

DESIGN GUIDELINES STATEMENT OF OBJECTIVES FOR NONRESIDENTIAL DEVELOPMENT WITHIN MONTGOMERY TOWNSHIP

This "Statement of Objectives" for new guidelines to influence and improve the quality of the design of nonresidential development within the Township of Montgomery has been prepared by the Design Guidelines Subcommittee of the Planning Board's Master Plan Committee.

This is the first step in the process to formulate appropriate zoning and site plan review provisions to bring about a more coordinated, aesthetically pleasing and pedestrian friendly environment within the non-residentially zoned portions of the Township, particularly along the Route 206 corridor and within the "Land Use Plan Study Area" which is the subject of this Master Plan document.

It is the intent of the proposed guidelines to provide a design framework for the implementation of the goals of the Township Master Plan. The eventually adopted guidelines are intended to be sensitive to market considerations by being functional and flexible and responsive to varying tenant requirements. Therefore, it is envisioned that some of the guidelines will be requirements, whereas other guidelines will be suggested and encouraged.

The objectives of the proposed guidelines are the following:

- To provide an architectural context that will encourage interaction between the residents of Montgomery Township.
- To promote a high quality of design for buildings, signs, parking and streetscape.
- To provide a comfortable and walkable environment for pedestrians.
- To provide controlled interaction between motorized vehicles, bicycles and pedestrians.
- To preserve the quality of our natural environment.
- To encourage energy conservation and sustainable design.
- To encourage and facilitate the use of mass transit in the Route 206 corridor.

The initial guidelines, listed below, rely heavily and, in fact, freely quote and paraphrase an October 2002 document prepared by the Borough of South Bound Brook and entitled "Borough Center Design Guidelines". As such, Montgomery Township acknowledges the work efforts of Dennis W. Hudacsko, a part-time land use planner for South Bound Brook who specializes in zoning and community character.

It is the recommendation of the Design Guidelines Subcommittee that a similar document be prepared for Montgomery Township. This "Statement of Objectives" would serve as a foundation for such a document.

The proposed guidelines will address elements such as: Buildings, Streetscape Features, and other General Site Design Standards.

Buildings

- Building Elevations & Roofscapes: Finished, varied and articulated for pedestrian and vehicular visual enhancement.
- Windows: Appropriately proportioned to the individual building.
- Mechanical Equipment: Screened from public view by features integrated into the overall design of the building.
- Loading & Trash Areas: Screened from public view by building walls or extensions thereof, fencing and/or landscaping.
- Street Furniture (e.g., benches, on-street trash receptacles, pedestrian-scaled streetlights, bollards and signage): Compatible and coordinated with the building architecture.
- Entry Facades: Designed at a pedestrian scale. Long, blank, unarticulated street wall facades to be avoided. Articulation might include variations in materials and patterns as well as elements like windows, doors, canopies, awnings, balconies, columns, etc.
- Building Exteriors: Appropriate to the scale and use of the buildings. Architectural vocabulary consistent with the goal of creating a quality environment. Issues to be considered in individual design to include material selection, color, proportion, pattern, texture and durability.

Streetscape Features

Sidewalks & Crosswalks

- Sidewalks: Buildings, parking and public areas connected to the Township's pathway network. Materials to be appropriate for the area and use.
- Street Crosswalks (provided across all public streets and between parking areas and building entrances): Constructed of contrasting paving materials such as concrete or brick pavers.

- Mass Transit Connection Stops: Conveniently located for pedestrian access as part of the overall pedestrian circulation plan.
- Traffic Lights: Mounted from poles that hang over the street (versus hanging from wires) and that are green or black (versus unfinished silver). Traffic lights to have crossing signs with switches that pedestrians can activate.

Street Furniture

- Street Furniture (including benches, statuary, fountains, trash receptacles, bus stops, bicycle racks, bell and/or clock towers):
 - located within relatively wide sidewalk areas between streets and buildings and also within vest pocket park areas along the street.
 - constructed of the highest quality for ease of maintenance.
 - visually compatible with the design of the predominant architectural theme of the area.

Streetscape Landscaping

- Streetscape Landscaping (including a mix of mature and young plantings and a variety of species):
 - along sidewalks and crosswalks.
 - in parks and public areas.
 - around buildings.
 - in buffer areas.
 - in parking areas.
 - in stormwater management areas.
 - along streets and connector roads.

General Site Design Features

Lighting

- Street Lighting: Pedestrian scaled fixtures, which are decorative and compatible with the architectural theme of the buildings in the area, but which do not emit unnecessary glare or sky glow.
- Parking Lot Lighting: Higher lighting fixtures, decorative and compatible with the architectural theme of the buildings and street lighting in the area. Focus light downward, with fully recessed luminaries and with no lense extending below the lighting encasement.

Parking Lot Areas

- Parking Lots: A number of relatively small, dispersed parking lots rather large and expansive parking lots, which are discouraged.
- Screening: Three foot (3') high fencing, possibly wrought iron, at the edge of parking lots, and in combination with a hedge row and ornamental tree plantings should be considered.

Signage

- Permanent Signs:
 - coordinated with a consistent style throughout any particular development and between adjacent developments.
 - construction shall be of high quality and shall maintain a uniform color scheme, material and design.
 - temporary signs are discouraged.
- New Primary Entrance Signs Identifying A Development: monument style signs, designed and constructed of a material compatible with the buildings in the development.
- New Secondary Entrance Signs Identifying Specific Buildings Or Tenants: At key parking facility entryways. These signs also shall be monument style signs and shall be consistent with the primary entrance signs.
- Signs Serving Retail Uses: Attached flat against the building or located on an awning, canopy or marquee, or suspended from a building wall, awning, canopy or roof overhang.

- Sign Lighting: Via backlighting (e.g., "halo-effect") or by lighting external to the sign and focused directly onto the sign face; no sign shall be internally lighted.

Traffic Design Features

- Capacity: Road network designed with assurance that it can support the development.
- Speed Limits: Pedestrian friendly.
- Traffic Calming: Devices such as landscaped circles with signed pedestrian crossings should be provided in appropriate locations.

Other Design Features

- Sustainability: Use sustainable construction techniques to minimize the impact upon the environment, including energy efficient building designs, recycled materials, water conservation devices, permeable pavement, native plantings, low chemical usage to maintain the landscaping, and similar measures which are sensitive to the environment.
- Stormwater Management: Share detention basins among a number of properties and design them, where appropriate, as attractive water features.
- Site Planning: Create vistas, views, vest pocket parks, passive and active recreational areas, connections to surrounding fabric, etc. Any new development should be compatible with adjacent and nearby land uses, thereby creating an interrelated mixture of existing and proposed land uses, all in harmony with each other.

SOUTHERN MONTGOMERY TOWNSHIP MASTER PLAN TRAFFIC STUDY

McDonough & Rea Associates, in conjunction with Donald Johnson, Township Special Projects Engineer, and Richard Coppola, Township Land Use Planner, has prepared a "Southern Montgomery Township Master Plan Traffic Study" to accompany this "Land Use Plan Element 2003 Amendment No. 1" document.

In addition to analyzing the traffic impacts resulting from build-out of the principal properties within the study area under existing zoning provisions (see the table on page 18 of this report), McDonough & Rea Associates also analyzed the traffic impacts which theoretically could result from development under four (4) different development options. The four (4) development options are detailed on the four (4) tables in Addendum II to this report.

The traffic study is attached to this report as Addendum III.