It shall occupy no less than 1/2 of the vertical space of the building. This space may be broken up through the use of more subtle and subdued horizontal architectural elements.

c .Top

The top be defined as the top one to two floors of the building. Appropriate cornice lines shall enhance the top of the building. The top of the building may be differentiated and should be made to feel lighter and stepped back from the dominant facade plane.

II. Vertical rhythm shall be defined utilizing the following techniques:

- Material changes
- Brick pattern changes
- Color changes
- Fenestration changes
- Pre-cast concrete or masonry details at columns, piers and keystones
- Decorative gutters, downspouts and scuppers

- Columns and piers
- Step-backs, (if step-backs are used, terraces should be considered as an amenity for building space at this level.)

III. Building base and ground floor shall be clearly defined utilizing the following architectural elements:

- Residential stoops
- Stoops to connect the street to the first floor above grade shall be used to define the base and modulate frontages.
- Decorative metal fences and railings
- Porches
- Water tables (pre-cast concrete or masonry) at the building base
- Ground floor storefronts should be distinguished from upper floors. Use of a horizontal element such as a lintel allows for flexibility in storefront design without interruption of repeated vertical elements used in upper floors.
- The relationship of width to height of windows and door openings at ground level should be visually compatible with openings in same building façade and/or other nearby or related structures.
- Awnings are encouraged, particularly at primary entrances. Awning design shall be integrated into architecture detailing of building. Awnings shall not conceal or disfigure an architectural feature. Awnings may not project more than eight (8) feet from the façade plan and shall provide for a height clearance of at least eight (8) feet.

IV. The middle of each building shall be subject to the following standards:

- Enclosed architectural projections (such as bay windows) up to 5 feet are allowed beyond the primary façade of the building, but minimum sidewalk width must be maintained.
- Projections over 5 feet are allowed above the first story, but must be approved as part of site plan approval process. The Planning Board may also permit a projecting drive-through canopy in excess of 5 feet in Phase 4.1.

- No more than 30% of each façade may be comprised of projecting bay windows.
- The design of balconies shall be consistent with the overall architectural design and be compatible with façade materials.
- Juliet balconies are permitted.

V. Roof Standards

The top of each building shall be subject to the following standards:

- Pitched roofs are permitted with ridgelines parallel to the street are permitted, but shall not be visually dominant.
- Building tops shall be defined by parapet walls with horizontal elements that are appropriate for the vernacular of the building. Cornices, if proposed, shall be coordinated with the architectural and roof style of the building. Decorative corbels and brackets for cornices if used shall be complementary in style to the cornice.
- Where upper-story step-backs are utilized, the two façade plans should be defined with a horizontal element such as a cornice, band or frieze.



Bays and horizontal modulation break up what might otherwise be a long and monotonous facade.

- Varying in rooflines are strongly encouraged. This can be accomplished by use of dormers, tower elements, opposing ridgelines.
- Interior “half story” loft units are encouraged as a way to vary appearance of top floor.
- Perceived building height can be reduced by use of a top floor Mansard roof along with dormers and a change in window style. A mansard roof may incorporate the top two stories of a five and six-story structures or the top story of buildings four stories and below.

C. Horizontal Rhythm

I. Generally

All buildings shall incorporate elements that divide façade planes and create a visual play of light and shadow. Long, uninterrupted horizontal facades and architectural elements are prohibited.

II. Horizontal rhythm may be created using the following design elements

- Uniformity and/or variety in fenestration patterns.
- A porch, patio, deck, or covered entry.
- A balcony or bay window.
- A change in the roofline by including chimneys or by alternating parapet heights.
- A change in building materials that corresponds to a change in facade plane.
- Lighting fixtures, trellises, trees, or other landscape features.
- Shifting façade planes.

III. Scale of Modulation

Articulation intervals or “bays” shall occur at intervals no less than 20 feet in width and no more than 75 feet in width, excluding facades less than 70 feet long.

IV. Rooflines

Rooflines shall be modulated with the remainder of facade. For flat roofs or facades with a horizontal eave, fascia, or parapet, the roofline shall correspond with the modulation of the primary facade. This shall apply to primary rooflines and does not apply to, for example, loft units where the loft unit's roofline is set back from the primary façade of the building.

V. Horizontal Modulation shall reflect entire design:

- Architectural details such as windows, doors, and garages shall be confined within articulated vertical and horizontal sections, and shall not overlap across the border from one section to another.
- For residential uses, horizontal modulation shall consider spacing and size of interior units.
- For retail uses: Structural rhythms along the streetscape should be maintained even though the architectural design and style of individual stores may vary.

D. Building Openings & Entries

I. Primary Building Entries.

Each frontage/facade facing a public right-of-way shall have at least one principle functional entry. Location of primary building entries shall be as follows:

- **Building One:** Prospect Street
- **Building Two:** Linear Park, Prospect Street and Early Street. Early Street primary entry may be replaced with individualized entrances for ground floor units so long as most units fronting on Early Street have their own entrance and a rhythm of openings along a facade is established.
- **Building Three:** Primary non-residential entrances on Speedwell and the District Park and primary residential entrance on Clinton Place.
- **Building Four:** Speedwell Avenue
- **Building Five:** aligned to crosswalk and Pedestrian Plaza along Speedwell Avenue

- **Building Six:** Speedwell Avenue
- **Note:** existing primary entry locations shall be maintained for all existing structures for which no new development is proposed.

II. Retail Entries

Retail spaces must have primary entries directly on public sidewalk, Laneway or Pedestrian Plaza.

III. Residential Entries

Ground floor residential units are recommended to have individual direct entrances with articulated stoops/porches/terraces. The primary entrance and stoop shall be at a minimum of 24" above sidewalk level. The design of significant architectural elements to represent a sense of entry is required.

IV. Garage Openings

Garage openings shall not detract from the pedestrian environment and as such shall be limited in number and location. Parking structure vehicular entries are limited to the permitted curb cut locations for building entries listed in Section 5.4 B(III) above.



a. Pedestrian Entries

Pedestrian entries to structured parking are required to be separated from vehicle entries. Parking structures serving retail shall provide direct pedestrian access to a public sidewalk that leads to the retail business.

E. Fenestration Standards

I. Transparency Requirements

Building facades shall contain transparent glass as per the following standards:

- Residential façades: 40-60% of façade
- Parking facades: 40-60%. For parking, this standard can be achieved through alternatives other than windows. The use of decorative items, landscaping, and other strategies that achieve an equivalent visual impact may be considered by the Planning Board as satisfying this requirement.
- Ground level (non-residential): 60-80% of façade.
- Additional Requirements:
 - All commercial windows must be kept free from internal obstructions. Interior furniture, fixtures and other obstructions greater taller than the windowsill must be placed at least 3 feet from window area.
 - Commercial windows must be kept open and visible (un-shuttered) at night, and this must be stipulated in CC&Rs or other binding documents

II. Window Rhythm & Design

- Mullions and muntins are encouraged. These window details provide the opportunity to introduce color or detail.
- Windows shall be coordinated with architectural character
- Windows shall be compatible in terms of design, size and material to the surrounding neighborhood context. Windows may be of various styles, groupings, colors, and/or mullion patterns.

III. Facade Openings

- To the extent appropriate given the building's architectural style, the use of decorative window heads, sills and surrounds is recommended. Windows shall be recessed at least four inches from the primary facade.
- Windows in siding shall be wrapped in a 4 inch (minimum) trim with head and sill detail.
- Windows shall be either clear glass or Low-E (spectral selective glazing) with coatings of blue or green tint. Light transmittance shall be at least 70%. Mirrored glass is not permitted.
- Note: Phase-specific fenestration standards contained in Section 5.6(I) shall supersede the minimum clear glass requirements described immediately above.



F. Materials

I. Generally

- The choice of façade material shall be consistent with the building's massing strategy including vertical and horizontal modulation. No more than three different material types should be used on a building's exterior. Masonry must be a minimum of 4" thick. Color, texture, and pattern variations of

primary materials are permitted.

- All sides of a building within public view shall use the same materials and colors as the primary façades.
- Façade materials shall be selected and assembled so that the building appears heavier at the base and lighter at the top. Materials shall also be used to define or accentuate key design elements such as bay windows. Materials shall be used to define the top, middle and base of the building as follows:
 - **Base:** Stone and Brick.
 - **Middle:** Brick and Masonry.
 - **Top:** Metal work and siding or panels.

II. Permitted Primary Materials

- Brick
- Stone
- Precast stone
- Fiber cement planks
- Metal Paneling (aluminum, zinc)

III. Permitted Secondary Materials

- Stucco (not EFIS)
- Fiber cement panels
- Other masonry
- Spandrel glass
- Metal details.

IV. Permitted Courtyard Materials

Secondary materials shall be permitted on interior courtyards not visible from public or private streets. The Planning Board, in its sole discretion, may permit additional façade materials on interior courtyards. Any materials not specifically listed as permitted, notwithstanding those façade materials within the Planning Board's discretion, are prohibited.

V. Prohibited Materials

Any materials not specifically listed as permitted, notwithstanding those façade materials within the Planning Board's discretion, are prohibited. Metal louvers are strongly discouraged but are permitted on exterior elevations so long as they are not a dominant element in the design of elevations; any louvers must be integrated into the overall design and meet color restrictions as defined herein.



Stoops with planters and direct entries help create a pedestrian friendly facade even when concealing parking.

VI. Façade Colors:

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

G. Parking Garages and Blank Walls

- To the greatest extent realistically feasible, all above ground parking structures shall be screened by habitable building space.
- Parking that is unable to be screened by habitable building space shall be screened by alternative means such as:
 - Residential stoops
 - Landscaping
 - Green Walls
 - False Windows
 - Balconies
- Refer to LEED ND: NPD Credit 1 for further guidelines.
- Garage fenestration shall be designed to shield vehicle headlights from exterior view to the greatest extent possible.
- Garage openings, where applicable, will be treated with similarly scaled openings as the windows above them. Garages openings shall be located in the same vertical alignment as windows or decorative grills that relate in color and scale to the windows above them. The size and scale of garage doors shall be minimized.

H. Building Operations & Equipment

- All mechanical/electrical/plumbing systems, meters, controls, venting, trash receptacles storage and pick-up shall be located in the interior of the block and masked from view to the greatest extent possible. Locating these elements on Early Street and Speedwell Avenue, or District Park is prohibited, unless required by public utilities, local laws or fire codes.
- Rooftop mechanical equipment shall be set-back from all building facades by at least 10 feet and screened from sidewalk view. Solar panels or wind turbines or roof terraces are exempt from this set-back requirement, but shall be evaluated in site plan review on a case by case basis.
- For Phase 2.1, a pad-mounted transformer may be located adjacent to the building along the eastern facade adjacent to the Laneway.

I. Phase Specific Architectural Standards

I. Phase 1

a. Prospect Street (East) Façade

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

- Two-story lobby space shall be located opposite neighborhood park. Building facade will have a two-story expression at this location to increase the scale of the building base to create a pedestrian scaled street frontage.
- Modulation of this façade may be larger groupings, modulation might be three to five modules vs. two to three modules on the Early Street façade.

The Prospect Street facade shall be landscaped with significant plant materials and/or masonry retaining walls to screen any unfinished portions of the parking structure that remain above the finished grade. The Planning Board, at its sole discretion, may permit the use of pre-cast modular block systems for retaining walls along this façade.

b. Early Street (North) Façade

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

- Building shall be modulated more frequently, thereby broken down into relatively smaller pieces than the Prospect Street façade.
- The Early Street façade shall reflect a ‘brownstone’ or townhouse module with buildings having a narrow to vertical proportion two to three modules wide.
- The northwestern corner shall be stepped-back and shall have greater transparency/fenestration ratios than the center section of the block. The design shall ‘lighten’ the corner of Prospect and Early Streets.
- There shall be greater frequency of stoops and/or decorative pedestrian access points along the Early Street façade.

- Mansard roofs with dormers shall be used to minimize visual impact of building height at upper level.
- A strong and articulated horizontal projection, such as a cornice, shall separate upper story (or stories) that have an “upper story” façade treatment which is distinct from the “middle story” façade treatment.

c. Atno Avenue (West) Façade

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

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

II. Phase 2

a. Early Street Façade

Phase 2 will be distinguished and differentiated from the Phase 1 architectural facades by utilizing a cohesive and consistent architectural approach. By contrast, Phase 1 was design as an interpretation of a traditional downtown block with multiple identities for multiple structures. Phase 2 shall thoughtfully respond to the contextual opportunities and challenges presented along each façade.

b. Early Street Façade

- The Early Street façade shall be defined by a rhythm of pedestrian entries and stoops. Stoops and entrances shall be spaced 15 to 30 feet apart and provide direct entry into ground floor units and/or corridors.
- Where stoops are not present, the base of the Early Street façade shall be defined by a series of raised planters or residential terraces
- The majority of the façade is envisioned as a series of projecting masonry bay components that are punctuated by at the ground floor and a differentiated “background” façade. Bay do not necessity need to be equal in width, but shall be comprised of defined modules (i.e. 20 foot increments). Each projecting bay shall be designed as a cohesive façade with top middle and bottom.
- The fourth habitable story of the Early Street façade shall be “stepped back” and clad in a lighter, differentiated material. It is encouraged that the material of the fourth story façade be incorporated into the recessed component of the lower stories. The upper-story shall be stepped back to the same vertical plane as the recessed façade component in lower stories.
- The Early Street facade of Building Two shall be defined through the use of residential terraces. Site design shall work to minimize the visual impact of the structured parking. The coordination of terracing, seating spaces, landscaping and architectural details shall minimize visibly exposed parking façade to the greatest extent possible.
- No automobile access to structured parking shall be permitted along Early Street.

b. Prospect Street Façade

- The Prospect Street façade shall thoughtfully define and frame the street wall and serve as the only location in the Speedwell Redevelopment area in which a new (or pre-existing) right-of-way is flanked on both sides by new constructed.
- The Prospect Street façade may incorporate the bay/modulation strategy described above for the Early Street façade.

- The corner of the Early and Prospect Street facades should provide an appropriate terminus and is encouraged to be designed as a more pronounced scale as a way to create a “bookend” that turns the corner. If utilized, a larger bookend component should be differentiated from the modulated bays, but shall also incorporate propositions and references found in the remainder of the façade. A bookend strategy may also be utilized at the corner of the Laneway and Prospect Street.
- The Prospect Street façade shall be organized to appropriately incorporate the garage entry.

c. Linear Park Façade

- Linear Park façade may incorporate the bay/modulation strategy described above for the Early Street and Prospect Street facades. Balconies, terraces and other elements are encouraged to activate the façade and promote interaction with the park.
- The Linear Park façade may also incorporate a similar “bookend” strategy as described above.
- All structured parking façade fronting on the linear park shall be designed to minimize its visual impact and to maximize the activity of the façade. This shall be accomplished by incorporating semi-private outdoor space (i.e. terraces or decks) between the parking façade and the Laneway. It is recommended that hardscape surfaces be terraced to transition grades.
- Active residential uses (i.e. gym, lobby, etc.) should be located along the park.
- The vehicular entrance to the parking garage shall be designed to minimize its visual impact. This can be accomplished either through architectural features or complementary design features in the district park.

d. Laneway (East) Façade

- The Laneway (East) façade shall serve as a transition between the architectural styles from the Early Street façade to the District Park façade.
- The Laneway (East) façade may allow two-way access to the internal structured parking while minimizing its visual impact on the façade and streetscape.

- This façade shall provide a transitional semi-private space at the ground floor that can be designed through the creation of private gardens, private terraces, private patios, balconies and similar features.
- The ground level of the Laneway façade shall be designed with care, attention to the pedestrian experience, and an eye toward placemaking that will create a sense of ownership and livability within the Laneway space.

III. Phase 3

To be prepared at such a time when a project is proposed.

IV. Phase 4.1

All standards in the 2012 Speedwell Redevelopment Plan applicable to Phase 4.1 shall remain in effect.

V. Phase 4.2

To be prepared at such a time when a project is proposed.

J. LEED-ND – Green Infrastructure and Building Design

I. NPD Credit 11: Visibility and Design (Optional):

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

II. GIB Prerequisite 2: Minimum Energy Efficiency (Required):

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

Note: In lieu of providing energy modeling, redeveloper shall



provide a memorandum describing the proposed energy efficiency strategy and compliance with all applicable criteria contained in the ASHRAE Advanced Energy Design Guide for Small Retail Buildings – Achieving 30% Energy Savings Toward a Net Zero Building, updated through 2011. Technical memoranda will be reviewed by the Planning Board’s professionals.

III. GIB Prerequisite 3: Minimum Water Efficiency (Required):

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

IV. GIB Credit 9: Heat Island Reduction (Required):

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

V. GIB Credit 16: Solid Waste Management Infrastructure (Required):

Promotes recycling and the proper disposal of solid waste.

VI. GIB Credit 14: Wastewater Management (Optional)

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

VII. GIB Credit 15: Recycled Content in Infrastructure (Optional)

Encourages the use of recycled and reclaimed materials to reduce adverse environmental effects of extracting and processing virgin materials that currently exist on-site.

5.7 SIGNAGE STANDARDS

A. General Standards

- Signage requirements are pursuant to the Morristown LDO, Part 2 (Signs) and the following stated allowances and prohibitions. For items not addressed in the redevelopment plan, the LDO controls. Phase-specific design standards for signage in Section 5.7 shall supersede the standards listed below, as well as the Morristown LDO signage regulations.
- All buildings shall have a clearly visible street number address attached to the building façade facing the primary street frontage. Street name signs at corner of buildings located at road intersections are acceptable.
- All signage shall be subject to site plan review and approval.
- Signs that may be mistaken for traffic control devices are prohibited.

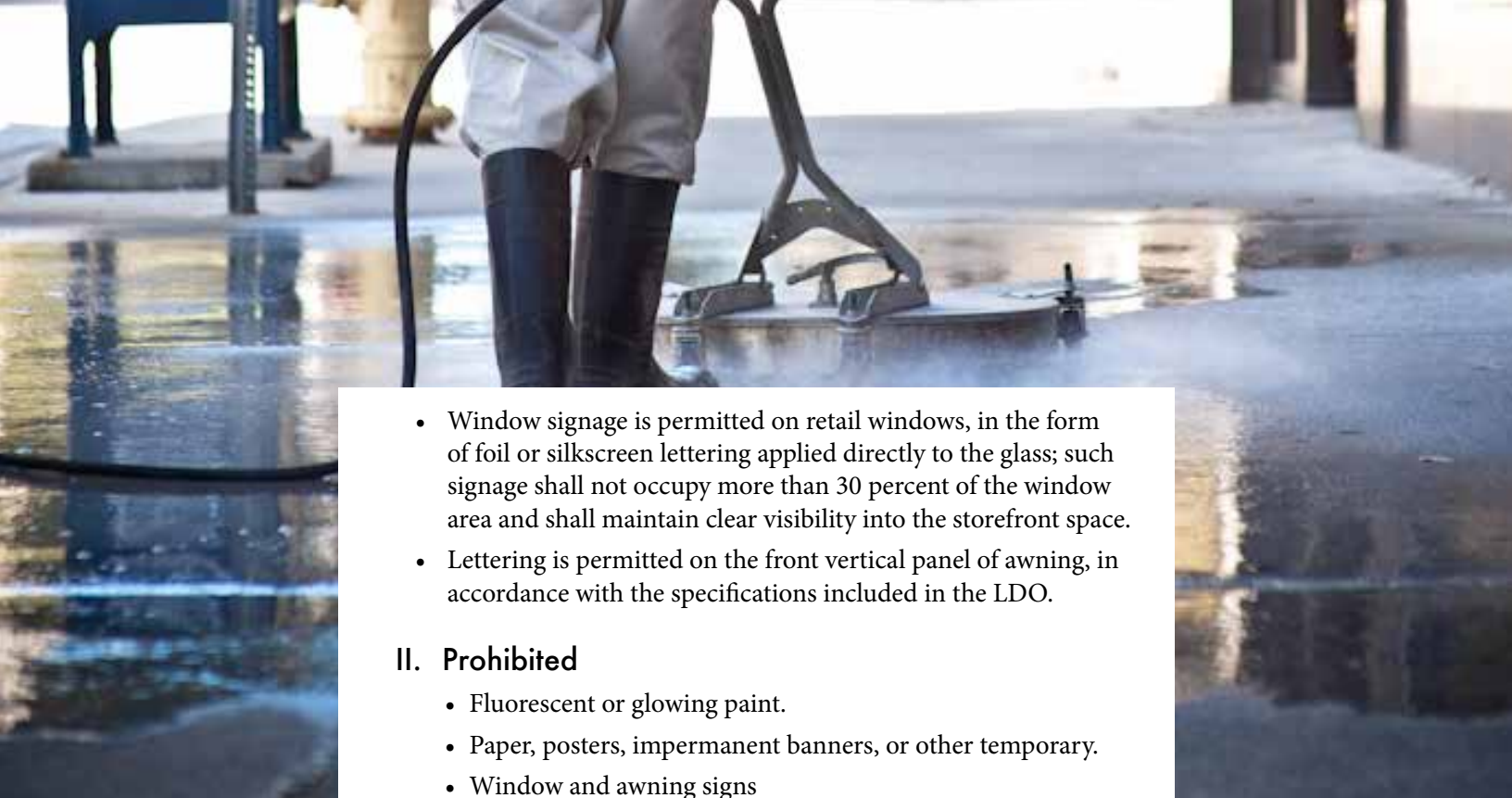
B. Permitted Signs (Uses)

- A residential lobby serving more than 20 units may have an architectural sign naming the building, which shall not to exceed 20 square feet. Signage must be complementary to the architectural character of the building.
- Retail establishments are permitted one façade sign and one hanging sign per sidewalk frontage.

C. Signs

I. Permitted

- Signs securely pin- mounted or printed directly onto the surface of the façade, or onto wood, metal or other appropriate architectural material that is flat mounted and horizontally within or just above the framed façade opening.



- Window signage is permitted on retail windows, in the form of foil or silkscreen lettering applied directly to the glass; such signage shall not occupy more than 30 percent of the window area and shall maintain clear visibility into the storefront space.
- Lettering is permitted on the front vertical panel of awning, in accordance with the specifications included in the LDO.

II. Prohibited

- Fluorescent or glowing paint.
- Paper, posters, impermanent banners, or other temporary.
- Window and awning signs
- Signs or advertising devices that are rooftop mounted, intermittently illuminated, flashing, or moving.
- Signage above the second story of any structure.
- Signage located in the public right-of-way, with the exception of way-finding identification and kiosks.

D. Sign Size

- Façade signs shall not exceed 30 inches in height, and shall not extend beyond height of the storefront space, and shall be at least 30 inches from each edge of the storefront width.
- Hanging signs shall not exceed four square feet in area, and shall not exceed 18 inches in height, nor project more than three feet from the façade.

E. Kiosks

- Informational kiosks and way-finding signage are permitted with a maximum of 8 square feet of signage area. Tenant listings are permitted. Advertising is prohibited on kiosks.
- Kiosks and way-finding identification are permitted with the review and approval of the approving entity.

5.8 PROPERTY MANAGEMENT & PERFORMANCE REQUIREMENTS

A. General Standards

I. Use of Open Space

- This Amended Redevelopment plan provides policy support for open spaces in this Plan to be added to the list of permitted locations for an itinerant restaurant and/ or an informal fresh produce stand as regulated under the Code of the Town of Morristown.
- Usage of public spaces herein shall be governed in accordance with the Ordinances of the Town of Morristown and permits shall be issued through the Town Clerk's office.
- The Morristown Partnership, Morris Arts and other organizations focused on cultural and economic development are encouraged to host special events in the open space.

II. Maintenance

- Developer shall provide for the continuing maintenance and accessibility of all moveable furniture provided under Public Realm Standards.
- Required sidewalk maintenance: 90% of sidewalks immediately adjacent to the street in the Redevelopment Area are free of grime, leaks, and spills. Grime, leaks, and spills include any removable material resulting in a difference in pavement surface color. Includes paint, dried liquids, dirt, garbage leaks, or other substances resulting in wet, slippery, or sticky conditions. Does not include graffiti, painted markers for utility use, nor intentional painting of the sidewalk surface. Does not include differences in cement color. See attached photos for examples.

III. Lighting

The minimum hours of illumination are from at least one hour before sunset to one hour after sunrise.

B. Phase Specific Standards

- Phase 4.1 redeveloper shall be responsible for management and maintenance of the Plaza area.
- Management of the Linear Park and Laneway shall be determined pursuant to a Redeveloper Agreement to be signed by designated redevelopers of Phases 2 and 3.

C. LEED ND

I. GIB Prerequisite 4: Construction Activity Pollution Prevention: (Required)

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

II. GIB Credit 4: Water-Efficient Landscaping: (Required)

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

III. GIB Credit 14: Wastewater Management: (Optional)

Design and construct the project to retain on-site at least 25% of the average annual wastewater generated by the project (exclusive of existing buildings), and reuse that wastewater to replace the use of potable water. An additional point may be awarded as described in the table below. Provide on-site treatment to a quality required by state and local regulations for the proposed reuse. The percentage of wastewater diverted and reused is calculated by determining the total wastewater flow using the design case after GIBp3 calculations, and demonstrating that 25% or more of that volume is reused on-site.

IV. GIB Credit 16: Solid Waste Management Infrastructure: (Required)

Promotes recycling and the proper disposal of solid waste.

6

APPENDIX

6.1 REDEVELOPMENT PLAN PROVISIONS & OTHER REGULATORY REQUIREMENTS

A. Validity of Plan

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

B. Site Plan and Subdivision Review

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

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

C. Adverse Influences

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

D. Non-Discrimination Provisions

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

E. Deviation Requests

The Planning Board may grant deviations from the regulations contained within this Amended Redevelopment Plan where, by reason for exceptional narrowness, shallowness or shape of a specific piece of property, or by reason of exceptional topographic conditions, preexisting

structures or physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Amended Redevelopment Plan would result in peculiar practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Planning Board may also grant such relief in an application relating to a specific piece of property where the purposes of this Amended Redevelopment Plan would be advanced by a deviation from the strict requirements of this Amended Redevelopment Plan and the benefits of the deviation would outweigh any detriments. No relief may be granted under the terms of this section unless such deviation or relief can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of this Amended Redevelopment Plan. An application for a deviation from the requirements of this Amended Redevelopment Plan shall provide public notice of such application in accord with the requirements of public notice as set forth in NJSA 40:55D-12.a. and b.

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

F. Other Provisions

- This Amended Redevelopment Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved public utilities, recreation and community facilities and other public improvements. This Amended Redevelopment Plan has laid out various programs and strategies requiring implementation in order to carry out the objectives of this Amended Redevelopment Plan.
- This Amended Redevelopment Plan lays out the proposed land uses and building requirements for the Redevelopment Area.
- The diagrams, images and other graphic representations provided in this Amended Redevelopment Plan are intended to provide a framework for interpretation of the written standards

and regulations contained herein. Nothing in this Amended Redevelopment Plan shall preclude the partial redevelopment of a block depicted in such diagrams, images or other graphic representations, provided that such subdivision or re-subdivision and partial redevelopment of a block is fully in conformance with the written standards and regulations contained herein.

- This Amended Redevelopment Plan shall supersede the provisions of Part I, Zoning, and Part II, Signs, of the Town of Morristown's Land Development Ordinance (LDO). No variance from the requirements herein shall be cognizable by the Zoning Board of Adjustment.
- Final adoption of this Plan by the Town Council of the Town of Morristown shall be considered an amendment of the Town Zoning Map.
- The New Jersey Department of Transportation (DOT) shall have final authority over street design and related specifications, and may overrule the Morristown Planning Board.

G. Redevelopment Actions

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

H. Property Acquisitions

New Jersey law provides the Town of Morristown with the power of eminent domain to acquire properties for the purpose of redevelopment. It may be necessary for the Town to exercise its power of eminent domain on behalf of a redeveloper or redevelopers. Accordingly, the Town is hereby authorized to acquire any or all of the real property located within the Plan Area and all interest therein by contribution, gift, grant, bequest, purchase, exchange, condemnation, or otherwise, as it may deem

necessary or proper for the purpose of implementing this Amended Redevelopment Plan.

I. Relocation Requirements

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

J. Other Redevelopment Actions

- In carrying out this Amended Redevelopment Plan, the Town of Morristown and any designated redeveloper(s) may be required to undertake a variety of redevelopment actions. These may include, but will not be limited to:
- Consolidation and/or subdivision of tax lots.
- Acquisition and assembly of suitable parcels of land for the construction of the proposed uses set forth in this Amended Redevelopment Plan. These uses may include: retail, residential, structural parking, and pedestrian walkways.
- Clearance of abandoned, deteriorated, obsolete structures or uses or structures, or remains of structures, on underutilized land areas, where necessary.
- Construction of new structures or other improvements.
- Provisions for public infrastructure necessary to service and support new development, including improved streetscapes and beautification of the area.
- Vacation of public utility easements or rights-of-way as may be necessary for redevelopment.

K. Redevelopment Plan Duration

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

6.2 MAPS, TABLES, & DIAGRAMS

A. Tables

Table 1: District Permitted Uses	Page 30
Table 2: District Prohibited Uses	Page 31
Table 3: Off Street Parking Ratios	Page 34
Table 4: Bicycle Parking	Page 36
Table 5: Development Yields	Page 38
Table 6: Maximum Height	Page 50

B. Maps

Map 1: Speedwell Development Area	Page 2
Map 2: Redevelopment Area Parcels	Page 13
Map 3: Proposed Circulation	Page 37
Map 4: Redevelopment Phasing	Page 42
Map 5: Public Improvements	Page 45

B. Diagrams

Diagram 1: Speedwell Ave Corridor Traffic Changes	Page 15
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6.3 REDEVELOPMENT PROPERTIES – BLOCK AND LOT DATA

Phase 1

BLOCK	LOT	ADDRESS
5803	29	36 Early Street
5803	30	32 Early Street
5803	31	28 Early Street
5803	32	26 Early Street
5803	33	24 Early Street
5803	34	22 Early Street
5803	37	24 Clinton Street

Phase 2

BLOCK	LOT	ADDRESS
5702	25	9 Early Street
5702	26	13 Early Street
5702	27	17 Early Street
5702	28	21 Early Street
5702	29	25 Early Street
5803	1	108 Speedwell Avenue
5803	7.01	25 Clinton Place
5803	7.02	27 Clinton Place
5803	7.03	29 Clinton Place
5803	7.04	29 Clinton Place
5803	7.05	31 Clinton Place
5803	7.06	33 Clinton Place
5803	7.06	35 Clinton Place
5803	7.07	37 Clinton Place
5803	7.08	39 Clinton Place
5803	7.09	41 Clinton Place
5803	35	20 Early Street
5803	36	18 Early Street
5803	37	24 Clinton Street
5803	37.01	16 Early Street
5803	37.03	22 Early Street
5803	38	14 Early Street
5803	39	10 Early Street
5803	42	120 Speedwell Avenue
5803	43	116 Speedwell Avenue
5803	44	12 Early Street
5803	44.01	12 Early Street (Rear)
5803	44.02	12 Early Street, Unit A
5803	44.03	12 Early Street, Unit B

Phase 3

BLOCK	LOT	ADDRESS
5702	19	136 Speedwell Avenue
5702	20	134 Speedwell Avenue
5702	21	132 ½ Speedwell Avenue
5702	22	130 Speedwell Avenue
5702	23	5 Early Street
5702	24	7 Early Street
5702	25	9 Early Street
5803	1	108 Speedwell Avenue
5803	2	104 Speedwell Avenue
5803	3	98 Speedwell Avenue
5803	4	90 Speedwell Avenue
5803	5	15 Clinton Place
5803	6	17 Clinton Place
5803	39	10 Early Street
5803	40	124 Speedwell Avenue
5803	41	120 Speedwell Avenue
5803	42	116 Speedwell Avenue
5803	43	112 Speedwell Avenue

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

Phase 4