



Township of

# RANDOLPH

Morris County, New Jersey

## ROUTE 10 CORRIDOR STUDY



WHERE LIFE IS WORTH LIVING

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# Route 10 Corridor Study

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# Route 10 Corridor Study

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## I. INTRODUCTION

### A. Purpose of the Study

Randolph Township, like many other communities in New Jersey, has experienced a large increase in residential development over the past 10 to 20 years. Route 10 remains the center of activity for the Township where retail, office, service and industrial type uses are encouraged to locate. Route 10 is a New Jersey State route classified as a major arterial. It is the most heavily traveled road in the Township and extends from the Denville Township boundary on the east to Roxbury Township boundary on the west.

The focus of this corridor study is generally on those parcels that front onto to Route 10. However, these parcels are connected to the residential areas within the Township and therefore, can not be studied in a vacuum. The future of Route 10 will be studied in the context of the Township as a whole as well as the region.

The aim of this study is to understand and preserve the favorable attributes of the Route 10 corridor while resolving existing constraints to controlled development of vacant parcels within the corridor and redevelopment of existing parcels. It will identify optimum future land uses that will work to sustain an active and pleasurable environment that serves the needs of the surrounding residential uses.

### B. Goals for Future of Route 10

The goals for the future of Route 10 as determined by the Master Plan Committee are provided as follows.

1. Continue to develop Route 10 as an activity center within Randolph.
2. Encourage commercial retail activity in development nodes.
3. Encourage commercial retail uses that respond primarily to the needs of the surrounding residents and not the region as a whole.
4. Minimize the impact of non-residential development along Route 10 on adjacent residential areas.
5. Encourage private investment in parcels along Route 10 in need of redevelopment.
6. Preserve the function of Route 10 as a regional and local arterial.
7. Enhance pedestrian linkages between land uses along Route 10 and adjacent residential areas.
8. Maintain existing scenic views found along Route 10.
9. Enhance the visual identity and aesthetics of each character area and the route as a whole.
10. Minimize commercial strip development.
11. Enhance Route 10 gateways.
12. Identify buildings that presently exist along Route 10 that exhibit a preferred style to be complimented during new construction of additional buildings along the corridor.

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## C. Route 10 Aesthetics

The visual appeal of the Route 10 Corridor is dictated by many factors such as building setback, landscape treatment, driveway placement and parking location. Randolph has clearly stated its goal for the corridor in terms of these factors through its Zoning Ordinance. Another key factor determining the visual appeal of the Corridor is the architectural style of the buildings located within the corridor. In order to direct the style of the buildings to be built within the corridor or the redevelopment of existing buildings, it is recommended that Randolph prepare a pattern book that illustrates building styles that should be emulated in the future. A good place to start is by looking at some of the newer buildings that have been constructed within Randolph. Provided below are photographs of specific buildings located along Route 10 or Mount Freedom that can be used as a guide. These buildings exhibit a combination of Colonial, Federal and Georgian architectural styles.



Sunrise Assisted Living Apartments



Marty's Cycle Shop

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Union Hill Shops - Route 10 in Denville



Citgo Gas Station in Mt. Freedom



Meadow Woods Catering and Restaurant Facility

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## D. Overall Development Potential along Route 10

There is almost 260 acres of vacant land along the corridor as identified in Table 1. Of that total, almost 168 acres is encumbered by physical conditions such as wetlands, steep slopes or floodplains that significantly impacts the land's development potential. The remaining 92 acres is more developable but may also have some constraints. The lands currently zoned R-5 were not included in the grand total for square footage since they are residentially zoned.

The square footage development potentials of the vacant parcels were calculated by applying the floor area ratios (F.A.R.) for the respective zoning districts. The environmental constraints of the individual parcels were not considered in this calculation; therefore, the square footage potential was likely overstated. This also does not consider the potential for redevelopment of parcels along the corridor. For example, the Grecco Tract, (Block 111, Lot 15) includes additional acreage that currently has residential and commercial buildings which total approximately 11.5 acres rather than the 8.5 acres reported in the table. Therefore, the square footage of new construction could be greater than the 66,600 square feet estimated for that parcel. Nevertheless, development of the land along the Route 10 corridor that does not have significant environmental constraints, could yield almost 800,000 square feet of new office/commercial/industrial construction.

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Table 1 Route 10 Vacant Parcels Analysis					
Block	Lot	Acreage	Zone	Max. S.F.	Remarks
<b>Western Gateway</b>					
3	4	0.82	B-2	7,100	Steep Slopes
3	5	0.8	B-2	7,000	Steep Slopes
18.01	3	1.8	B-2 *	15,600	Steep Slopes
18	11	0.6	B-2	5,200	
44	2	2.69	B-2	23,400	
<b>Arrowgate</b>					
44	4	44.11	OL	384,200	
44	8	3.6	OL	31,300	
44	10	4	OL	34,800	
44	13	11.18	OL	97,400	
44	25	12.8	OL	111,500	
42	115	3.5	OL	30,400	
42	114	13.73	OL	119,600	Wet and High Water Table
42	2	46	OL	400,700	Wet and High Water Table
<b>Morris County College</b>					
76	6	1.1	PO/R	6,200	Poor Access
76	7	1	PO/R	5,600	Poor Access
73	53	1.38	I-1	12,000	
73	52	0.68	I-1	5,900	
<b>Commercial Core</b>					
111	15	8.5	B-4	66,600	Additional Acreage Available
145	2	5.8	B-2	50,500	
<b>Office/Residential</b>					
137	10	0.34	PO/R	1,900	
<b>Eastern Gateway</b>					
196	2	2.03	B-2	17,600	Steep Slopes
195	17	1.03	I-1	8,900	
199	1	44.6	I-1	388,500	Wet and High Water Table
199	4	3.01	R-5		Wet and High Water Table
199	5	3	B-2	26,100	Wet and High Water Table
199	8	3	B-2	26,100	Wet and High Water Table
199	6	35.3	R-5		Wet and High Water Table
198	4.14	3.2	B-2	27,800	Steep Slopes
<b>Sub-Total **</b>		91.71		797,400	
<b>Grand Total</b>		259.6		1,911,900	

\* This property is currently zoned I-1 and the plan proposes it to be B-2.

\*\* These are the total of the vacant parcels not noted with encumbrances.

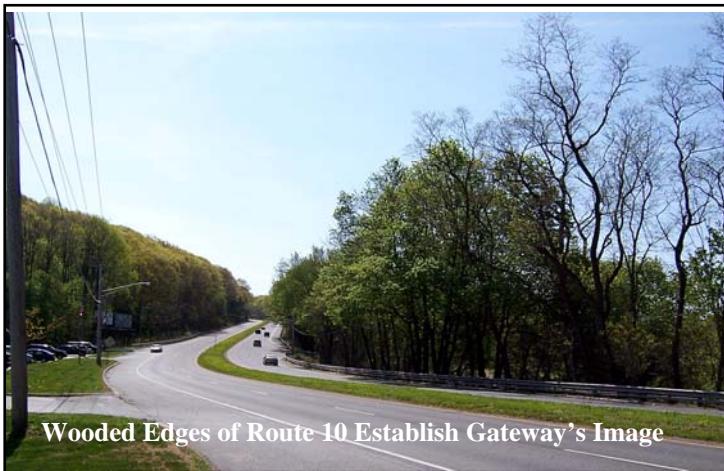
The square footage was calculated from the maximum F.A.R. permitted in the respective zones.

## II. CHARACTER AREAS

The Route 10 corridor is described below in terms of character areas that exhibit similarities of land use, zoning, visual conditions, and natural features and are generally bounded by major intersecting streets. These areas and their land uses are depicted in Figure 1, entitled Character Areas.

### A. The Western Gateway Character Area

The Western Gateway Character Area is located along Route 10, east of the Roxbury Township line and includes the Morris Turnpike/Canfield Avenue/Route 10 intersection. The terrain is hilly



with slopes ranging from 5.5% to greater than 15%. The greatest slopes occur in the area from the La Strada Restaurant to Green Lane. Morris Turnpike and Sussex Turnpike both intersect with Route 10 within this character area impacting the use and redevelopment of the parcels located south of Route 10.

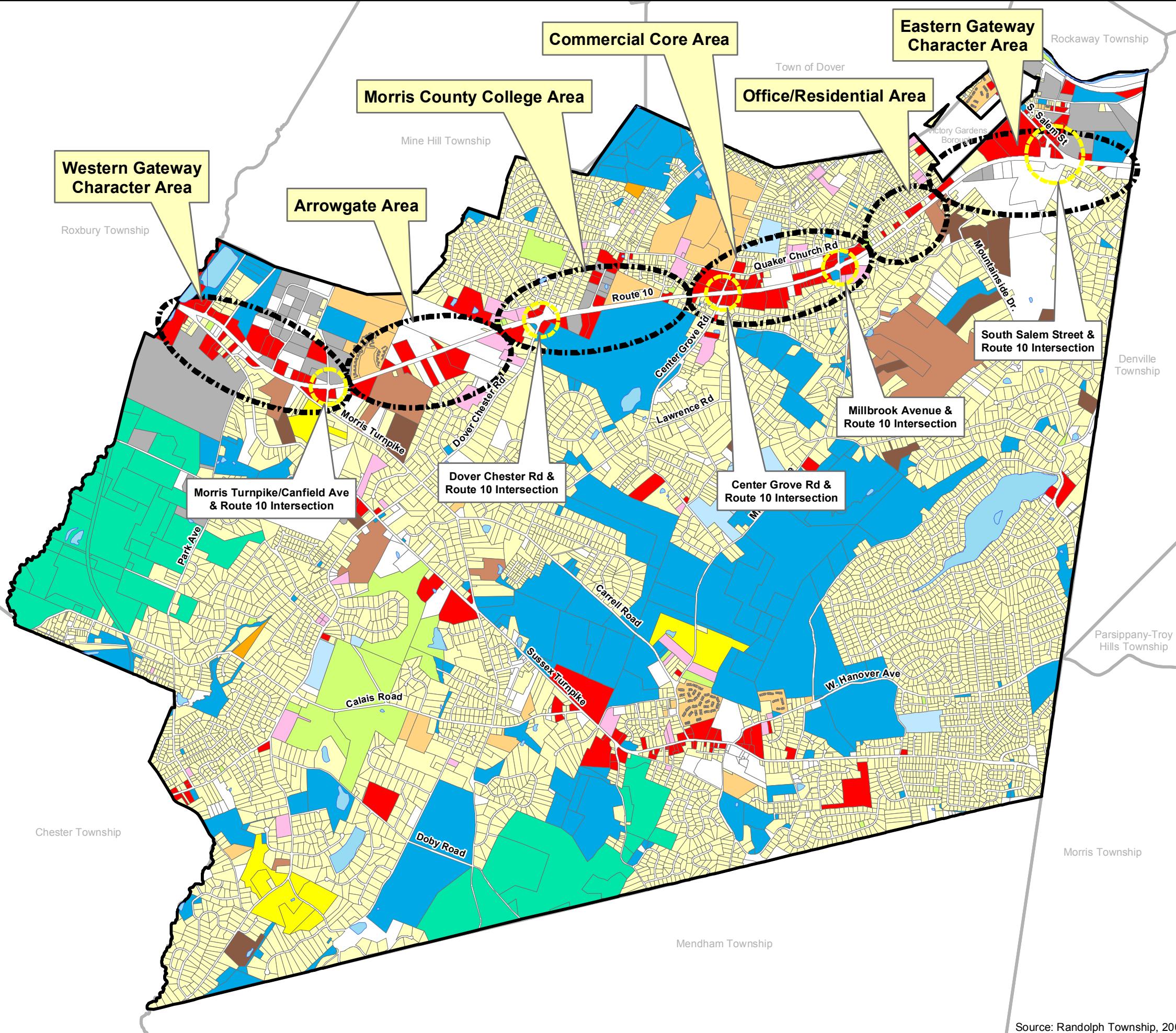
Sanitary sewers are not available or planned to be available within this section of the Township. The existing water system also does not extend to

this section of the Township. This section of the Township is located in the Raritan River Watershed and the Black River Drainage Area.

This predominant visual character of this section of the Route 10 corridor is its sloping terrain and wooded lots. It serves as a pleasant gateway into the Township. The principal land uses in this character area besides the large wooded lots includes a mix of small scale commercial uses, residential properties and a newly redeveloped industrial park. Two car dealerships are located adjacent to the Canfield/Route 10 intersection. The parcels that front on the south side of Route 10 are small and in some cases are still being used as residences even though they are zoned for Regional Business (B-2) or Professional Office/Residential (PO/R). The area north of Route 10 is zoned Regional Business and Industrial (I-1).

The first business that a motorist encounters in Randolph while traveling east from Succasunna is the Randolph Golf Driving Range and Miniature Golf establishment. This is accessed from the ramp to Sussex Turnpike. The Black River Barn Restaurant is located on the north side of Route 10 adjacent to the Roxbury border and accessed from the northern Sussex Turnpike / Route 10 ramp. The La Strada Restaurant is on the eastbound side of Route 10 where the highway climbs in elevation. Both of these popular eateries draw patrons from the immediate region. The Town Line Plaza is located on the north side of the highway just east of the municipal boundary. The Zoning Board of Adjustment recently approved a retail showroom/warehouse facility on the

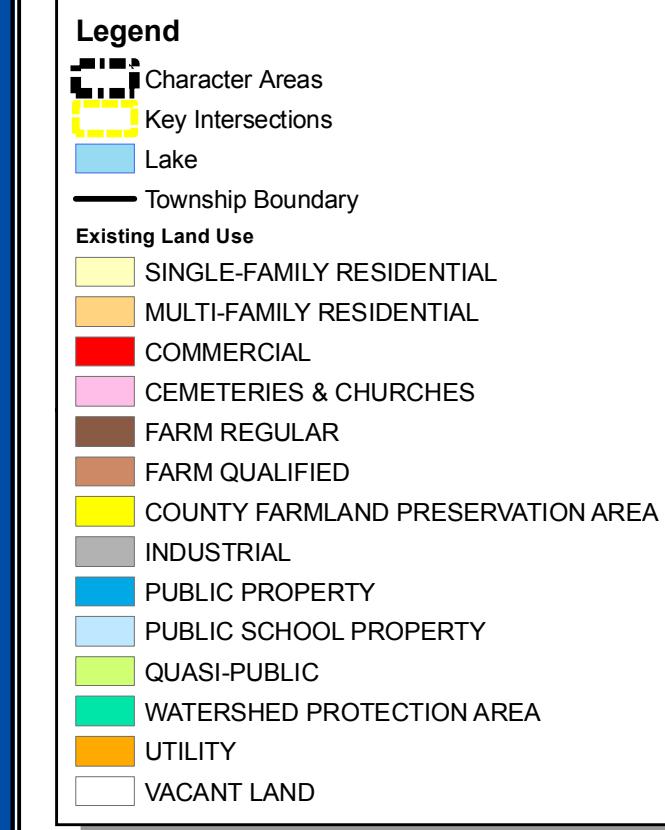
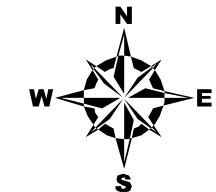




# CHARACTER AREAS

## Randolph Master Plan

Randolph Township, New Jersey



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westbound side of the highway just east of the Towne Auto Restoration shop. Billboards are also located within this character area along Route 10. Their presence tends to interrupt the natural image featured along this section of Route 10.

In addition, the following environmental and circulation issues affect the character area and should be considered with any land use recommendations:

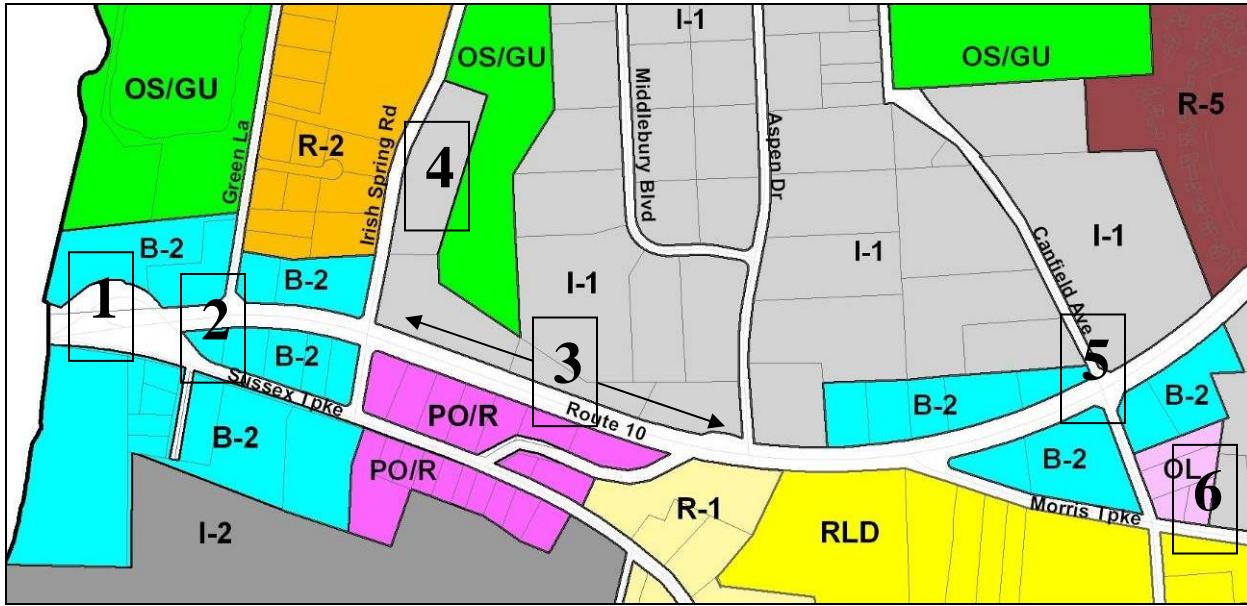
- This area is environmentally sensitive due to its proximity to the Alamatong well field and the drainage area of the Black River. This highly productive ground water source is the location of a number of wells operated by the Morris County Municipal Utilities Authority (MCMUA). Additionally, the Black River and its tributaries are classified as Category 1 streams by the NJDEP and therefore require a 300 foot buffer.



- There are abandoned iron mines located in this study area. Applications for development of property in this area should include an investigation into the presence of mines. At a minimum, such investigations should involve surface site investigation and a review of the 1989 Study referred to as the “Abandoned Iron Mines of Mine Hill for Randolph Township and Wharton Borough, Morris County, New Jersey.”

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## Western Gateway Area Recommendations



**WESTERN GATEWAY CHARACTER AREA**

**Figure 2**

*The location of the recommendations provided for this area is indicated on Figure 2 along with the zoning categories as presently designated.*

1. The visual character of this gateway should be preserved as future development and redevelopment of existing parcels occurs. This can be accomplished by requiring large, treed setbacks as part of a site plan as well as combining lots where possible to encourage the construction of larger buildings set back from the road. In addition, billboards that exist along the corridor should be phased out when the parcel they are located on is redeveloped.
2. The Regional Business (B-2) zone located next to the Roxbury border should be distinguished from other B-2 zones in the Township to include additional environmental controls given the sensitivity of this area in proximity to the Alamatong well field. The additional regulations should be similar to those included in the nearby I-2 Industrial Zone. A new zone referred to as B-2ENV should be created for this area with the following regulations:
  - No outdoor storage of potentially environmentally hazardous materials such as solvents, pesticides, fertilizers, insecticides, biohazards, liquid petroleum products, or other hazardous chemicals having any NFPA rating of greater than one (1).

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- While automobile service stations are permitted as a conditional use in the Regional Business (B-2) zone, they should be prohibited in this area as well as any use that includes motor vehicle maintenance and servicing.

3. The lots that front on the north side of Route 10 from Aspen Road to Irish Spring Road should be placed in the Regional Business (B-2) zone. These properties are currently zoned for industrial use, but their size, topography and configuration make commercial use more appropriate. Access for the western-most lot is available from Irish Spring Road and Route 10. The lot adjacent to Aspen Road is currently used as a construction yard for a paving / concrete company. That use is currently nonconforming in the industrial zone and it will remain nonconforming if it is rezoned.
4. This lot which has frontage on Irish Spring Road should be included in the Open Space / Government Use (OS/GU) Zone. Currently, a portion of this lot is in the I-1 zone, but the entire property is in public ownership and the zoning should reflect the OS/GU zone classification.
5. The Regional Business (B-2) zoning that is in the vicinity of the Route 10 / Canfield Road intersection should be remain B-2. The minimum lot size of 40,000 square feet in the B-2 zone conforms to most of the lots in this area and will enhance the opportunity for the development of a single coordinated retail center.
6. There are four (4) lots located on the northeast corner of Morris Turnpike and Canfield Road that are in the OL – Office Laboratory Zone. These four (4) lots are occupied by single-family dwellings and the largest is 1.37 acres in area. OL zoning is inappropriate for these properties especially since the minimum lot size required is fifteen (15) acres. It is recommended that these lots be rezoned to Neighborhood Business (B-1) since that zone permits single-family dwellings therefore the existing uses will become conforming. Additionally, the properties will be adjacent to the commercial zoning of the Canfield Road / Route 10 intersection and the I-1 zoning that extends from Route 10 to Morris Turnpike. Ideally, these lots should be combined into one or two lots to allow for a site plan that provides for rear yard parking, proper buffers, a reduced number of access points and a landscaped front yard. This type of development would strengthen the visual character of the area.

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## B. Arrowgate Character Area



This area is generally bounded by the Morris Turnpike/Route 10 intersection to the west and the Dover-Chester Road/Route 10 intersection to the east. The terrain of this section of the corridor is generally flat with a hilly area with slopes exceeding 10% near Dover-Chester Road. There are large vacant lots located on the north side of Route 10 with wetlands and the Jackson Brook, running through the

wetlands. The water table is high making this area wet most of the year. Also, bedrock can generally be found within 0-5 feet from the surface making it difficult to construct building foundations.

Properties that front along Route 10 in this character area are located within the Rockaway Valley Regional Sewerage Authority (RVRSA) area. Public water service is available in this section of the Township on the north side of Route 10 and for the majority of the south side of Route 10. This section of the corridor is within the Rockaway River Watershed and Jackson Brook Drainage Area.

Vacant land is the most prominent land use in this area and is encumbered by wetlands. The Arrowgate Apartment complex is located north of Route 10 along with some small commercial uses to the south. The Randolph Business Campus is located on the south side of Route 10 across from the Arrowgate residential development. Phase 3 of this office/warehouse development is not yet constructed. Church Alive occupies space in an office building on the eastbound side of the highway although the use is identified as commercial on the existing land use map. The auto dealership located on the north side of the highway is not permitted in the zone and was granted a variance.

The Rescue Squad building is presently scheduled for improvements and the gas station also within this area has been sold for redevelopment. The entrance to the Skylands Catering facility

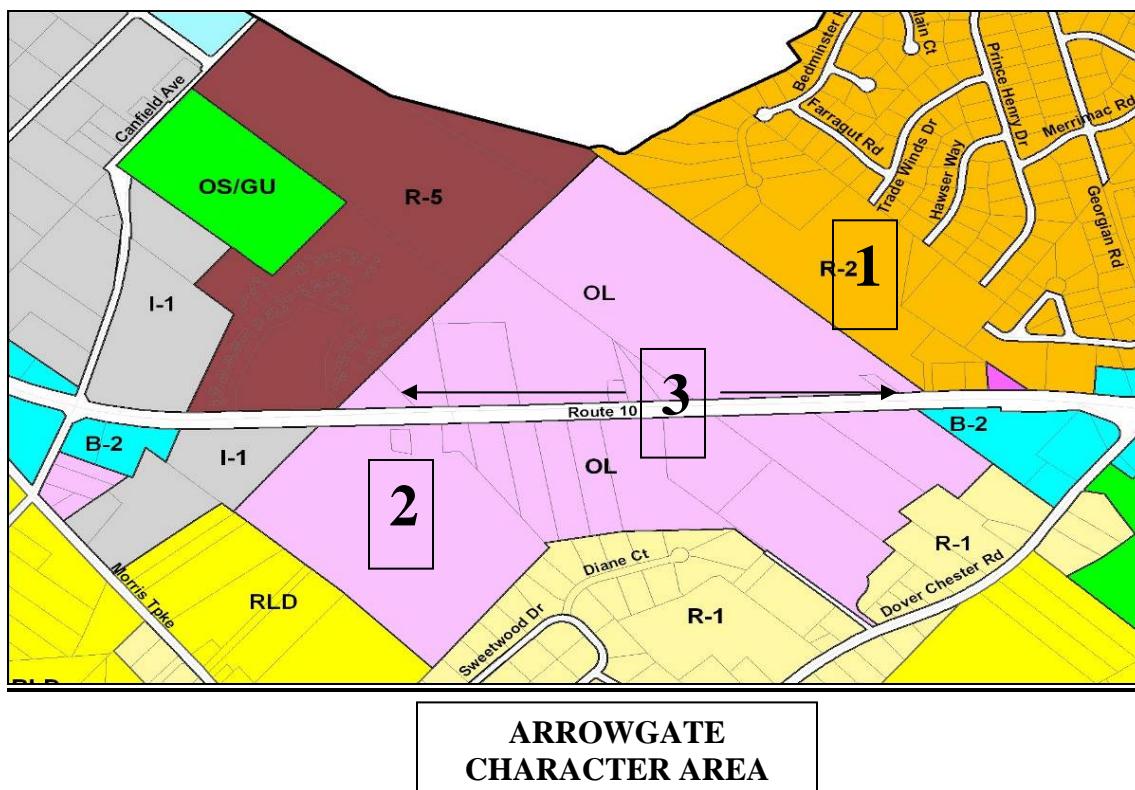


# Route 10 Corridor Study

is located on the eastern boundary of this character area and the Morris County College area to the east, although the building and parking area are not readily visible from the highway.

The parcels located directly north and south of Route 10 are zoned primarily Office/Laboratory (OL) with multifamily residential uses (R-5) permitted in the northern section of this character area. Both the Arrowgate and Canfield Mews developments have low and moderate income housing components. The R-5 zone permits a maximum density of seven (7) dwelling units per acre. The ordinance's stated purpose of the OL zone district is to encourage office and laboratory research centers designed with a low scale campus-type theme. In order to achieve that, the minimum lot area permitted is 15 acres with a maximum floor area ratio of 0.20 and a maximum impervious surface coverage of 55 percent. It should also be noted that hotels and assisted living residences are permitted as a conditional use in the OL district.

## Arrowgate Character Area Recommendations



*The location of the recommendations provided for this area is indicated on Figure 3 along with the zoning categories as presently designated.*

# Route 10 Corridor Study

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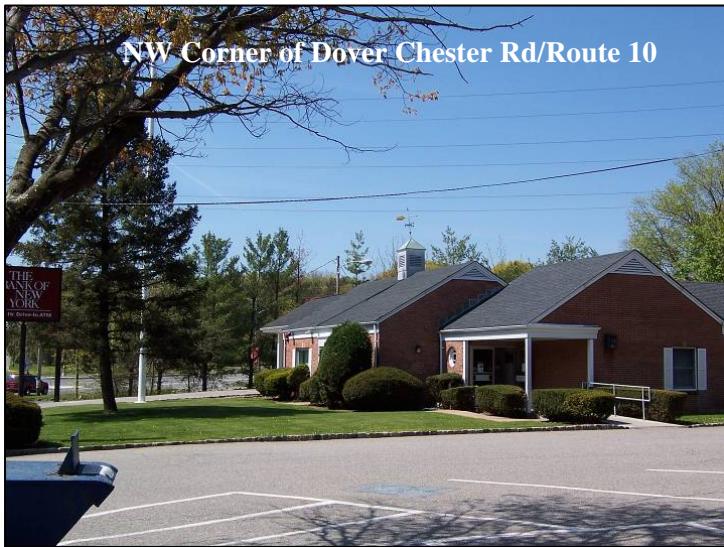
1. This lot which is developed with the Skylands Catering facility, is located in the R-2 residential zone. That zone permits single-family dwellings on one-half acre lots. The property is 19.7 acres in area and has access to Route 10. The cul-de-sac of Trade Winds Drive abuts the tract's northerly property line. This property should be rezoned OL, which reflects its current nonresidential use. Should the existing use cease, it is the Township's desire that no additional residences are constructed. The setback requirement in the OL zone where the property abuts a residential zone district is three hundred (300) feet. Additionally, the ordinance requires a transitional buffer of at least fifty (50) feet where a nonresidential use abuts a residential use in the OL Zone. Therefore, any future development on the tract could be compatibly developed with the neighboring properties. If this property is developed for commercial uses, only emergency access to adjacent residential streets should be permitted.
2. The Dover Handbag/Sporn property which is approximately 44.5 acres in area occupies two existing lots. At this time, the OL zoning should remain. Development parameters established for any use on this parcel should support and strengthen the visual character of this area. The wooded frontage along Route 10 should remain to the greatest extent possible and there should be appropriate buffering from adjacent single-family residences.
3. The regulations for the OL Zone should be amended to restrict access for all nonresidential development in the zone to Route 10 only. The side roads that abut this zone are residential in character. Therefore, directing high volumes of nonresidential traffic to these roads would be inappropriate and burdensome to neighboring residences. Also, vehicular connections between parcels should be required as these properties are developed over time.

Additionally, the combining of driveway connections to Route 10 is recommended and encouraged. The combination of driveways in order to limit the number of curb cuts in this portion of the highway will improve the safety and efficiency of circulation. This is also in conformance with the intent of the zone to be developed with an office-campus style. Incentives could be provided in the ordinance, such as an increased floor area ratio when two or more properties share an ingress and egress to Route 10.

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## C. Morris County College Character Area



The western boundary of this character area is defined by the parcels adjacent to the west side of the Dover Chester Road/Route 10 intersection. The area extends along Route 10 to but, does not include, the parcels adjacent to the western side of the Center Grove Road/Route 10 intersection. The terrain of this character area is primarily flat with some gentle slopes. Bedrock is located near the surface throughout most of the area. Like the Arrowgate Character Area, this area is within the Rockaway River Watershed and the Millbrook Drainage Area.

Morris County College comprises the southern section of this area with some small scale commercial development fronting onto Route 10. Residential homes and a light industrial/office park are north of Route 10 with Sunrise Assisted Living, a new assisted-living residential complex presently under construction. This new housing will have a positive visual impact on the area strengthening its wooded, natural character presently dominated by views of the County College campus. The campus buildings setback from the roadways, are largely screened by vegetation. Once the assisted living complex is completed and landscaped, it will provide a positive visual presence from the highway.

The Bethlehem Church is located on the western end of this character area. The Church's deep setback contributes to the campus-like visual character of this section of the roadway. The Planning Board recently granted site plan approval for a CVS Pharmacy to be located at the southwest corner of the intersection of Route 10 and Dover-Chester Road. The pharmacy will provide an anchor to this corner. Applications for a medical office building and daycare center are anticipated adjacent to the CVS. The light industrial and office uses along Emery Avenue to the north of Route 10 are for the most part, not visible from the highway, with the exception of those on the corner lots. The gasoline service station presently referred to as Rocky's, located within in the vicinity of the Dover-Chester intersection, is a site in need of redevelopment.



Traffic Heavy at Times on Center Grove Road

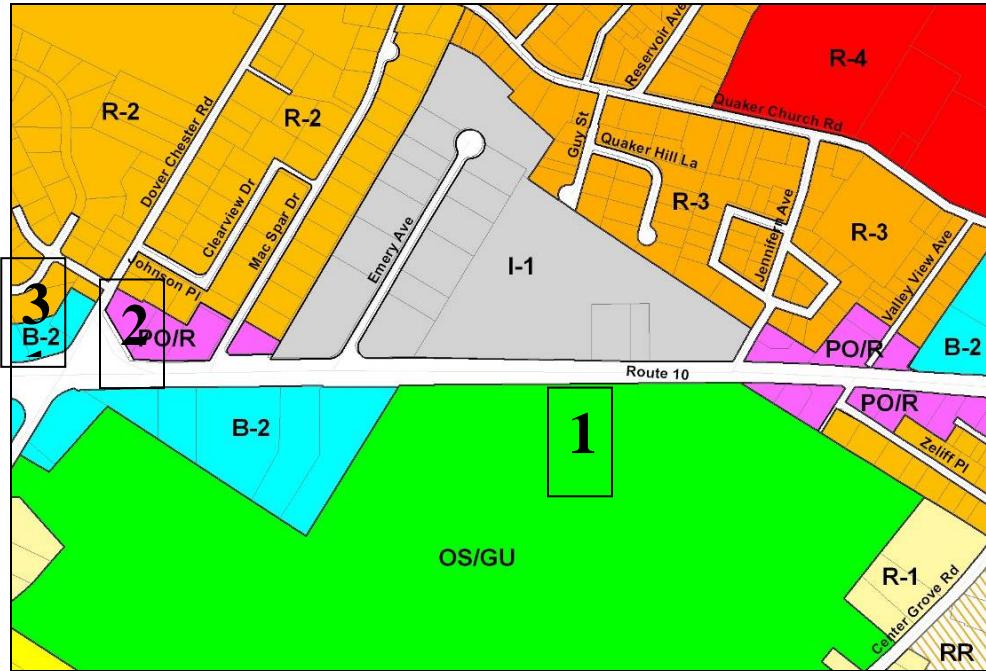
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During morning peak hours, the Dover-Chester/Route 10 intersection as well as access lanes from Route 10 onto local roads, in particular, Ford's Road suffers from very heavy traffic volumes.

The parcels within this character area are zoned for Regional Business (B-2), Professional Office/Residential (PO/R), Industrial (I-1), and the County College lands are zoned Open Space / Government Use (OS/ GU). The intent of the Regional Business zone is for buildings or groups of buildings designed to be maintained and operated as a single coordinated retail center and used for retail sales and services and business or professional offices. The Professional Office/Residential district has been established as a transitional zone that permits the conversion of residences located along key commercial arteries, in this instance, Route 10. It is the intent to maintain uses that are compatible with adjacent residential neighborhoods. Therefore, the lots in the PO/R district are generally smaller and reflect the sizes of the adjacent residential zone.

Properties that front along Route 10 in this character area are located within the Rockaway Valley Regional Sewerage Authority (RVRSA) area. Water service to the south side will be available to a water main extension proposed to be built to serve the CVS site located on the south side. This water main will be privately owned. This section of Route 10 is located within the Rockaway River Watershed and the Wallace Brook Drainage Area.

## Morris County College Character Area Recommendations



**MORRIS COUNTY COLLEGE AREA**  
**Figure 4**

*The location of the recommendations provided for this area is indicated on Figure 4 along with the zoning categories as presently designated.*

# Route 10 Corridor Study

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1. The Township encourages and would support an application for direct ingress and egress to and from the college campus from Route 10 eastbound lanes. Access to the college now is from driveways on Center Grove Road and Dover Chester Road. The installation of such an access would alleviate the congestion at these locations.
2. There are vacant properties situated on the northeast corner of the Dover Chester Road and Route 10 intersection within the Professional Office/Residential (PO/R) zone. Developers have shown interest in these properties that have frontage on or in proximity to the highway exit ramp. These properties abut the residentially developed lots in the R-2 zone to the north. Although the current zoning is appropriate, future use of these properties should be limited to those uses that will generate a limited amount of traffic. Access for any development should be confined to one area and must meet the requirements of the NJDOT. The best location for a driveway would be along Dover Chester Road, as far away as possible from the intersection.
3. The gas station within this character (Rocky's) needs to be redeveloped in a way that allows it to fit within the visual character of the area. Any redevelopment of the service station should include sufficient landscaping to enhance the visual character and architectural treatment that complements the neighborhood and meets ordinance's design requirements. Also, access from this parcel to Route 10 should be dealt with at the time a new site plan is prepared for its redevelopment.

# Route 10 Corridor Study

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## D. Commercial Core Character Area



College Plaza Provides a Positive Image of the Area

The boundaries of this area are defined by the parcels adjacent to the western side of the Center Grove Road/Route 10 intersection and the parcels directly east of the Millbrook Avenue/Route 10 intersection. The terrain of the area is relatively flat and like most of the rest of the corridor has bedrock relatively close to the surface (within 0-5 feet).

Properties that front along Route 10 in this character area are located within the Rockaway Valley Regional Sewer

Authority Area (RVRSA). Water service is provided to the north side of Route 10 from the Dover Water System and to the south side of Route 10 by the Randolph Water System. Water service is available to the majority of properties along the south side of Route 10. The majority of properties along the northerly side of Route 10 do not have water service. This area is primarily in the Rockaway River Watershed and the Wallace Brook Drainage Area.

This is the primary commercial center of Route 10 with small retail businesses located on both, the north and south side of Route 10. The small lots on the north side of Route 10 border both Route 10 and Quaker Church Road. There are some vacant parcels located within the center of the character area, east of Senatore's Restaurant that have been proposed for multi-family development. Any proposals for the north side of the highway should respect the adjacent residential uses and zoning along Quaker Church Road.

The character area has seen significant new development since the 1992 Master Plan. The renovation and expansion of the A&P Shopping Center, construction of the College Plaza Shopping Center and more recently the adjacent Meadow Woods catering and restaurant facility have helped to solidify the quality of this commercial core. The upgrading of some of the older commercial buildings would serve to further improve this area. Buffering, landscaping and fencing are important issues with any applications for development or renovations of buildings within this area.



Meadow Woods Provides an Example of Preferred Architectural Style

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The intersection of Millbrook Avenue and Route 10 is included in this character area. This includes the vacant parcel located east of the Dunkin Donuts and Midas Muffler shop. This site has been proposed for a commercial building and was the subject of Planning Board hearings. Steep slopes and the relationship of the development to the adjacent neighborhood are issues for any development of this site. There have been recent improvements to two of the buildings in proximity to the Millbrook Avenue intersection. These upgrades to the former Seafare Restaurant and the Dunkin' Donuts have improved the aesthetics of the area.

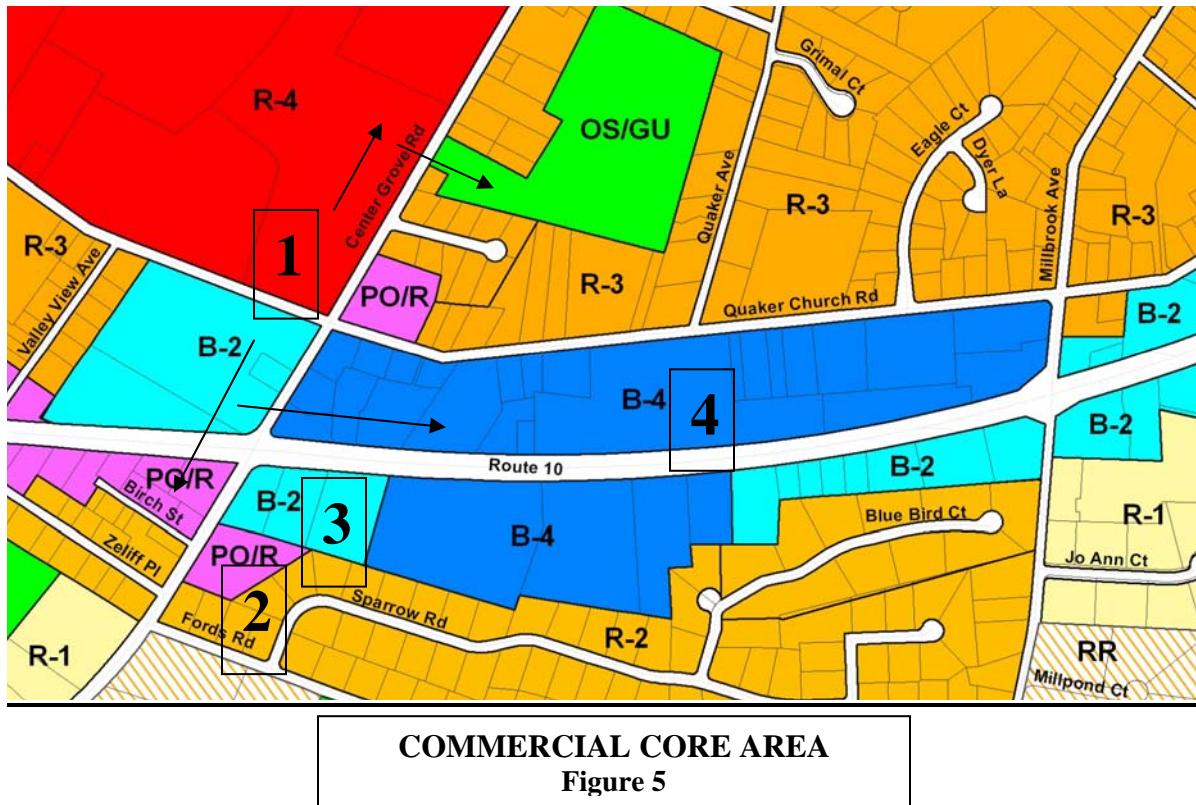


Commercial Buildings on Parcels in Need of Repair

The zoning for this area is predominately General Commercial (B-4) with some lots zoned Regional Business (B-2) and Professional Office/Residential (PO/R). The B-4 zoning is found in the center of this area on both sides of Route 10. The intent of this district is to encourage single-use commercial development patterns and restaurants and to discourage typical strip commercial developments. The recently developed projects noted above are evidence of the success of this intent. The minimum lot size required in the B-4 zone is 60,000 square feet, while the minimum required in the B-2 zone is 40,000 square feet. The B-2 zoning is concentrated on the properties that abut the signalized intersection of Route 10 and Center Grove Road.

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## Commercial Core Character Area Recommendations



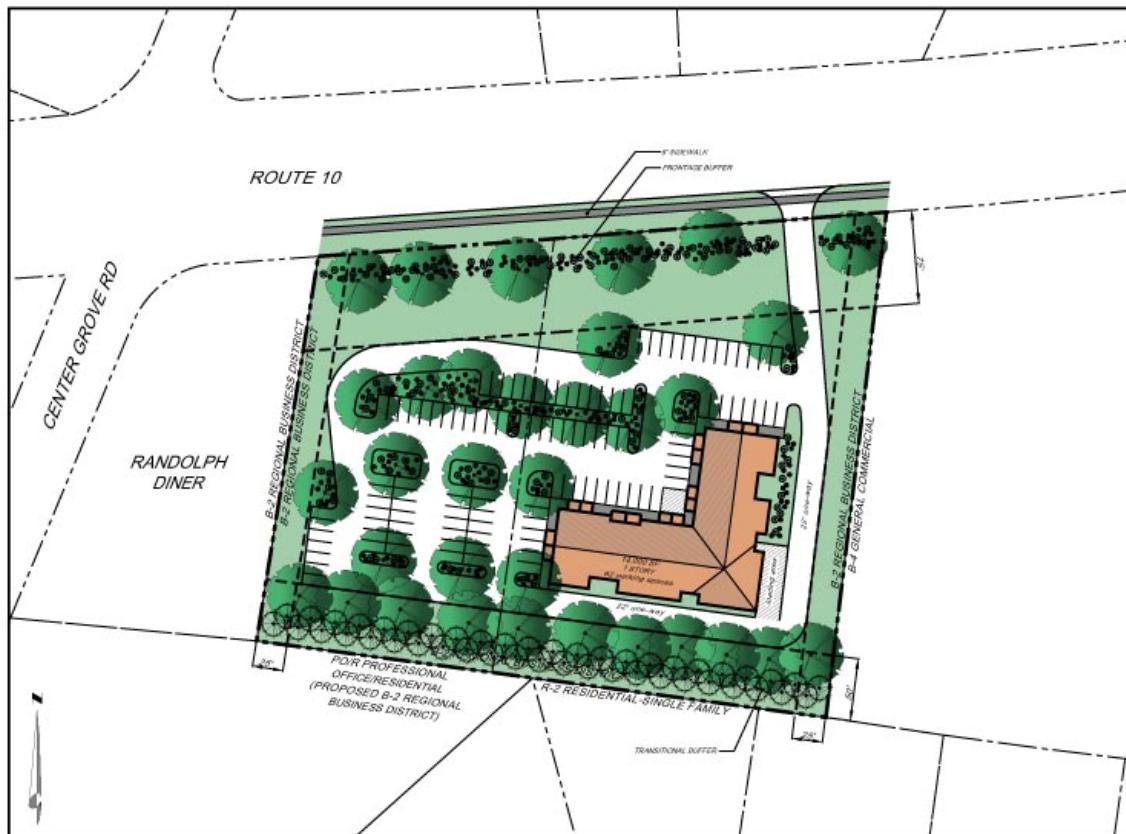
*The location of the recommendations provided for this area is indicated on Figure 5 along with the zoning categories as presently designated.*

1. The Township should adopt a sidewalk plan for this portion of the Township with the intent to interconnect the various commercial properties and to link the commercial areas with the nearby apartment complexes and Fernbrook Elementary School located north of Route 10. Currently, some sidewalks along the frontages of primarily properties have been recently developed. The missing connections should be identified on the plan. A special assessment district should be created for the area as indicated in Figure 5 for the construction of sidewalks, street trees and appropriate lighting. The goal of the special assessment is to raise funds to create a physical and visual linkage between neighborhood retail services available at the intersection of Route 10 and Center Grove Road and the adjacent neighboring residential areas. A long term goal is recommended to create a pedestrian connection from the residential neighborhoods, commercial areas to County College through the extension of the sidewalk system along Route 10 and the Township's trail system.
2. This lot which is located on Center Grove Road south of and abutting the Randolph Diner, is currently in the Professional Office/Residential (PO/R) zone. It is the only lot in that zone in that area. It is recommended it be rezoned to Regional Business (B-2) in conformance with the adjacent commercial properties. This rezoning should only occur if the parcel is

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combined with both or either of the parcels north of it. This could allow for the Randolph Diner to expand their parking lot to meet the new parking standards of the Township and to handle the high level of traffic this use generates. This could also assist in accomplishing a comprehensive redevelopment of the properties south of Route 10.

3. An overlay district should be created to encompass the entire southeast corner of that intersection up to the College Plaza Shopping Center, and including the above referenced lot. The intent of the overlay option is to provide incentives for a comprehensive approach to private redevelopment of the two (2) or four (4) lots that will be compatible with the recent improvements to adjacent commercial properties. The redevelopment efforts should also be cognizant of the adjacent residences to the south, and adequate buffers and transitions must be provided.



**Typical Site Plan of Two Parcels Combined as One  
(East of Randolph Diner)**

The terms of the overlay option would not be available to potential developers unless it encompasses a combination of at least two lots. The Regional Business (B-2) zone permits a floor area ratio of 0.20 and a maximum impervious coverage of sixty (60) percent. The graphic provided above illustrates the option of combining the two lots located east of the Randolph Diner with a site plan that meets all of the zoning regulations for the Regional Business (B-2) zone and the design standards for landscape buffers. The plan illustrates the ultimate in setbacks, floor area ratios, parking spaces etc. Relaxing these standards to a

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certain degree could be offered to a developer only if both lots are developed as one as long as the visual image of the parcel is not compromised. Developers typically will request and increase in floor area ratio (FAR) to allow them to put more building square footage on the site. This is one of the standards that could be considered. An increase in FAR from 20% to 30% is a recommended allowable increase if requested. An additional increase in FAR could be granted, if all four lots are developed as one.

The following general incentives are recommended to entice the development of these parcels combined as one:

- Relax zoning standards
- Increase floor area ratios
- Reduce parking requirements if uses proposed for the site have varying peak parking needs, for example, day time office use and a restaurant that generally draws primarily evening guests.
- Increase building height to three floors. The change in grade of the residences located south of the parcels creates a visual barrier of the parcels located along Route 10 in this area.

4. The Grecco tract, which is vacant and wooded and the adjacent former Senatore's restaurant should be developed with uses permitted in the B-4 Zone and in conformity with surrounding uses. With any development on this parcel, the heavily wooded frontage along Route 10 should be maintained on the site. All commercial access should be from Route 10. Development parameters with this parcel should include pedestrian access to the commercial uses in the vicinity and the Fernbrook School.

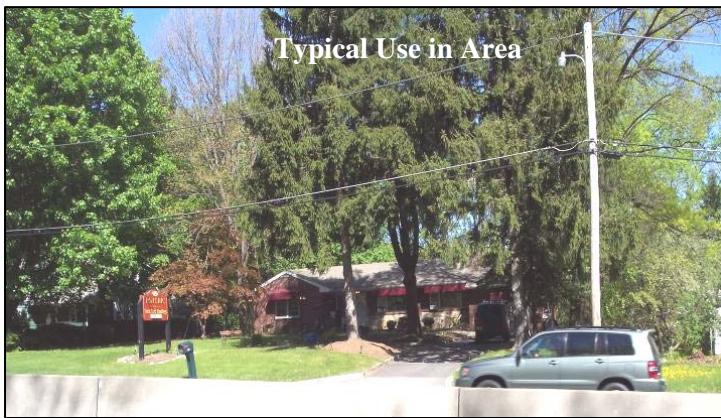
# Route 10 Corridor Study

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## E. Office/Residential Character Area

The western boundary of this character area is generally defined by small lots located east of Millbrook Avenue/Route 10 intersection (adjacent to the eastern edge of the Commercial Core Character Area). The area extends to the Morris Street/Route 10 intersection. Although there is a small area where excessive slopes are located, there is a constant slope in the westerly direction from Morris Street to Millbrook Avenue, and like the character areas to the west, have bedrock relatively close to the surface (0-5 feet).

Properties that front along Route 10 in this character area are located within the Rockaway Valley Regional Sewerage Authority (RVRSA) area except for the parcels adjacent to the intersection of Mountainside Drive and Route 10. This section of the corridor is located in the Rockaway River Watershed and Drainage Area.

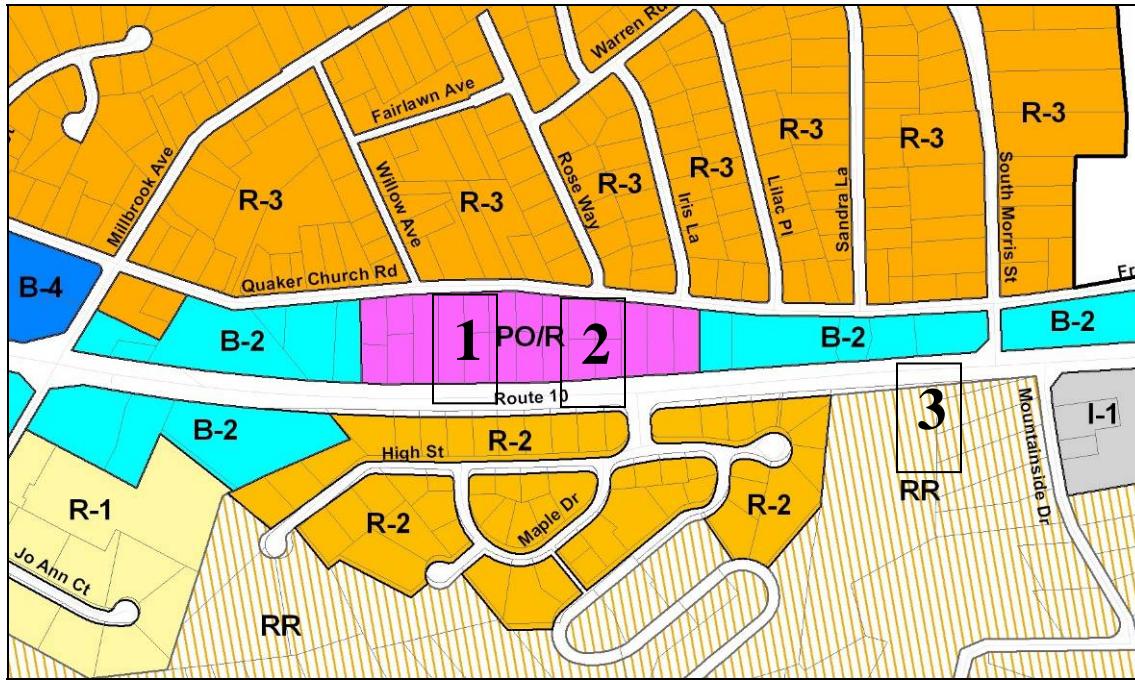


The land uses in this area are primarily small residential uses with some commercial uses located to the east, adjacent to the Mountainside Drive/Route 10 intersection. The parcels north of Route 10 are bounded by Quaker Church Road and those south of Route 10, are bounded by residences in the Dover Hills neighborhood. The rear yards of the residences in that neighborhood abut the highway frontage. A gasoline service station is presently being constructed on the property abutting the western border of the American Grill Restaurant. With the number of small lots on the north side of the highway, there are many low-volume driveways intersecting with the road.

The parcels north of Route 10 within the western section of this character area are zoned for Professional Office/Residential (PO/R) where many of the homes have been converted to commercial uses. The parcels north of Route 10 within the eastern section of this area are zoned for Regional Business (B-2). This includes the shopping center with the American Grill Restaurant. The southern section of this character area is zoned Single-Family Residential (R-2) with a few lots to the east remaining Rural Residential (RR). The transitional nature of the PO/R zone as was noted above is concentrated here due to the historical development patterns along the highway. Any significant change to this development pattern would entail the consolidation of a number of developed properties.

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## Office/Residential Area Character Recommendations



**OFFICE/RESIDENTIAL CHARACTER AREA**  
**Figure 6**

*The location of the recommendations provided for this area is indicated on Figure 6 along with the zoning categories as presently designated.*

1. The Professional Office/Residential (PO/R) zoning in this character area has served the community well, since it permits the conversion of residential structures to office use. It has given dwellings that are no longer desired for residential purposes a new use that is compatible with the remaining residences. The difficulty in providing any other uses in this location is that the area between Route 10 and Quaker Church Road is very narrow and encouraging more intensive commercial uses would be a detriment to the residential properties north of the district in the R-3 zone. Therefore, no



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zoning changes are proposed for the near future for this area. The PO/R zoning is reconfirmed. It is the intent of this plan to endorse office use in this section of Route 10 consistent with the parameters of that zone.

2. The Township should consider establishing an overlay zone for this character area over the long term that would encourage the combining of properties in the Professional Office/Residential (PO/R) zoned Route 10 frontage. Office use such as the Weichert Office and Tuttle Funeral Home would be the type of business desired.
3. The forested frontage on the south side of Route 10, west of Mountainside Avenue should be rezoned to RR-5 from RR to coincide with the Township's recommendation to include this area in the Highlands Protection area.

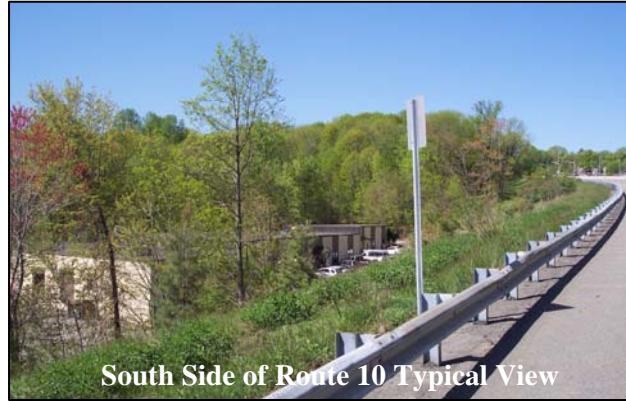
# Route 10 Corridor Study

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## F. Eastern Gateway Character Area

The area is bounded by Mountainside Drive on the west and the Denville Township line on the east. The terrain of the area is hilly with slopes that exceed 15%. Many of the large parcels located south of Route 10 are dominated by wetlands.

Properties that front along Route 10 in this character area are located within the Rockaway Valley Regional Sewerage Authority (RVRSA) area. It is also in the Rockaway River Watershed and the Millbrook Drainage Area. South of Route 10 there are small industrial uses technically fronting on the highway, although there is a significant grade change. Access to the industrial uses is via a driveway located at the bottom of the hill before the South Salem Street overpass.



South Side of Route 10 Typical View

Vacant parcels comprise the remainder of the south side of this area with small single family residential homes located along S. Salem Street which intersects with Route 10. The K-mart Shopping Center, north of Route 10 is west of S. Salem Street. Small lots with commercial uses front onto S. Salem Street to the east with large parcels located along the Denville Township border.



K-Mart Plaza In Need of Improvement

The K-Mart Shopping Center includes major retailers such as K-Mart, Pathmark, Staples, Blockbuster, Pizza Hut and Radio Shack. The shopping center is somewhat dated and has an abundance of parking. The lot is also used for parking for patrons of bus service to Atlantic City.

The uses on the eastbound side adjacent to the Denville border include an adult bookstore and a site for a future small shopping center in which site work has commenced. On the westbound side of Route 10, the Zoning Board will be considering an application for a building housing offices and equipment for landscapers on property that splits the municipal border. The adjacent uses to that property further west include publicly owned land and the light industrial building owned by Transistor Devices.

The zoning of this character area is a mix of many zoning categories. The K-Mart Shopping Center is zoned Planned Business Center (B-3) and the properties east of S. Salem Street, north of Route 10 are primarily zoned Professional Office/Residential (PO/R) with a few lots surrounding the S. Salem Street/Route 10 intersection zoned Regional Business (B-2). The parcels south of Route 10 are primarily zoned for residential use with the classifications of

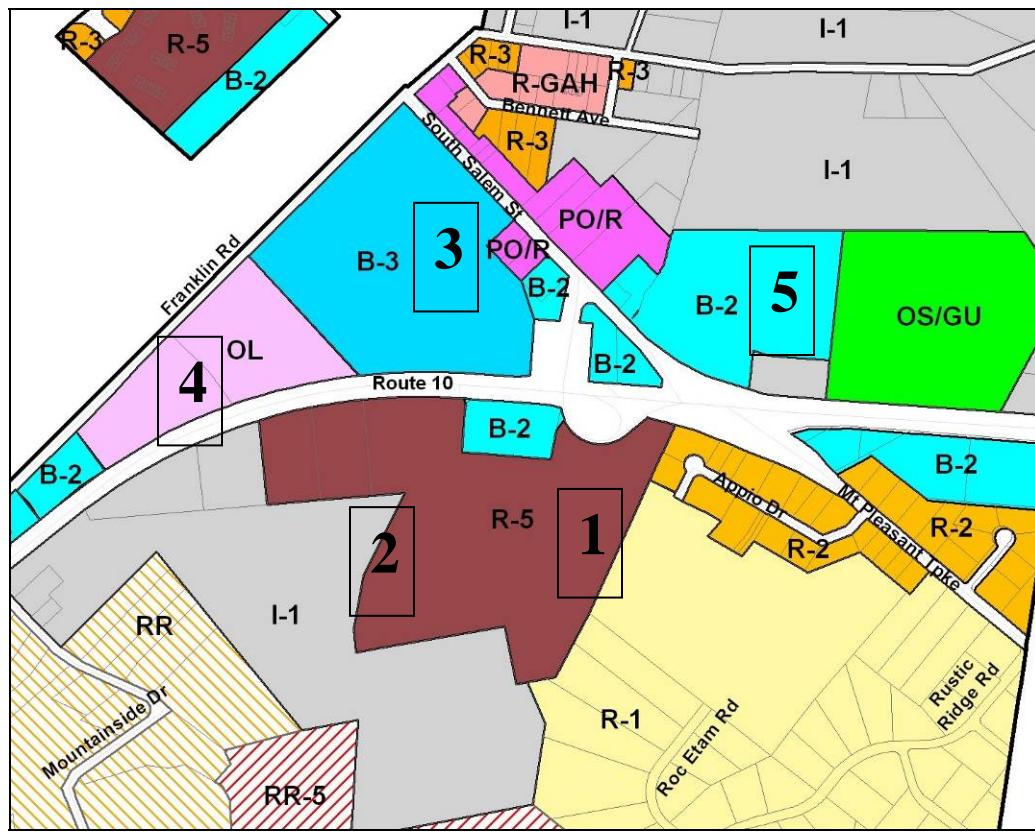
# Route 10 Corridor Study

Multifamily Residential (R-5) in the southwestern half of the character area and Single Family Residential (R-2) allowed in the eastern half for those parcels fronting on S. Salem Street. Three parcels south of Route 10 near to the Denville Township border are zoned for Regional Business uses (B-2). One large parcel north of Route 10 is zoned Open Space/Government Use.

The R-5 zoning has been the subject of litigation for a number of years and most of the land in that designation is encumbered by wetlands and floodplain. Future use of that property and the adjacent lands may be determined by the outcome of that litigation.

The intent of the B-3 Zone as stated in the Land Development Ordinance is to encourage redevelopment of older, underutilized shopping centers to create a large-scale, mixed use regional center. Although the zone is intended to be a regional center, it is probably more accurate to label it “sub-regional” because its draw is primarily from Randolph and nearby portions of the immediately adjacent communities. It is not intended to be of the scale of the Rockaway Townsquare Mall area or the concentration of shopping centers in Roxbury.

## Eastern Gateway Character Area Recommendations



**Eastern Gateway Character Area**  
**Figure 7**

*The location of the recommendations provided for this area is indicated on Figure 7 along with the zoning categories as presently designated.*

# Route 10 Corridor Study

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1. The R-5 zone and portion of the R-1 zone that were proposed for the Randolph Mountain multi-family housing project are recommended to be designated Open Space – Government Use (OS/GU) if the litigation is concluded and the multi-family housing option is removed.
2. In relation to the overall land use plan, portions of the Millbrook Valley that abut the south side of Route 10 are recommended to be included in the Highlands Protection area. The details of this designation are included in the land use plan.
3. The 1992 Master Plan included a detailed discussion with concept plans for the redevelopment of the South Salem Street area. A large portion of this character area is coincidental with the South Salem Street area. This plan endorses the recommendations of that earlier plan including the intensification of use on the K-Mart property. Concept plans were developed as part of the 1992 plan that illustrated two to five story office buildings, more landscaping on the site and dramatic reconfiguration of the parking scheme.
4. One of the recommendations of the 1992 plan was to permit multi-family housing on the triangular lot situated west of the K-Mart shopping center. That property, adjacent to Victory Gardens Borough, is currently zoned OL, Office Laboratory. For the short term the parcel should remain zoned OL. Once the shopping center is upgraded and redeveloped with a landscaped parking area and updated architecture the preferred use of this parcel should be determined. Multi-family use in proximity to Victory Gardens with some access from Quaker Church Road may be appropriate. Any development scheme would have to accommodate the topography and unusual shape of the parcel.
5. A hotel should be considered for the TDI property. This is the industrial building located on the north side of Route 10 at the Salem Street intersection. Since the property is encumbered by wetlands, parking could be partially accommodated under the building. Given the environmental encumbrances to this property a taller building with a smaller footprint would be more appropriate.