Design Guidelines

3.e PARKS & OPEN SPACE

3. RECREATIONAL PARK

Recreational parks are open public space, reserved for civic gatherings and recreation. Often, recreational parks are designed around existing natural features. Its landscape consists primarily of grassy areas, paved or unpaved walks, and shade trees. Formal playing fields may be established to serve community needs. The park should be surrounded by a mix of residential, commercial, and civic buildings. Recreational parks may also serve nearby institutions, such as schools. Parking needs and other necessary facilities must also be considered and sensitively integrated with the landscape.



4. GREENWAYS

Greenways provide places for recreation and help maintain the scenic quality of landscapes. It is important from a transportation mobility and access perspective that greenways function by connecting places where people want to go: neighborhoods, business centers, shopping areas, schools and parks. Additionally, greenways provide an excellent opportunity for embedded community and neighborhood parks. Greenways also provide opportunities for unique recreational activities such as mountain biking and equestrian trails.



5. PASSIVE OPEN SPACE

Passive open space provides scenic views and may accommodate greenway trails and walking paths. Golf courses may also be incorporated into passive open space. Recreational uses such as playing fields or courts are not typically included however. Passive open space may be retained to serve individual neighborhoods or the overall community. Rural and agricultural land may be preserved as passive open space.









New Jersey Department of Transportation

INTRODUCTION

The Route 57 Design Guidelines are intended to serve as a resource for local, county, and state planners, citizens, and the development community on best practices for placemaking and preservation along the Route 57 corridor. These design guidelines are one piece of a larger implementation toolkit which outlines planning and analysis methods, regulatory tools, economic development incentives, funding sources, and other strategies which can be used to advance the vision for long-term sensitive development, redevelopment, and preservation along the Route 57 corridor. The four demonstration plans developed as part of the corridor study include references to these guidelines as noted in the table below.

Demonstration plans provide a framework for community members to discuss key land use and transportation issues and opportunities. Each model area provides a venue to focus on issues for that location and similar places. The demonstration plans are conceptual in nature, and each municipality may decide which elements, if any, they would like to adopt.

TRANSITIONAL

Street Types	Commercial Main Street, Neighborhood Street, Neighborhood Alley, Rural Residential, Rural Road
Frontage Types T	Shop Front, Porch Front, Residential Yard, Rural Yard
Parking	On-Street, Internal Surface, Residential Parking
Open Space	Town Square, Greenway, Recreational Park, Neighborhood Park, Greenway, Passive Open Space
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SMALL VILLAGE

a	Street Types	Neighborhood Street, Neighborhood Alley, Rural Road
	Frontage Types	Shop Front, Porch Front, Residential Yard
	Parking	On-Street, Residential Parking
20	Open Space	Neighborhood Park, Recreational Park, Greenway, Passive Open Space

FARM/VILLAGE PRESERVATION

Street Types	Neighborhood Street, Neighborhood Alley, Rural Residential, Rural Road
Frontage Types	Shop Front, Porch Front, Residential Yard, Rural Yard
Parking	On-Street, Surface, Residential Parking
Open Space	Neighborhood Park, Recreational Park, Greenway, Passive Open Space

BOROUGH/TOWNSHIP

Street Types	Commerical Main Street, Neighborhood Street, Neighborhood Alley, Rural Residential
Erontage Types	Shop Front, Porch Front, Residential Yard, Rural Residential Yard
Parking	On-Street, Surface, Residential Parking
Open Space	Town Square, Neighborhood Park, Recreational Park, Greenway, Passive Open Space

3.e PARKS & OPEN SPACE

Carefully planned open space is a necessary and as open public space wherever possible. In critical element of mixed-use centers and the urban settings, water retention systems can be vitality of the public realm. Open space is a broad rethought and formalized as landscape elements classification for public spaces ranging from that punctuate design. Attractive civic spaces in community recreational areas to civic squares. the center, such as canals, ponds, and fountains The scale, enclosure, and density of surrounding promote gathering, interaction, and comfort. conditions inform the properties of the open Moveable seating, tables, and elements that are space: formal/informal, active/passive, and open/ multi-functional (planters that are at seat height) allow people to congregate and personally define contained. Formal civic spaces should be located in the center area, serving the area of highest spaces. Shade trees, greens, and cooling fountains intensity, while recreational facilities, greenways, help create a comfortable setting. and neighborhood parks should be strategically key principles placed to serve the mixed-use communities Public spaces such as town squares are essential for the surrounding the core. Many qualities contribute civic identity of commercial areas to the appeal of open spaces. Often, environmental Natural features and viewsheds provide ideal locations and natural features are integrated into open space for preserved open spaces and greenway trails planning. Wetlands, critical slopes, drainage Compact residential development with preserved land and swales, and vegetation should be conserved a neighborhood park is an alternative to large-lot zoning.

1. TOWN SQUARE

A town square is the most formal public space and is generally less than half the size of a block located at the intersection of important thoroughfares. It is devoted to civic uses and commercial activity and is surrounded by buildings on all sides. Its landscape is composed primarily of durable pavement and formally planted trees. Significant architectural features such as fountains, statues, and other vertical elements help mark the civic prominence of the square. Such features are most successful when planned in accordance with a strong visual axis, allowing the square to be visible from a distance.

2. NEIGHBORHOOD PARK

A neighborhood park is an open public space serving a residential area. The space may be used for civic gatherings and recreation. Neighborhood parks provide a safe open area free from moving traffic for children and neighborhood residents. Neighborhood parks may be bound by residences or small scale institutional or civic buildings to form a common green. These parks are intended to serve the local area, unlike recreational parks, which serve a larger residential population.



Design Guidelines





3.d PARKING

3. SURFACE PARKING

Surface lots should be placed in the rear of buildings or in block interiors to minimize visual impact. Landscaping is recommended to break the visual blight of large paved areas. Trees provide screening and noise reduction to help ease disruption. Well-defined pedestrian pathways can be used to break up parking rows and provide safe access to buildings. Plantings within parking lots also help to reduce storm water runoff, filter air, provide shade, and maintain property values.



4. ON-STREET PARKING

On-street parking provides parking spaces within the thoroughfare right-of-way. It contributes to the street environment, helping to buffer pedestrian space from vehicular traffic. Spaces are distributed evenly along the street edge, helping maintain visual consistency and appeal in downtown areas. On-street parallel parking is preferred over angled parking on low speed urban streets. Parallel parking provides more space for bike lanes and wider sidewalks.



5. RESIDENTIAL PARKING

Residential parking is a significant component of residential neighborhoods. Frequently, driveways and garages have a dominating presence along residential streets. To enhance the pedestrian-orientation of residential streets and create a stronger connection between homes and the street, it is encouraged to set residential garages back from the front entry of residences. Setting garages back separates the house volume from the garage volume, better balancing the relationship between the home and street, and vehicles and pedestrians. In higher-density residential areas, residential alleys prove an effective way of providing private driveways and garages without limiting potential density.



6. LANDSCAPING, LIGHTING, & PAVING

Parking, particularly surface parking lots, occupy an increasing percentage of developed land. Carefully considered landscaping, lighting, and paving can minimize parking lots effects on pedestrians, surrounding land uses, and the environment. Trees and landscaping may be used to break-up large expanses of surface parking, provide refuge for pedestrians, shade vehicles, and collect stormwater runoff. Effective lighting is critical to ensuring safe and secure parking areas. As part of this role, it is important to carefully calibrate and direct lighting within the parking area to minimize light pollution. The primary way of doing this is: to integrate more, smaller (in both height and intensity) lighting fixtures; thus providing light shields to direct all light downward towards the parking surface, eliminating light overflow to surrounding uses. Finally, alternative paving materials may be used to reduce environmental impacts and minimize paved, impervious area. Using pervious paving materials (such as crushed stone) reduces the volume of stormwater runoff, in turn reducing or even eliminating the need for stormwater retention ponds.





CONTENTS

1. DEVELOPMENT PRINCIPLES

The first section, Development Principles, outlines several fundamental recommendations for development along the Route 57 corridor. The Principles are the foundation of the design guidelines document and serve as a framework for assessing the appropriateness of development throughout the corridor. Because these are principles rather than prescriptive standards, they provide a simple context for understanding the choices involved when considering new development in the region.

2. PLACE TYPE DEVELOPMENT GUIDELINES

The second section, Development Guidelines, provides recommendations for five distinct Development Types that are reflected in the Demonstration Plans. The Development Types vary in development intensity, from Urban (Downtown) to Rural (Village). Each type has a unique mixture of uses, street types, frontages, and open space based on its development intensity and relationship to rural surroundings. The Development Types and related guidelines emphasize the importance of center-based development.

3. DESIGN ELEMENTS & STANDARDS

The third section, Design Elements & Standards, presents design standards for essential elements of new development. The elements and standards range from those appropriate in urban settings to those specific for rural areas. The standards are intended to be general guidelines for design and implementation, assuring appropriate application while providing a degree of flexibility





DESIGN GUIDELINES

 Development Principles for: Rural Development Street Layout Site Design Mixed-Use Parks & Open Space

Guidelines for: Downtown Commercial Center Neighborhood Center Rural Neighborhood Village Centers

Design Standards for: Street Types **Buildings & Frontages** Signage Parking Parks & Open Space

1 DEVELOPMENT PRINCIPLES

The following Development Principles set a framework for considering development along the Route 57 corridor. Although arranged under seperate headings, it is important to consider then as five interrelated pieces, contributing to and reliant on each other for successful placemaking. New and infill development should strive to realize these principles to ensure the development of walkable places that minimize land consumption, balance pedestrian and vehicular traffic, foster a vibrant mixed-use environment, and protect and enhance the rural qualities of the region.

A diverse mix of land use types also supports the diverse population mix from youth to elderly that is the hallmark of healthy and vibrant communities.

1. RURAL DEVELOPMENT

Development in rural areas presents a unique set of challenges Paramount among these is the efficient use of land area. In rural settings, compact development strategies are encouraged to minimize land consumption and allow the set-aside of preserved open space. Through compact development, connected open spaces may be protected as shared parks and greenways, rather than existing in the form of unconnected lands on large, private lots. Additionally, compact development allows scenic viewsheds to be preserved without prohibiting development altogether. At a broader level, implementation tools such as Transfer of Development Rights, may be considered to achieve high-density development within urban areas in exchange for the permanent preservation of land within rural areas.

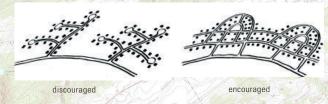
2. STREET CONNECTIVITY

Despite its importance, street connectivity is often overlooked when assessing new development. Advantages of an interconnected street network include enhanced access, reduced congestion, and more responsive emergency services. Well-connected residential areas promote pedestrian activity and encourage walking in place of driving for local trips. Additionally, this framework promotes mixed-use development patterns with smaller block sizes and a greater diversity of building types within close proximity. Small blocks are an important element within a walkable area. Small blocks help to create a comfortable scale for pedestrians by creating an increased sense of location and direction, breaking down the space between intersections and destinations, and providing increased visibility for businesses and offices.





The contrasting development strategies above illustrate the difference between large-lot rural zoning and higher-density cluster development. Large-lot zoning distributes open space evenly among large residential lots, whereas cluster development draws development into a compact center, preserving an untouched ring of open space at the perimeter and a shared park at the center. The cluster technique also provides better street connectivity, improved access, and more efficient provision of emergency and public services



Current residential patterns often reduce or eliminate connections to surrounding neighborhoods and roadways, limiting all traffic to one outlet. Creating a more interconnected residential pattern allows more choices, in turn making it possible to reduce lane widths and reduce vehicle speeds. Doing so also fosters the connected, accessibke environment needed to create pedestrian activity. In commercial areas, an inteconnected street network allows all buildings to have a street presence, improving visibility and accesability for customers, while reducing the scale of required parking areas.

3.d PARKING

The proper supply, placement and design counted towards the required number of spaces. of parking is a key element in creating an Large lots of surface parking should also relate environment conducive to pedestrians, bicyclists, to the established block size of the surrounding transit users, and those traveling by car. Standard street grid. parking requirements can lead to an oversupply key principles of parking spaces and open expanses of On-Street parking reduces surface parking needs and asphalt. Reducing minimum off-street parking buffers the sidewalk realm from the street traffic requirements and useing average-usage standards Surface parking lots should incorporate landscaping to instead of peak-usage standards make additional break up uninterrupted expanses of paving land available for development. To reduce surface Expansive parking lots create a negative visual parking needs, on-street parking should be environment

1. PARKING LOT LAYOUT

Parking lots should be placed at the rear of buildings rather than directly adjacent to the roadway. This configuration allows the buildings to be drawn to the street edge and contribute to the pedestrian atmosphere of the street, and also provides convenient building entry access from the sidewalk and for transit. This strategy reduces walking distances and enlivens the streetscape while leaving parking quantity unchanged.

Parking lots should provide clear, safe pathways for pedestrians. It is important to have direct and well-marked circulation between parking spaces and building entrances. Parking rows should be organized perpendicular to the building. This limits the number of aisle crossings and creates a clear, direct route for pedestrians. Parking areas should integrate paved paths that are comfortably separated from the parking aisles. As with streetscapes, trees should be provided to shade walkways. Buildings with both street frontages and parking lot frontages should provide two entrances, one providing access from the street sidewalk and another providing access from the parking area. Pedestrian alleys may also be provided as links between the street and parking area. New development shall provide a direct, unobstructed pedestrian access way from the public street to the building entrance. This access way should be a standard sidewalk with pavement markings at any places it crosses parking rows or service drives.

2. STRUCTURED PARKING

Structured parking allows for an efficient use of space in high density areas. Garages eliminate the need for extensive surface parking and help maintain a consistent density within downtown areas. Garages should be located within block interiors with liner buildings or as stand alone structures with careful attention to facade articulation that reflects the proportion, rhythm and massing of surrounding buildings.



DESIGN GUIDELINES







3.c SIGNAGE

Signage must be responsive to its context. Signs that are sensitive to nearby non-commercial uses, respect the scale and proportion of buildings, and contribute to the ambiance of a place can help secure and maintain a healthy economic climate. The character of the community, neighborhood, or district should be reflected in the design of signage. Commercial districts that are spread out along corridors are primarily accessed by car while some business districts are compact mixeduse areas easily transversed on foot. Additionally,

communities that are rich with historic buildings, must carefully locate and size signage to respect the architectural character of the area.

key principles

The clearest signage uses few colors and consistent type styles and sizes

Sign size and placement is dependent on the surrounding environment (high-speed or slow-speed road) and intended viewer (motorist or pedestrian)

Scale and design must respect local architectural character

1. VISIBILITY & LEGIBILITY

Placement is critical to a sign's visibility, particularly along higher-speed roadways. As speeds increase, a driver's visual field decreases, restricting peripheral vision. Lowering speeds and placing signs close to the right-of-way helps drivers to detect and read signs from a longer distance. Signs placed outside of the driver's cone of vision are either distracting or unnoticable. In addition to placement, the format and design of the sign are also important factors in readibility. For example, using a minimal number of words allows for larger letter size and in turn increased clarity and quicker response time. Increasing letter-spacing and using mixed-case letters also help to make information more legible from greater distances. Colors may be used to provide contrast between titles and information and the background of the sign. Colors, however, should be used with restraint to limit distractions to motorists and negative effects on the surrounding visual envrionment

2. SIZE & PLACEMENT

Signage in walkable areas should be oriented to both moving vehicles and pedestrians Because buildings are closer to the street, signs should be smaller and placed at a lower height, preferably at the ground floor level. A variety of signs may be used, including: awnings, hung signs, storefront window signs, and signs fixed to building facades. Because movement is slower, signs may incorporate multiple colors and text types.

Many times, the primary entrance to commercial uses is from a parking lot. This presents a difficult scenario for signage. It is often necessary to place signage along the roadway, visible to motorists, to advertise the retail and commercial uses that the parking lot serves. The latter option should be integrated with the buildings and landscaping and incorporate clear directional information for motorists. Tall masts and multiple individual signs are discorouged. It is preferential for each store to have individual signage integrated within the building facade and elevated to ensure visibility across the parking area.







3. SITE DESIGN & PARKING

Successful site design balances car and pedestrian accessibility and creates a presence that is welcoming to both from the street. A key factor is the organization of buildings and parking relative to adjacent streets. Frequently, conventional development places buildings far back from the road, leaving a large, open expanse of pavement visible to visitors from the roadway. A more desirable alternative reverses this placement, drawing the building to the street edge and moving parking to the rear. Doing so provides a prominent and pedestrian-friendly edge for The primary determinants in Site Design are parking and access. the site - one where buildings frame the street, giving them To meet these needs, parking is frequently pulled to the street edge, leaving buildings at the back of the site. As a result, parking an urban quality with entrances fronting the sidewalk while dominates the street edge and the building can do little to welcome presenting a more attractive and inviting look to the public. pedestrians. An alternative approach reverses this convention, Additionally, the visual impact of parking is minimized, as it moving the building to the street edge and moving the parking is shielded to the rear of the buildings. It is important to note behind. By turning the building towards the street and shifting that standard parking requirements can lead to an oversupply parking away from it, a street-friendly and pedestrian accessible of parking spaces and open expanses of asphalt. Reducing result can be realized. minimum off-street parking requirements and setting averageusage standards in place of peak-usage standards reduces parking needs and required development area

4. MIXED-USE

Mixed-Use development provides a diverse range of commercial stores, shops, restaurants, and housing within a compact, walkable area. To be successful, mixed-use development must provide strong connections between different uses, allowing residents, employees, and patrons to naturally overlap and cross between uses. Creating a compact and interconnected street network also enhances opportunities for pedestrians and cyclists and also allows users to park once and walk between several uses in a single trip. Customers can make multiple shopping stops at the same location, requiring a single trip, instead of driving from one shopping center to the next to fulfill their needs. Additionally, the diversity of uses balances activity between the daytime, nightime, and weekend hours, fostering a busier, safer, and more exciting environment for all residents, employees, and visitors and at all times of day.

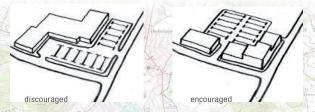
5. PARKS & OPEN SPACE

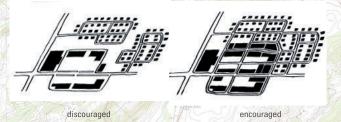
Carefully planned open space is necessary to maintain the richness of rural areas over time. Open space is a broad classification for public spaces ranging from community recreational areas to town squares. Formal civic spaces, such as town squares, should be located in urban settings serving areas of highest intensity, while recreational facilities, greenways, and preserved open spaces should be strategically placed to serve the community at large. Often, environmental and natural features are integrated into open space planning. Viewsheds and natural features, including waterbodies, wetlands, and steep slopes, should be preserved as open public space wherever possible.



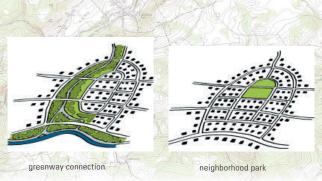


DESIGN GUIDELINES





A fundamental part of Mixed-Use development is the integration of land uses. Often this is done by locating one use on the ground floor with different uses on upper stories. In lower density scenarios, the integration relies on a strong street network to connect diverse uses. The above illustrations show the use of connections to draw together residential and commercial blocks into a unified center.



Open spaces serve a variety of uses as connectors - such as greenways - and community spaces - such as a neighborhood park. Open spaces and parks should be located to serve a broad population and provide maximum access to natural features.

2.a DOWNTOWN DEVELOPMENT GUIDELINES



1. STREET LAYOUT & CONNECTIVITY

Street Types

Main Street, Neighborhood Street, Neighborhood Alley

The Main Street is the commercial center of Downtown and must be pedestrian-friendly, providing wide sidewalks, shade trees, and safe crosswalks. For higher-density residential areas, alleys are recommended to accomodate parking and service needs.

Connectivity & Block Size 300-600' blocks

Because of the building density, small block sizes are appropriate in the Downtown area, with commercial uses having the smallest blocks, gradually giving way to larger residential blocks. The tight network provides many routes for pedestrians, connects parking lots, and joins the residential and mixed-use areas.

3. MIX OF USES

Types of Uses

Storefront Retail, Restaurant, Office, Service, Multi-Family Residential, Single-Family Residential

Downtown has the largest diversity of uses, combining retail and office in close connection to residential and other varied uses. This mixed-use quality is important to the vibrance of downtown, creating an energized streetscape for residents, patrons, and workers.

Downtown areas are focal points for the larger region. They are characterized by a higher-intensity and mixture of land uses than surrounding areas. Mixed-use blocks oriented around a Main Street define the center of the downtown. The Main Street must be low-speed and pedestrian-friendly, creating a walkable environment between small shops, stores, and offices. Higher-density residential areas are encouraged within close walking distance to the Main Street.

EXAMPLE FEATURES

1 Main Street 2 Mixed-Use Buildings Framing Main Street 3 Greenway along River 4 High-Density Residential Blocks

2. SITE DESIGN

Building Height & Setbacks 2-5 stories, 0-15' setbacks (20' for residential)

The tallest buildings making up the Downtown Main Street provide a sense of spatial enclosure, creating an 'urban room' for pedestrians. Setbacks should be minimized, with no setback along primary commercial streets.

Parking

On-Street, Surface, Residential, future potential for Structured

On-Street parking is encouraged along both commercial and residential streets. Surface parking should be placed to the rear of buildings, shielded from the sidewalk and Main Street setting. As density increases over time through redevelopment, structured parking may become a feasible option.

4, PARKS & OPEN SPACE

Integration of Open Spaces

Town Square, Greenway, Recreational Park

Due to its development intensity, Downtown has limited opportunities for open space. A Town Square is the most appropriate type of open space and is encouraged to establish a public civic space at the center of Downtown. Greenways may provide connections to downtown from surrounding areas and Recreational Parks may be placed at the edge of Downtown to serve the community at large.

3.b BUILDINGS & FRONTAGE TYPES

4. SHOP FRONT

A shop front is intended to promote retail activity. The front building facade should be at or near the edge of the right-of-way. Higher ground floor heights ensure a civic presence at street level. The ground floor often has large windows, drawing attention inward and allowing pedestrians to window shop. Awnings and signage may cantilever over the right-of-way.

5. PORCH FRONT

A porch front is designed to promote social interaction between pedestrians and residents of individual houses without compromising the privacy of those same residents. It is typically found in American neighborhoods built between 1890 and 1940.

6. RESIDENTIAL YARD

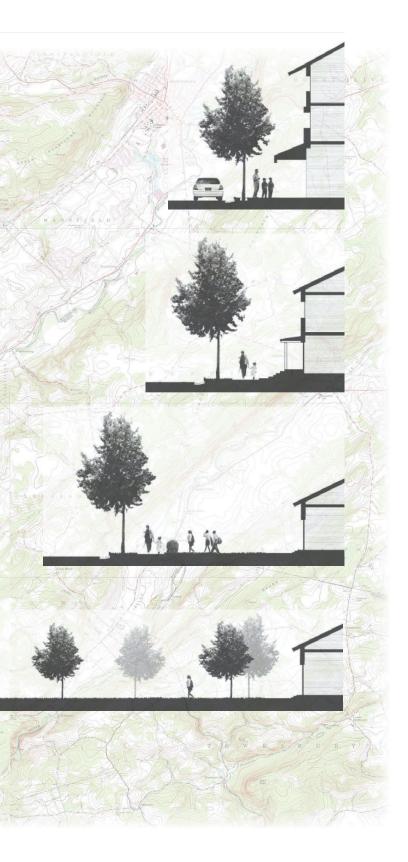
A resdiential yard uses a substantial building setback. The front yard created may be fenced or unfenced and should have similar landscaping to adjacent yards. With the deep setback as a buffer, a large lawnfront can be suitable for higher speed thoroughfares.

7. RURAL RESIDENTIAL YARD

A rural residential yard is applicable in rural residential areas. To maintain rural character, homes and buildings are substantially setback from the roadway. Within scenic rural areas, the placement of residences should be sensitive to viewsheds and open spaces to preserve the rural experience along the roadway.



DESIGN GUIDELINES



3.b BUILDINGS & FRONTAGE TYPES

Conventional development is becoming oriented towards the automobile at an increasing rate. By simply reconfiguring a site, building placement can reduce walking distances for customers and make streets more useful for pedestrians, transit users, and bicyclists. Buildings should be drawn to the street edge to create a defined edge and provide "spatial enclosure," an important quality for a pedestrian-friendly streetscape. Building entries should border main streets and public thoroughfares to foster a vibrant, walkable environment.

key principles

Buildings should be oriented towards the primary street

Building entries enliven the sidewalk and invite pedestrians inward

Setbacks needs differ dramatically between urban and rural settings

1. BUILDING FRONTAGE & ENTRY

Building frontages are the interface between the public street and the building interior Treatment of building fronts should reflect the use of the interior space. Retail frontage (storefront) is intended to draw the public into the interior, while residential frontage (setback with raised porch) protects the privacy of the interior, yet allows the residents to observe and engage with neighbors and passers-by. The ground level should always be given the most careful consideration. Ground floor heights, facade articulation, setbacks, and entry design have a critical impact on the overall street environment. The dimensions and relationships between elements vary depending upon building types and uses, vehicle traffic, and pedestrian traffic.



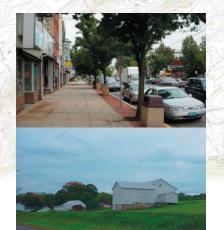
Building massing describes the physical form of a building or group of buildings. In order to maintain a comfortable feeling of scale, building massing must be carefully considered in building design. Massing should be compatible with surrounding buildings to create a streetscape that maintains a consistent scale while allowing unique articulation between buildings. A single, uniform building mass should be avoided. Variations in height and horizontal divisions may be used to create façade articulation. Visual aspects of large buildings must be detailed to maintain a sense of human scale, particularly at the pedestrian level.



3. BUILDING SETBACKS

Building setbacks determine a building's relationship to the street. Drawing buildings to the edge of the street creates a human-scaled pedestrian environment with a clearly defined edge. Using buildings to transform the street into a "public room" is essential to creating an attractive, walkable streetscape. Certain elements such as parking lots and large building setbacks discourage the sense of spatial enclosure and result in an unfriendly pedestrian environment that welcomes cars instead of people.

In rural settings, setbacks must be treated differently. To protect the rural quality of roadways, larger setbacks are often desirable. When determining rural setbacks, care should be given to the presence of viewsheds and scenic moments along the roadway. Ideally, buildings can be positioned to remain outside of viewsheds, preserving the scenic qualities of the roadway.



2.b COMMERCIAL CENTER DEVELOPMENT GUIDELINES



EXAMPLE FEATURES 1 Commercial Blocks

1. STREET LAYOUT & CONNECTIVITY

Street Types

Main Street, Neighborhood Street, Neighborhood Alley

Commercial Centers should include a Main Street that is located off of the main arterial roadway. The Main Street is lowerspeed and walkable and provides a pedestrian environment not possible on arterial roadways. Additional commercial and neighborhood streets can branch off of this main connector.

Connectivity & Block Size 300-800' blocks

Because of the building density, small block sizes are appropriate in the Commercial Center. Block sizes for commercial uses must be expanded to accomodate large retail stores without disrupting the overall block network. Where there are smaller scale storefronts, office uses, and residential, the block size may be reduced.

3. MIX OF USES

Types of Uses

Large Retail, Storefront Retail, Restaurant, Office, Service, Multi-Family Residential, Single-Family Residential

Although Commercial Centers are decidedly retail in nature, a diverse integration of uses, including storefront retail, office, and residential is recommended. This mixed-use quality is important to the vibrance of a Commercial Center, creating an energized streetscape for residents, patrons, and workers.





DESIGN GUIDELINES

Conventional commercial centers are predominately singleuse, car-oriented destinations. However, incorporating mutliple uses into walkable, pedestrian-friendly environment is much more desirable. Ideally, commercial centers will include a mix of retail and office uses, with connected residential uses at the periphery. A centralized public space is encouraged to establish the identity of the center as a community center and not solely a destination for shopping. A healthy center is busy throughout the day and the evening, not just from 9-5 and vacant during the evening.

2 Walkable Main Street, separate from main arterial roadway 3 Connection to Residential Neighborhood 4 Small Park and Greenway Trail

2. SITE DESIGN

Building Height & Setbacks

2-4 stories, 0-20' setbacks (30' for residential)

The tallest buildings making up the Commerical Center should be concentrated around the Main Street to provide a sense of spatial enclosure, creating an 'urban room' for pedestrians. Setbacks should be minimized, with no setback along Main Street.

Parking

On-Street, Surface, Residential

On-Street parking is encouraged along both commercial and residential streets. Surface parking should be placed to the rear of buildings, shielded from the sidewalk and Main Street setting. Large surface parking lots should be placed within the interior of blocks and arranged to maximize sharing between multiple uses.

4, PARKS & OPEN SPACE

Integration of Open Spaces

Town Square, Greenway, Recreational Park

Due to its development intensity, Commercial Centers allow limited opportunities for open space. A Town Square is the most appropriate type of open space and is encouraged to establish a public civic space at the core. Greenways may connect between the center and peripheral areas. Recreational Parks may be integrated at the edge of the commercial area to serve the community at large. Center-based parks and open space tend to be more structured than natural rural parks and open space

2.c NEIGHBORHOOD CENTER DEVELOPMENT GUIDELINES



1. STREET LAYOUT & CONNECTIVITY

Street Types

Neighborhood Street, Neighborhood Alley

Neighborhood Streets are the primary street type within Neighborhood Centers. Because of the residential character of these centers, commercial streets are limited, and the range of commercial activities should be focused on serving the local population.

Connectivity & Block Size 200-600' blocks

Block size should relate to the lot size and density of residences. Higher-density blocks allow for smaller block sizes, where lower density areas may have larger scale blocks. Connectivity with adjacent land uses, primarily nearby neighborhoods, is encouraged. Where street connections are not feasible, greenways are recommended.

3. MIX OF USES

Types of Uses

Storefront Retail, Office, Multi-Family Residential, Single-Family Residential

While predominately single-family residential, Neighborhood Centers should incorporate some degree of mixed-use, primarily in the way of multi-family residential. Storefront retail and office may be integrated at a residential scale.

Neighborhood Centers should provide a range of residential housing types and lot sizes. Generally, this includes a balance of single-family residences and some multi-family housing. A central, neighborhood park is an excellent asset for a neighborhood center, and is strongly encouraged. Connections should be made to surrounding neighborhoods or commercial centers wherever possible. Where roadway connections are not feasible, greenway connections are recommended.

EXAMPLE FEATURES

1 Single-Family Residential 2 Multi-Family Residential 3 Neighborhood Park 4 Greenway Trail

2. SITE DESIGN

Building Height & Setbacks 1-3 stories, 10-35' setbacks

The majority of buildings in Neighborhood Centers are residential. As such, buildings have a reduced scale and deeper setbacks in comparison to Downtowns and Commercial Centers. Shorter setbacks and appropriate building types are recommended for higher-density residential blocks.

Parking

On-Street. Residential

On-Street parking is suggested in higher-density residential areas. Where block sizes are bigger, on-street parking may fully give way to residential driveways and garages. Where garages are present, it is important to set them to the side and rear of the residence, so that they do not dominate the residential frontage.

4, PARKS & OPEN SPACE

Integration of Open Spaces Neighborhood Park, Greenway

Ideally, Neighborhood Centers incorporate a shared green space at their core. Neighborhood Parks may vary in scale, but are intended to serve local residents as recreational and gathering space. If possible, it is suggested to integrate greenway trails linking the neighborhood to surrounding neighborhoods and open spaces.

3.a STREET TYPES (continued)

4. RURAL ROAD

A rural road is a small-scale connector route. Roads provide frontage for low-density buildings such as houses. A rural road is lined with pathways instead of sidewalks and has open drainage. Roads may be lined with existing trees and natural vegetation and may or may not accommodate informal off-street parking.

5. RURAL RESIDENTIAL STREET

A rural residential street is a local low-speed thoroughfare within a low-density rural area. A rural residential street is lined with pathways instead of sidewalks and has open drainage. Streets may be lined with existing trees and natural vegetation and may or may not accommodate informal off-street parking.

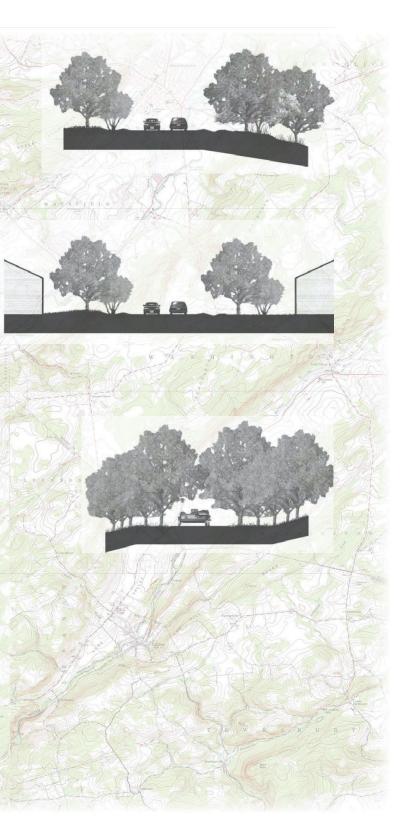
6. FARM-USE PATH

Farm-use paths are designed to be a safe alternative to the higher speed and higher traffic roadways for transporting farm vehicles and equipment. Farm-use paths should be surfaced with gravel to maintain rural character and allow unimpeded drainage.





DESIGN GUIDELINES



3.a STREET TYPES

Streets and corridors provide the framework for the center. Effective street design is critical to the success of a mixed-use activity center. Streets must provide an efficient and balanced network for vehicles, bicycles, and pedestrians to mix together in pursuit of the many everyday activities that make for healthy and vibrant communities. A diverse and interconnected roadway fabric provides multiple routes of access and evenly distributes street activity. The dispersal of vehicle loads allows streets to remain narrow and be treated at a human scale. Streetscape elements

1. COMMERCIAL MAIN STREET

A main street provides low-speed access to high density mixed use commercial and residential areas. A main street may serve as a focal street within a mixed-use center. The narrow street width, on-street parking, street trees, and small setbacks create spatial enclosure. Sidewalk bulb-outs may be used to minimize pedestrian crossing distances. Individual street trees are typically planted in planting wells. Main Streets have a raised curb and closed drainage.

2. NEIGHBORHOOD STREET

A neighborhood street is a local low-speed thoroughfare connecting residential and mixed-use areas. Neighborhood streets include sidewalks and street trees. Small building setbacks, such as dooryard or stoop fronts, contribute to the street's spatial enclosure. Some provide for residential on-street parking. Neighborhood streets have curb and gutter drainage

3. NEIGHBORHOOD ALLEY

A neighborhood alley provides rear access to garages and driveways, enhances the privacy of rear yards, and provides play areas for children. Alleys are appropriate in higherdensity residential areas and allow for private driveways and garages while maintaining density. Alleys may be paved or use a gravel surface

provide a softened appearance and enhance the quality and appeal for pedestrians. Narrow road widths naturally reduce travel speeds and give greater spatial enclosure to the street environment.

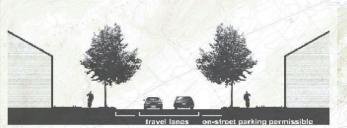
key principles

Streets must balance vehicular and pedestrian traffic and support a variety of activities, age groups, and life stages.

Narrow lane widths reduce vehicle speeds

Street Trees and On-Street parking create a buffer between the pedestrian realm and vehicular traffic







2.d RURAL NEIGHBORHOOD DEVELOPMENT GUIDELINES



Rural Neighborhoods are smaller in scale than Neighborhood Centers. Although smaller in scale (they occupy less land), rural neighborhoods should strive to maintain a density equal to neighborhood centers to maximize preserved land. Rural neighborhood planning must be particularly sensitive to existing natural features, agricultural land, and viewsheds when positioning development. Rural neighborhoods are predominately single-family residential, but may incorporate multi-family and small scale retail and farm uses.

EXAMPLE FEATURES

1 Compact Center with Small Park 2 Greenway Trail 3 Roadside Farm Stand 4 Farm-Use Path

1. STREET LAYOUT & CONNECTIVITY

Street Types

Rural Residential Street, Rural Road

Rural Residential Streets are the primary street type within Rural Neighborhoods. Because of the rural character of these centers, streets do not require curbs and gutters or fixed sidewalks. Off-road paths are often a more appropriate solution than formal sidewalks

Connectivity & Block Size 200-400' blocks

When a Rural Neighborhood takes a compact form, block sizes should remain relatively small. However, some situations do not allow typical, defined blocks, in which case no maximum block size is applicable. In such situations, it is still important to maintain a connected street network.

3. MIX OF USES

Types of Uses

LEBDE

Single-Family Residential, Multi-Family Residential

While predominately single-family residential, Rural Neighborhoods may incorporate a limited amount of multifamily residential, typically positioned at the center of the developed area.





DESIGN GUIDELINES

2. SITE DESIGN

Building Height & Setbacks

1-3 stories, 15' minimum setback

The majority of buildings in Rural Neighborhoods are residential. As such, buildings have a reduced scale and greater setbacks in comparison to Downtown and Commercial Centers. Due to the varying rural quality of such neighborhoods, no maximum setback is established.

Parking

Residential

In a rural setting, formal on-street parking is rarely required or appropriate. For residential parking, it is important to set garages to the side and rear of the residence, so that they do not dominate the residential frontage.

4. PARKS & OPEN SPACE

Integration of Open Spaces

Neighborhood Park, Greenway, Passive Open Space

Rural Neighborhoods provide a great opportunity for open space preservation, typically at the periphery surrounding the developed area. Neighborhood Parks are recommended at the core. If possible, greenway trails may be integrated to link Rural Neighborhoods with surrounding neighborhoods and open spaces.

2.e VILLAGE CENTER DEVELOPMENT GUIDELINES



1. STREET LAYOUT & CONNECTIVITY

Street Types

Neighborhood Street, Neighborhood Alley, Rural Road

Neighborhood Streets are the primary street type within Village Centers. Because of the residential character of these centers, commercial streets are limited, but may be present at the core of the village

Connectivity & Block Size 200-400' blocks

The mixed-use Village core should have small block sizes to accomodate a limited, but dense, collection of small retail uses. Residential block size should relate to the lot size and density of residences. Higher-density blocks allow for smaller block sizes, where lower density areas may have larger scale blocks.

3. MIX OF USES

Types of Uses

Storefront Retail, Office, Multi-Family Residential, Single-Family Residential

While predominately single-family residential, Village Centers should incorporate mixed-use at their core, including, smallscale storefront retail and office. Multi-family residential may also be integrated at the core and within surrounding blocks.

Partly owing to the historical presence of the Morris Canal, the Route 57 corridor has a strong heritage of compact port villages centered on commercial and transportation hubs. As a development type, Village Centers, borrow from this historical antecedent. Village centers are characterized by a small, mixed-use core surrounded by residential uses. An essential component of Villages is their strong connection to surrounding natural features and open spaces. By focusing development towards the core, a green buffer may be created around the village, closely integrating open spaces with the developed center.

EXAMPLE FEATURES

- 1 Mixed-Use Blocks at Center
- 2 Residential Blocks
- 3 Recreational Park linked to Natural Features 4 Preserved Open Space

2. SITE DESIGN

Building Height & Setbacks

1-3 stories, 10-35' setbacks (15' minimum for Residential)

The majority of buildings in Village Centers are residential. As such, buildings have a reduced scale and greater setbacks in comparison to Downtown and Commercial Centers. Due to the varying rural quality of Villages, no maximum setback is established

Parking

On-Street, Residential

On-Street parking is suggested in higher-density residential areas. Where block sizes are bigger, on-street parking may fully give way to residential driveways and garages. Where garages are present, it is important to set them to the side and rear of the residence, so that they do not dominate the residential frontage

4, PARKS & OPEN SPACE

Integration of Open Spaces

Neighborhood Park, Recreational Park, Greenway, Passive **Open Space**

Village Centers provide a great opportunity for open space preservation, typically at the periphery surrounding the developed area. Neighborhood Parks are recommended at the core. If possible, greenway trails may be integrated to link Villages with surrounding neighborhoods and open spaces.

3 DESIGN ELEMENTS & STANDARDS

Each of the place types presented in Section 2 requires a unique combination of street types, building frontages, signage, parking, and open spaces. Just as the place types vary in terms of development intensity from Downtown to Village, so to do the design elements that compose new development. Within the transition from urban to rural, different design elements are appropriate at each scale. For example, Downtown may be characterized by a Main Street, shop fronts, and on-street parking. Conversely, a Village Center typically includes mostly residential streets and yards, and limited on-street parking. The following graphic illustrates this relative transition for Streets, Building Frontage, and Parks and Open Space.

DESIGN ELEMENTS: TRANSITION WITH DENSITY

urban high density

STREETS





Main Street

Neighborhood Street

BUILDING FRONTAGE





Shop Front Stoop Front

PARKS & OPEN SPACE



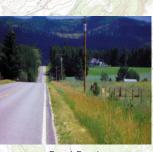
Town Square



NEW JERSEY DEPARTMENT OF TRANSPORTATION



DESIGN GUIDELINES



Rural Road



Farm-Use Path

low density rural



Neighborhood Yard



Rural Yard



Active Recreational Park



Passive Open Space