

Plans, Master Plans and Amendments

Report to the Board – February 10th, 2012 through March 8th, 2012

Municipality	Borough of Chatham
Document	A Complete Streets Policy Plan: Final Report – An Amendment to the Chatham Borough Circulation Element
Public Hearing	March 21, 2012
Summary	Amendment to the Circulation Plan Element to incorporate “Complete Streets” policies, performance measures and guidance for consideration in local transportation decisions.
<ul style="list-style-type: none"> • The primary goal of the Circulation Plan amendment is to provide the basis for implementing a network of “complete streets” in the Borough through roadway modifications, retrofits and maintenance projects. The intent of the complete streets process is to provide increased opportunities for bicycling, walking and transit use throughout the Borough, improve safety and provide a transportation system that serves all residents. • The amendment includes a checklist for evaluation of proposed projects related to street geometry, crossings, sidewalks, how the street is being used by various travel modes, contextual factors, land uses, street safety concerns and other issues. The amendment does not identify specific improvements concerning individual streets and intersections. Instead, the document provides guidelines and measures that may be applied to roadways on a case-by-case basis as they are modified and improved over time. • The amendment identifies and illustrates “Complete Street” measures applicable in Chatham Borough. The focus is on traffic calming measures, signage and striping measures to promote improve safety and enhance visual communication between motorists and non-motorists. Examples include speed humps, bike lanes, curb extensions and special pavement treatments. • The report outlines education and outreach programs and describes various funding sources for complete streets activities. 	

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Municipality	Township of Morris
Document	Amendment to the Land Use Plan Element and Circulation Plan Element of the Township of Morris Master Plan re: Block 9101, Lot 4
Public Hearing	March 5, 2012
Summary	The amendments support incorporation of a mixed-use PUD overlay zone that would permit a proposed redevelopment of the Honeywell site in Morris Township.

- The 147-acre Honeywell property is located on the eastern boundary of the Township between Columbia Rd, Park Ave., and Old Turnpike Rd. Main access is from Columbia Rd. with additional access from Old Turnpike Rd. and Park Ave. The Morris & Essex Rail line runs directly along the site's frontage on Old Turnpike Rd. About 1.1 million square feet of office/research and related uses are located in eleven buildings on site. The site is zoned for office/laboratory (OL-40). Current zoning would permit up to an additional 300,000 square feet of office/laboratory use on site; however, about 50% of existing buildings are not being utilized.



- Surrounding land uses include a mix of single-family homes, an elementary school (Normandy Park), a private golf course (Morris County Golf Club), hotel, corporate office buildings and a variety of business/retail uses.
- Regionally, the site is within one mile of a variety of residential, commercial, public/quasi-public uses of various densities and intensities. To the southeast are the College of St. Elizabeth, Fairleigh Dickenson University and a townhouse development. Various businesses are located to the south between Old Turnpike Rd. and Madison Ave. To the east, hotel and office uses are located along Park Ave., which has also seen recent redevelopment (Jets Training Facility, BASF and Realogy).
- Major transportation networks in the immediate area (within ½ mile) include Columbia Rd. (Route 510) and Park Ave. (Route 623), which are county roads that provide direct access to the site, the Route 24 interchange, the Convent Station passenger rail station off Old Turnpike Rd., Route 124 (Madison Avenue), and the Morristown Municipal Airport to the east.
- The Land Use Amendment proposes rezoning the site to a new designation (OL-40/PUD) that would continue to allow the existing permitted uses and their expansion, and also allow site redevelopment for mixed-use via a Planned Unit Development (PUD) option, in coordination with a General Development Plan (GDP).

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- Under the PUD option, up to four overlay districts could be established within the tract. The central core of the site would be maintained for office/laboratory use and two separate townhouse overlay districts could be established: one at the easterly portion and the other at the westerly portion. The eastern townhouse district could be further divided to accommodate a Continuing Care Retirement Community (CCRC) option.
- The development densities for the PUD option are a Floor Area Ratio (FAR) of .25 for the office/lab portion, and a density of 4 du/acre for the townhome tracts. The Honeywell Concept Plans attached to the Land Use Plan Amendment show that this PUD option could yield 893,156 square feet of office/lab use (compared to 1.1 million existing square feet and 1.4 million total potential square feet) and 259 dwelling units (not presently permitted). With the CCRC option, the conceptual build-out would include 758,156 square feet of office/lab use, 202 dwelling units and between 300 to 400 CCRC units (a mix of independent and assisted living).



- The Plan includes appendices identifying traffic generation impacts under current “as of right” zoning and under the proposed rezoning. Under either mixed use proposal (with/without the CCRC), the total peak hour traffic generation is projected to be less than what would be generated under full build-out under existing zoning. However, the Circulation Plan Amendment recognizes that under full build-out (existing or proposed zoning), significant intersection improvements will be necessary to eliminate failing operations at the following intersections:
 - Columbia Turnpike and Park Avenue
 - Columbia Road and Normandy Parkway/Normandy Heights Road
 - Route 124 (Madison Avenue) and Normandy Parkway
 - Route 124 and Kahn Road/Old Glen Road.
- Increased peak hour traffic is projected for build-out under existing and proposed zoning at these intersections. The Plan recommends improvements for each intersection, to be completed in accordance with a PUD General Development Plan. Fair share contributions for these improvements would be assigned as part of the plan review process. The Plan recognizes that these roads are also under the jurisdiction of State or Morris County and final determinations as to required improvements and fair share responsibilities shall be subject to State and County authorities.
- The MCDOT is currently studying Convent Station access issues in association with the Route 124 Corridor Access Transit Access Improvement Study.