



## IV. COMMUNITY DESIGN ELEMENT



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### 1.0 INTRODUCTION

The 1992 Master Plan Community Design Element established a series of design guidelines for future development and redevelopment in Randolph. The majority of these guidelines was adopted as design standards for future development and can be found in the Site Plan and Subdivision Requirements of the Township's current Zoning Ordinance. The design standards focus on the areas of the Township that include the Salem Street Area, Mount Freedom Village Center and the Route 10 Corridor. The Technical Reports prepared for the latter two areas highlight design issues and guidelines for nonresidential development that will continue to occur.

The purpose of the Township's design standards and the guidelines presented in the technical reports is to help retain, promote and enhance the desired character of Randolph's built environment and its relationship to the preservation of the natural environment. As stated in the 1992 plan, community design guidelines can encourage aesthetic and functional linkages between residential, nonresidential and mixed use areas and help to:

- Minimize land use conflicts;
- Encourage quality architectural and landscape design;
- Clarify the objectives of the Township; reduce delays in the approval process and,
- Promote dialogue between the Township decision makers, planners, residents and developers.

### 2.0 POSITIVE FEATURES AND SCENIC VIEWS

The previous master plan identified numerous examples of prominent positive characteristics and scenic views found throughout Randolph. Examples of physical characteristics which make Randolph a desirable location to live include:

- Wooded hillsides and roadsides
- Rolling terrain and mountain peaks
- Community, cultural and religious centers
- Rural roadways

- Historic buildings and streetscapes
- Recreational areas and open spaces
- Natural water features, including high quality streams and rivers

Figure V-1 *Scenic Views* and the list below identifies the location of critical views discovered by the Randolph Township Landmarks Advisory Committee and Randolph planning staff during the preparation of the 1992 plan.

## 2.1 Scenic Views

1. Bryant's Pond, Park Avenue
2. Pond opposite Edward Lewis House
3. Golden Corners, Calais Road
4. Opposite Charles Emmerich House, Park Avenue
5. Calais Mt. from Combs Hollow Road
6. Roc Etam
7. Millbrook Avenue, north to Dover
8. Millbrook Avenue, west near Knothe Farms
9. Friends Meeting House area
10. Sussex Turnpike near Park Avenue
11. Hill above Albertson House looking west
12. From Lutheran Church - north on Quaker Church Road
13. Calais Road near barns
14. Combs Hollow Road Iron Bridge
15. Randolph Avenue west for sunsets
16. Guerin Point - Randolph's highest point
17. Dalrymple Farm and Dalrymple Ice Pond at Morris County College
18. Optical illusion at Sussex Turnpike - "magnetic hill"
19. Gristmill Road near intersection of Millbrook looking east
20. View from Shongum Mt. on Ash Lane
21. Heistein Park
22. Intersection of Combs Avenue and South Road looking south
23. Route 10 looking south toward valley
24. Along Sussex Turnpike looking north toward James Andrews Park
25. Looking south from Millbrook and Joann Court to wooded slopes
26. From Route 10 looking south into the Millbrook Valley
27. From Route 10 looking south into the Millbrook Valley

Randolph is best known for its rural/suburban character exhibited by these special features. Preserving and in some cases, highlighting these features is critical to the continuation of the quality of life Township residents presently enjoy.

The Township's Site Plan and Subdivision Regulations design standards bring about the preservation of Randolph's natural and rural character, and minimize the visual impact of new development. Section 15-60.3 of the Zoning regulations states the following principles of subdivision and site design that shall apply:

- A. *The design of a development shall be based on the site analysis. The development shall be located.... to preserve the natural features of the site and minimize negative impacts and alterations of said features to preserve areas of environmental sensitivity, to protect habitats of endangered wildlife, as identified on federal and state lists and to protect historic and culturally significant structures and sites.*
- B. *Protect scenic views by avoiding the placement of structures on ridge lines or in open fields. Where possible, site new structures below the crown line of mature on-site trees and/or adjacent to existing tree lines and wooded field edges.*

### 3.0 STATE PLANNING AND COMMUNITY DESIGN

The New Jersey State Development and Redevelopment Plan encourage future high density development into existing village centers such as Mt. Freedom and along regional highway corridors such as Route 10. This community design element continues to support the goal of concentrating new development in these core areas of the Township and protecting the rural and environmentally sensitive areas from inappropriate development.

### 4.0 RECOMMENDATIONS

Design guidelines were prepared as part of the 1992 Master Plan to assist the Township in defining its development site and building design standards provided in the current Land Development Ordinance. The following design guidelines presented in the 1992 Plan have been updated to continue to support current design standards.

It is recommended that a pattern book be prepared that includes the text provided below combined with the design guidelines and architectural styles presented in the Mount Freedom Village Center and Route 10 Corridor Study. This pattern book would also include photographs of building styles, streetscapes and signage that illustrate the preferred character and future design of the nonresidential areas of the Township.

#### General Guidelines

##### 1. Site Design

a) Natural features should be integrated into the site plan where possible. Maintenance of streams, slopes, natural vegetation and other features will strengthen the quality of landscape design and preserve critical environmental resources. Building placement and design should preserve existing vegetation and the character of the site. Minimize site disturbance. Where possible, incorporate existing farm roads into subdivision design.

b) Scenic Views can be protected and enhanced by careful placement of new structures. Structures should not be placed on ridge lines and/or be limited to an elevation below the crown line of mature on-site trees. The wooded character of local hillsides should be retained. Where possible, avoid the

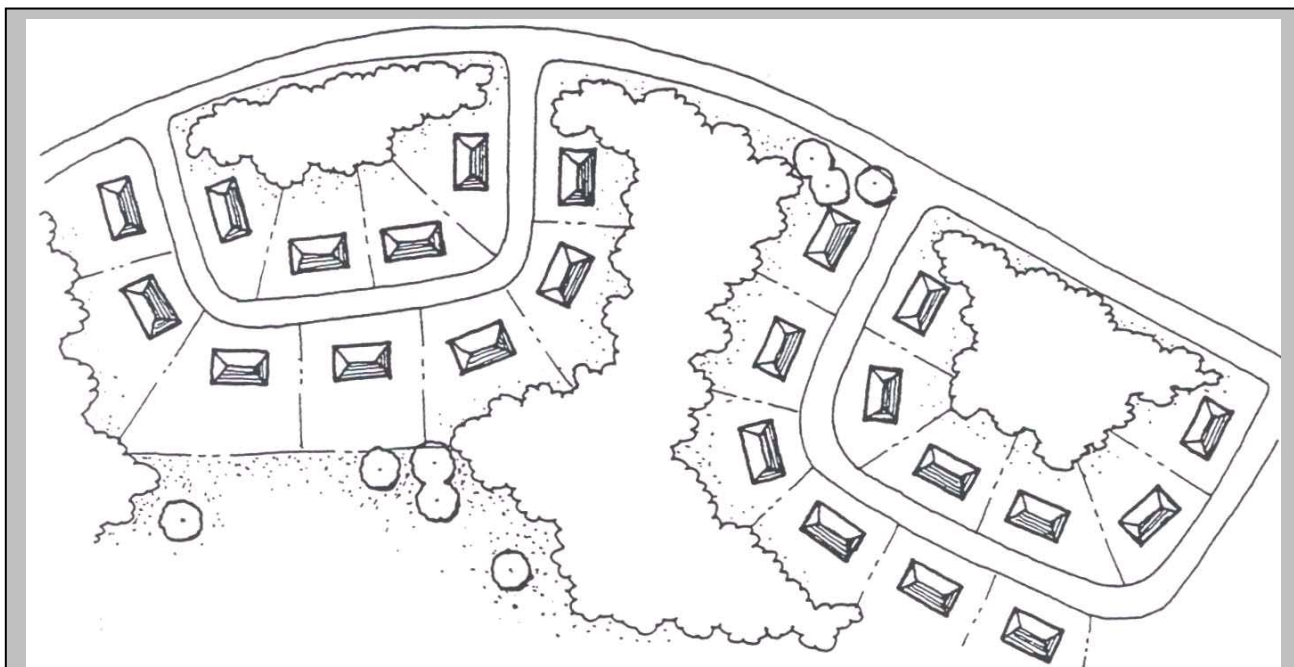
placement of structures in open fields and locate them adjacent to existing tree lines and wooded field edges.

c) Open space should be used to reduce the perceived development density of developments, to provide a buffer between land uses and to provide recreation and pedestrian circulation opportunities. Clustering can be used to provide significant open space in residential and commercial village developments.

d) Separate vehicular and pedestrian circulation within parking lots and provide separate circulation systems in developments with pedestrian paths parallel to vehicular roads. A landscaped buffer should separate pedestrian and vehicular paths. Where pedestrian and vehicular paths cross, that area should be designated by changing pavement patterns, signals or signage.

e) Parking, Outdoor Storage, Exposed Machinery and Service Areas for nonresidential facilities should be hidden or screened from public view and adjacent residential areas through landscaping or structural screening. Parking in the front of buildings should be discouraged for all nonresidential and multi-family uses.

f) Utilities for all new projects should be installed underground.



**Figure a.** Use existing vegetation and open space to reduce the perceived density of Development and separate residential clusters to create distinct neighborhoods.

## 2. Landscape Design

a) Increase landscaping requirements for all nonresidential uses, especially in the planting of trees along the roadway and the screening of parking areas. It is suggested that a minimum of one shade tree and 10 shrubs for every 30 feet of frontage be planted in a frontage buffer, excluding driveway

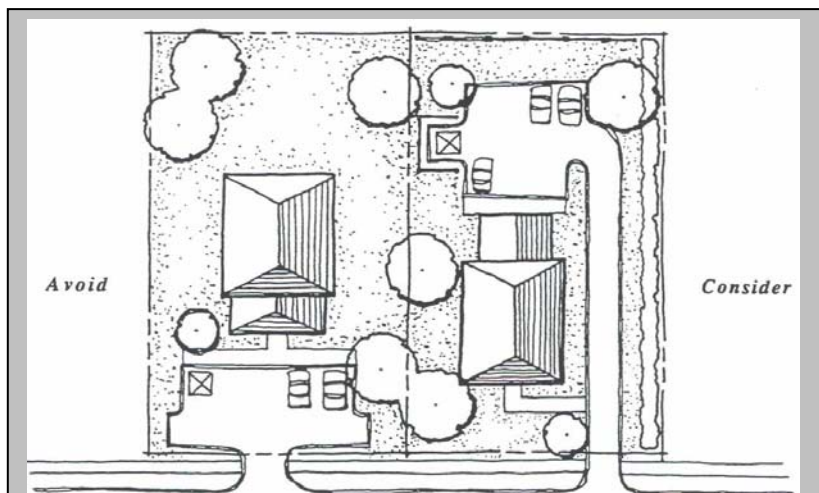
openings. Landscaped berms should also be encouraged where appropriate. Shrubbery should be a minimum of 24 inches in height. Where substantial landscape treatments are not required, maintenance of the natural landscape and/or plantings reflecting a natural landscape character are preferred over conventional lawn areas. Where significant tree stands exist along a roadway, they should be preserved.

b) Comprehensive landscape plans should be presented with all development proposals. These should be prepared by a certified landscape architect.

c) Tree protection . The removal of trees of over five inches in diameter should be minimized, especially along roadways. Planting of new or replacement trees every thirty feet along the side of roads is encouraged to reinforce rural character. These should be deciduous hardwoods. Permit flexibility in the siting of new residential and nonresidential uses on lots where such flexibility will preserve exceptional trees or tree groupings, especially where these can be maintained along roadways.

d) Use landscaping to create boundaries and transition areas between neighborhoods, differing development intensities and areas of incompatible land use.

e) Well designed buffer areas should be used to lessen adverse visual impacts between different land uses, reduce noise levels, mitigate effects from fumes and increase privacy levels. Landscape buffers may take the form of buffer plantings of various heights and types, berms and fences. Open space separations using conventional lawn treatments may be combined with plantings berms and fences, however, buffer areas which convey landscaped or natural treatments are preferred. Residential uses adjacent to nonresidential uses should be separated by a buffer edge to protect residential activities and maintain a pleasant view from the roadway. Buffers should include a variety of local species and have low maintenance requirements. Their appearance should be natural and clustering is preferred to simply planting in rows. Buffer requirements should be increased between adjacent conflicting uses.

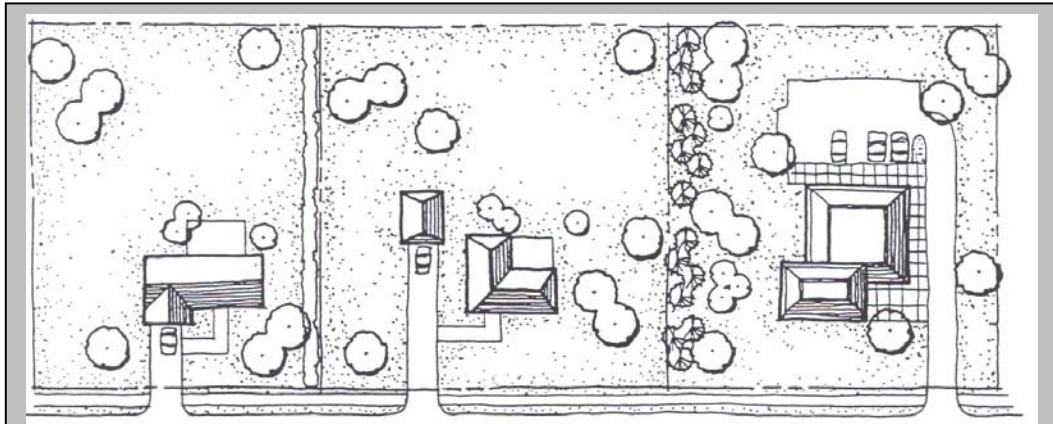


**Figure b** - Site design should minimize the visual impact of parking and storage areas. Avoiding parking in the front yard prevents potential traffic hazards and aesthetic intrusions.

f) Landscaping should be used to provide windbreaks and energy conservation. When new residential development is sited in an open field, windbreaks may be used to decrease wind velocity. Deciduous trees planted to the southwest of residences provide summer shade and allow for solar access in the winter.

g) The preservation of existing vegetation and topography should be integrated into the comprehensive site and landscape design.

h) Landscaping should be encouraged around new development to create pedestrian scale spaces which can provide shade, privacy and visual interest.



**Figure c** - Setbacks and landscape buffers should be used to lessen adverse visual impacts and create a transition area between buildings of decent scale and character.

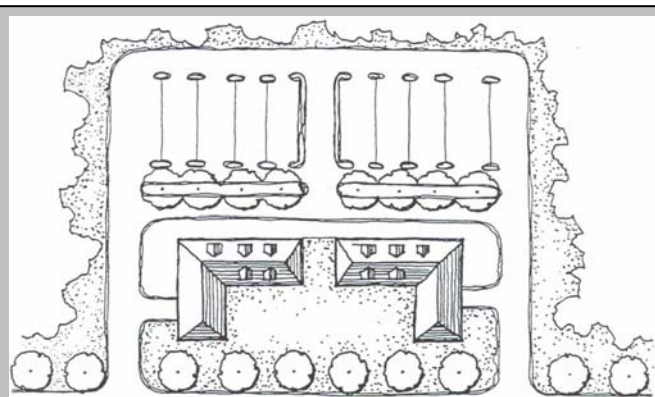
i) Landscaping should be designed to facilitate maintenance. Low maintenance plantings compatible with the region's climate, soil types and water availability are encouraged. Require appropriately sized plantings to ensure survival and usefulness.

### 3. Off-Street Parking

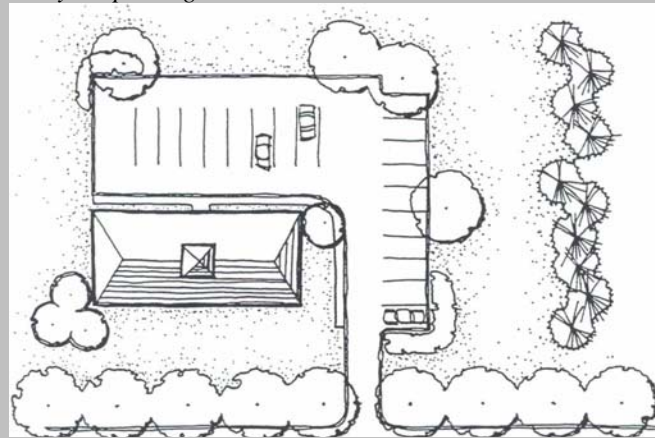
a) The design of parking lots should avoid conflicts between vehicular and pedestrian traffic while creating visual attractiveness within and around the site.

b) Cross Easements should be provided between nonresidential uses to collector streets to minimize disruption of traffic flow, reduce access points and reduce conflict with pedestrian traffic. Encourage the use of shared parking and access between complimentary adjacent land uses.

c) Wherever possible, locate parking to the rear or sides of buildings. Parking in front of buildings should be avoided. Locate parking areas in close proximity to the proposed land use.



**Figure d** - Wherever possible, nonresidential parking should be located to the rear or side of buildings. It should be the building and not the parking which present the primary view from the public right-of-way. This is equally applicable to large scale (above) and small scale (below) nonresidential uses. Where practical, parking in the rear is favored over side yard parking.





d) Reduce the visual impact of parking lots through the use of landscaped buffers. The width of buffer areas may be based upon the length of the parking area exposed to the street or the proximity to adjacent residential or public land uses. In no case should a buffer strip be less than 6 feet in width.

e) The paved areas of parking lots should be interspersed with landscaped islands containing trees and/or shrubbery. Unrelieved expanses of asphalt are monotonous and detract from the overall attractiveness of a site. Islands a minimum of 6 feet in width are recommended.

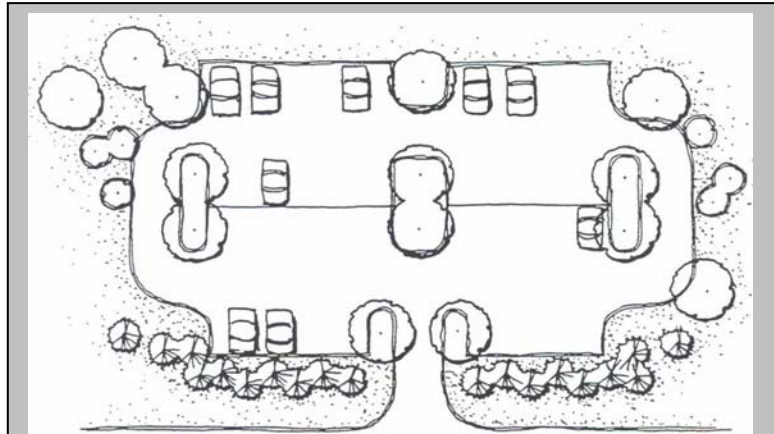
f) Parking should be screened from roads and surrounding land uses. Where located in view of the public right-of-way, parking should be screened from public view by dense evergreen planting, fencing, wall, berm or combination of these. Screening should a minimum of four feet in height. Where fencing is used, landscape plantings should also be used to soften its appearance.

g) All vehicular maneuvering requirements for entry and exit to and from individual parking spaces should be executed entirely on site.

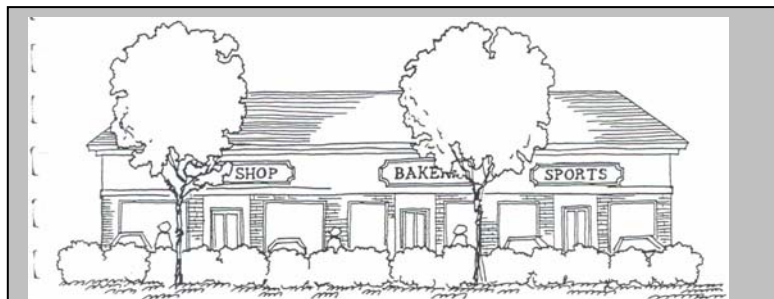
h) Parking spaces should have wheel stops or curbs to assist in orderly parking and to separate pedestrian walkways from vehicular traffic.

i) Adequate exterior lighting should be provided within parking areas with particular emphasis on appropriate lighting at parking lot entrances, exits and barriers. All lighting should be positioned to minimize glare and illumination beyond the development.

j) Encourage the use of underground or structured parking, particularly in the Route 10, South Salem Street areas and possibly in the Town Center.



**Figure e** - Planters and curbed planting beds help control traffic movements and contribute to the overall attractiveness of non residential developments



**Figure f** - Where parking is located in the public view, planting buffers should be used to improve views on to the site.



#### 4. Vehicular Circulation

a) Create a continuous roadway network in commercial areas to service retail, service and office uses. In retail areas, service roads link commercial developments to each other.

b) Roadways should be used to organize and define communities and their neighborhoods. Roadways that act as functional and visual links between neighborhood and special or mixed use districts should receive consistent design treatment.

c) Curb cuts should be located a safe distance from street intersections and should not create dangerous situations for pedestrians or motorists. Adequate sight distance should be maintained at all curb cuts.

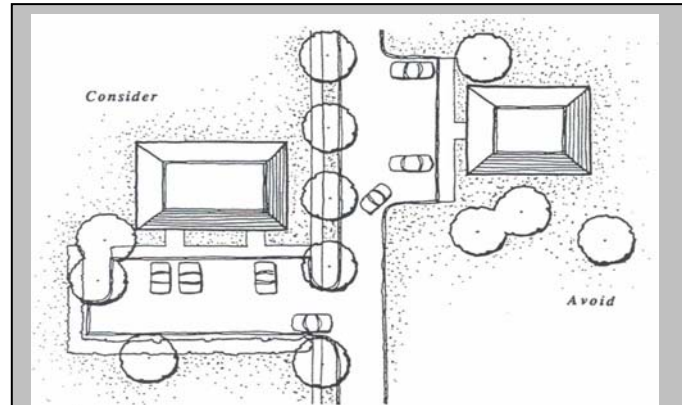
d) Curb cuts should be minimized wherever possible to increase efficiency of traffic flow. One or two access points should service clusters of commercial establishments. Commercial establishments should be connected by interior access roads and shared parking areas. Shared access and cross easements should also be encouraged between smaller individual developments. Minimize the number of entrances to residential properties from arterial streets.

e) Design roads to follow existing contours where traditional village pattern development is not employed.

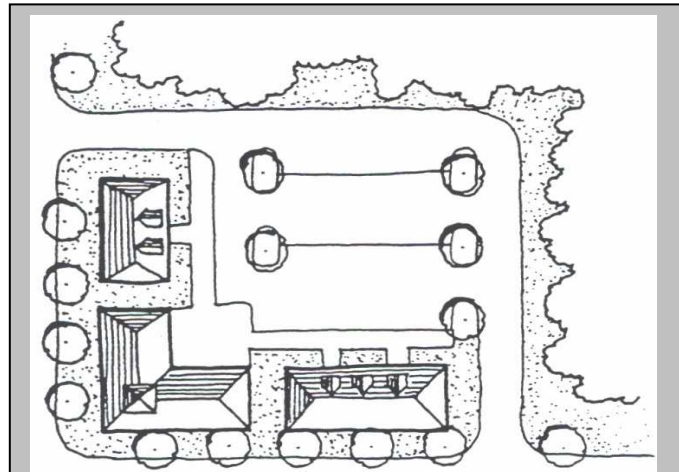
#### 5. Pedestrian Circulation

a) Secure and efficient pedestrian walkway systems should be integrated into overall site plans. Pedestrian connections should be provided to residences, recreation areas, neighborhood schools, commercial areas, churches, parking areas, and other public facilities.

b) In residential developments, sidewalks should be located along at least one side of the public right-of-way. Sidewalks should be a minimum of 4 feet wide but may be increased dependent upon the volumes of expected use.



**Figure g** - Provide adequate turning room on site for all parking spaces. Cars should not have to back out into traffic.



**Figure h** - Curb cuts should be minimized and shared cross access and parking in retail and commercial areas should be encouraged.

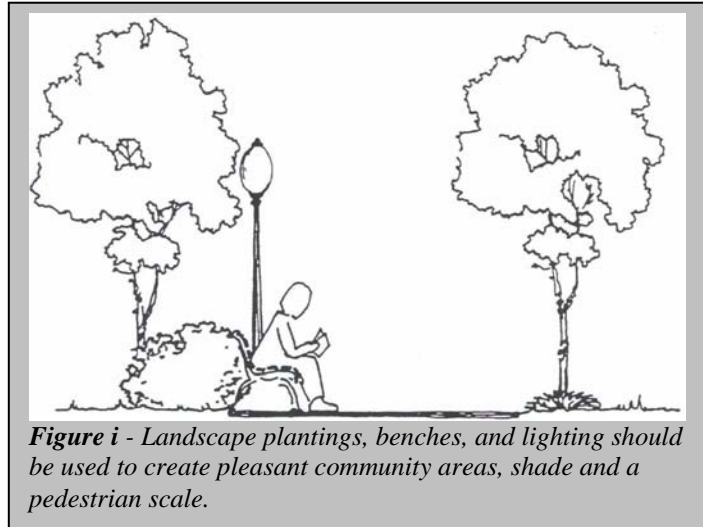
- c) Landscape plantings should be integrated with walkways to provide a pedestrian scale, create pleasant community areas and provide shade.
- d) All pedestrian circulation systems should be barrier free.
- e) Use street design which delineates pedestrian uses from vehicle uses. Differentiation of paving materials, paved widths and lighting layouts can be used for this purpose.

#### 6. Signage

a) Signs should be compatible with a buildings style in terms of location, scale, color and lettering. Where attached to a building, signs should be an integral design element of the buildings architecture.

b) Sign size should be related to the speed of traffic of the adjacent roadway and take into account whether the sign will be viewed primarily by pedestrians or motorists. if signs are to direct vehicular and pedestrian movement on site, they need not be as large as signs identifying business locations to fast moving traffic.

c) Signs should be considered within their setting and designed according to the scale, texture and proportion in which they will ultimately be viewed. Sign materials should be compatible with related building architecture. Signs made of natural materials such as wood and stone are encouraged.



**Figure i** - Landscape plantings, benches, and lighting should be used to create pleasant community areas, shade and a pedestrian scale.

#### **Avoid**



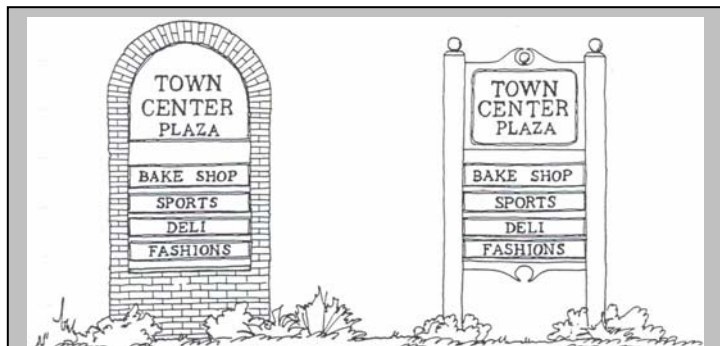
#### **Consider**



**Figure j** - Signage should be compatible with a building's architecture. It should be of a size and scale respective of the building's scale and appropriate to the message being conveyed.

- d) Signs should be legible and appropriate to the business and its image.
- e) Freestanding signs should consist of materials and colors similar to the primary structure. Wall signs should not be more than 15 feet above grade level. Ground or monument signs should be integrated with the landscaping for the site.
- f) Freestanding signs relating to an assemblage of businesses, such as a shopping center, should be grouped in an aesthetically compatible and visually coordinated manner to reduce confusion and maintain a pleasing view from the roadway.

g) Except for those uses fronting on Route 10, freestanding sign sizes should be reduced in the B-1 and B-2 areas. A 100 square foot sign (per sign face) is currently permitted in all B-1 and B-2 zones. In B-1 and B-2 and other nonresidential areas where the speed limit is 50 miles per hour or below, the maximum freestanding sign site per face should be limited to 50 square feet. Where the speed limit on the adjacent roadway is 35 miles per hour or less, freestanding signs should be a maximum of 35 square feet.



**Figure k** - Signs for single or multiple use properties should be coordinated aesthetically and be proportionate to the character of the surrounding area. Signs should be designed in a manner which enhances the desired image of the community.

h) Establish a maximum total sign area permitted for nonresidential uses.

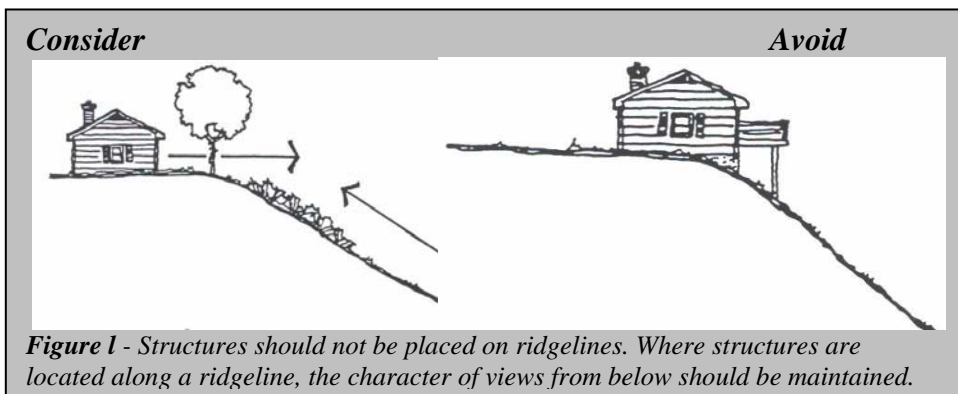
i). The flying of the American Flag is encouraged in all public, commercial and multi-family uses in accordance with applicable Federal regulations.

## 7. Architecture

a) The exterior appearance of a building should complement the character of existing development within the surrounding area. This is especially important when a new building is constructed adjacent to a historic building or in a historic district. New development should relate to the surrounding environment with regard to: height, scale, massing, directional expression, setback, sense of entry, roof shapes, rhythm of openings, rhythm of solids to voids and building materials, rhythm of spacing of buildings on streets; rhythm of entrance/porch projections; texture; color, exterior features. The architectural style of a new building located along Route 10 or within Mount Freedom should reflect the Georgian, Colonial or Federal style. Reference to building examples is provided within the Route 10 Corridor Study and Mount Freedom Report.

b) Building form and sitting should respond to the topography and be consistent with significant landforms. Use landforms to create boundaries and buffer separations between distinct communities and differing land uses. New structures should relate to the natural terrain.

c) Building forms should not break or detract from the natural lines of a hillside. When buildings are located at the top of a slope, provide sufficient setbacks to minimize the impact of the structure on views. Trees on ridges should not be removed.

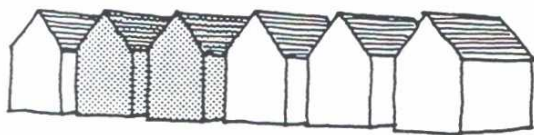


**Figure l** - Structures should not be placed on ridgelines. Where structures are located along a ridgeline, the character of views from below should be maintained.

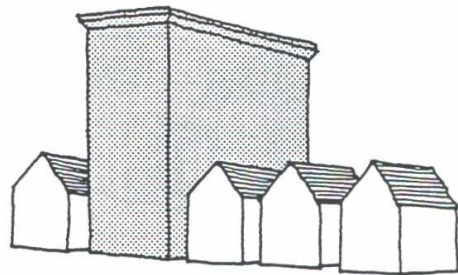
- d) Architectural forms should be used which create interesting visual impressions, particularly when visible from the public view. In new developments, the use of different textures, complimentary colors, detailing and contrasting shapes to create an appealing facade is strongly encouraged. The use of single colors and blank walls is discouraged. Residential home garages in new developments should not be a dominant visual element.
- e) Each phase of a phased development project should be able to stand alone as architecturally and visually complete.
- f) Rooftop mechanical equipment should be screened from public view by the use of architecturally compatible materials. Ground level mechanical equipment such as air conditioning equipment, utility boxes and meters should be screened from public view by landscaping, walls or fencing.
- g) Where permitted, a satellite dish may be situated on a lot at a point where it can receive an appropriate signal, provided, however, that if such signal can be received in an area other than the front yard, it will be placed there and within accessory structure setbacks. If the facility is visible from the street, it should be screened in a manner which does not significantly interfere with reception of signal.

**Figure m.**  
**Architectural Considerations**

### ***HEIGHT***

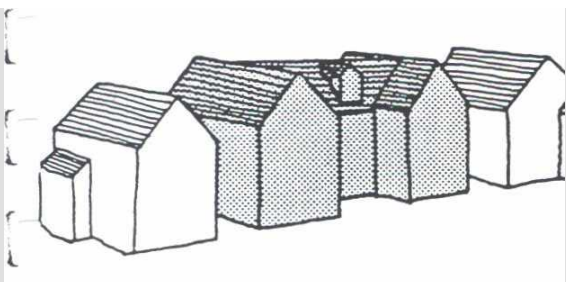


*Relate the overall height of new construction to that of adjacent structures. The height of new construction should be roughly equal to the average height of existing buildings in the surrounding area.*

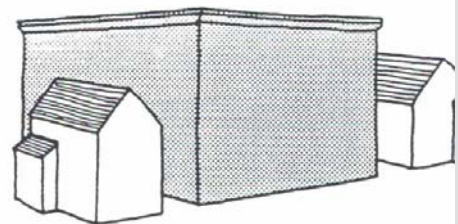


*Avoid new construction which greatly varies in height from older buildings in the surrounding area.*

### ***SCALE***



*Relate the size and proportions of new structures to the scale of adjacent buildings. Although larger in square footage than the adjacent properties, the depiction illustrates how a larger building can maintain the same scale and rhythm as structures in the surrounding area..*



*Avoid buildings which in mass, width or height violate the existing scale of the area..*

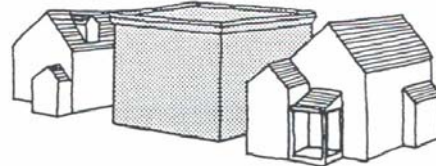


**Figure n**  
**Architectural Considerations**

### ***MASSING***



*Break uninteresting boxlike forms into smaller, varied masses. Variety of form and massing add interest to the streetscape and are elements essential to preserving the character of historic streetscapes.*

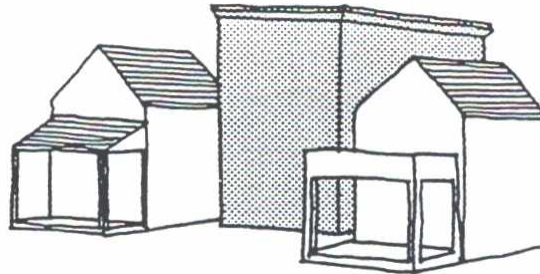


*Avoid single, monolithic forms which are not relieved by variations in massing. Such structures are especially intrusive when placed in a streetscape of older buildings which have varied massing and facade articulation.*

### ***SETBACK***



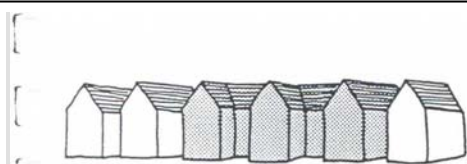
*Where appropriate, maintain existing facade lines of streetscapes by locating front walls of new buildings in the same plane as the facades of adjacent buildings. Where there are varied setbacks, the maximum setback of new construction should harmonize with the average setbacks of existing adjacent buildings except where increased and/or varied setbacks are necessary to preserve street trees or rural character along roadways.*



*Avoid violation of existing setback patterns, especially in village or historic district areas. Avoid placing buildings at odd angles to the street, unless in an areas where diverse sitting already exists.*

**Figure o**  
**Architectural Considerations**

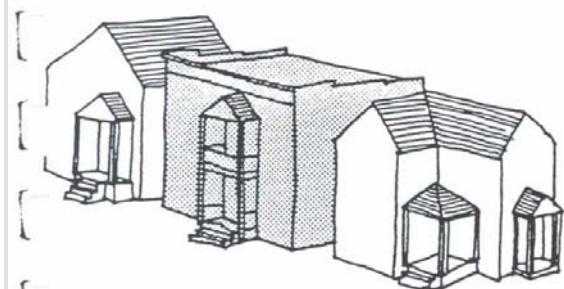
### ***DIRECTIONAL EXPRESSION***



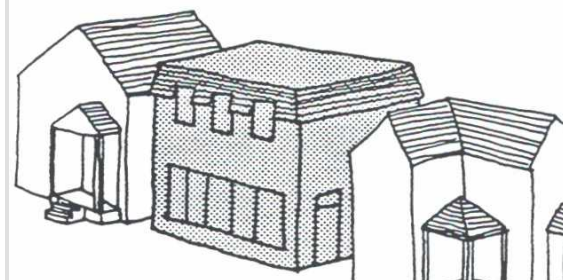
*Relate the vertical, horizontal or non-directional facade character of new buildings to the predominant direction expression of nearby buildings. Horizontal buildings can be made to relate to the more vertical adjacent structures by breaking the facade into smaller masses..*



*Avoid horizontal or vertical facade expressions unless compatible with the character of structures in the immediate area.*

**SENSE OF ENTRY**

*Articulate the main entrances of building with covered porches, porticos and other architectural forms. The primary entry should be raised above grade and made a prominent visual feature where this is the dominant form in the surrounding area except in those instances where disabled and handicapped access cannot be otherwise accomplished.*



*Avoid facades with no strong sense of entry.*

**Figure p**  
**Architectural Considerations**

**ROOF SHAPES**

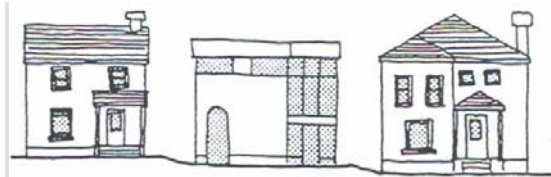
*Relate roof forms of new buildings to those found in the surrounding area. The use of traditional roof shapes, pitches and materials on new construction makes new structures more visually compatible.*



*Avoid introducing roof shapes, pitches or materials not traditionally used in the area.*

**RHYTHM OF OPENINGS**

*Respect the recurrent pattern concerning the number and spacing of windows and doors in a facade. Also consider the width to height ratio of bays in the facade. New construction should show the predominant rhythm of buildings in the surrounding area.*



*Avoid introducing incompatible facade patterns which upset the rhythm of opening established in surrounding structures.*



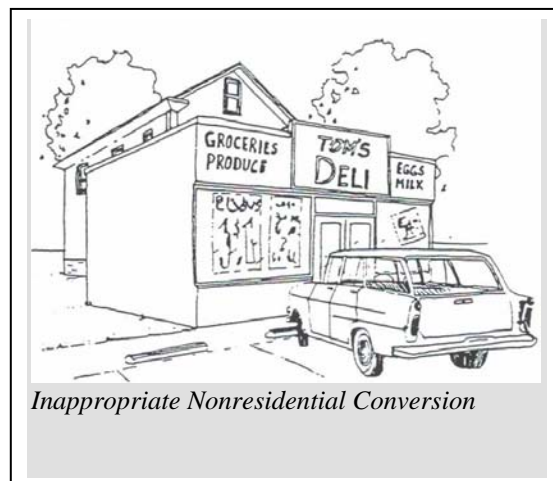
### 8. Streetscape Design

- a) Promote the development of unified streetscape, signage, landscape and architectural styles in nonresidential and mixed-use activity nodes.
- b) Lighting should be controlled in both height and intensity to maintain a rural character. Light levels should not exceed .05 foot-candles at the lot line, measured at ground level. All lighting should be shielded to prevent light shining onto neighboring properties or public ways.
- c) Lighting fixtures should compliment the character of the area in which they are placed. Fixtures in residential and mixed use village areas should be scaled to compliment pedestrian usage and be limited to a height of 20 feet.
- d) Sidewalks are an essential element in commercial and mixed use areas and should be constructed along with the installation of shade trees, low fences and hedges to give visual definition to the street edge and increased privacy to residential uses. For retail/commercial uses, sidewalks should be wide enough to accommodate street furnishings and groups of people walking together.
- e) Roadways should be designed to maintain adequate service levels and assure user safety. Heavy traffic through residential neighborhoods should be discouraged. Avoid excessive design standards and setbacks on new residential streets.
- f) Where streets carrying heavy traffic abut residential, recreation or pedestrian areas, steps should be taken to screen and minimize the noise, fumes, and other adverse effects of adjacent traffic. This may be achieved through berms or fences in combination with appropriate landscaping.

### 9. Residential Conversions

- a) Encourage the permitted conversion of residential dwellings to nonresidential uses in a manner consistent with residential scale of the existing structure. This includes: maintenance of existing residential facade and character, expansions consistent with existing architecture, parking only in side and rear yards, adequate screening of parking areas from adjacent properties by compatible fencing and/or vegetation, increased landscaping, village scaled signage, cross easements, shared access and shared parking with adjoining nonresidential properties.

All conversions and infill development should be constructed in a manner consistent with the architectural scale and character of the area in which it is proposed. Compatibility to existing development may be judged in terms of infill architectural considerations such as: height, proportion of the building's front facade; proportion of openings; rhythm of solids to voids; etc.



**Figure q** - Conversion of residential uses to nonresidential uses should be accomplished in a manner which preserves the residential character of the building and surrounding area. This includes maintaining the residential appearance, using appropriately scaled signage, providing parking in the rear yard (with the side yard as an option), and using shared driveways and cross-easements to reduce points of egress and ingress and limit impervious coverage required.

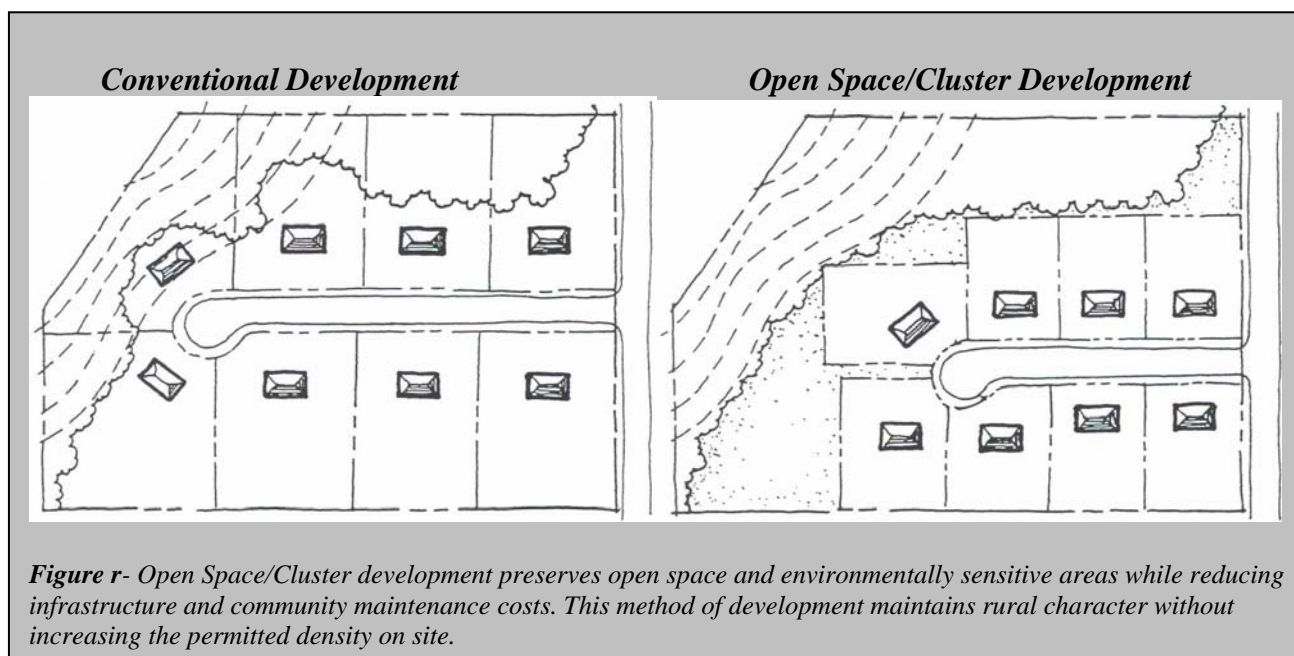
#### 10. Residential Open Space/Cluster Development and Protection of Rural Character

a) Where possible, new residential development proposed on tracts of 10 acres or more should be encouraged to use open space/ cluster development as a means of protecting the Township's rural character, environmentally sensitive areas and preserving open space. This method of development reduces housing costs, provides additional recreation opportunities and protects scenic views by reducing the amount of land cut into separate lots.

b) *Definition of Open Space/Cluster Development* .Open Space/Cluster Development redistributes an entire parcel's development potential to a portion of the same parcel capable of supporting higher densities. The gross development density for the parcel is unchanged from that which is normally permitted, but development is concentrated within smaller areas. The remaining portions of the site can be used to preserve open space, environmentally sensitive areas, wooded areas, wildlife corridors and scenic vistas by permitting flexible arrangement of housing units. Traditional suburban development disturbs greater land areas, is less flexible and has greater impacts on natural systems.

*c) Open Space/Cluster Development Guidelines.*

1. Require greater setbacks along roadways to minimize the impact of groupings of housing. The setback for cluster housing should be sufficient to maintain existing wooded character along roadways.
2. Separate residential clusters with existing vegetation and open space to create distinct neighborhoods and open space areas in proximity of all clusters. Where possible, link all open space areas via pedestrian pathways.



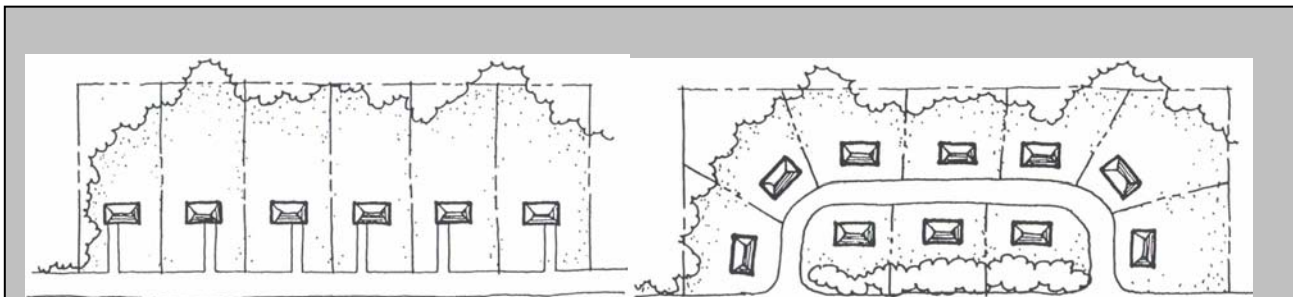
3. Open Space/Cluster development near existing village areas should mirror established development and architectural patterns. Where public sewers are available, traditional grid pattern streets with small residential lots are expected to continue in these areas. Smaller yards and shallow setbacks should be encouraged to promote traditional village/community character. Zero lot line, patio and village housing are forms of single family development that may be incorporated into cluster subdivisions. Single family housing may be mixed with multi-family housing types to produce a village cluster form. Garages for detached units may be provided behind dwellings and access may be provided through a common alley. This type of development avoids numerous traffic movements on residential streets and enhances the view of residences from the street.
4. Where applicable, follow additional rural design guidelines as given below and elsewhere in this chapter.

*11. Additional Guidelines for the Preservation of Rural Character*

Subdivision and site plan standards should incorporate design elements into new developments which are indicative of the rural character of Randolph Township. These standards should be compatible with the established pattern of development, minimize visual impacts and site disturbance of new development and preserve the overall rural character and scale of the Township. The rural residential character of Randolph Township may be further protected in cluster and conventional development by use of the following steps:

- a) Encourage creative design and planning innovation in both housing structure and land development to produce visual harmony without monotony, preserve special physiographic features and protect vital natural resources by fitting the development to the land, not imposing it upon the land.
- b) Require architectural compatibility for any new development adjacent to historic or architecturally significant structures. Where applicable, encourage the preservation of existing agricultural (barns, silos) or historic structures to protect the rural and scenic character of an area.
- c) Discourage developments along collector road frontages which destroy panoramic views of the Township and scenic roadways. Avoid the placement of residences fronting directly on off-site streets. Encourage new developments to be built on roads perpendicular to existing major public roads. Reverse frontage development may also be used to maintain the wooded character of local and regional roadways. Lot depths should be sufficient to accommodate a 20 foot wooded buffer area along collector roadways. Conservation easements may be required to protect buffer woodlands along roadways. Interior access roads may also be used to reduce the curb cuts along a major roadway.
- d) Encourage the use of planting islands at the entranceways of cul-de-sac roads and in cul-de-sac turn-arounds.
- e) Promote the use of shared or common driveways for small subdivisions (four to six units). These provide paved access that is not built to street standards but act as normal residential driveways that extend and branch off to several homes.
- f) The preservation of mature plant species, hedge rows, tree lines, stone rows and woodlots should be encouraged and included as a design element in the landscape plan for all new development. Disturbance for the construction of roads, detention basins and other improvements should be kept to a minimum. Promote the retention or creation of wooded building lots.
- g) Where new residential) development adjoins agricultural land, or public open space, a transitional buffer planting or edge is recommended to create a gradual transition between the open space and the new development.

h) Avoid the placement of new development in open fields.



**Figure 5** - In conventional subdivisions, the use of interior access roads can reduce curb cuts along the highway to improve traffic safety and maintain scenic views along the roadway.

i) Require a recreation/open space component for all residential subdivisions of over 10 units.

j) Lower residential densities in environmentally sensitive areas and areas where rural/natural character is to be maintained or encouraged.

k) Reexamine permitted intensity of nonresidential uses (floor area ratio and impervious coverage standards) to control the amount of development and traffic.

l) Water retention and detention basins should be designed to fit the existing topography. Stormwater management for new development should include modification of existing basins to consolidate and manage new stormwater flows where appropriate.

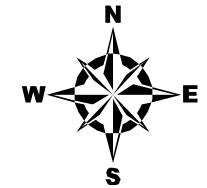
m) Encourage a mix of uses where appropriate. Mix of neighborhood commercial and residential in large residential projects makes efficient use of land, reduces traffic on main roads, prevents sprawl and provides convenient services to residential developments. A mix of compatible uses is typical in historic village development patterns.







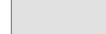
# SCENIC VIEWS

## Randolph Master Plan

Randolph Township, New Jersey



### Legend

-  Scenic Views
-  Prominent Peaks
-  Township Boundary
-  Streams
-  Parcels

Note: Numbers identify the location of the view and correspond with the text on page IV-2.

### FIGURE IV-1



ROBERT  
MICHAELS  
& ASSOCIATES

**CHA**

CLOUGH HARBOUR & ASSOCIATES LLP

12-13-05

Source: Randolph Township, 2005

