



REDEVELOPMENT PLAN

Prepared for:

Morristown, New Jersey

Prepared by:

Topology NJ, LLC
59 Lincoln Park #200
Newark, NJ 07102



Topology

MARKET+BANK REDEVELOPMENT PLAN

Date Adopted: TBD

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The Redevelopment Area as
seen from the Ann - Bank Garage

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INTRODUCTION

1.1 BACKGROUND



The three parcels that comprise the Market & Bank Redevelopment Area were initially included in a 2004 rehabilitation area that was by created the Morristown Town Council (the “2004 Rehabilitation Area”). A year later the 2005 Epstein’s Rehabilitation Plan (the “Epstein’s Rehabilitation Plan”) was adopted, sparking a decade of unprecedented private investment into downtown Morristown. The Rehabilitation Plan utilized a unique bonus system that exchanged higher building heights and densities for compliance with specific urban design and green building standards (USGBC LEED certification), affordable housing, public amenities and street improvements. With all bonuses pursued under the Epstein’s Rehabilitation Plan, the maximum allowable development would yield nearly 325 units and roughly 180,000 square feet of retail and office uses, with buildings up to seven stories in height. The Epstein’s Rehabilitation Plan divided the rehabilitation area into areas A through D. The three parcels of the Market & Bank Redevelopment Area were contained within Area D of the Epstein’s Rehabilitation Plan. In furtherance of the Rehabilitation Plan, the parcels in and around the block previously containing the Epstein’s Department Store (Area A) were redeveloped with the 700+ space DeHart Street Parking Garage; an award winning mixed-use development; twenty eight luxury townhomes and a state-of-the-art 45,000 square foot office building. To date, the Epstein’s Rehabilitation Plan has been fully implemented, with the significant exception of the three parcels, namely Block 6001, Lots 13 and 14 as well as Block 6002, Lot 1. (“Market & Bank Redevelopment Area” or “Market & Bank”) that are addressed in this Redevelopment Plan (and previously designated in the Epstein’s Rehabilitation Plan as Area D).

Several factors contributed to the proliferation of blight upon the Market & Bank parcels. After adoption of the Epstein’s Rehabilitation Plan in 2005, public and private attention and resources were primarily dedicated to the parcels that were owned by, or immediately surrounded, the former Epstein’s Department Store. Geographically, Market & Bank is slightly removed from this area and therefore the area was not subject to the level of investment that occurred within other adjacent blocks. Conditions that pre-existed the Epstein’s Rehabilitation Plan also contributed to blight. In fact, the Epstein’s Rehabilitation Plan acknowledged some of the significant challenges presented by the Market & Bank parcels, “given...the parcels’ irregular shape, frontage on two public streets, and the change in grade between the two streets, the existing zoning makes it especially difficult to take advantage of the site’s downtown location.” (Epstein’s Rehabilitation Plan, p 5)



The Epstein's Rehabilitation Plan addressed these physical challenges through relaxed zoning controls that included increased building height, residential density and an expanded list of permitted uses. As history would prove, Market & Bank are the most difficult sites in the 2004 Rehabilitation Area to redevelop, and successful redevelopment will require a level of capital investment beyond that which was contemplated in the Epstein's Rehabilitation Plan. To complicate matters, major economic contractions that began in 2008 negatively affected the financial assumptions underlying the Epstein's Rehabilitation Plan's approach to Market & Bank. It is for these reasons that the parcels in question remain stagnant, underutilized and subject to progressive deterioration.

Parcel C suffered a roof collapse and has been sitting vacant

Another challenge created by the Epstein's Rehabilitation Plan is its specificity and prescriptiveness with respect to Area D. The Epstein's Rehabilitation Plan appears to have been adopted with one specific project in mind. The Rehabilitation Plan allows a number of uses, but the bulk regulations are only specified in terms of residential maximums - the Epstein's Rehabilitation Plan never provided a flexible framework to allow for alternative development strategies such as adaptive reuse, redevelopment of individual parcels, or 100% commercial buildings.

In 2014, the Morristown Town Council designated Area D of the Epstein's Rehabilitation Plan to a non-condemnation area "in need of redevelopment" with the recognition that a deeper level of public intervention would be required to facilitate the same level of investment on the Market & Bank parcels as was seen on the rest of the Epstein's parcels. In comparison to "rehabilitation areas," the New Jersey Local Housing and Redevelopment Law provides municipalities with additional tools in "redevelopment" areas that are needed to address the challenging conditions in Market & Bank. To that end, this Redevelopment Plan supersedes the Epstein's Rehabilitation Plan with regard to "Area D" as well as any conflicting provisions within the Morristown Land Development Ordinance.

This Market & Bank Redevelopment Plan addresses the challenges and builds upon the success of the Epstein's Rehabilitation Plan by creating a flexible, but clearly directive, redevelopment framework for Market & Bank that can respond to current and evolving real estate conditions. The requirements below were crafted to leverage the very conditions that inhibited development (i.e. irregular



Hoeffner's Prime Meats, 72
Market Street

shapes and topography) to create new landmarks at key view corridors and gateways into Downtown Morristown. This Redevelopment Plan incorporates and reflects Morristown's rising expectations around high quality urban design, mobility and sustainable redevelopment, as described in the Town's 2014 Master Plan "Morristown Moving Forward." The Market & Bank Redevelopment Plan honors past planning efforts and builds upon the lessons learned from a decade of prolific redevelopment in downtown Morristown.

1.2 APPROACH & VISION

This Redevelopment Plan is intended to provide a framework for exemplary development upon three small, but highly visibly properties that are significantly constrained by their physical characteristics. Attention to site planning and building design will promote a pedestrian friendly streetscape that will contribute to the vitality of the neighborhood. At a fork in the road that may be as old as Morristown itself, new redevelopment will set the stage for new jobs, downtown living and amenities that will keep Morristown a competitive location into the next century.

Given the size and topographic constraints of the site, flexibility will be needed to allow for the realization of the policy constraints and objectives contained in this Redevelopment Plan. At the same time, certain core standards must be met to ensure that the development is pedestrian friendly, aesthetically pleasing, and fits well into its surrounding context.

Market & Bank is unique because, at just over half an acre, it is Morristown's smallest redevelopment area. This Redevelopment Plan acknowledges the small scale of the Redevelopment Area, but also recognizes that the parcels are highly visible, require significant attention, require significant public improvements, and that the stakes are high - successful redevelopment will almost certainly have a catalytic impact upon the vibrancy of the surrounding neighborhood. This Redevelopment Plan therefore effectuates the Town's policy commitment to sustainable development and smart growth principles. To this end, it is envisioned that the need for parking of automobiles on-site will be eliminated by the use of adjacent public parking structures, making Market & Bank the first redevelopment area in Morristown that could be built with no on-site parking. Workers, shoppers and residents of the new development will benefit from one of Morristown's most walkable locations with easy access to shopping, restaurants, amenities and mass transit.



1.3 REDEVELOPMENT PRINCIPLES

A. Pedestrian Friendly Complete Streets

- Address auto-oriented nature of current streetscape by reimagining the public realm as a connected neighborhood that is comfortable for people to walk and linger because traffic is calmed and pedestrians are provided adequate space.
- Mitigate the negative impacts of sloping topography upon pedestrians by providing a comfortable and secure through-block stairwell.
- Architectural facades that “meet the street.” Properly scaled and detailed ground floor facades that enhance the pedestrian experience by providing opportunities for informal seating while also avoiding long uninterrupted walls.
- Improve the streetscape by providing pedestrian access around the entire perimeter of the block, which currently doesn’t exist.
- Design streets for multiple uses (outdoor eating, street fairs, farmers markets, etc.) by incorporating bicycle and pedestrian friendly street furniture (seating, bicycle racks, trash bins, 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 (high-quality materials, decorative paving patterns, woonerfs, bike racks, etc.) Public art installations (sculptural and visual) should be permitted and encouraged as a place-making strategy.



The Simon Gallery is currently housed in Parcel B.

B. High-Quality Architecture that is Characteristic of Morristown

- Recognize the highly visible location of the area as an important regional gateway into the downtown by providing iconic architecture. 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).

- Create landmark architectural elements at the visual termini of multiple thoroughfares including Maple Avenue, Ann Street and Mount Kemble Avenue.

C. Green Infrastructure & Environmental Design

- Incorporate street trees into the site plan that create a canopy for the sidewalk, recognizing the challenges created by shadowy conditions.
- Minimize the Burden on Morristown's storm sewer system as well as the risk for non-point source water pollution by constructing non-structural storm water management systems that are integrated within planted areas, greenways, green roofs and swales that filter runoff and maximize on-site infiltration.
- Development and design standards incorporate those contained in the U.S. Green Building Council: Leadership for Environmental and Energy Design (LEED) for 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.

D. Human-Centered Public Spaces

- Enhance the visual character and safety of the Market & Bank frontages via landscape and streetscape improvements.
- 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.
- Leverage small pockets of open space by transforming them into usable parks and plazas designed by professionals experienced in placemaking and human-centered design.
- Create public spaces that promote social interaction and enjoyment. Provide opportunities for outdoor dining and passive recreation.

E. District Economic Development

- Create or enhance strong physical connections with the existing commercial corridor through active street level uses and well-designed frontages along

Bank & Market Street.

- Support ongoing redevelopment efforts by accommodating unique uses within the district.
- Respond to changing market conditions and opportunities by building flexibility into development parameters and permitting phasing. Reflect current market conditions and trends.
- Promote creation of new jobs in Morristown that provide opportunities for both existing residents and for highly skilled workers throughout the region.
- Increase the number of people living or working proximate to the downtown Central Business District in order to provide the critical mass to sustain retail businesses, events, specialized services and public programs in the downtown and surrounding areas.

F. 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 wellbeing of the Town.
- Eliminate currently present blighting influences and non-compatible land uses.



Existing structure on Parcel A

REDEVELOPMENT AREA CONTEXT



2.1 SMART GROWTH LOCATION

The Market & Bank Redevelopment Plan is designed to promote development at a landmark location that will create an attractive gateway at the edge of the Town's Central Business District. This Plan enhances the area by unlocking value trapped in physically constrained parcels by creating a feasible, mixed-use development framework that elevates the standard for architectural excellence in Morristown.

The Redevelopment Area is at the edge of the downtown and serves as a transition from the more urban-scaled portions of the downtown to lower-scale commercial districts. The parcels are uniquely situated at a forked intersection of the northbound and southbound lanes of US Highway 202, which is classified as a "Secondary Activity Corridor" in the Town's 2014 Master Plan. Secondary Activity Corridors serve as "connectors" between higher and lower intensity districts and are well suited to accommodate higher-intensity development.

There are several factors that make the Redevelopment Area a prime example of a Smart Growth location. The Redevelopment Area is in midst of a wide variety of housing opportunities, essential services, public parking garages, and government facilities. The Town Green, which is lined with numerous eateries and retail establishments, is approximately 400 feet away. The Redevelopment Area's auto-dependence is further reduced by proximity to New Jersey Transit's Morristown Station, which is a short, half-mile walk from the site. The Redevelopment Area has a score of 94 from walkscore.com, which considers the area to be a "Walker's Paradise." The Smart Growth nature of the long-blighted parcels, located in the middle of an urban redevelopment area, is underscored by a comparison to alternative development scenarios such as greenfield development or other auto-dependent locations.

2.2 LAND USE PATTERN

A. Existing Development

The Redevelopment Area is fully developed with three (3) buildings, two surface parking lots and various appurtenant improvements. The properties within the Redevelopment Area contain a mix of older, relatively small-scale (two story) buildings of various ages and compositions. The only currently occupied building is used exclusively for retail or commercial uses.



Because the buildings within the Redevelopment Area are not used for residential purposes, the relocation of residents is not necessary. In addition, no low or moderate-income housing is to be removed as a result of the implementation of this Redevelopment Plan. Finally, because there is no governmental acquisition contemplated, there will be no displaced persons or businesses to be relocated.

The Redevelopment Area in the foreground with Epstein's Rehabilitation Area in the background

B. Current Zoning

The current zoning criteria for the Redevelopment Area is contained in use and bulk regulations for "Area D" of the Epstein's Rehabilitation Plan. The maximum development program permitted in the Redevelopment Area is 64 residential units and 35,000 square feet of retail. A variety of commercial and residential uses are permitted in Area D of the Rehabilitation Plan. Uniquely, office uses are permitted along the ground floor of the Bank Street frontage but are not permitted as a first-floor use anywhere else in the Rehabilitation Area.

It appears that the existing Rehabilitation Plan envisioned all three parcels of Area D being developed as part of a single project. As a result, the existing land use controls include a single maximum yield for all three parcels, but provide no explicit mechanism to allow for a flexible redevelopment strategy that may address individual properties. This Redevelopment Plan supersedes the Epstein's Rehabilitation Area Plan and the Morristown LDO.

C. Neighborhood Context

Existing structures surrounding the Redevelopment Area reflect the neighborhood's rich history, but most of the structures either lack visual interest or are poorly maintained and need reinvestment. The most interesting characteristics of the neighborhood and those that may provide a basis for design of new development projects are described below.

Bank Street is a unique, narrow, one-way street. Historically, the district around Bank Street was part of Morristown's thriving livery trade. In the early twentieth century the district was home to coach builders and livery stables. Two historic, two-and-a-half story structures remain from this era, both of which are currently



The historic Wells Rug buildings across Bank Street from the Redevelopment Area

occupied by the Wells Rugs Company. Built in 1901 and located at the corner of Bank Street and Ann Street, the ‘Wells Rugs buildings’ are listed on the National Historic Register of Historic Places and were formerly utilized as the Glanville Blacksmith Shop. The Wells Rugs buildings are local icons – simple, well proportioned structures that include matching two-story bay windows. Because of the neighborhood livery and subsequent early automotive heritage, the rest of the structures are simple, utilitarian structures with large windows, overhead doors and tall ceilings. The scale and character of buildings along Bank Street, as well as the design of the street itself, give Bank Street a distinctly urban feel that is unique in Morristown.

Market Street, in the vicinity of the redevelopment parcels, provides little historic context to build upon, but the existing fabric provides unique opportunities for new development to define new design traditions. Specifically, the Redevelopment Area serves as the visual termini of two well-traveled thoroughfares; Ann Street and Maple Avenue. This condition provides a unique opportunity for highly visible design elements that will be a future icon of downtown Morristown. In addition, Market Street is characterized by zero setback buildings with a comfortable and repetitive rhythm of storefronts, regularly spaced entries and classic projecting elements characteristic of historic northeastern downtowns such as blade signs and decorative awnings. New development that maintains these proportions and rhythms will reinforce the pedestrian experience and the traditional character of Market Street.

Finally, the mixed use “Metropolitan” building is located directly across Market Street from the Redevelopment Area. The Metropolitan is the most proximate of the structures developed as part of the Epstein’s Rehabilitation Plan. The six-story structure is clad in a mix of red brick and cast stone. The building’s Market Street façade contains a mix of traditional design elements such as multi-story bay windows upon an otherwise simple façade defined by a rhythm of recessed balconies.



2.3 Mobility & Circulation

There are no vehicular rights-of-way subsumed within the Redevelopment Area. The Redevelopment Area is comprised exclusively of “dual frontage” parcels, which have direct access to both Bank and Market Streets. Both roadways are busy with pedestrian and vehicular traffic throughout the day. The proposed structures are not anticipated to contain automobile parking due to the size and shape of the parcels; rather this plan encourages an off-site parking strategy, which in turn will leverage the Town’s long-term investment in downtown public parking facilities.

With the foregoing factors in mind, this plan emphasizes pedestrian linkages between the redevelopment parcels and the two proximate public parking facilities (Dehart Street Garage and Ann/Bank Garage) will be priority mobility improvements. Pedestrianism will be further supported by active architectural frontages and engaging public spaces. Another key mobility goal is to prevent or mitigate congestion along public rights-of-way caused by loading and unloading operations, which has already proven to be a problem with completed portions of the Epstein’s Rehabilitation Area. As a result, redevelopers shall be mindful of such issues and shall create internal loading areas wherever feasible, or alternative loading/unloading plans that may be deemed sufficient by the planning board.



The Redevelopment Area is defined by the split between northbound and southbound portions of US-202.

REGULATORY FRAMEWORK



3.1 Local Housing and Redevelopment 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 three parcels contained in the Market and Bank Redevelopment Area. On March 24, 2014, the Town Council directed the Town’s Planning Board to undertake an investigation to determine whether Market & Bank qualified as an area in need of redevelopment pursuant to the LRHL.

The resulting report, “Preliminary Investigation: Block 6001, Lots 13-14; Block 6002, Lot 1” prepared by Topology NJ, LLC, in June 2014, concluded that the area met the statutory criteria. Based on the recommendation of the Planning Board, dated June 26, 2014, the Town Council designated the Market and Bank area to be an area in need of redevelopment, on a non-condemnation basis, by resolution on July 15, 2014.

The Redevelopment Area has been designated by the Town of Morristown as a “Non-Condemnation Redevelopment Area” in accordance with the LRHL. Therefore, the Town of Morristown does not intend to acquire any property within the Redevelopment Area for the purposes of this Redevelopment Plan,

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

3.2 MUNICIPAL LAND DEVELOPMENT ORDINANCE

A. Applicability of Zoning Requirements

The standards contained within this Redevelopment Plan shall supersede any conflicting standards contained within the Land Development Ordinance of the Town of Morristown (“LDO”) or other applicable Town of Morristown codes or ordinances. In cases where this Redevelopment Plan does not define (or imply) a particular standard, compliance with the LDO or other applicable Town of 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, included the entirety of the Epstein’s Rehabilitation Area as a “redevelopment area.” Thus, no modifications to the zoning map will be required based on the change in status from Rehabilitation to Redevelopment Area.



With respect to the Market & Bank Redevelopment Area, this Redevelopment Plan supersedes the Epstein's Rehabilitation Plan.

Parcel B as seen from the corner of Ann Street and Bank Street

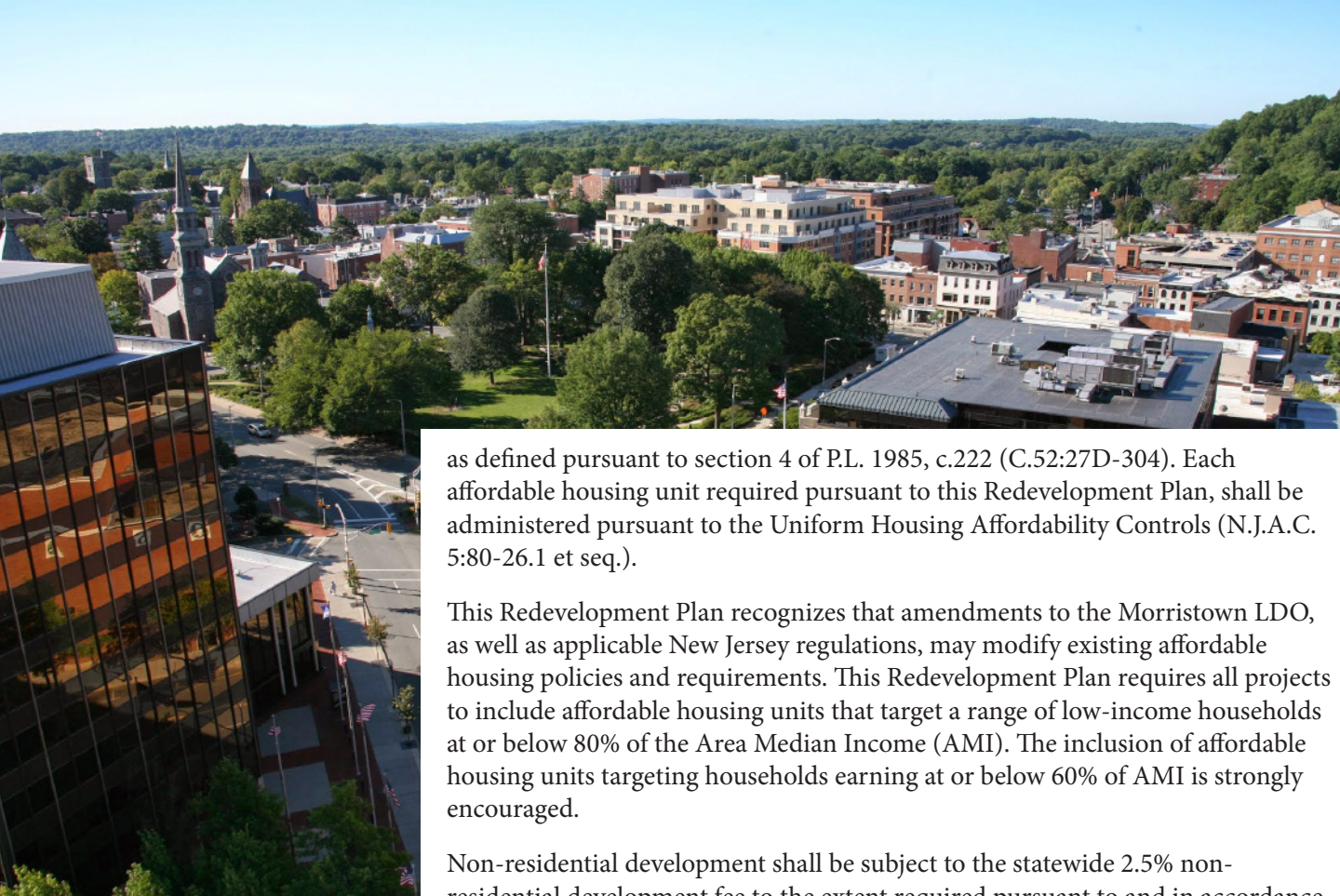
B. Underlying Zoning Districts

As noted above in Section 2.2(B), the entire Redevelopment Area was formerly included as Area D of the Epstein's Rehabilitation Plan. Prior to the adoption of the Epstein's Rehabilitation Plan, the properties in question were located in the Town's "B" Zone (Block 6002, Lot 1) and "CBD" Zone (Block 6001, Lots 13 & 14). The structures currently contain 29,000 SF of commercial and retail space. This Redevelopment Plan supersedes the Epstein's Rehabilitation Plan with regard to "Area D" as well as any conflicting provisions within the Morristown Land Development Ordinance.

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 Redevelopment Plan incorporates the affordable housing requirements set forth in Article VIIIA ("Affordable Housing Overlay Zone") of the Morristown LDO and further supported by the Morristown Interim Housing Element & Fair Share Plan (2012) as well as the 2014 Morristown Master Plan. 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 Market & Bank Redevelopment Area. Developers are required to provide an administrative agent if the municipality has not retained one.

An inventory has been conducted of all properties in the Market & Bank Redevelopment Area, and there are no existing housing units within the Redevelopment Area that are affordable to low and moderate income households,



The Morristown Green acts as the center of town, only a block away from the Redevelopment Area.

as defined pursuant to section 4 of P.L. 1985, c.222 (C.52:27D-304). Each affordable housing unit required pursuant to this Redevelopment Plan, shall be administered pursuant to the Uniform Housing Affordability Controls (N.J.A.C. 5:80-26.1 et seq.).

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

Non-residential development shall be subject to the statewide 2.5% non-residential development fee to the extent required pursuant to and in accordance with the Municipal Land Use Law and any future amendments.

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

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 Bank and Market. The streetscape design standards contained herein were crafted to achieve Master Plan Objectives 1.1 and 1.2, above.



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.

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

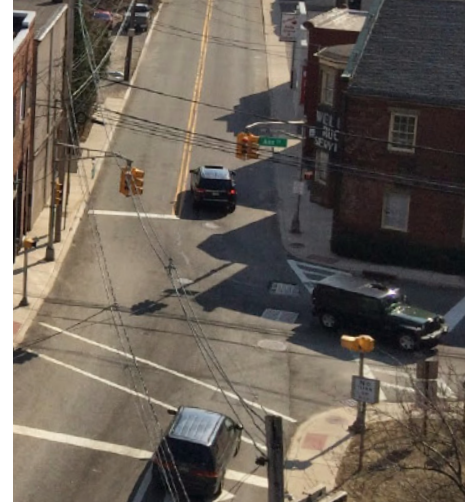
- Objective 3.1: Balance regional traffic access and placemaking

This Redevelopment Plan essentially reclaims an area that has been dominated by automobile traffic due to its position between two heavily travelled state highways. The Redevelopment Plan envisions sidewalks where they currently don't exist as well as a pedestrian plaza in an area that is currently a gravel parking lot. Importantly, these improvements can be implemented without sacrificing automobile capacity, thereby advancing Objective 3.1.

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.

It is conceivable that the entire Redevelopment Area could be redeveloped without constructing a single parking space on-site. Located between two public parking garages, it is envisioned that redevelopment will advance Objective 4.1 by redeveloping constrained lands adjacent to existing parking facilities.



Mount Kemble Avenue leads south out of Morristown.

B. Land Use and Community Form Plan

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 Market and Bank 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.

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.

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 Market & Bank Redevelopment Area is essentially in the geographic center of Morristown. The nearest border to an adjacent municipality is approximately one-half mile in distance. It is anticipated that traffic impact will be negligible over existing conditions due to the relatively small scale of the envisioned development program. The Redevelopment Area is located about one mile from Interstate 287 and is readily accessible to the Morristown Train Station. Combined with its downtown location and proximity to transit, the development program envisioned in this Redevelopment Plan will create less potential traffic than “suburban” developments that lie farther from the center of mixed-use activity. Given the physical separation from adjoining municipalities, the Redevelopment Area's walkable location and the relatively small size of the project, it is determined, pursuant to N.J.S.A. 40A:12A-7(a)(5), that the Redevelopment Plan will have no impact on adjacent municipalities.

3.6 MORRIS COUNTY MASTER PLAN

This Redevelopment Plan is generally consistent with the 1975 Morris County Master Plan, a seminal document that addresses sprawl and sustainability in the region.

Pursuant to N.J.S.A. 40A:12A-7(a)(5), this Redevelopment Plan relates directly to the goals, values, and objectives of the Morris County Master Plan, as follows:

- Make fuller use of existing transportation lines and facilities. The County Plan anticipated that public transportation would achieve greater significance as a necessary alternative to the private automobile, with its attendant problems of pollution, energy availability, and congestion.
- Promote a greater diversity of housing types. The County Plan points out that the elderly and young couples do not need large living areas. Therefore, the 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 NEW JERSEY STATE PLAN

A. 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.



Fort Nonsense sits above the Morris County Government Complex.

B. New Jersey 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.

3.8 NEW JERSEY SMART GROWTH 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.

DEVELOPMENT PROGRAM

4.1 PROPERTY & LAND AREA LOCATION

The Redevelopment Area consists of three (3) parcels with a total land area of .522 acres. Public improvements will be designed and constructed on a parcel-by-parcel basis. (See Sec. 4.5 below for public improvement requirements associated with each parcel).

Parcel A

Tax Designation:	Block 6002, Lot 1
Street Address:	49-55 Bank Street
Area:	.218 Acres
Description:	Triangular property at the intersection of Bank and Market Streets.

Parcel B

Tax Designation:	Block 6001, Lot 14
Street Address:	41 Market Street
Area:	.214 Acres
Description:	Large “middle” parcel currently containing two-story structure with retail frontages on Bank and Market Street.

Parcel C

Tax Designation:	Block 60001, Lot 13
Street Address:	35-37 Mark Street
Area:	.107 Acres
Description:	Smaller parcel most proximate to Maple Avenue, currently containing a vacant warehouse building that underwent a roof collapse.



4.2 LAND USE REGULATIONS

A. Permitted Uses

USE	TYPE	DESCRIPTION
Residential	Multi-family	Apartments, lofts, or condos. Ground floor lobby or amenity areas subject to conditional use standards.
Retail	Retail, as well as Personal or Business Services, as defined within the Morristown LDO.	Ground level storefront in mixed-use buildings.
Office	Professional Office	Professional offices, not including medical office. Ground floor office use is subject to the design standards set forth in Section 6.5 A.
Live & Work	Professional Services; Arts & Media Production; Studio and Gallery Space; Crafts & Food Purveyors; Retail directly related to use types listed above.	A dwelling unit in which a significant portion of the space includes a permitted nonresidential use that is operated by the tenant.
Public Assembly	Civic & Community Space	Parks, gardens, plazas, courtyards.
Health Clubs & Fitness Centers	Public & Private	Publicly accessible fitness center shall only be located within a mixed-use building with frontage on public streets.
Eating Establishments	Restaurants, Diners, Coffee Houses, Cafes	Ground level only. Outdoor eating areas are permitted on sidewalks or plazas 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 ("Sidewalks Cafes")
Open Space Recreational and Pedestrian Circulation	Public & Private	Publicly or privately owned parks, gardens, plazas, and courtyards.
Alternative Energy	Operations & Management	Green roof, solar panels, daylighting,
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.

B. Prohibited Uses

Any use not permitted under 4.2C is prohibited with particular emphasis on the following prohibited uses.

USE	TYPE	DESCRIPTION
Ground Mounted Mechanical Equipment	HVAC compressors serving new development	All building service mechanical equipment shall be roof-mounted. Mechanical equipment, including transformers, required by public utilities is a conditional use.
Automotive Related Uses	Fuel stations, Repair/Service Stations, Car Wash, Vehicle Storage, Retail and Showroom	Any and all uses relating to the on-site services, sales or storage of automobiles.
Auto-Dependent / Commercial Uses	Drop-off / Pick-up Driveways, service windows/speaker service functions.	Drive-through commercial establishments, including but not limited to eateries, personal service, retail, banking.
Stand-Alone Parking Structures	Above ground or below ground structured parking.	Parking as a principal use in any form.
Advertising for Off-Site Uses	Billboards	Freestanding or building mounted signs.
Free-Standing Signs/Pylon	Any freestanding sign, but 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.

C. Conditional Uses

1) Professional Office (Ground Floor): only within the ground floor of Parcel A or within the Bank Street frontage of Parcels A, B or Parcel C. Requires conformance with first floor office design standards in section 6.5A. Ground floor co-working or business incubator space shall be considered a permitted use, rather than a conditional use, for the purposes of this Redevelopment Plan.

2) Residential Lobby/Amenity (Ground Floor): ground floor space dedicated to the support and operation of upper-story residential units shall conform with the applicable design standards in section 6.5B.

3) Live/Work Units: work areas shall be located on first occupied level of the building with direct access to street level. Live area must be directly connected (adjacent and/or above) the work area. Maximum square footage of “work” component may not exceed 800 feet. See design standards in section 6.5C.

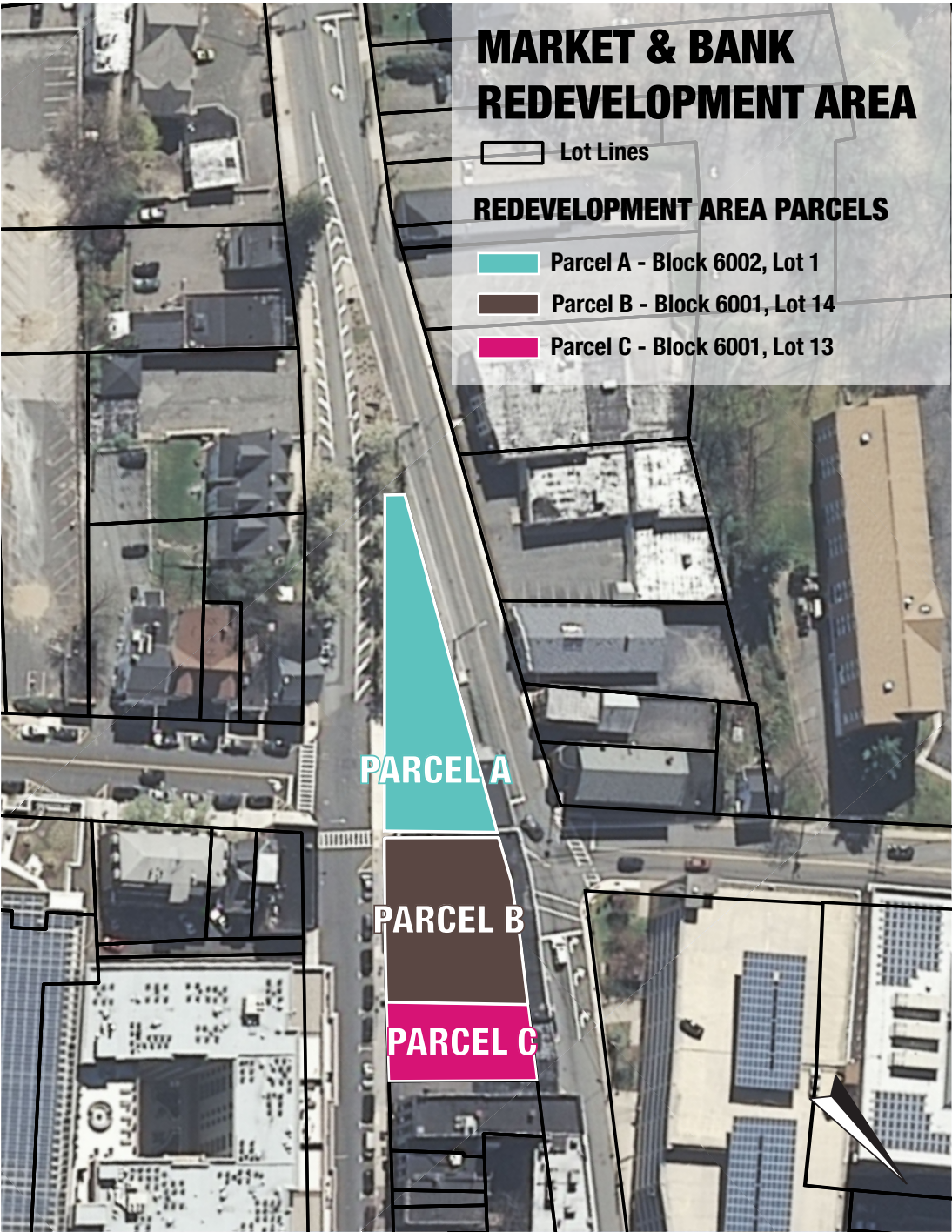
4) Ground Mounted Utility Equipment: the Planning Board may approve a site plan containing a ground mounted electrical transformer only if the Board is satisfied that there are no feasible alternatives. The Planning Board should be provided proof that no reasonable alternative locations exist. If ground mounted utility equipment is required, the size of said transformers shall be minimized by multiple service lines if necessary. In addition, ground mounted utility equipment shall conform with the design standards in section 6.2 B3.

5) Accessory Roof Decks: the Planning Board may permit development projects to incorporate roof decks so long as they are not utilized for retail or restaurant purposes. Roof decks shall incorporate required safety railing and comply with relevant building codes regulating minimum “live load” requirements. Roof decks shall be set back away from the edge of the roof so as to not be visible from the opposite side of the street from the ground level. The Planning Board is encouraged to craft additional operating conditions specific to the location and circumstances of the proposed roof deck. These regulations may include, but are not limited to, restrictions on lighting, music, and/or hours of access. See design standards in section 6.5D.

D. Existing Non-Conforming Uses

Existing uses and structures that are non-conforming with current zoning provisions will remain non-conforming unless they are expressly permitted in this Redevelopment Plan. Those principal or accessory uses of properties that existed and were permitted by the use provisions of the Town’s LDO in effect at the time immediately prior to the effective date of this Redevelopment Plan will become prior nonconforming uses at the time this Redevelopment Plan is legally effectuated. At such time and thereafter, any modification, intensification, aggregation or expansion of these prior non-conforming uses is prohibited and any change in use, redevelopment or rehabilitation of such properties shall be subject to the provisions of this Redevelopment Plan.

Map 1: An aerial view of the redevelopment area and surrounding parcels highlighting Parcels A, B and C.



4.3 PARKING & LOADING REQUIREMENTS

A. Off-Street Parking

USE/TYPE	DESCRIPTION
Residential Units	1.2 per unit
Retail, Office, Commercial	3.0 : 1,000 gross square feet of net 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 square feet of net floor area.
Civic and Community Uses	3 : 1,000 square feet. None (0) for community rooms associated with Redevelopment Area residential or live/work units.
Open Space / Public and Private	None (0)

“For the purposes of calculating parking requirements, Net Floor Area shall mean the total interior area of each story of a building, less elevator shafts, utility rooms, or closets, furnace, boiler or air-conditioning rooms, toilet or rest rooms and basement storage, maintenance or similar non-leased maintenance facilities.” (Morristown LDO Sec. 30-301)

1) Parking Location: the Planning Board may permit off-site parking if 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, i.e., of a duration equal to the expected existence of the proposed use, to ensure against a future parking shortage. In addition, parking requirements for retail uses may be met using on-street parking spaces located on streets within or around the Redevelopment Area, to promote increased pedestrian circulation at the edges of the CBD. For purposes of this section, existing on-street parking spaces may be used to

satisfy parking requirements upon a conclusive showing that subject spaces are both: 1) available during periods of anticipated demand, and 2) are reasonably and conveniently accessible by pedestrians. These factors shall be substantiated in a professionally prepared parking study, to be validated by the Planning Board.

2) On Street Parking: redevelopers shall make best efforts to maximize provision of on-street parking. Redevelopers shall submit to the Planning Board, as part of Preliminary & Final Site Plan application, an engineered traffic study, demonstrating safe parking movements that are compatible with impacted 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. Redevelopers shall make best efforts to maximize parking along the Market Street frontage, subject to the considerations above.

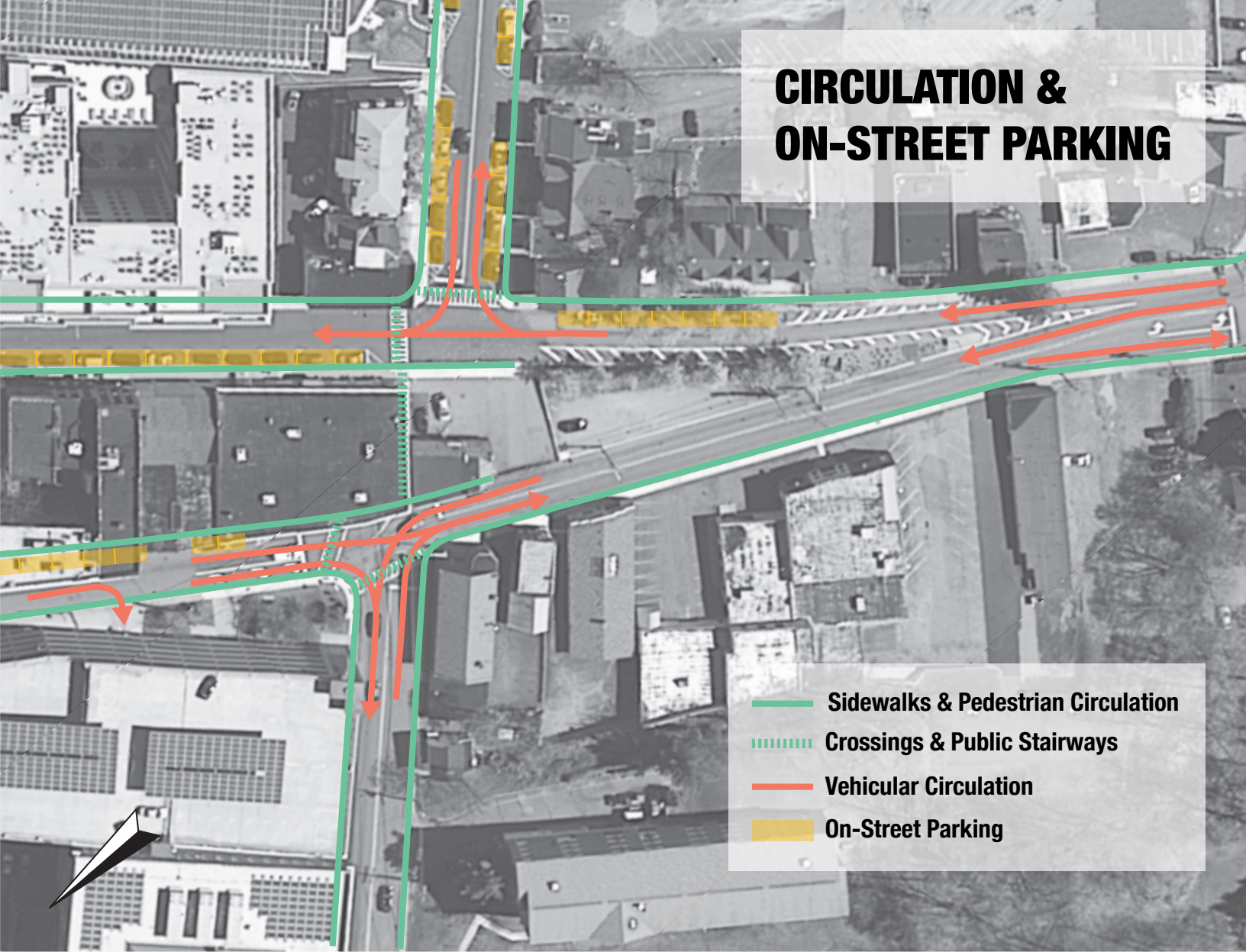
3) Rehabilitation and Reuse: The parking requirements of the above schedule shall not be deemed to apply to a change of permitted use in any existing building or to any new building replacing an existing building and having a gross floor area equal to or smaller than the former building. New structures that exceed existing floor area shall provide off-street parking in compliance with this Redevelopment Plan (Pursuant to Morristown LDO §132-16 E).

B. Loading & Unloading

Loading and unloading is critical to the overall performance and function of the Redevelopment Area and surrounding thoroughfares. Since the Epstein's Rehabilitation projects, Market Street had grown very congested with deliveries and municipal intervention was required in 2011. Commercial loading/unloading areas shall be provided along Bank Street and must contain a clear indication that they are dedicated for commercial deliveries and parking is thereby prohibited. Parking and loading areas are subject to the following requirements:

1) An on-street loading area with a minimum length of 30 feet shall be designated on Bank Street in consultation with the Morristown Parking Authority and subject to NJDOT approval. The Planning Board may waive the requirement for on-site loading facilities based upon a reasonable alternative. As per Section 9.1 Public Improvement Approvals, completeness of this requirement shall not be considered a condition for certificate of occupancy.

CIRCULATION & ON-STREET PARKING



2) Parcel A shall provide sufficient space for at least two deliveries to occur simultaneously. As a condition of site plan approval, at least one loading area shall be on Bank Street and shall be the only loading area used for loading and unloading of heavy freight such as trash, furniture and freight.

3) Where possible, on-street loading areas shall be shared between the parcels within the Redevelopment Area.

4) The sufficiency of the loading areas shall be determined at the sole discretion of the Planning Board.

5) Developer shall provide a loading and unloading study including a list of all anticipated deliveries, indicating which can and cannot be scheduled. The time of all scheduled deliveries shall be included in the study, shall be undertaken during off-peak hours, and all reasonable efforts shall be made to avoid conflicts between deliveries.

6) Sidewalks and public surfaces near trash collection points shall be kept clean and free of debris or stains

Map 2: Existing on-street parking, travel movements, sidewalks, pedestrian spaces and crosswalks

- 7) Trash and refuse shall be stored and collected from enclosed areas within 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.
- 8) Particular attention shall be given to pedestrian safety when designing ingress/egress points for interior service areas.
- 9) Loading points shall comply with all design standards included herein.

4.4 DEVELOPMENT PROGRAM & YIELD

A. Maximum Yields by Parcel

PARCEL	MAXIMUM YIELD				
	Land Area	GFA*	FAR	Density	Max Units
Parcel A	.218 Acres	47,465 SF	5.32:1	122.6 du/ac	34
Parcel B	.217 Acres	50,285 SF	5.32:1	122.6 du/ac	27
Parcel C	.110 Acres	25,491 SF	5.32:1	122.6 du/ac	13
Total	.545 Acres	123,243 SF			64

*Gross Floor Area (GFA) is the sum of the gross horizontal areas of all floors of a building measured from the exterior faces of the exterior walls or from the centerline of walls separating two buildings. Gross floor area does not include basements when at least one-half the floor to ceiling height is below grade (as defined by Bank Street elevation), accessory parking (i.e., parking that is available on or off-site that is not part of the use's maximum parking standard), attic space having a floor-to-ceiling height less than seven feet, exterior balconies, uncovered steps, or inner courts.

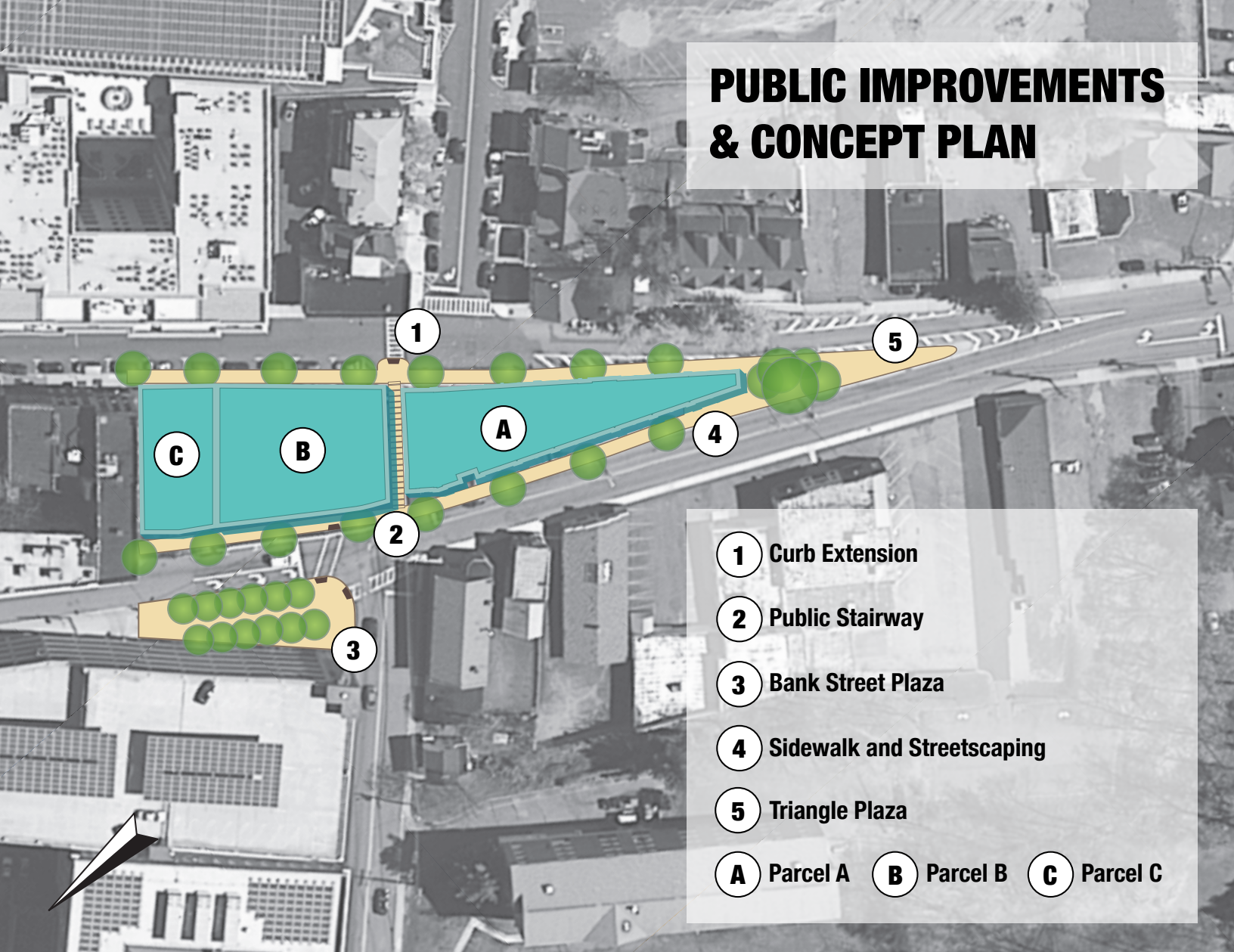
4.5 PUBLIC IMPROVEMENTS

A. Parcel A

1) Mobility Improvements

- a. Sidewalk / streetscape along entire length of Bank and Market Street frontages. Note: Construction of sidewalk along entire length of Market Street would require removal of mature trees and re-grading along Market Street. Would also require NJDOT traffic engineering approval. As per Section 9.1 Public Improvement Approvals, completeness of

PUBLIC IMPROVEMENTS & CONCEPT PLAN



this requirement shall not be considered a condition for certificate of occupancy.

b. Pedestrian crossing improvements at intersections of Market Street & Maple Avenue, and mid-block on Market Street at location of Terraced Point as may be permitted by NJDOT. Traffic calming opportunities and lighting strategies should be explored to facilitate safe and comfortable pedestrian crossings.

c. Outdoor bicycle infrastructure, as indicated in design guidelines below.

d. Provide pedestrian crosswalk and mid-block 'bump-out' at the opening of the pedestrian staircase. Best efforts shall be made to align the Market Street crosswalk with the centerline of the pedestrian staircase, as approved by NJDOT. As per Section 9.1 Public Improvement Approvals, completeness of this requirement shall not be considered a condition for certificate of occupancy.

e. Lead implementation of pedestrian stairwell, described in Section 6.4(E).

Map 3: Illustration of conceptual public improvements within the Redevelopment Area.

f. Facilitate restriping of Market Street to clearly define lanes and shoulders. Striping plan subject to the approval of the Planning Board prior to submission to NJDOT. As per Section 9.1 Public Improvement Approvals, completeness of this requirement shall not be considered a condition for certificate of occupancy.

2) Traffic Study

a. Complete traffic studies to determine capital improvement strategy that will:

- minimize increased traffic congestion generated by the redevelopment,
- develop a plan to facilitate efficient access from Mt. Kemble Avenue to the Ann - Bank Garage,
- increase pedestrian safety while maintaining or enhancing neighborhood fabric.

b. This study shall focus on safety, design and efficiency of multi-modal operations rather than traffic capacity and level of service. Traffic counts are optional subject to regulations of NJDOT. Traffic study shall evaluate pedestrian and automotive traffic patterns, pedestrian crossing and sidewalk widths and development impacts on intersections including, but not limited to:

- Market Street and Maple Avenue
- Market Street and Bank Street
- Bank Street and Ann Street
- Bank Street and Schuyler Place
- Schuyler Place and Washington Street.

c. On-street parking impact shall be evaluated as well as pedestrian circulation at all intersections. All proposed recommendations shall integrate Safe Routes to School and Safe Routes for Seniors design principles. Studies shall propose recommendations to enhance pedestrian access (to, within, and around the site), actions and designs to accomplish traffic calming goals, and ways to facilitate access and way-finding to public parking facilities. A completed traffic study shall be required as part of the preliminary site plan application for Parcel A, but this language shall not be construed to require final resolution of district mobility infrastructure as a condition precedent to Parcel A site plan approval.



Map 4: Studies are required to assess the impacts of development on intersections within 1/8 mile radius of Parcel A including, but not limited to those highlighted.

3) Open Space

a. Pedestrian plaza / landscape area “Terraced Point” at triangle created by split in the road, which will require coordination and long-term agreement with NJDOT. It is noted that a significant portion of the existing landscape area in this location, envisioned to be improved as accessible open space, is owned by the NJDOT. Pedestrian Plaza shall conform with the design standards contained herein.

b. Ongoing maintenance of required public improvements including, but not limited to the Terraced Point, streetscape and pro-rata share of pedestrian stairwell.

B. Parcel B

1) Pedestrian crossing improvements at Bank Street & Ann Street as may be permitted by NJDOT.

2) Sidewalk / streetscape along Bank and Market Street frontages.

3) Shall work cooperatively with developer of Parcel A to effectuate construction and maintenance of the Pedestrian Stairwell. Terms of the agreement shall be included in the Redeveloper Agreement.

4) Improvements to area comprising the Bank Street Plaza, as described below.

5) Outdoor bicycle infrastructure, as indicated in design guidelines below.

6) Ongoing maintenance of required public improvements including, but not limited to the Bank Street Plaza, streetscape and pro-rata share of pedestrian stairwell.

C. Parcel C

1) Sidewalk / streetscape along Bank and Market Street frontages.

2) Outdoor bicycle infrastructure, as indicated in design guidelines below.

3) Pro-rata share of Bank Street Plaza, described below.

4) Shall work cooperatively with developer of Parcel A to effectuate construction and maintenance of the Pedestrian Stairwell. Terms of the agreement shall be included in the Redeveloper Agreement.

5) Ongoing maintenance of required public improvements including, but not limited to the Bank Street Plaza, streetscape and pro-rata share of pedestrian stairwell.

D. Affordable Housing (All Parcels)

- 1)** Residential projects shall conform to Morristown Affordable Housing Overlay Zone (12.5% set-aside).
- 2)** Non-residential projects shall be subject to 2.5% development fee to the extent required pursuant to and in accordance with the Municipal Land Use Law, as same may be amended.

E. Public Art (All Parcels)

- 1)** Pursuant to Section 6.4, below, all projects that include either structural expansion or new development shall include a public art component that is either visible or accessible to the public, except where a fee in lieu of public art is elected pursuant to the requirements below.

F. Shared Infrastructure (All Parcels)

- 1)** Cost sharing methodology shall be defined in redeveloper agreement for respective parcels. In addition, cost-sharing methodology shall account for any and all previous infrastructure contribution payments made by the redeveloper(s) related to the implementation of the Epstein's Rehabilitation Plan. The following improvements shall be subject to the cost sharing provisions:
- 2)** Stormwater drainage improvements as they may be required by NJDOT and Town of Morristown.
- 3)** Electric utility improvements, particularly including removal of the existing pole mounted lines and equipment along the Bank Street frontage per JCP&L approval.
- 4)** Make commercially reasonable best efforts to locate transformers in innocuous locations that do not negatively impact the pedestrian experience. This may include the location of transformers in underground vaults, or on land owned by the Morristown Parking Authority at the corner of Bank Street and Ann Street.

BULK REQUIREMENTS



5.1 BUILDING HEIGHT

A. Building Height Parameters

New development shall meet the following specifications that pertain to building height. Where these standards conflict with design guidelines in Sections 6 and 7 below, those design guidelines shall control.

PARAMETER	MINIMUM	MAXIMUM
Retail Floor-to-Floor*	14 FT	25 FT
Residential Floor-to-Floor	11 FT	16 FT
Office Floor-to-Floor	13 FT	20 FT

Note: first floor only. Height allowances may be required based on double first floor / retail frontages.

B. Building Height per Frontage

FRONTAGE	MINIMUM HEIGHT	MAXIMUM HEIGHT
Market Street	4 Stories/51FT	25 Stories / 70FT
Bank Street	5 Stories/66FT	6 Stories / 78FT

Note: Height shall be measured pursuant to the Morristown LDO “Definition. Vertical distance measured from the average elevation of the finished grade at each side of the building to the highest point of a flat roof, to the deck line of a mansard roof, or to the mean height between eaves and ridge for gable, hop and gambrel roofs.”

C. Height Exemptions

- 1) Maximum Height:** under no circumstances shall any part of a building within the Redevelopment Area exceed 93 feet in height.
- 2) Green Infrastructure & Alternative Energy:** as defined below, in section 6.3 and 7.1(I).
- 3) 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.

Solariums are permitted in the
Redevelopment Area if they meet
bulk requirements

4) 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.

5) 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.

6) 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.

7) Rooftop Solarium (or sunroom): is a room fitted with 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. Any 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.

5.2 DEVELOPMENT, YARD AND OTHER REQUIREMENTS

A. Bulk Requirements

PARAMETER	MINIMUM	MAXIMUM
Market Street Setback (sidewalk width)	8 FT	15 FT
Bank Street Setback (sidewalk width)	6 FT	12 FT
Minimum Interior Side Yard	0 FT	0 FT
Minimum Rear Yard	0 FT	0 FT
Maximum Lot Coverage	N/A	100%
Maximum Impervious Coverage	N/A	100%

B. Notes

- 1) Pursuant to Morristown LDO Sec. 30-301 (Yard, Front), setbacks shall be measured from the curb-line not the property line.
- 2) Canopies and cornices shall be excluded from the setback requirements.
- 3) Redevelopers shall be responsible for obtaining approval from the NJDOT for any public improvements, public access or building projections above the right-of-way line.



NEIGHBORHOOD DESIGN STANDARDS



6.1 INTRODUCTION

A. Contextual Considerations

Section 2.2(C), above, describes the neighborhood context in which the redevelopment of the Market & Bank parcels would occur. The existing structures immediately surrounding the Redevelopment Area provide few examples or precedents that could inform the basis of design in the Redevelopment Area. This provides a genuine opportunity to create new architectural precedents within the Redevelopment Area.

It is therefore encouraged that the design of all buildings in the Redevelopment Area responds to non-architectural elements of the surrounding context. For example, unique opportunities are provided by the following elements:

- **Location:** the Redevelopment Area is located at the termini of two heavily traveled roads – Mount Kemble Avenue and Maple Avenue. The placement of landmark buildings at the visual termini of important thoroughfares is present throughout the world’s most iconic and well-planned cities. This concept is applicable to the Redevelopment Area, especially Parcel A, because it will create a highly visible terminus from two directions. The narrow “point” facing south toward Mount Kemble Avenue marks a gateway into downtown Morristown. Any development in this location will define the experience for those traveling into downtown Morristown and thus requires a very important design consideration. Similarly, the axis of Maple Avenue ends along the eastern frontage of Parcel A. This position creates another opportunity for architectural response.
- **Topography:** the significant changes in grades provide both a constructability challenge as well as a design opportunity. The topography along Market Street slopes downward to the south away from Maple Avenue. This gradually reveals an additional lower story along the Market Street elevation – a unique condition that invites a creative architectural response. The change in grade is also present when considered as a cross-section, cutting east and west through the block. The pedestrian entrances along the Bank Street frontage are a full-story lower than those along Market Street. This condition provides for a building built “into” the grade with clear visual separation between the facades.
- **Established Street Rhythm:** the frontages along Market and Bank Streets both have unique and defined rhythms. Bank Street is more plain and utilitarian, largely defined by longer buildings, many of which have large ground floor openings to accommodate overhead doors. Market



Street, on the other hand, is part of Morristown's historic downtown and as a result exhibits a traditional rhythm of relatively narrow storefronts that provide pedestrian interest and comfort. New development should respond to conditions along both frontages by incorporating and continuing the prevailing scale and rhythm, but perhaps in unique forms that may be clad in different façade materials.

North of the Redevelopment Area, Bank Street runs toward the Morristown Green

- **Lot Shape:** the unusual shape of Parcel A essentially necessitates a triangular shaped building, which is a unique design opportunity. There are several excellent precedents of triangular “flat iron” buildings where thoroughfares split at a fork. Some modern “flat iron” precedents have approached this condition by using ‘square-shaped’ projections that are juxtaposed against the sharp, acute angles formed by the adjacent roadways.

B. LEED for Neighborhood Development

This Redevelopment Plan incorporates certain design requirements and guidelines for the Redevelopment Area listed within the USGBC LEED for Neighborhood Development program, as outlined in the LEED Reference Guide for Neighborhood Development, U.S. Green Building Council (2009) (the “Reference Guide”). The District Design guidelines will be directive and restrictive to achieve the urban design and architectural objectives established by the Town. This Redevelopment Plan Neighborhood Design Standards Section makes references to specifications and illustrations that can be found in full within the Reference Guide and the LEED 2009 for Neighborhood Development Rating System (the “Rating System”). The text of this 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 Redevelopment Plan. Copies of the Reference Guide will be made available for public review through the Morristown Zoning Office.

The Neighborhood Design Standards guidelines serve as the foundation for good urban planning and architectural design for the Redevelopment Area. The redeveloper(s) will be required to comply with priority LEED-ND credits and prerequisites as referenced in this Amended Redevelopment Plan. As necessary, “Project Specific Requirements” will be required, defined throughout this Chapter 6 as “Redevelopment Area Specific Guidelines.”

This Redevelopment Plan lists **Required Credits**. All planning, design, construction and operating documents must comply with the specified LEED-ND Required credits, and other planning and design requirements, as may be specifically stated below.

Also, this Amended Redevelopment Plan lists **Optional Credits** that are applicable to the specific redevelopment project, but are not required for entitlements approvals or implementation. The redeveloper is 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, which shall include an explanation as to why optional credits will not be pursued. The redeveloper is not required to assemble documentation or apply to the USGBC for LEED certification.

Note: USGBC LEED-ND means United States Green Building Council: Leadership in Energy and Environmental Design (LEED) - Neighborhood Development. The USGBC is a private, non-profit corporation providing leadership and guidance in the development of green building and sustainable design rating system and certifications in the U.S. and globally.

6.2 NEIGHBORHOOD PATTERN AND DESIGN (NPD)

A. NPD Pre-req. 1: Walkable Streets (REQUIRED)

1) Principle Functional Entries: each frontage/facade facing a public ROW shall have a principal functional entry. Principal entry may front on a plaza that is connected to public sidewalk system so long as the plaza is at least 50 feet wide, measured at a point perpendicular to the entry. All retail storefronts shall have principal entries directly onto the street on which they front. Upper floor residential units shall have a principal entry on both Market Street and Bank Street. Parcels A and B may provide principal entry to Market Street within the specific public stairwell noted above.

2) Continuous Sidewalks: that conform to public space design guidelines, below

3) Garage & Service Bay Openings: each parcel / building may have one service entry to be used for loading/unloading. Service entries shall be limited to Bank Street façade and must conform with service bay design standards, below.

B. NPD Credit 1: Walkable Streets (REQUIRED)

1) Façades and Entries

a. Building Setbacks: as specified above in section 5.2B.

b. Building Projections: enclosed architectural projections (such as bay windows) are encouraged any may project up to 10 feet beyond the primary façade of the building, but minimum sidewalk width must be maintained. See also, building projections serving alternative energy equipment (Sec. 6.4B, below)

c. Façade Articulation: buildings shall be articulated in accordance with the architectural design guidelines specified in (Sec. 7.1B, below).

d. 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 Market Street, Bank Street, public plaza or public stairway is prohibited, unless required by public utilities, local laws or fire codes.

e. Utility Equipment: ground mounted utility equipment, such as electrical transformers, shall be hidden from public view.

f. Curb Cuts: each parcel may have one (1) curb cut on Bank Street to provide access to service/loading bay.

2) Ground Level Uses

a. Clear Glass: all ground-level retail, service, trade and office uses shall have clear glass coverage for 60% of the façade between 3 and 8 feet above grade. This shall be applied consistently throughout facades. 60% requirement shall be calculated based on square footage of total façade area and total clear glass area.

b. Transparency: windows used in satisfaction of 60% requirement must be kept visible and remain unshuttered/unobstructed by either internal or external means.



Blade signs are recommended to add character to a street while promoting businesses.

3) Ground Mounted Equipment

a. Any ground-mounted equipment shall be shielded from public view through the use of high quality materials. If ground mounted utility equipment is required, the size of said transformers shall be minimized by multiple service lines if necessary. Where possible, a vault or other area used to hide a transformer shall be shared between the parcels within the Redevelopment Area. If located adjacent to Terraced Point, design to shield the equipment from view shall be included in the Terraced Point landscape plan drafted by professional designer as per section 6.4 C.

4) Signs

a. Applicability: unless otherwise stated herein, this Redevelopment Plan incorporates the signage requirements contained in the Morristown LDO, Part 2 (Signs). Where the Redevelopment Plan conflicts with the LDO, the Redevelopment Plan controls, however parcel-specific guidelines in section 7.2 shall control over signage regulations in this section.

b. Building Identification: 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 so long as they are approved by the local emergency services coordinator.

c. Residential Signage: a residential lobby serving more than 20 units may have an architectural sign naming the building, which shall not exceed 20 square feet. Signage must be complementary to the architectural character of the building and in the case of a mixed-use building, coordinate with signage for non-residential ground floor uses.

d. Retail Signage: retail establishments are permitted one façade sign and one hanging (blade) sign per sidewalk frontage. Window and awning signs are prohibited except when designed as a part of the Public Art requirement subject to Planning Board approval. Window and awning signs for this purpose shall follow the regulations listed below. Signs may be 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. Blade signs shall be coordinated among and between establishments within a given structure.

e. Wall Signs: 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.

f. 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.

g. Awning Signs: lettering is permitted on the front vertical panel of awning, in accordance with the specifications included in the LDO.

h. Window Signs: 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.

i. Additional Requirements:

- i.** All signage shall be subject to planning board site plan review and approval.
- ii.** No fluorescent or glowing paint is permitted for any signage.
- iii.** Paper, posters, impermanent banners, or other temporary signage is not allowed on any façade of the building.
- iv.** No signs or advertising devices that are rooftop mounted, intermittently illuminated, flashing, or moving are allowed.
- v.** Signs that may be mistaken for traffic control devices are prohibited.
- vi.** Signage above the second story of any structure is prohibited.
- vii.** Freestanding signs are prohibited with the exception of way-finding identification and kiosks. Kiosks and way-finding identification are permitted with the review and approval of the Planning Board.
- viii.** Freestanding signage located in the public right-of-way is prohibited, with the exception of way-finding identification and kiosks.
- ix.** 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.

5) Awnings and Canopies

- a.** Awnings are encouraged, particularly at primary entrances.



Awnings add character and visual interest.



- b. Awnings shall not conceal or disfigure an architectural feature.
- c. Awning Projection: 8 feet maximum
- d. Awning Height Clearance: 8 feet minimum
- e. See Section 7.2 below, for canopy standards contained for Parcel A.
- f. Planning Board shall review to determine that awnings do not interfere with street trees or roof drainage

C. NPD Credit 9: Access to Civic Spaces (OPTIONAL)

1) Pedestrian Plaza: a publicly accessible pedestrian plaza shall be constructed at the point where Bank & Market Streets meet. This area shall conform with design requirements included below in Section 6.4C

2) Informal Outdoor Seating: in addition to the required plaza area, each Parcel shall also include at least one (1) informal seating opportunity. This may be in the form of sidewalk benches or ledges integrated into the first floor architecture that provides opportunity for impromptu seating. Outdoor seating should conform with human-centered design standards included below in section 6.4C.



D. NPD Credit 14: Tree-Lined & Shaded Streets (OPTIONAL)

Street trees are required on the project side of both Market and Bank Streets within the Redevelopment Area. Trees must provide shade within 10 years of installation. Shaded area shall be calculated based on estimated crown diameter. Locations that are not reasonably feasible due to lack of sun exposure, conflicts with utilities, or other contextual challenges may replace the requirement to provide street trees with alternative plantings or streetscape design.

E. NPD Credit 8: Transportation Demand Management (OPTIONAL)

This 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

Street trees act as shade, allow residents to access green space and create a more attractive streetscape.

major transit facilities (i.e. NJ Transit's Morristown Station).

F. NPD Credit 11: Visibility & Universal Design (OPTIONAL)

This credit 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.

6.3 GREEN INFRASTRUCTURE & BUILDING DESIGN

A. 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 90.1 Energy Standards for Buildings Except Low-Rise Residential Buildings, updated through 2013. Technical memoranda will be reviewed by the Planning Board's professionals.

B. 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.

C. GIB Prerequisite 4: Construction Activity Pollution Prevention (REQUIRED)

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

D. GIB Credit 4: Water-Efficient Landscaping (OPTIONAL)



Art can add a sense of playfulness to public spaces

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

E. GIB Credit 8: Stormwater Management, Implementation & Calculations (OPTIONAL)

GIB 8 is subject to an investigation of the NJDOT stormwater system. Landscaped areas and sidewalk buffers shall include provisions to maximize on-site infiltration of rainwater runoff to the extent possible.

F. GIB Credit 9: Heat Island Reduction (OPTIONAL)

Minimizes 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).

G. GIB Credit 16: Solid Waste Management Infrastructure (OPTIONAL)

Promotes recycling and the proper disposal of solid waste.

H. GIB Credit 17: Light Pollution Reduction (OPTIONAL)

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.

6.4 PUBLIC SPACE DESIGN STANDARDS

A. Public Art

1) 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.

2) 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.

3) Process: as part of any site plan submission to the Planning Board, the redevelopment shall include a proposal for meeting this public art requirement.

4) Qualified Art Forms: forms of public art used to satisfy the requirement of this section may include but are not limited to:

- a. 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.
- b. Painting:** all media, including, but not limited to, murals.
- c. Mosaics:** pictures of decorative designs made by setting small colored pieces, such as stone or tile, into a surface.
- d. Artwork:** in clay, wood, metal, plastics or other materials.
- e. 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.

5) Submission Requirements: submissions shall provide sufficient information to allow for assessment pursuant to the Evaluation Guidelines, below. At minimum, the requirements shall include:

- a. 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.
- b. Artist Portfolio:** the resume of at least one visual artist or public designer.
- c. Budget:** that includes all qualified costs attributable to public art installation.



The Jersey City mural project has transformed dull blank walls into bright, bold, and colorful attractions.



Benches enhance the sociability of streets.

6) Valuation & Payment in Lieu

a. Cost Cap: the ‘percent for art’ requirement shall not exceed \$100,000.

b. 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.

c. Payment in Lieu: redevelopers may elect to make a contribution to the municipality in the amount of 1% of the cost of new development on-site as determined by the Town’s Building Department as used for determining building permit fees.

7) 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.

B. Streetscape

1) Layout and Design: the Morristown Partnership streetscape standard shall serve as the basis for sidewalk design. 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. ADA compliant tactile pavers shall be used to define the edge of the service drive and driveways used to access the parking deck. They should be installed to the same standards required by ADA at the base of public sidewalk curb ramps and should indicate to pedestrians that they are entering the driveway.

2) Integrated with Architectural Treatment: the streetscape and building facades shall be designed to indicate a clear sense of entry to the building. The path from the street to the building entrance should be clear and welcoming. Best efforts shall be made to coordinate the sidewalk plaza with the architectural composition and vernacular of the adjacent façade.

3) Street Trees: street trees shall be provided at a maximum spacing of 20' to 25' on center. Spacing may be wider at building entrances to ensure clear access and pedestrian drop-off areas, as may be the case. Trees shall be a minimum of 3-3.5" caliper width at the time of planting and shall be maintained at a limb height of 7' minimum. In cases where challenges (due to location and utilities) that would result in tree death cannot be mitigated, exemptions may be permitted.

4) Green Streets: the project shall maximize the incorporation of 'green street' infrastructure to maximize on-site infiltration of stormwater runoff. There are several different methods that may be used to incorporate these improvements. The Planning Board may waive this requirement only upon showing of impracticability or that the improvements would not provide an environmental benefit.

5) Materials: permitted materials include granite or brick pavers and decorative concrete that is consistent with the Morristown Partnership standard.

6) Qualified Designer: a licensed Landscape Architect, with a specialty and demonstrated experience in downtown streetscape projects focused on human centered design, shall prepare streetscape submissions to the Planning Board. Streetscape submissions prepared by non-qualified professionals will be deemed incomplete.

7) Canopies & Projections: fixed canopies extending over the sidewalk are encouraged.

8) Seating: See section 6.4C (Human Centered Design).

9) Pedestrian Crossings: pedestrian crossings are required at the intersection of Ann and Bank Streets as well as Market Street and Maple Avenue. The crossings shall conform to the following standards:

a. Minimize crossing distance: curbs shall be extended at corners to minimize the crossing distance for pedestrians.

b. Materials: high-quality pavers or similar materials are encouraged to give the Redevelopment Area a 'signature' look. Crosswalk treatment shall be designed to maximize visibility. Install warning signage as may be necessary.

c. Minimize Curb Height: it is encouraged that pedestrian ramps be extended horizontally to the extent practicable. This design technique will reduce the dominance of the automobile by blending the pedestrian



Bioswales treat surface water and are an interesting landscape element.



Ramps and stairs integrated into terraced public spaces allow for pedestrian access and create usable open space

and vehicle realms. Bollards may be required and are encouraged where curbs are flush with the roadway. Illuminated bollards are encouraged at crosswalks.

d. Lighting: lighting at crosswalks should be maximized using best practices.

e. Bicycle Parking: shall be consistent with the requirements of this Redevelopment Plan and integrated with the streetscape design.

C. Terraced Point

A public terrace and pedestrian path is envisioned within the triangle-shaped area created by the fork in US-202, located at the front edge of the Parcel A. This area will advance the public space objectives contained in the Town's 2014 master plan, by providing a usable piece of open space in a highly visible location. The Planning Board shall consider the parameters listed below when approving a design for Terraced Point.

1) Terracing: in order to accommodate the topographic changes between Market and Bank Streets, it is envisioned that a series of retaining walls will be constructed. In addition, a series of pedestrian ramps will be constructed within the flat areas located between retaining walls. The alignment of the walls should reflect the unique geometry of the site and enhance the design of the building.

2) Human Centered Design: the design should provide for and promote passive activities. Seating in the form of "seat walls" atop the retaining walls, ledges or stairs is envisioned. Where feasible, seating shall be aligned so people can face each other. Tables, if feasible, shall be provided to allow for eating or working.

3) Accessibility: to ensure the maximum utilization of Terraced Point, it should be designed to be ADA accessible to the extent feasible under topographical and geometric conditions. From a universal design perspective, the ramped paths provide a more accessible alternative to the pedestrian stairwell that connects Market and Bank Streets.

4) Traffic Calming & Placemaking: in order to enhance pedestrian safety and slow traffic, the design of Terraced Point shall extend as far into Market Street as may permitted by the New Jersey Department of Transportation, who has jurisdiction over improvements within the Market and Bank Street rights-of-way. It is encouraged that curb height be minimized around the edges of the plaza in favor of bollards. This technique

will provide easy pedestrian accessibility and will promote traffic calming, as this unique condition will communicate to drivers that they are entering a pedestrian oriented area at the edge of the downtown. Best efforts shall be made to obtain approval from NJDOT to create a mid-block crossing that connects Terraced Point to the opposite side of Market Street.

5) Safety: it is acknowledged that Terraced Point is bounded on two sides by vehicular rights-of-way. Therefore the design shall meet or exceed all safety requirements and best practices to maintain a safe environment for pedestrians within the space.

6) Lighting: lighting shall be designed according to context. The vision is to create an ambient glow using indirect light that provides visibility during nighttime use while protecting the surrounding neighborhood from harsh light and glare. In areas designed for pedestrian use, the lighting shall be pedestrian scale and fixtures should be incorporated into the overall design. Examples of integrated lighting include illuminated handrails, benches or bollards. Areas that primarily include landscaping should use lighting that will accentuate landscaped elements. All lighting will be required as to comply with minimum photometric requirements for public spaces. Lighting fixtures shall comply with the standards contained in Section 6.3H (streetscapes).

7) Artistic Sculpture: it is recommended that Triangle Point include a simple and easily visible artistic sculpture that enhances its identity and creates a landmark at the highly visual terminus of Mount Kemble Avenue.

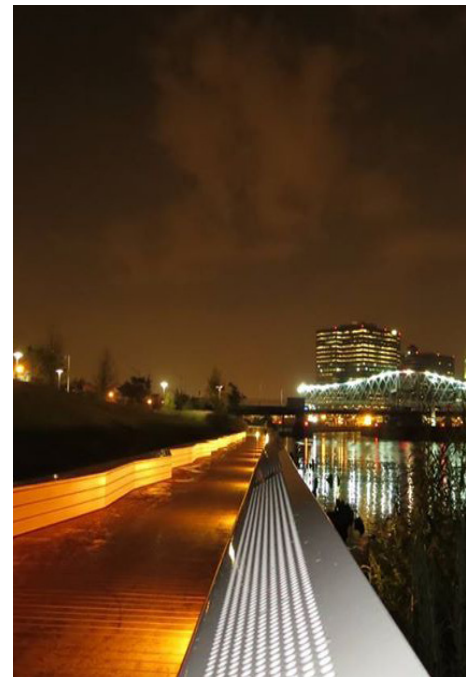
8) Materials: terraced Point shall be differentiated from the public sidewalk through the use of signature materials. The materials shall maintain the minimum quality standards contained in Section 6.4B (streetscapes). The use of wood is encouraged to add softness. It is envisioned that this area be designed to have a clean and modern feel.

9) Plantings: deciduous trees and plantings shall be used to provide a canopy over at least half of the plaza. Trees and plantings shall also be used to define the external and internal edges around and within the plaza. An allee approach to organization of trees with the plaza is encouraged, but not required. If suitable, fastigate trees are recommended. Decorative grasses are recommended for general landscaping purposes.

10) Color: terraced Point shall include the use of color to enhance the design. If a signature accent color is used elsewhere in Parcel A, it is recommended that this color also be incorporated into Terraced Point.



Allee plantings create visually interesting public spaces.



Use of a signature color creates a distinct appearance at Newark's Riverfront Park.



Public plazas with furniture and seating are comfortable spaces for people to gather and socialize.

11) Professionally Designed: a professional landscape architect with applied experience in plazas, streetscapes and placemaking in urban areas shall design Terraced Point. The style and approach to landscape architecture shall be at the discretion of the public space designer, so long as the design is thoughtful, cohesive and can be easily articulated. The designer shall be responsible for determining the appropriate capacity for the park.

12) NJDOT Permits: the area for Terraced Point is part of the US202 right-of-way and therefore, this requirement is conditioned upon receipt of the required authorizations and permissions from the New Jersey Department of Transportation. As per Section 9.1 Public Improvement Approvals, completeness of this requirement shall not be considered a condition for certificate of occupancy, but shall nonetheless be required if ultimately permitted by the NJDOT.

D. Bank Street Plaza

A second public plaza is envisioned just outside the pedestrian entrance of the Ann/Bank Garage. One objective of this plaza is to serve as a sidewalk “bulb-out” – an area that expands sidewalk away from the curb in order to create a comfortable space for pedestrians to gather as they wait to cross the Bank Street. This improvement will also increase visibility of pedestrians to drivers. The space shall also be designed as a usable space, providing activity options similar to the triangle plaza. The Planning Board shall consider the parameters listed below when approving a design for the Bank Street Plaza.

1) Authorization: the envisioned plaza would reside upon property held by the Morristown Parking Authority. Redevelopers shall obtain authorization from the Morristown Parking Authority to make improvements upon this area.

2) Human Centered Design: the design of the park shall accommodate an appropriate critical mass of people as may be required to make the plaza welcoming and attractive. The design should provide for and promote passive activities such as eating, reading, and working on a laptop, talking or simply relaxing. Seating shall be aligned so people can face each other. Ledges and stairs that allow for informal seating arrangements should be considered. Tables shall be provided to allow for eating or working. It is encouraged the plaza be designed to accommodate occasional programming or events. Lighting shall be required as to comply with minimum photometric requirements for public spaces. Lighting fixtures shall comply with the standards contained herein.

3) Plantings: trees and plantings shall be used judiciously as this area

remains shaded throughout most of the year. Care shall also be taken to ensure that trees do not inhibit visibility of pedestrians waiting to cross the street. Plantings should be utilized to soften the edge of the structured parking facility.

4) Lighting: lighting shall be designed according to context. The vision is to create an ambient glow using indirect light that provides visibility during nighttime use while protecting the surrounding neighborhood from harsh light and glare. In areas designed for pedestrian use, the lighting shall be pedestrian scale and fixtures should be incorporated into the overall design. Examples of integrated lighting include illuminated handrails, benches or bollards. Areas that primarily include landscaping should use lighting that will accentuate landscaped elements. All lighting will be required as to comply with minimum photometric requirements for public spaces. Lighting fixtures shall comply with the standards contained in Section 6.3H (streetscapes).

5) Professionally Designed: a professional landscape architect with applied experience in plazas, streetscapes and placemaking in urban areas shall design the triangle plaza. The style and approach to landscape architecture shall be at the discretion of the public space designer, so long as the design is thoughtful, cohesive and can be easily articulated. The designer shall be responsible for determining the appropriate capacity for the park.

6) Materials: the plaza areas shall be differentiated from the public sidewalk through the use of materials, but shall maintain the minimum quality standards contained in Section 6.4B (streetscapes). It is strongly preferred that the hardscape surfaces be improved with brick or cobblestone.

E. Public Stairway

Provide an improved stairway connection between Bank and Market Streets, subject to the Public Improvements section and as defined in the Redeveloper Agreement between the respective redevelopers and the Town. Stairway shall be designed in accordance with the following:

1) Dimensions: shall be at least 9 feet wide and open to the sky above. If access way is proposed to be covered by habitable floor area, area above shall be at least two-stories clear height at Market Street and at least two stories clear height at Bank Street.

2) Lighting: the area shall be well lit with wall-mounted or freestanding pedestrian lamps. The vision is to create an ambient glow using indirect light





Ground floor offices that resemble storefronts break up street level frontage



Seating can make even the most boring façade interesting.

that provides visibility during nighttime use while protecting the surrounding neighborhood from harsh light and glare. Innovative lighting techniques such as internally illuminated steps, illuminated railings, recessed fixtures, and sconces are encouraged. The relatively narrow passageway also provides an opportunity for unique lighting fixtures to be mounted by metal cables affixed to buildings on either side of the passageway. Lighting fixtures shall compliment building architecture and enhance pedestrian experience.

3) Transparency: all new development along the 10 foot pedestrian stairway shall include floor-to-ceiling windows above a maximum 18-inch base in order to enhance safety, perception of security and informal surveillance of the passageway. Facades facing the pedestrian stairway, excluding the egress stair tower, shall contain a transparency of at least 50% percent. Planning Board may grant a deviation to this requirement based on credible showing that transparency requirements cannot be feasibly satisfied based on structural and or cost constraints. If a deviation is sought, developer shall include alternative security measures for the stairwell as well as additional public art within the stairwell.

4) Materials: permitted materials include granite or brick pavers and decorative concrete that is consistent with the Morristown Partnership standard.

5) Maintenance: a minimum of two hose bibs shall be included in the stairway to ensure easy cleaning.

6) Safety: an emergency call button and security cameras shall be installed in the stairway.

6.5 CONDITIONAL USE DESIGN STANDARDS

A. Professional Office (Ground Floor)

Ground floor offices are treated in this Redevelopment Plan as a condition use to mitigate negative impacts typically associated with ground floor office uses. Specifically, the Redevelopment Plan seeks to avoid a long, cold, uninterrupted frontage that degrades the pedestrian experience. Buildings that contain ground floor office uses shall comply with the following design standards:

1) Option 1: direct physical access at ground level.

a. Ground floor facades shall mimic the traditional rhythm of retail storefronts by providing direct pedestrian entrances at regular 40' intervals.

b. Façade composition shall be organized around the multiple entries.

2) Option 2: public realm mitigation

a. The selected mitigation measures shall achieve two objectives: (a) to create an active street frontage and attract people to the sidewalk, and (b) to soften the edge of the street wall.

b. Activation shall be achieved by providing public seating areas at the same intervals as would be appropriate for retail entrances. 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 accessible, but seating surfaces may be incorporated as ledges into the façade.

c. Street edges shall be softened by introduction of landscape buffers containing modern foundation plantings, potted plants, or integrated planters against the building.

3) Other Requirements:

a. An overhead design element such as a deep cornice, suspended canopy, solar shade or awnings shall be incorporated into the design of buildings that contain office space along the ground floor. The purpose of this requirement is to promote additional articulation and interest in the façade and to make the area more inviting to pedestrians. The above projections may project into the setback and/or R.O.W under this Redevelopment Plan, but shall comply with any regulations set forth by the NJDOT.

b. First floor office windows shall maintain a visual connection between public and private realms. 65% of the ground floor facade shall be transparent glass and unobstructed from internal or external features.

c. In order to promote animation and activation of the façade, it is strongly encouraged that floor plans be designed to include lounges, labs, cafes, collaboration areas or other active spaces, along exterior of the ground floor. Individual offices or private conference rooms are discouraged along first floor facades.

d. First floor mitigation strategies must be crafted and presented by a designer experience in creating quality urban public spaces and streetscapes.



B. Residential Lobby/Amenity (Ground Floor)

1) Ground floor uses visible from the public sidewalk, such as lobbies or amenity areas that support upper-story residential uses shall comply with all architectural standards associated with retail facades. This includes, but is not limited to, number and spacing of entries; maximum width; signage; as well as fenestration and transparency standards.

C. Live/Work Units

1) Permitted Uses within Non-Residential Component: professional Services Office; Arts and Media Production Studio, Gallery Space; Arts & Crafts Production; Accessory retail directly related to use types listed above. Neither medical office nor personal service uses are permitted within Live/Work Units.

2) Performance Standards: the residential tenant shall maintain a business license and zoning permit for the non-residential use operated within the Live/Work unit.

3) Other Restrictions: work area shall be located on first occupied level of building with direct access to the public sidewalk. The residential area must be directly connected to the work area. The non-residential area may not exceed 50% of the unit's gross floor area, and also may not exceed 800 square feet. The residential tenant must be responsible for the non-residential activity performed within the unit.



ARCHITECTURAL DESIGN STANDARDS

7.1 STANDARDS APPLICABLE TO ALL PARCELS

A. Compatibility, Massing and Scale

Three-dimensional forms, rhythms and references should be drawn from and respond to other buildings in the area, but architectural variety is strongly encouraged among the new buildings to be constructed with the Redevelopment Area. It is encouraged that architecture be inventive in a way that provides new design references that will positively inform future development. Compatibility of new and old should be achieved by the reduction of surrounding architectural forms into abstract shapes and organizational themes. In turn, these abstractions, compositions and rhythms should be incorporated into new designs, with distinct styles, so as to strengthen existing visual themes.

Facades of buildings should be broken down into bays with traditional architectural proportions. First floor facades shall define the base and provide a rhythm for the upper-story. Façade architecture shall compliment streetscape details and activity nodes. Human scale elements should be employed at ground level, especially along street frontages, public space around entryways, and along public open spaces.

Long, expanses of blank walls without frequent pedestrian entrances or other pedestrian amenities/activity nodes are not permitted.

B. Vertical Rhythm & Articulation

Generally, the relationship of width to height of windows and door openings at ground level should be visually compatible with similar elements in appropriate nearby / related structures. A clear visual division between the ground floor and upper levels shall be established using a secondary cornice, fixed canopy or awnings, differentiation in window styles or similar elements, except where sloping topography inhibits feasibility. Vertical articulation shall be carried from ground floor through upper stories.

There shall be a clearly defined base, middle and top of each building, as defined below:

- 1) Base:** shall be defined by a horizontal articulation between grade and second floor windows. The articulation may be accomplished through a change in materials, change in detail of materials, or introduction of a secondary cornice.



2) Middle: shall be defined by a well-reasoned rhythm of windows that conform with an overall composition strategy. Bays and modules shall be defined by grouping vertical elements such as windows or by use of vertical materials. Openness and transparency is strongly encouraged.

3) Top: shall be defined in a way that is consistent with the style of the building. The highly visible nature of the building top provides a unique opportunity to define termini of local thoroughfare or to emphasize abstract themes contained elsewhere in the façade.

Vertical accents and visual terminations points help create a distinctive sense of place.

Large-scale additions to existing buildings shall be designed in a way that advances the principles above.

C. Horizontal Rhythm & Articulation

1) Break down long-horizontal frontages with pedestrian entryways, streetscape details, balconies, windows, and bays.

2) Bays and cantilevered projections may project into the setback and/or R.O.W under this Redevelopment Plan, but shall comply with any regulations set forth by the NJDOT.

3) Protrusions such as bay windows, recesses such as balconies or terraces that vary the façade plane and overall perception of solids and voids along the façade are strongly encouraged.

4) Horizontal façade planes shall be broken into vertical bays that are in proportion with the overall design.

5) Bays should be distinguished through elements such as columns, pilasters, gutters or expansion joints, changes in façade plane, size and rhythm of window spacing, or variation in surface material and pattern.

6) The vertical bays should extend through all stories of the building, but may exclude upper “penthouse” stories that are substantially set back or differentiated from the primary façade plane.

D. Fenestration

The following standards shall apply to all windows along all facades in the Redevelopment Area, whether or not they are visible from the public right-of-way.

1) Minimum Window Specifications

- a.** At least 40% of upper story facades shall contain transparent glass.
- b.** 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.
- c.** Operable windows. Natural ventilation and facade articulation shall be provided through openings to provide access to outside air. Minimum operable openings to the outdoors shall be four percent of the floor area being ventilated. (i.e. 4 feet of operable windows per 100 feet of floor area). The Planning Board may waive this requirement if natural ventilations and articulation goals are effectively achieved through alternative means.
- d.** Casement, double hung or awning windows may be used. If divided light windows are selected, they shall be true divided light or simulated divided light with exterior muntins on both window faces as well as spacers between panes to give the illusion of true divided light.
- e.** Vinyl windows are prohibited.

2) General Fenestration Requirements

- a.** All facades shall be consistent or complementary with regard to window rhythm and spacing.
- b.** Mullions, muntins and window frames must be dark (black, bronze or colored) and coordinated throughout the building.
- d.** Small individual windows for bathrooms or kitchens are prohibited. Windows shall be uniform in size to the extent that it is appropriate given the architectural style of the given façade.
- e.** Windows or other openings shall be recessed into the wall plane enough to provide a shadow effect and provide visual relief, except in the case of projecting bay windows.

3) Ground Floor Requirements

- a.** The ground floor area along all façades devoted to windows shall be maximized. Glazing shall occupy at least 65 percent of the ground-floor façade area, including the façades that define the pedestrian stairway.
- b.** Ground floor display windowsills along Bank and Market Streets shall be no higher than 18 inches above the highest grade. Transom windows are encouraged on the ground level façade. The sill height of ground floor windows of residential units shall be at least 24 inches in height or as necessary to provide sufficient privacy.
- c.** Ground floor windows shall remain transparent and not be obstructed by interior or exterior elements.

E. Pedestrian and Vehicular Entries

1) Pedestrian Entries

- a.** The overall architectural composition, especially that of the ground floor, shall be organized to distinguish pedestrian entries. Use of canopies or covered elements is encouraged.
- b.** All ground floor uses shall have traditional 'storefront' style entries recessed at least five feet into the façade plane. This shall be required for retail, lobbies of commercial or residential buildings and residential amenity space. A pedestrian entry from the pedestrian stairway is a permitted alternative to a storefront style entrance, so long as it meets the requirements below.
- c.** Pedestrian Stairwell: pedestrian entries along facades that define the pedestrian stairwell shall be set back at least 10 feet from the minimum 10' pedestrian travel path. In addition an exterior landing area of at least 150 square feet shall be provided outside of entries that access the pedestrian stairwell.

2) Vehicular (Loading) Entries

- a.** If provided, loading entries shall be recessed into the façade plane at least two feet, or as may be required to reduce their visual prominence.
- b.** Pedestrian lines of sight shall be maintained to allow for visibility between drivers and pedestrians exiting an internal loading area over a public sidewalk.



Strong industrial materials like brick and steel can add visual interest and contrast to facades.

F. Façade Treatment – Materials

- 1) Façade materials shall be appropriate and advance the architectural approach. Materials shall be used to add interest and contrast to façades.
- 2) Materials and colors may be used to modulate the façade so long as they are part of a cohesive theme integrated with the architectural composition. There shall be a clear organization of primary and secondary materials.
- 3) The use of unique and/or innovative façade materials is encouraged. Unique materials are defined as those not common or present along adjacent or nearby facades and may include exposed steel elements, high quality metal cladding (zinc, copper), as well as ceramic, stone or slate. Unique appearance may also be achieved by utilizing less common colors or unit sizes of more ordinary materials.
- 4) Attention shall be paid to the perceived “weight” of materials. Traditionally, heavier materials are utilized along the base of buildings while lighter materials are used at the top. However, this organizational technique is not necessarily required if deviation would advance a specific architectural approach.
- 5) Facades, fixtures and equipment should be enlivened with artwork or ornamental materials where possible.

6) Permitted Primary Materials

- a. High quality metal (exposed steel; steel panels, zinc, copper)
- b. Stone (precast and natural)
- c. Brick (Norman or standard size only. Brick facades must maintain a minimum 12” depth.)
- c. Aluminum paneling at the discretion of the Planning Board

7) Permitted Secondary Materials

- a. Wood (paneling, planks, reclaimed salvage pieces)
- b. Fiber cement boards or planks,
- c. Metal paneling

8) Other Requirements

- a. Masonry must be at least 4 inches thick and materials should be extended around corners and extensions in order to avoid a “pasted-on” appearance.

b. Façade materials utilized for architectural and design detailing shall be of sufficient depth and thickness to create or reinforce shadow lines.

9) Prohibited Materials

- a. Jumbo or utility size brick.
- b. Aluminum siding
- c. Any component containing vinyl, plastic or EFIS.
- d. Louvers shall not be located on any façade that is easily visible from a public street, including along upper-story facades that may be visible above existing adjacent structures. The Planning Board may permit louvers only if required for building operations. In cases where this determination is made, best efforts shall be made to place louvers along the face of bays or protrusions that are perpendicular to the main façade plane and shall be color matched to the surrounding façade materials. thickness, etc.

10) Material Colors

- a. Façades shall have no more than two principal colors. Use of accent color to provide visual interest is encouraged.

G. Green Building Standards & Incentives

The following uses are permitted to encourage green building.

1) Energy Efficient Walls

a. Existing Buildings: buildings constructed prior to adoption of this Redevelopment Plan may add external insulation within the property line, while remaining exempt from other bulk regulations. Up to eight inches of additional wall thickness may be added under this exemption. This shall also include up to eight inches of additional building height as may be required for increased roof thickness designed to accommodate additional insulation.

b. New Buildings: for new buildings constructed pursuant to the energy efficiency requirements within the design standards section, up to eight inches of additional wall thickness may be exempted from floor area calculation, so long as they do not create more usable space within the building. This exemption shall only be applicable to buildings that meet the LEED standards. This shall also include up to eight inches of



Louvers that dominate visible building faces create a hostile pedestrian environment.



Green walls can be interesting architectural elements and can improve energy efficiency and air quality.

additional building height as may be required for increased roof thickness designed to accommodate additional insulation.

2) Sun-Control Devices: above the ground floor, sun control devices and awnings may project 2'-6" over required open areas. Solid portions of the sun control devices, in aggregate, may cover no more than 30 percent of the façade from which they project, as viewed in elevation.

3) Solar Energy: solar panels are permitted on flat roofs anywhere below the parapet, regardless of building height. Portions of taller solar installations that are higher than 4 feet shall be subject to limits on roof coverage and height. On sloping roofs, panels may be flat-mounted but may not exceed 18" above the roofline.

4) Green Roof: 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) Daylighting Devices: skylights, clerestories or other daylighting devices shall be permitted, provided they do not exceed four feet in height, as measured from the maximum height limit, or the finished level of the roof as it existed prior to adoption of this Redevelopment Plan, whichever is higher. Such devices shall be limited to an area no greater than 10 percent of the roof and be located at least eight feet from the street wall edge. Such devices shall not be permitted above a roof with a slope greater than 20 degrees.

6) Green Wall: green walls are covered in vegetation and include a growing medium, such as soil. Most green walls include a water delivery system. Green walls are also known as living walls or vertical gardens. Green walls are encouraged, but only where there is a reasonable likelihood of successful implementation. The Planning Board may waive requirements relating to blank walls or fenestration standards to allow for a green wall so long as the following requirements are satisfied:

- a. The Green Wall shall utilize a manufactured green wall system that has demonstrated success in similar applications.
- b. The Planning Board must be reasonably convinced that the plants within the green wall will thrive based on required growing conditions. This may include confirmation that sufficient light and water will reach the plants.

c. The wall shall contain species that are tolerant of the local weather conditions. Specifically, the wall shall contain evergreen species that will provide year round foliage.

d. A maintenance plan shall be submitted to the Planning Board for review and approval. The Planning Board shall include adequate maintenance of the green wall as a condition of site plan approval.

7.2 PARCEL A DESIGN STANDARDS

A. Intent & Context

The characteristics of Parcel A provide several unique design opportunities for architectural response. The following shall be considered when preparing and evaluating architectural proposals for Parcel A:

- **Bold Shapes and Angles:** the unique, triangular shape of Parcel A lends itself to a provocative and iconic structure. Architecture upon Parcel A should leverage these features by emphasizing and responding to the site with corresponding or juxtaposing wall angles, façade planes, bays and projections.
- **Strong Horizontal Lines:** Parcel A is a relatively long piece of property. This provides an opportunity for strong, dramatic horizontal lines that provide visual interest and de-emphasize building height.
- **Narrow Structure:** the triangular shape of Parcel A results in an exceptionally narrow condition as frontage lines lead toward an acute vertex. Any building constructed upon this parcel would be correspondingly narrow for significant facade lengths. This geometry may create a “transparent” condition where a pedestrian would be able to see across the block, through the building.
- **Highly Visible Location:** as has been stated above, Parcel A is highly visible and serves as the terminus of three major thoroughfares in Downtown Morristown. Redevelopment of Parcel A will lead to a highly visible building that should embrace its position as a landmark and informal wayfinding monument.
- **Public Stairwell Connection:** the public stairwell is intended to have access from both Parcel A and Parcel B. Any construction along the border with Parcel B must be designed to allow Parcel B to have maximum flexibility in terms of both physical and visual access to the stairwell. Columns are recommended and walls are discouraged.



Unique architectural design will create a grand landmark signifying entry into downtown Morristown.



Architectural projections on the Drexel Business School break up the façade and create visual interest.

B. Respond to Sloping Grade

The following standards are designed to accommodate the topographical condition of the land:

- 1) Façade around pedestrian stairwell must provide enlarged/widened opening at both entrances to 10-foot stairway.
- 2) Care shall be paid to ensure pedestrian elements and horizontal features maintain their distance to downward sloping grades. Specific features shall include but shall not be limited to wall mounted lights, awnings, canopies, and secondary cornices.

C. Lines & Angles

- 1) **Pedestrian Canopy:** a fixed, projecting canopy between the first and second floor is strongly encouraged. The canopy should be constructed of metal and project over the sidewalk, with anchors mounted into the façade as may be required.
- 2) **Upper Story Projection:** the building shall contain at least one upper-story projection that extends beyond the prevailing façade. Use of bay windows, particularly bay windows that project from the façade plane at unique or interesting angles are strongly encouraged. Habitable areas located within projecting components shall not be counted toward floor area restrictions or similar requirements.
- 3) **Public Right-of-Way:** façade projections, whether habitable or decorative, are strongly encouraged. Projections are permitted to extend beyond the façade plane over the sidewalk to the extent permitted by law.

D. Landmark Features

The façade composition shall be organized to create a recognizable landmark at the visual termini of Mount Kemble Avenue, Ann Street, and Maple Avenue. The project architect shall develop a design that responds to view corridors. The following guidelines and standards are provided:

- 1) **Rooftop Projection:** a rooftop projection or tower could make a visual statement at the terminus of Maple Avenue. Rooflines on projecting towers should be angular, recognizable and complementary to the overall geometry of the building.

2) Bank Street Stairway Opening: the stairway shall provide a welcoming and pedestrian friendly means of reaching Ann Street from Maple Avenue. There shall be a minimum clearance from Bank Street of two stories and a minimum clearance from Market Street of two stories. Entries shall be a minimum of a two-stories for depth of at least a minimum of 15 feet deep as measured from the primary façade plane of Bank Street and Market Street.. There shall be a highly visible canopy that projects above the pedestrian entrances at Bank Street and Market Street, which shall be continued through as the ceiling of the stairwell. It shall be designed as a highly visible focal point to guide pedestrians through the block. An architectural accent piece shall connect through the stairwell creating a singular sense of identity and heightened visibility for the two entrances. It shall be at the discretion of the Planning Board to determine if the requirements for this relief have been met.

3) Cornice Lines: projecting cornices that emphasize the unique shape of the parcel are encouraged, particularly the acute vertex at the fork of Bank & Market. A projecting cornice that emphasizes this geometric condition will serve a wayfinding landmark purpose that greets visitors into downtown Morristown.

E. Additional Requirements

1) Prohibitions: large expanses and uninterrupted brick are prohibited.

2) Materials: material palette shall emphasize the use of strong, industrial and enduring materials. Facades shall be clad in steel beams, metal paneling and brick. Brick shall be used judiciously

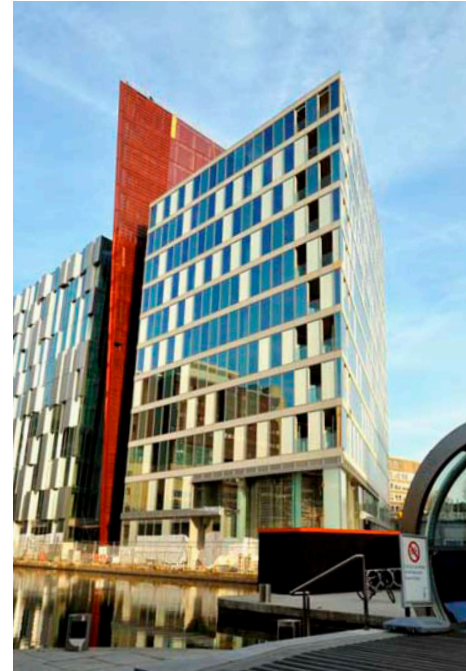
3) Fenestration: design shall emphasize lightness and transparency. A minimum of 40% of each façade shall contain transparent glazing.

7.3 PARCEL B DESIGN STANDARDS

Architectural standards for Parcel B to be determined.

7.4 PARCEL C DESIGN STANDARDS

Architectural standards for Parcel C to be determined.



Rooftop projections help create a unique landmarks.



The use of color can create a striking appearance.

OPERATIONS & MAINTENANCE STANDARDS



8.1 OPERATING PERFORMANCE STANDARDS

A. General Performance Standards

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

- 1) 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”).
- 2) 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.

B. Retail Performance Standards

This 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 Redevelopment Plan because they inhibit a sense of place and active street life, and restrict opportunities for downtown retail uses that serve the neighborhood, Town and region.

- **Retail Size Limits:** retail uses over 7,500 square feet are not permitted in the Redevelopment Area. These restrictions shall not apply to grocery stores, restaurants, childcare facilities, cultural uses (art galleries, theatres, live-entertainment centers), bookstores, or pharmacies.
- **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.
- **24 Hour Operations:** 24-Hour operations are subject to Planning Board approval.



C. Operations and Maintenance

- **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, including paint, dried liquids, dirt, garbage leaks, or other substances resulting in wet, slippery, or sticky conditions. Grime, leaks and spills do not include graffiti, painted markers for utility use, nor intentional painting of the sidewalk surface or differences in cement color.
- **Deliveries:** the Planning Board shall require, as a condition of site plan approval, that property owners effectively manage the schedule of deliveries to buildings and tenants in the Redevelopment Area. Deliveries shall be coordinated in a way that will avoid interference with traffic flows on Dehart or Market Street. This shall mean educating drivers as to approved loading areas and scheduling off-hour deliveries. Habitual violations of delivery regulations associated with specific buildings or tenants shall be considered a citable offence.

APPENDIX

9.1 REDEVELOPMENT PLAN PROVISIONS & REGULATORY REQUIREMENTS

A. Validity of Plan

If any section, subsection, paragraph, division, subdivision, clause or provision of this Redevelopment Plan shall be deemed by the a court of competent jurisdiction to be invalid, such part(s) shall be severed and the invalidity thereby shall not affect, impair or invalidate the remainder of the Redevelopment Plan.

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 Redevelopment Plan can be determined.

Any subdivision of lots and parcels of land within the Redevelopment Area shall be in accordance with the requirements of this Redevelopment Plan and the subdivision ordinance of the Town of Morristown. No construction or alteration to existing or proposed buildings 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.

In addition to the above-mentioned items, the following items shall be submitted as part of a site plan application:

1) Mandatory Submissions

- a.** A of all leases, licenses or agreements securing off-site parking
- b.** Technical loading and unloading study including but not limited to a list of expected deliveries, analysis of loading space required for each delivery, and the ability to specify the delivery time of each delivery.
- c.** Pedestrian Stairwell Package(Parcel A only) to include title information, maintenance plan, pro-rata share calculations, and design drawings showing elevations of each entrance, and each wall.
- d.** Public Art submission report including narrative description of public



art component that addresses all aspects of section 6.4(A), including but not limited to budget, name of designer, and narrative description.

A rooftop view of Morristown, the County offices and the Town Green.

e. Copy of applications or conceptual designs that have been or will be submitted to NJDOT.

f. Technical memorandum outlining energy efficiency strategies per Section 6.3(A)

g. Streetscape/landscape design package including name of designer and design drawings as required in Section 6.4(B) – (E)

2) Conditional Submissions

a. When proposing to apply existing street parking spaces towards parking requirements, a technical study demonstrating the sufficiency of existing street parking shall be provided with the submission.

b. When proposing the use of ground mounted electrical transformers within the confines of the Redevelopment Area, a narrative explanation shall be provided that identifies other possible locations and feasibility considerations of each site and provides an explanation for the reasonable infeasibility of alternative sites.

c. When proposing accessory roof decks, a report including design drawings and operations shall be provided.

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

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

F. Other Provisions

- 1) This Redevelopment Plan herein has delineated a definite relationship to local objectives as to appropriate land uses, density of population, and improved public utilities, recreation and community facilities and other public improvements. This Redevelopment Plan has laid out various programs and strategies requiring implementation in order to carry out

the objectives set forth herein.

2) This Redevelopment Plan lays out the proposed land uses and building requirements for the Redevelopment Area.

3) The diagrams, images and other graphic representations provided in this Redevelopment Plan are intended to provide a framework for interpretation of the written standards and regulations contained herein. Nothing in this Redevelopment Plan shall preclude the partial redevelopment of a block depicted in such diagrams, images or other graphic representations, provided that such subdivision or re-subdivision and partial redevelopment of a block is fully in conformance with the written standards and regulations contained herein.

4) This Redevelopment Plan shall supersede the Epstein's Rehabilitation Plan and applicable provisions of Part I, Zoning, and Part II, Signs, of the Town of Morristown's Land Development Ordinance (LDO) as to Block 6001, Lots 13 and 14 and Block 6002, Lot 1. No variance from the requirements herein shall be cognizable by the Zoning Board of Adjustment.

5) Final adoption of this Plan by the Town Council of the Town of Morristown shall be considered an amendment of the Town Zoning Map.

6) The NJ Department of Transportation (DOT) shall have final authority over street design and related specifications with respect to all State roadways.

F. Redevelopment Actions

The Town of Morristown shall have such powers and duties as set forth in the LRHL and as may be conferred by this Redevelopment Plan, including, but not limited to, the authority to acquire real property without eminent domain, 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.

G. Property Acquisitions

The Redevelopment Area has been designated by the Town of Morristown as a "Non-Condensation Redevelopment Area" in accordance with the LRHL. Therefore, the Town of Morristown does not intend to acquire any property within the Redevelopment Area by eminent domain.

H. Relocation Requirements

Implementation of this Redevelopment Plan may require the displacement and relocation of residents and businesses located within the Redevelopment Area in the event the Town determines to exercise its powers of eminent domain. The Town's use of eminent domain may only occur after the adoption of a resolution declaring the site to be a Condemnation Redevelopment Area. 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.

I. Other Redevelopment Actions

In carrying out this Redevelopment Plan, the Town of Morristown and any designated redeveloper(s) may be required to undertake a variety of redevelopment actions. These may include, but will not be limited to:

- 1)** Consolidation and/or subdivision of tax lots.
- 2)** Acquisition and assembly of suitable parcels of land for the construction of the uses set forth in this Redevelopment Plan. These uses may include: retail, professional offices, residential, live and work units, public assembly uses, health clubs and fitness centers, eating establishments, open space, recreation and pedestrian circulation and alternative energy uses, and pedestrian walkways.
- 3)** Clearance of abandoned, deteriorated, obsolete structures or uses or structures, or remains of structures, on underutilized land areas, where necessary.
- 4)** Construction of new structures or other improvements.
- 5)** Provisions for public infrastructure necessary to service and support new development, including improved streetscapes and beautification of the area.
- 6)** Vacation of public utility easements or rights-of-way as may be necessary for redevelopment.

J. Redevelopment Plan Duration

The provisions of this Redevelopment Plan specifying the redevelopment of the

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

K. Public Improvement Approvals

It is recognized that the public improvement requirements contained within this plan will require the approval of third-party organizations and agencies. The Town of Morristown may at its discretion allow a certificate of occupancy to be issued for the site while public improvements are still pending. It is anticipated that the conditions required to issue a certificate of occupancy will be specified in a redevelopment agreement to be negotiated between designated redevelopers and the Town of Morristown.

9.3 USGBC LEED – NEIGHBORHOOD DESIGN (DESIGN CHECKLIST)



LEED v4 for Neighborhood Development Plan Project Checklist

Yes	?	No		
0	0	0		
Smart Location & Linkage				
Y			Prereq	Smart Location
Y			Prereq	Imperiled Species and Ecological Communities
Y			Prereq	Wetland and Water Body Conservation
Y			Prereq	Agricultural Land Conservation
Y			Prereq	Floodplain Avoidance
			Credit	Preferred Locations
			Credit	Brownfield Remediation
			Credit	Access to Quality Transit
			Credit	Bicycle Facilities
			Credit	Housing and Jobs Proximity
			Credit	Steep Slope Protection
			Credit	Site Design for Habitat or Wetland and Water Body Conservation
			Credit	Restoration of Habitat or Wetlands and Water Bodies
			Credit	Long-Term Conservation Management of Habitat or Wetlands and Water Bodies
Neighborhood Pattern & Design				
Y			Prereq	Walkable Streets
Y			Prereq	Compact Development
Y			Prereq	Connected and Open Community
			Credit	Walkable Streets
			Credit	Compact Development
			Credit	Mixed-Use Neighborhoods
			Credit	Housing Types and Affordability
			Credit	Reduced Parking Footprint
			Credit	Connected and Open Community
			Credit	Transit Facilities
			Credit	Transportation Demand Management
			Credit	Access to Civic & Public Space
			Credit	Access to Recreation Facilities
			Credit	Visitability and Universal Design
			Credit	Community Outreach and Involvement
			Credit	Local Food Production
			Credit	Tree-Lined and Shaded Streetscapes
			Credit	Neighborhood Schools

Project Name:

Date:

Yes	?	No	
0	0	0	Green Infrastructure & Buildings
Y			Prereq Certified Green Building
Y			Prereq Minimum Building Energy Performance
Y			Prereq Indoor Water Use Reduction
Y			Prereq Construction Activity Pollution Prevention
			Credit Certified Green Buildings
			Credit Optimize Building Energy Performance
			Credit Indoor Water Use Reduction
			Credit Outdoor Water Use Reduction
			Credit Building Reuse
			Credit Historic Resource Preservation and Adaptive Reuse
			Credit Minimized Site Disturbance
			Credit Rainwater Management
			Credit Heat Island Reduction
			Credit Solar Orientation
			Credit Renewable Energy Production
			Credit District Heating and Cooling
			Credit Infrastructure Energy Efficiency
			Credit Wastewater Management
			Credit Recycled and Reused Infrastructure
			Credit Solid Waste Management
			Credit Light Pollution Reduction
0	0	0	Innovation & Design Process
			Credit Innovation
			Credit LEED® Accredited Professional
0	0	0	Regional Priority Credits
			Credit Regional Priority Credit: Region Defined
			Credit Regional Priority Credit: Region Defined
			Credit Regional Priority Credit: Region Defined
			Credit Regional Priority Credit: Region Defined
0	0	0	PROJECT TOTALS (Certification estimates)

Certified: 40-49 points, Silver: 50-59 points, Gold: 60-79 points, Platinum: 80+ points

9.3 LIST OF TABLES & MAPS

A. Tables

Table 1: Permitted Uses

Table 2: Prohibited Uses

Table 3: Off Street Parking

Table 4: Maximum Yields by Parcel

Table 5: Building Height Parameters

Table 6: Building Height per Frontage

Table 7: Bulk Requirements

B. Maps

Map 1: Market & Bank Redevelopment Area

Map 2: Circulation & On-Street Parking

Map 3: Public Improvements & Concept Plan

Map 4: Traffic Studies - Parcel A

