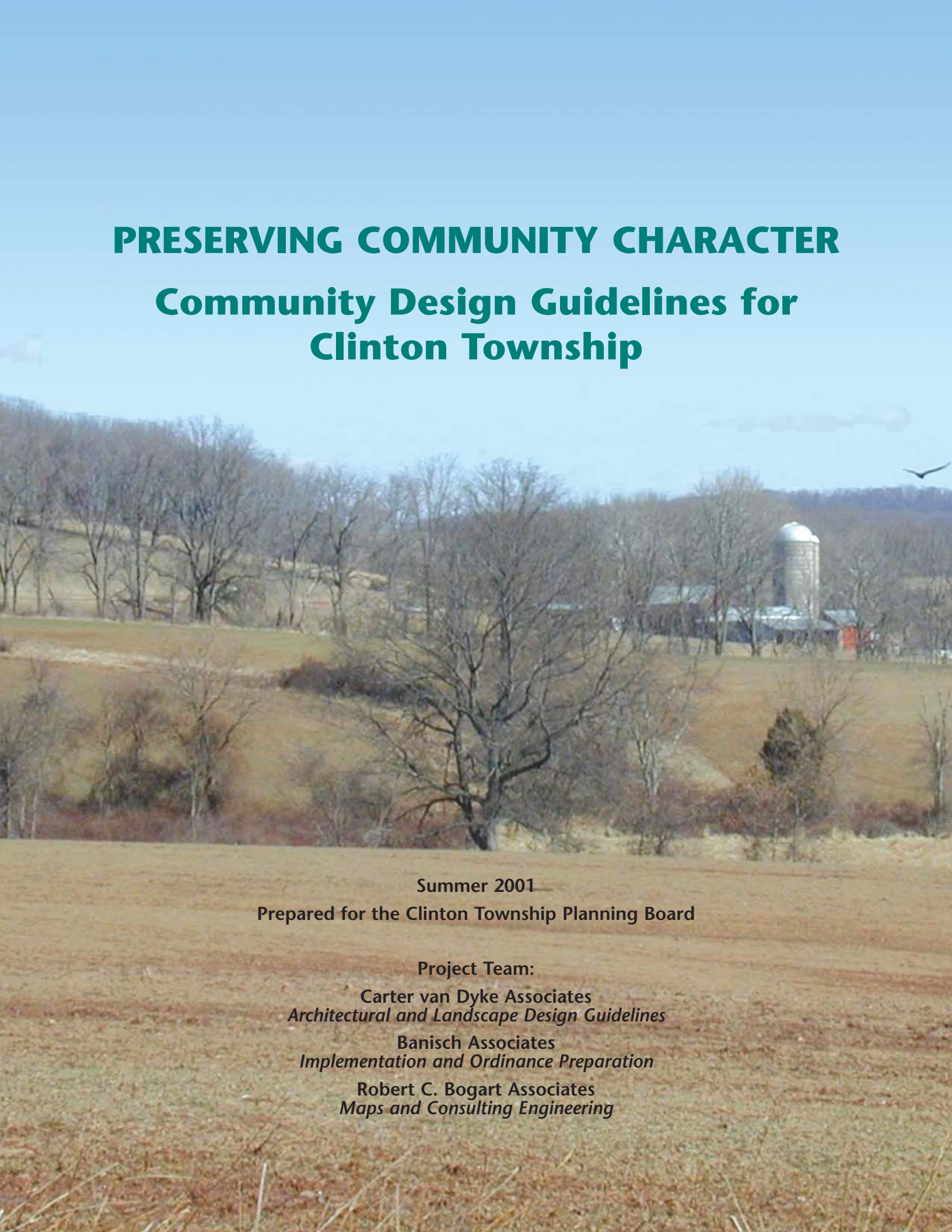




PRESERVING COMMUNITY CHARACTER

Community Design Guidelines for Clinton Township

Summer 2001

Prepared for the Clinton Township Planning Board

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INTRODUCTION

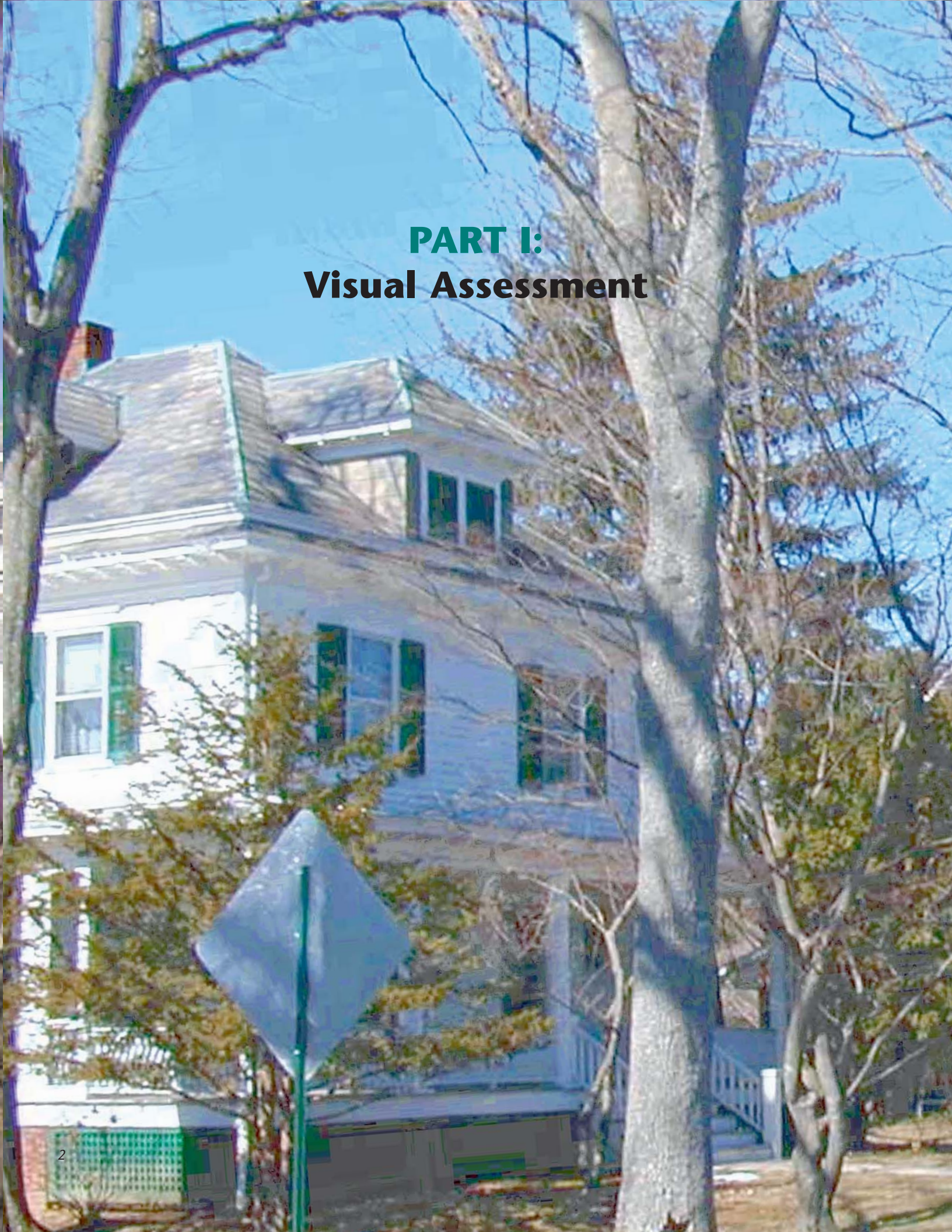
The Clinton Township Planning Board initiated development of this Community Character Study and preparation of Design Guidelines in order to establish a vision for future development that reflects community goals. The Planning Board wishes to provide significant design guidance to developers in the initial stages of designing new development, rather than simply reacting to development proposals.

The planning process used to develop the Design Guidelines consisted of three parts. First, a visual assessment was undertaken to identify the visual features that define the community character of Clinton Township. The visual assessment is summarized in Part I of this report. Second, design guidelines were developed to express a future vision for development in the Township. These guidelines are presented in Part II of this report. The final element of the process, Part III, includes the preparing ordinance amendments to implement the design guidelines will be developed by the Planning Board and its consultants, based on this report.

GOALS

The following goals resulted from the Community Character Study and underlie the development of Design Guidelines for Clinton Township

- Preserve the rural character of the community
- Preserve natural and open space resources within the Township
- Preserve cultural landscapes which include scenic corridors and vistas
- Preserve and rehabilitate historic structures and districts
- Enhance villages and hamlets as communities of place
- Provide guidelines for non-residential development that compliment the rural character of the community



PART I: **Visual Assessment**

The visual assessment portion of the Community Character Study began with tours of Clinton Township, concentrating on what was visible from public roadways in the Township. This assessment focused on four categories of features:

- **Streetscape and road corridors:** the character of the road itself, including its width, paving material, and presence and design of curbing, sidewalks, bridges, guiderails, vegetation and other features.
- **Architecture and building design:** a review of the type of buildings in an area, in terms of use, height, massing, age, and overall style of design.
- **Open space and farmland vistas:** noting the location of important views from the road corridor, whether open space and natural features or farmland.
- **Landscaping:** the character of plantings along the roadway viewsheds, whether natural woodlands, hedgerows, street trees, or suburban landscaping treatments.

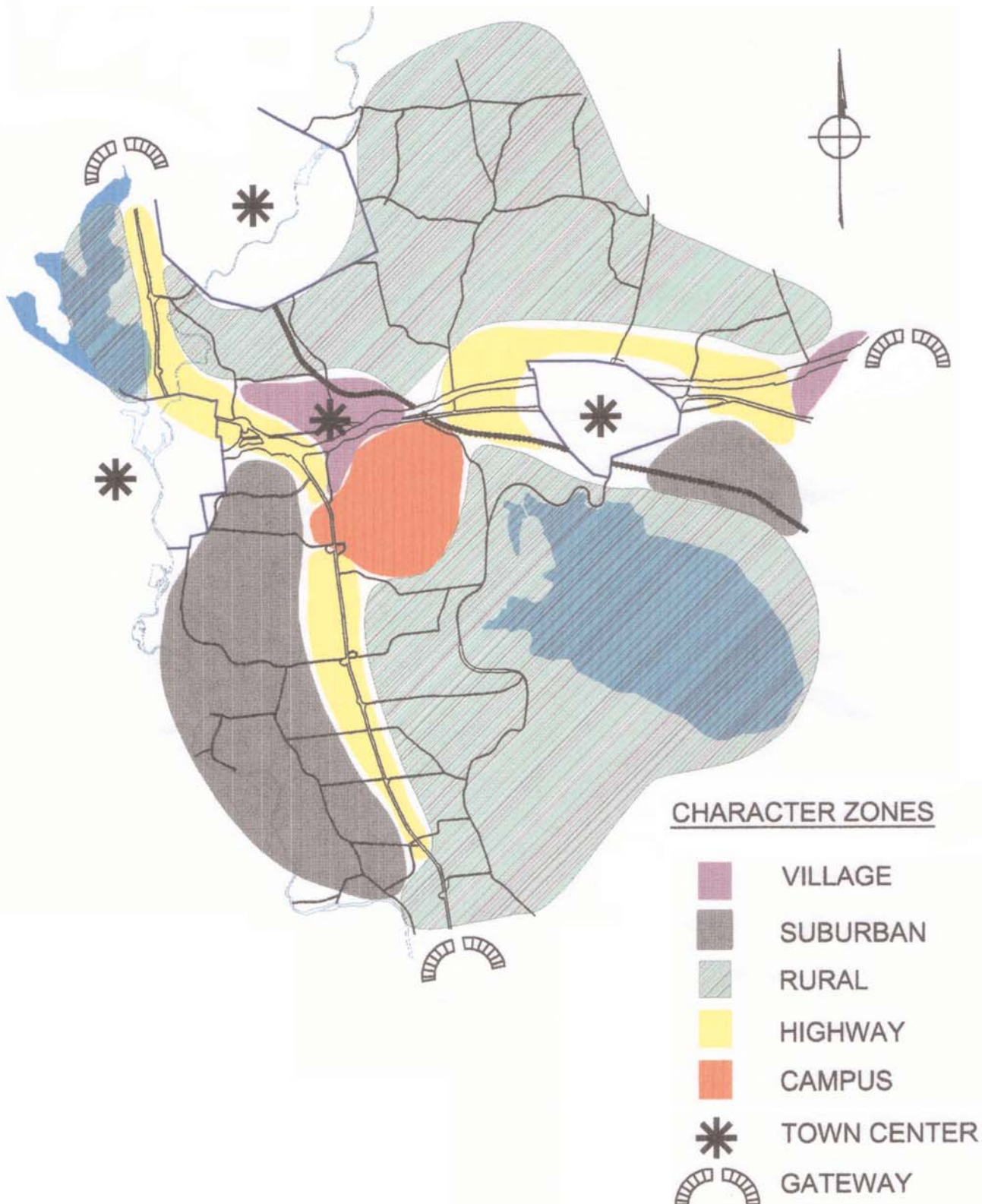
The visual assessment process led to the identification of areas within the township that had common characteristics. Five *Character Zones* in which the present patterns of streetscapes, architecture, natural features, and landscaping were similar were established for the Township:

- Rural Character Zone
- Villages Character Zone
- Suburban Character Zone
- Campus Character Zone
- Highway Character Zone

The visual assessment process was also used to identify both positive and negative features within the landscape. Within each of the Character Zones there are specific design features of the buildings, landscaping, and streetscape that establish the overall character of the zone. Each zone is at risk of losing its unique character due to poor design choices, examples of which were also identified in the Township. The remainder of Part I provides a description of each Character Zone, the features that characterize it, and the threats to its continuity.

Please note that the photographs used in this report are for illustrative purposes only and do not necessarily represent permitted conditions.

CLINTON TOWNSHIP CHARACTER ZONES



RURAL CHARACTER ZONE

"A landscape where the predominant feature is the natural environment, such as open space, farmland, woodlands and water bodies, and the intrusion of development is minimal."

Preserving Community Character in Hunterdon County: A Community Design Handbook,
Hunterdon County Planning Board, December, 1999

Rural Landscapes have little intrusion of twentieth century development. They include undeveloped natural and agricultural areas, and are characterized by mature vegetation in woodlots and hedgerows, open fields often in agricultural use, roads with minimal widths and improvements, and historic structures that are an important part of the landscape, such as farmsteads, barns and other outbuildings, and fences.

Rural streetscape

This image of a rural road is characteristic of rural landscapes in Clinton Township. The road is narrow, has no curbs, no striping, no sidewalks, and it follows the natural, undulating grade of the land. A low stone bridge with wooden post and rail fence provides a stream crossing. Woodlands and informal groupings of trees line the roadway and provide an overhead canopy shading the roadway.



Rural farm vista

Within the rural landscape, vistas are characterized by rolling farm fields, open space, and clusters of farm buildings. Hedgerows, post and rail fencing, and stone walls provide boundaries and a scale to the landscape.



Rural ridgeline vista

Unobstructed views of unspoiled ridges and open farm fields are common in the rural landscape.





Rural residence

In addition to farms, woodlands, and open areas, the rural landscape also includes numerous residences, many of which contribute positively to the area character. The traditional architectural elements of this house, such as its gable roof, wide and deep front porch, double hung windows with shutters, and clapboard siding reinforce rural township traditions. The informal hedgerows of mature trees along the property line provide both an edge and buffer, separating and screening the house from the road.



Rural residence with fence

Historic and existing fences, such as this painted wooden fence, can also serve as a separation between houses and rural roads. The color and scale of this fence complements the buildings. Outbuildings are characteristic of existing rural residences, and are often used to keep parking unobtrusively to the rear or side of the main house. This residence features traditional building details such as clapboard siding, gable roofs, brick chimneys, multipaned double hung sash windows, louvered and paneled shutters, deep porches, and decorative wood moldings.



Overhead utilities can mar rural landscapes

This rural streetscape has good definition by a fence on one side and potential for a beautiful tree row on the other. However, conflicts between tall growing trees and overhead utility lines require unattractive tree trimming. Cultural landscapes are defined by man-made features such as the fence seen here on the left and the row of osage orange trees on the right. This hedgerow is a relic of the natural fencing that was planted during the Great Depression, when farmers could not afford iron fencing.



New house removes rural landscape features

This house was built in the rural landscape, but introduced suburban elements to the landscape rather than continuing the rural design tradition. There is no longer a hedgerow along the roadway; instead a suburban style lawn extends to the house. The hedgerow character of the road has been lost. The rural landscape is fragile and its fabric can be easily lost.

New house preserves rural landscape features

New residential development need not significantly alter the character of rural landscapes. This home was sited with a deep setback and preserved the woodlands in front of the house and along the roadway, maintaining the elements characteristic of the rural landscape.



VILLAGE CHARACTER ZONE

Older villages and towns, with their mixed uses and defined edges, are reminders of the past and models for future development. Streets are wider than in rural areas, but often more narrow than in more recently built suburban areas. Curbs and sidewalks may be present, but often not consistently within a given village or even within a block. Street trees are found along most streets, but with a wide variety of spacing, species, and location, due to their maturity and individual development of parcels. Streets are lined by multi-story buildings located relatively close to the street and to each other. Most buildings have small grassed front yards with decorative shrubs and trees.

Mix of uses in a village

Many of Clinton Township's villages and crossroads contain a mix of residential and commercial buildings. The placement of the buildings close to the street creates a visual enclosure of the roadway. Large street trees line this roadway, which has limited curbing, no sidewalks, no on-street parking, and wide shoulders.



Residential village street

This photo provides an excellent example of the distinctive architecture and rhythm of buildings within a village. The houses create a "wall" along the street, separated from the street by large porches, shrubs, grassy lawns, a sidewalk, a grass strip, and curbing. No street trees are located here, likely due to previous conflicts that arose between mature large trees and site utilities. The street is also wider than necessary for purely residential traffic.





Tree-lined residential street

Large, mature street trees line this residential street within a village to create a strong architectural element. Sidewalks are present immediately adjacent to the roadway. The roadway is quite wide, allowing for on-street parking.



Rear garage

Within most villages and hamlets, houses are located close together and close to the street. Parking is on the street or at the rear of the homes, often in a detached garage. Outbuildings and fences create privacy on the relatively small residential lots.



Architectural character and landscaping

Historic village homes are characterized by distinctive architecture, including many decorative features, such as bay windows, varying roof styles, decorative shingles, deep porches, and balconies. Building materials are traditional wood, brick, and stone. The landscaping of this house has characteristics commonly found in villages, including shade trees, decorative shrubs around the house, and hedges and stone defining the street edge.



Variety of styles, similar scale

Within a village or hamlet, houses are not identical in design details, but they are similar in scale and massing. These houses are all two stories, with a half story under the gable roof. They are set back a similar distance from the road, and have deep porches across their entire facade. Windows on each house are similar in size. The street edge is defined by a hedges and street trees.

New village development

New development in a village or hamlet can blend with the existing character by using traditional materials such as clapboard and brick. Window shapes and sizes, roof slopes, and use of dormers can complement existing village architecture. New development should have setbacks similar to existing structures to maintain a well defined streetscape. It is also important for new development to provide pedestrian links to existing sidewalks.



Civic architecture

Within villages and hamlets, civic buildings and churches can mark village destinations. They can also provide a visual center for the village visible from surrounding areas.



SUBURBAN CHARACTER ZONE

Suburban Character Zones include areas developed primarily with houses on lots typically larger than that found in the *Village Character Zone* but smaller than in *Rural Character Zones*. These areas have very little commercial development, daily automobile trips are required to access employment and commercial centers. Streetscape and road design varies from narrow roads lined by swales to wide roads occasionally lined by curbs and sidewalks. Street trees are commonly present. Buildings are usually set back from the roadway with large grassy yards and decorative shrubs and trees around buildings. All parking is off-street on larger lots.

Narrow roadway as minor collector

This narrow roadway provides width adequate for through traffic as well as residences while preserving rural road character. Lack of curb and use of grass swales complement rural road traditions. Excellent street trees line the road.





Suburban boulevard

This tree-lined boulevard also has a landscaped median. Two lanes in each direction could carry significant amounts of traffic, possibly more than actually use the roadway. Cobblestone curbs guide stormwater to outlets. Attractive street lamps are used here.



Wide suburban street

This street is characteristic of many suburban roads. There are no pedestrian facilities, no street trees, and no planting buffers between houses and the roadway. Wide shoulders encourage high-speed traffic that is not compatible with residential neighborhoods. Plant material is predominantly non-native and ornamental. In this photo, two pedestrians are walking on the shoulder. This is an example of the need for coordination between the Township and the County to ensure pedestrian safety along the County roads.



Large setbacks

In many suburban areas, front yard setbacks are quite large, with little landscaping between houses and the street. Street trees are often planted with spacing so wide that they fail to establish a street tree rhythm. There are no sidewalks, and the street is wider than necessary for the volume of cars it carries. The use of curbs reinforces a suburban character more than a rural character. The lack of streetscape definition is contrary to the rural character of the community.



Suburban houses on a ridge

These new suburban houses are located along the crest of a ridge where they are very visible from the surrounding area. The side of the house and foundation wall fronts onto the street. The front yard setbacks are quite large. There is little landscaping, no privacy screening, and no definition of the edge of the street.

Multifamily units

Suburban residential areas also include multifamily residential development such as this one. The building architecture responds to the contour of the land. However, no pedestrian trails are provided to link residences to open space.



Multifamily parking

Parking areas dominate the public perception of these residences. The window proportions and panes do not follow in the architectural tradition of the Township. The stairway columns are too small in proportion to the roof. There is no clear definition of a public entrance to these dwellings and, except for the decks, there is no delineation of usable yards.



Suburban landscapes

These houses de-emphasize the prominence of the garage with side-entry doors. Unlike the Rural or Village Character Zones, where there tend to be detached garages or out buildings, most of the dwellings have attached garages. The large setbacks provide for grassy lawns with landscaping concentrated around the house. The large setback also emphasizes the driveway. Masonry piers are not permitted within a public street right-of-way.



CAMPUS CHARACTER ZONE

Campus character zones include a mixture of office and institutional buildings located within a park-like setting. Streets are of appropriate width to serve the development, with limited improvements given the attempt to maintain a rural character. Open fields, sometimes farmed, surround a central area developed for the office or institutional use with associated parking. Building types vary depending on the use, but are large in scale. Long vistas are apparent across the open fields, with hedgerows and landscape features such as walls and fences maintained. Rural landscaping is maintained in the open spaces, with ornamental landscaping within developed portions of the site.



Campus roadway

Entering a campus area, the paved cartway is narrow and lacks curbing, similar to a rural character zone. Natural materials are used in the wooden guiderail and stone retaining wall. Formal street trees are used to define an edge along the roadway with natural hedgerows remaining in the fields. With the use of these elements, it is possible to preserve the rural character of the community within an intensive office campus. There are no pedestrian walkways.



Campus landscape

Within the park-like surroundings, cultural landscape elements, such as stone walls, create interest and maintain a link within the history of the area.



Campus office building

In the developed portion of the campus area quality public space is used as a focal point, and buildings are uniform in materials and scale. In this instance buildings, along with the careful placement of trees, define the edge of the road.

Campus parking

When parking is placed adjacent to and around the buildings, it can be very visible across the surrounding open space. While some trees are provided in the parking area here, there is no landscaping to screen the views of the parking. Due to the lack of clear orientation, the location of the main entrance of the building is not obvious from the approach.



Campus vistas

Campuses within Clinton Township include corporate facilities and schools. The edge of this campus is not defined by street trees or hedgerows.



Significant campus open space

There is significant undeveloped land in some campus areas. In this vista, corporate buildings play a minor role, with rural landscape still predominating.



HIGHWAY CHARACTER ZONE

Highways are the gateways into a community. Within Clinton Township the highways are currently developed with a wide range of commercial and service uses. Highways are multi-lane, some are divided, with varying degrees of curbing, but generally with wide side medians. There are still many areas with little development and long vistas apparent from the highways. However, much large-scale development, such as shopping centers, grocery stores, office buildings, and warehouses have been built in these areas. Most of these uses require large areas of parking as well as stormwater basins. Landscaping varies from none to areas with planted landscape buffers, which illustrates a lack of uniformity.



Highway vistas

This highway corridor includes some wooded areas along the highway. There is no landscaping in the median. The galvanized guiderail is not in keeping with the rural character of the surrounding landscape.



Open space vistas

Long views across rural open spaces are present along the Township's highways. Infrequent clusters of street trees are consistent with the rural landscape and provide long shadows which help to frame the long views.



Mix of building types

This photo provides an example of the varying architectural types found along the Township highways. A historic farmhouse is located adjacent to a sprawling one-story commercial building. The commercial building's side faces the highway, rather than its front. The street edge lacks trees and landscaping. This absence of continuity between structures creates a dysfunctional landscape.

Adaptive reuse

Some of the historic buildings along the highways have been adapted for reuse, such as this one for offices. Parking is located behind the building. The lot is landscaped with a mix of trees and shrubs that are in keeping with the architecture of the building and the rural landscape elements found throughout the Township.



Highway landscaping

The low roof on most of the large building and a small projecting pyramidal metal roof both serve to complement the landscape. The signage is subtle yet readable and attractively landscaped. The parking and building are well screened by a berm and landscaping.



Warehouse building

This large warehouse is a massive box without any architectural detail. The minimal landscaping provided does little to screen the view of the building from the highway.



Highway shopping center

No street trees or landscaping are evident at this shopping center to help define the edge of the highway. The building is constructed with little architectural embellishment and basic materials, characteristic of shopping centers built anywhere in the country. The parking for this shopping center is located to the side of the shops.



Example located in Lebanon Borough



Automotive dealership

Commercial uses will often try to maximize their visibility to potential customers along a busy highway. No efforts are made for screening or landscaping, nor are street trees provided. Cars at this dealership are displayed very close to the roadway, with lighting illuminating the entire site. This type of lighting is in sharp contrast to the lack of lighting within the Rural Character Zone.



Rooftop mechanical systems visible

The rooftop mechanical system on this building is very visible. There is very little landscaping in the interior of the parking lot. This demonstrates a lack of screening of a nuisance view.



Stormwater Basin

Most large commercial developments require stormwater management, such as basins. This one is located adjacent to the roadway, between the highway and parking area. The concrete culvert is very visible. Street trees have been provided, but supplemental native plantings have been omitted within this basin. A low flow channel and energy dissipator are present in this basin.

Shopping Center

There are no trees provided in this parking lot. The roof is very long with little variation.



Landscape buffer

A mix of trees and shrubs provide a landscape buffer screening this parking lot and shopping center from the highway. Eventually this will grow to create the defined edge of a street that is in keeping with a rural landscape.



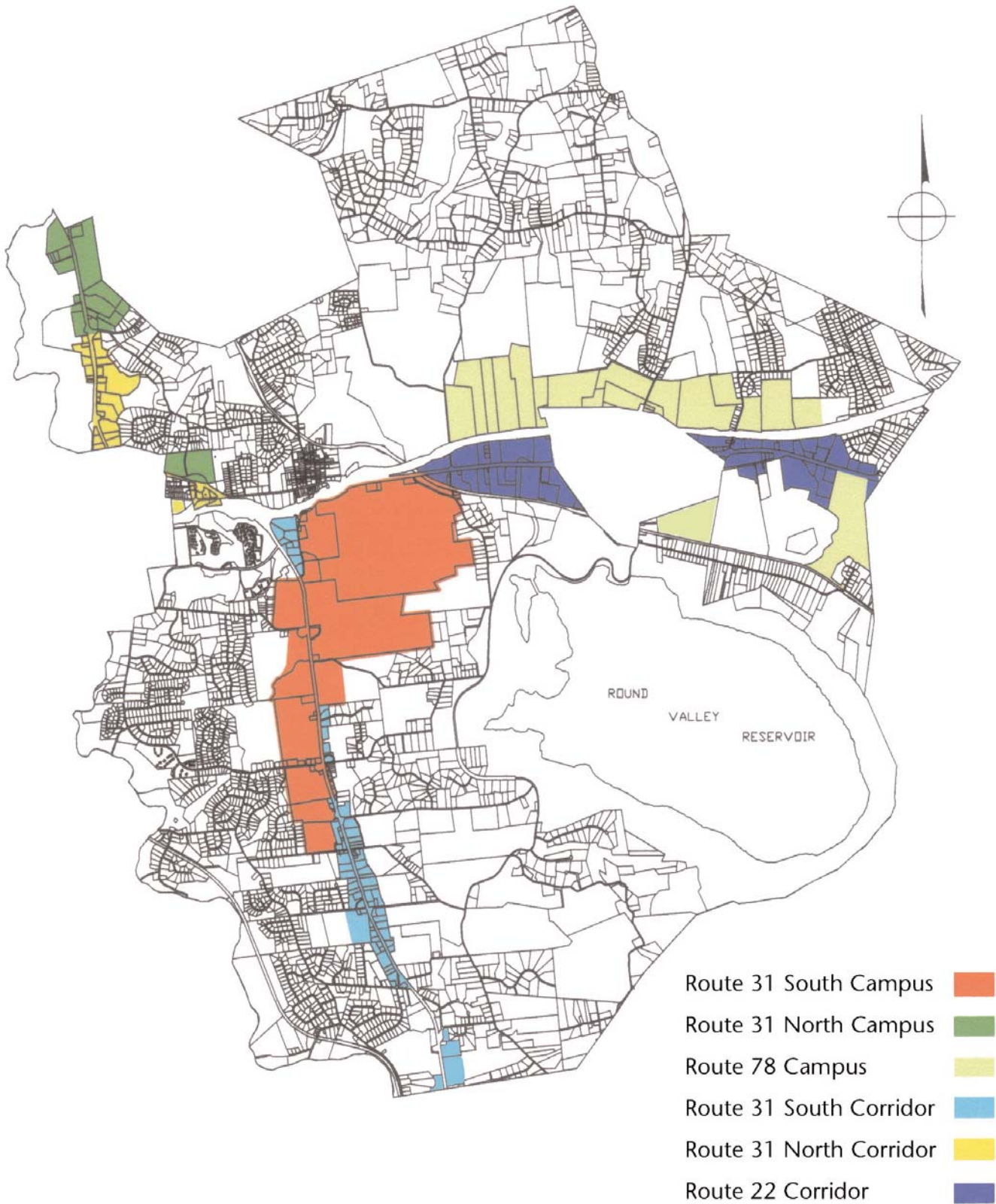
PART II: **Design Guidelines**



It is the intent of the Clinton Township Planning Board to develop Design Guidelines based on the Visual Assessment summarized in Part I for each of the *Character Zones* of the Township. The Planning Board decided to concentrate the initial development of Design Guidelines within the commercial areas of Clinton Township: the Campus and the Highway Character Zones. These two zones were further subdivided into six distinct *Character Districts*: three Campus Districts (South Route 31 Campus, North Route 31 Campus, and Route 78 North Campus) and three Highway Districts (Route 31 South Highway Corridor, Route 31 North Highway Corridor, and Route 22 Highway Corridor.) The locations of these six Districts are noted on the District Map that follows.

These Design Guidelines address the distinctive features that define the Township's Campus and Highway Districts. A set of architectural and landscape guidelines was developed for each District within the Campus and Highway Zones.

CLINTON TOWNSHIP CHARACTER DISTRICTS



Map produced by Robert C. Bogart Associates

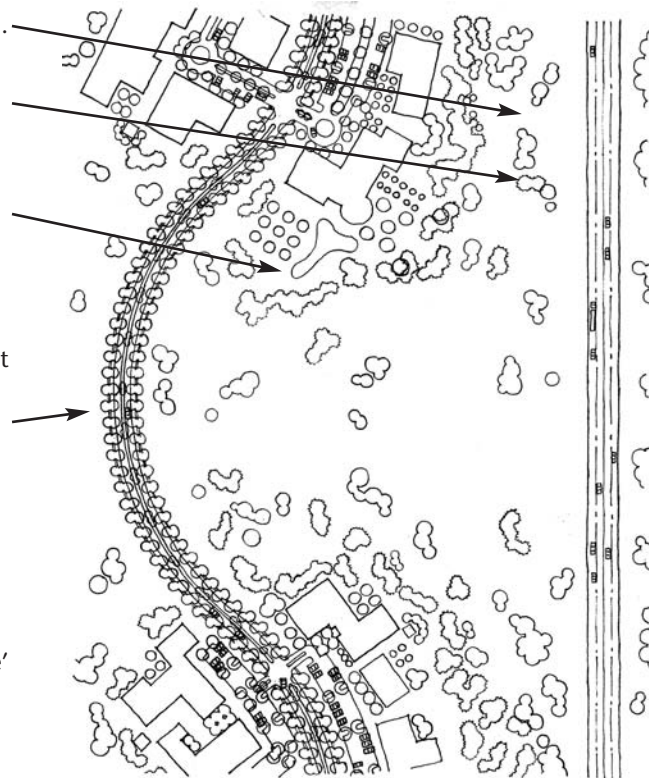
CAMPUS ZONE CHARACTER DISTRICTS

Landscape Design Guidelines: Route 31 South Campus District

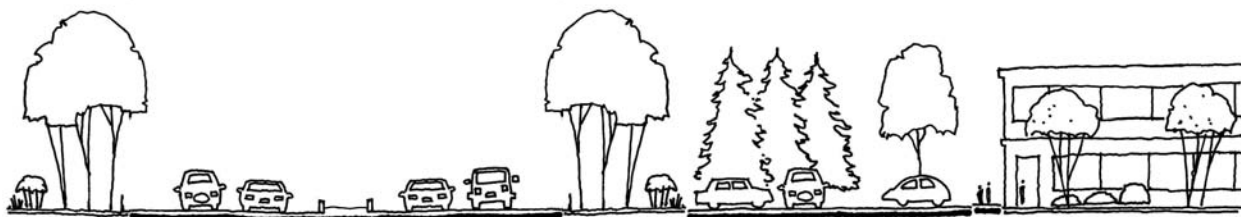
Assessment: This area of the Township is characterized by major vistas over open farm fields. The landscape is rolling with some woodland cover. Properties along this corridor collectively provide linkage between the High School to the north and Bundt Park to the south, and are typically zoned ROM-1 for research, office and manufacturing.

Theme: The design goal for this district is to maintain the open vistas along Route 31. These design standards included the following:

- Maintain a very deep front yard setback from Route 31.
- Screen all views of new development from Route 31 with dense masses of trees; provide berms to hide parking.
- Place new development into building clusters to provide deep pockets of open space between the clusters as viewed from Route 31. View pockets should be based upon a visual analysis on an individual site basis. Maintain existing hedgerows where applicable.
- A campus boulevard parkway should be developed that that will extend continuously from the High School to Bundt Park. Such a parkway, with a divided median, shall include two bikeways, one on either side of the parkway, for recreation purposes.
- Access into the District from Route 31 should be discouraged for traffic safety and to preserve the vista from the highway. All access should be from local streets and the proposed boulevard parkway. The local streets should be landscaped with a strong formal 'allee' of trees between Route 31 and the entrance to the development. From the development entrance to the rear property line, the landscaping along the local street should maximize the preservation or reestablishment of the rural hedgerows.



Proposed boulevard parkway



Cross-section of boulevard parkway

Part II: Campus District Guidelines



Formal boulevard plantings



Pedestrian walkway



Dense screening of buildings and parking

- The boulevard parkway should be landscaped formally with a combination of shade, evergreen and flowering trees.
- There should be pedestrian linkages from the parkway to the office research buildings. Pedestrian linkages should extend from the boulevard entrances onto the local street to the commercial development at the intersections at Route 31.
- Parking lots should be placed to the side or rear of buildings so that they are not visible from the Route 31 corridor. Parking areas should be screened from both the boulevard and Route 31 with berms and dense shrubs.
- Where guiderails are required naturally rusting Cor-Ten 'W' section steel or wood should be installed to promote the rural character of the Township.
- All plant material should be native to the region.

- All exterior lighting should be designed to ensure that there is no glare onto adjacent properties.
- The visual effect and rhythm of exterior and interior light sources and openings shall be designed in keeping with the rural character of the community. The most important aspect is to reduce glare and reflected glow into the remainder of the community.
- Detention basins should be designed and planted to become a landscape amenity.



Discreet on-site lighting



Park-like stormwater management

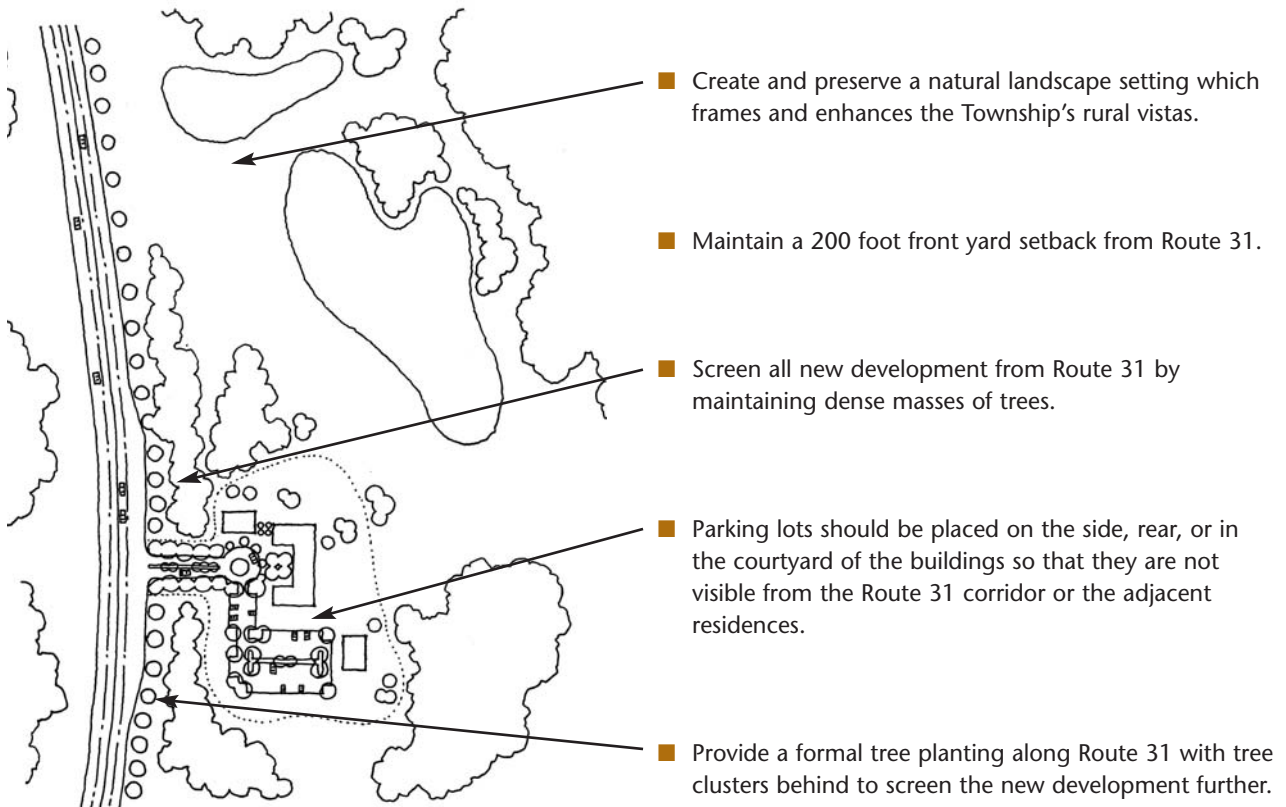


Stormwater management in a nature-like setting

Landscape Design Guidelines: Route 31 North Campus District

Assessment: This area of the Township is characterized by a rolling topography with long views across open fields towards a wooded backdrop. The location provides a gateway to the community. This area is primarily zoned OB-1 for office buildings, with limited areas of ROM-3 (research office and manufacturing) and C-1 (commercial).

Theme: The design goal for this district is to maintain the wooded edge along Route 31. Design standards aim to:



Route 31 North Campus development example



Parking screened using landscape features



Formal Landscaping along Route 31

- Where guiderails are required use either naturally rusting Cor-Ten 'W' section steel or wood to promote the rural character of the Township.
- All plant material should be native to the region.
- All exterior lighting should be designed to ensure that there is no glare onto adjacent properties.
- The visual effect and rhythm of exterior and interior light sources and openings should be designed in keeping with the rural character of the community.

Landscape Design Guidelines: Route 78 Campus District

Assessment: A mixture of small and large lots characterizes this area of the Township. While these lots front onto and are visible from Route 78 they do not take access from Route 78, but rather from local roads. These areas are typically zoned ROM-1 and ROM-2 for research, office and manufacturing or ROC for research office and commercial, which has allowed for large box buildings.

Theme: The design goal for this district is to maintain a strong screened buffer from Route 78 and local roads. With dense screening, it is possible to preserve the rural character of the area. The design standards aim to:



Cross-section of proposed Route 78 Campus development

- Buildings should be set back a minimum of 200 feet from the right-of way of Route 78 and the local roads to maintain the landscaped corridor as viewed from these roads.
- There should be no parking between the buildings and the local roads. There should be only landscaping and pedestrian circulation between the buildings and the local roads.
- All parking should be densely screened from the highway with berms and/or landscaping.
- There should be a continuous dense planting of evergreen, shade, and flowering trees to both define an edge of the highway and to totally screen the development from the highway. The local roads should be planted to maintain or recreate historic landscaped hedgerows with a dense evergreen buffer behind to ensure that the development is not visible from the rural road. The view from Route 78 should be landscaped with masses of large trees planted to totally screen the development from the highway.
- All plant material shall be native to the region.
- All exterior lighting should be designed to ensure that there is no glare onto adjacent properties.



Dense buffer hides development from roadways



Existing rural character of roads

Campus Zone Architectural Design Guidelines

These guidelines apply to all buildings within the campus districts.

Building Character

The construction and renovation of buildings should either promote the rural architectural traditions of the Township or create landscape screening to minimize the visibility of existing incompatible structures. Clinton Township's rural architectural traditions feature 1) simple farmhouses with clapboard siding and pitched roofs, 2) farm buildings including silos, barns, out buildings, surrounded by fields and hedgerows, and 3) groupings of buildings in the form of hamlets or villages.

- **All buildings should feature traditional pitched roofs with a slope of 9/12 or greater.** When buildings are greater than 10,000 square feet, where a fully pitched roof throughout would not be practical, a sloped fascia roof with a slope of 9/12 or greater may be permitted in coordination with a flat roof, provided that the appearance is that it is a full roof. In all circumstances the primary pitched roof should be at least one story in height. The primary roofing materials should be standing seam metal or shingles.



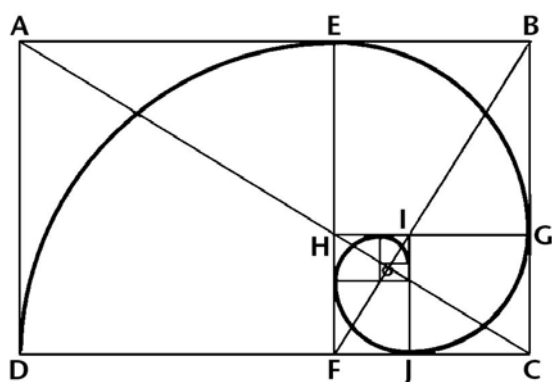
Example of large campus building with pitched roofs and a balance of horizontal and vertical proportions

Building Scale and Rhythm

- **Building height in comparison to neighboring buildings.** Building facades should introduce cornice lines, overhangs, or changes of material to generally reflect the scale of neighboring buildings within 100 feet – especially historically significant buildings. Where building height exceeds the dominant pattern for adjacent buildings, consistent cornice lines between buildings or building setback for upper floors should be created to reduce the scale of the building.



Part II: Campus District Guidelines



The Golden Rectangle

- Building facades, windows, and window panes should respect traditional architectural proportions, such as the Golden Rectangle.



- The design of large facades should minimize their impact by respecting the human scale and classic proportions most compatible with the rural architectural traditions of the Township.



- Building separation in comparison to neighboring buildings is significant. Except where building separations are designed to highlight rural vistas, the spaces between the buildings should be designed to promote the continuity of the street edge and create a continuing rhythm of spaces.



- Facades should be designed with architectural features at the human scale. Human scale detailing is the treatment of elements of a building facade at a smaller scale based on human vision, proportion, height and rate of movement to add interest to the pedestrian passerby. Examples include patterned tiles, textured stone or brick, carved wood, or decorative metalwork.

- **Buildings of two to three stories are strongly encouraged.** These buildings should create a well-defined street edge within campus streets and boulevards.



These campus-style buildings establish a street edge and include traditional building materials

Building Facades & Roofs

- **At least 30 percent of primary building facades should be located at the building setback line.** This frontage should feature architectural detailing, arcades, dormers, entrances and/or gables toward the public street. Continuity of the primary building facade is more important than an actual dimension; therefore front yard averaging will be permitted and encouraged. Where the ideal front yard build-to line cannot be achieved, secondary structures or wings should be located along this frontage to redefine the street edge.
- **Facades should be articulated with vertical divisions to reduce the scale and uniformity of large-scale buildings.** Street-side building facades should be designed to reflect the community's identity, character, and scale as well as the human scale. Where building facades exceed 100 horizontal feet in length, vertical divisions every 40 feet shall be designed on all street-side building facades. Vertical divisions may be defined by wall plane projections no less than 4 feet in depth featuring a combination of piers, projecting bays, arcades, or changes of roof configuration.
- **Facades should be articulated with horizontal divisions to reflect the traditional building elements of cap, wall and base.** The cap should feature either pitched roofs or articulated cornices and a change of color and material. The wall should include a horizontal division for the top of the ground story. The base traditionally includes a watercourse line and is often a more durable material that articulates how the mass of the buildings meets its grade. These architectural divisions should have sufficient reveal to promote shadows on the facade of the building.





- **The building should have an articulated roofline related to the character of surrounding buildings.** Where pitched roofs are selected, roof pitches should exceed a 9/12 slope to match local traditions. A combination of open gables, hip roofs, dormers or parapets with cornices should be designed to create a rhythm of repeating elements.



- **Ground floor facades facing streets should feature between 50 percent and 90 percent non-reflective glass.** Upper floor facades facing streets should feature between 30 percent and 70 percent non-reflective glass. Glass allows the pedestrian to view into and people inside to view out of the building, adding visual interest and safety.



The rear facade of this building has as much detail as front facade. Mechanical equipment is well screened.

- **Rear facades in public view.** Where facades other than the street-side facades are in public view, the architectural treatment should be consistent with the street-side facades. However these facades may be less detailed.

- **Screen mechanical equipment, storage areas and trash storage.** Where nuisance views of mechanical equipment, storage areas or trash storage areas are present, public views shall be screened and buffered by the use of architectural enclosures and landscape buffers.



- **Traditional building materials, including brick, wood, clapboard, stone, stucco, and non-reflective and non-tinted glass, should be used for new construction.** While materials such as precast concrete walls, smooth finish concrete block, and extruded metal walls may be more economical, they give a cold, warehouse appearance; similarly glass office buildings give a “high tech” appearance. These building materials are not suitable for the Township’s rural character. Materials such as painted steel may be used provided that they are consistent with the architectural traditions mentioned within this study.



- **Primary building materials should feature earth tone colors in the red, tan, white or brown range.** Accent colors such as bright hues may be used, however they should appear as secondary to the primary materials.



HIGHWAY ZONE CHARACTER DISTRICTS

General Guidelines

The size and shape of commercial properties abutting Route 31 and Route 22 differ greatly depending on the area of the Township. Some properties are less than 200 feet deep and therefore offer few options as to where parking may be located. As the lots get deeper than 200 feet, there are a greater variety of building types and parking configurations to consider. To assist the Township in guiding the growth development and design of sites and buildings along highway corridors, the following strategies are recommended.

Strategy A is recommended at corridor areas where deeper lots prevail and the parking areas can be located to the side and rear of the building. This strategy requires a landscaped area along the front of the property with a connected network of parking areas that are linked to the rear of the property. The front yard setback should range between 40 and 60 feet.

Strategy B is recommended for areas where smaller lots prevail and locating buildings within 40 to 60 feet of the road would be undesirable. This strategy allows for linked parking areas to be located within the front yard setback, however landscaped buffer areas are required. A 10 foot minimum landscape buffer area is required along the street, including street trees and shrubs. In addition, parking areas should not be located closer than 8 feet to the building front. The maximum front yard setback should be between 80 and 100 feet.

Each of these strategies will be applicable based upon the following criteria:

- Whether the lot is greater than 200 feet deep
- Whether the dominant trend of properties is conducive to rear or front yard parking
- The intended master plan for this area;
- The district in which the parcel is located; i.e.

North 31 Corridor: *Strategies A and B*

South 31 Corridor: *Strategy A, or B with provisions*

Route 22 Corridor: *Strategies A and B*

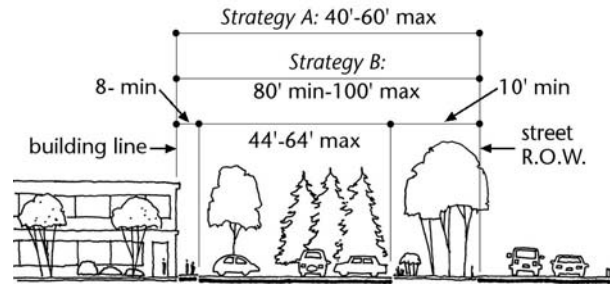
Landscape Design Guidelines:

Route 31 South Highway Corridor District

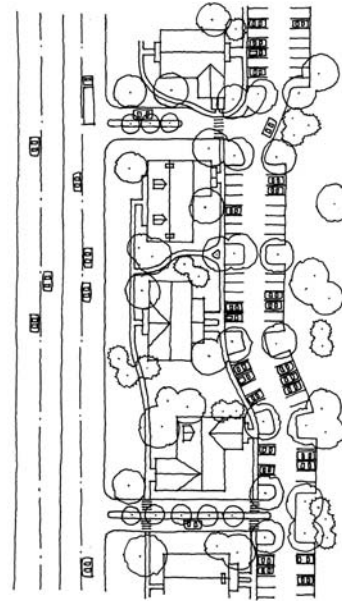
Assessment: This area of the Township is characterized by small narrow lots that are largely developed. These areas are not suitable for requiring access from the rear of properties (reverse frontage) or the maintenance of large vistas. This district is ideally suited for redevelopment. These areas are typically zoned either C-1, OB-1 or R-5.

Theme: The design goal for these areas is to maintain a strong edge of the highway that will bring unity to the diverse use types and structures found along the corridor. The aims of the design standards are:

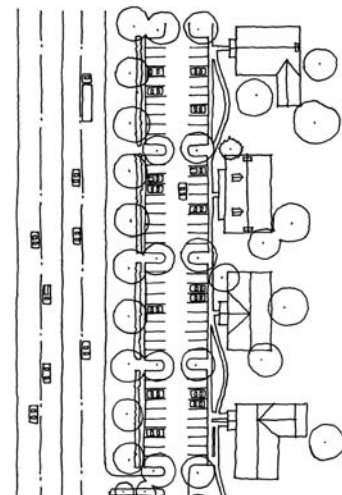
- There should be a continuous edge of street trees to define a formal edge of the highway. The type of street tree should be based upon an overall landscape theme.
- There should be a continuous line of fencing or hedges to define the edge of the Route 31 highway. Again, this should be based upon an overall landscape theme to provide continuity within the district.
- For Strategy A, permit only a drive-through or limited parking in front of the buildings. Provide incentives for combining or consolidating existing separated parking lots. Every effort should be made for locating landscaping and pedestrian circulation between the adjacent buildings.
- Each developed lot should provide both pedestrian and vehicular access to the adjoining properties so that it is possible to gain access to adjacent properties without having to take access onto the highway.
- All parking should be screened from the highway with berms and/or landscaping.
- Where guiderails are required, it is recommended that either Cor-Ten 'W' section steel or wood should be installed to promote the rural character of the Township.
- All plant material should be native to the region.
- All exterior lighting should be designed to ensure that there is no glare onto adjacent properties. Spillover glare and reflective glow should be strictly minimized.
- The visual effect and rhythm of exterior and interior light sources and openings should be designed in keeping with the rural character of the community.



Cross-section of Route 31 South corridor development



Strategy A: illustrative plan of access and coordinated parking at rear of building



Strategy B: illustrative plan of access and coordinated parking in front of building

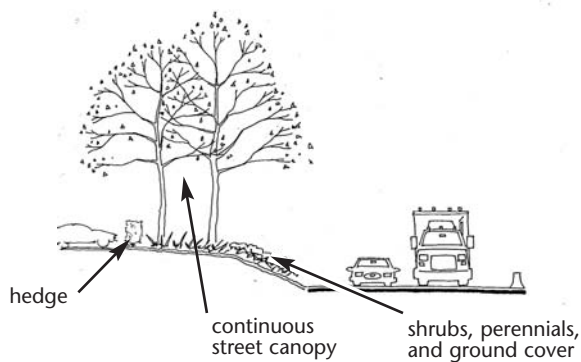
Landscape Design Guidelines: Route 31 North Highway Corridor District

Assessment: A mixture of small and large lots are found in this area of the Township. Because these lots are not very deep they are not suitable for reverse frontage or the maintenance of large vistas. These areas are typically zoned C-1 for commercial.

Theme: The design goal for this district is to maintain a strong edge of the highway that will bring unity to the diverse use types and structures. Design standards include the following:



Strong allee of trees



Strategy A: cross-section of Route 31 highway corridor



Parking screened by berm

- It is important to maintain a well-designed formal landscape that will unify the districts. There should be a continuous edge of street trees to define a formal edge of the highway. The type of street tree should be based upon an overall landscape theme.
- There should be a continuous line of fencing or hedges to define the edge of the Route 31 highway, based upon an overall landscape design theme to provide uniformity and continuity.
- Permit only a drive through or limited parking in front of the buildings.
- Each developed lot should provide both pedestrian and vehicular access to the adjoining properties so that it is possible to gain access to each adjacent property without having to take access onto the highway.
- All parking should be screened from the highway with berms and/or landscaping.

- Where guiderails are required, it is recommended that naturally rusting Cor-Ten 'W' section steel or wood be installed to promote the rural character of the Township.
- All plant material should be native to the region.
- All exterior lighting should be designed to ensure that there is no glare onto adjacent properties. Spillover glare and reflective glow should be strictly minimized
- The visual effect and rhythm of exterior and interior light sources and openings should be designed in keeping with the rural character of the community.



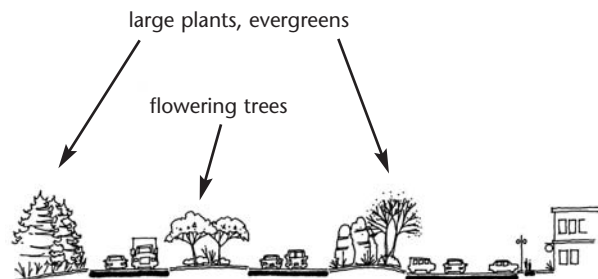
Stormwater management as an amenity and buffer

Landscape Design Guidelines: Route 22 Highway Corridor District

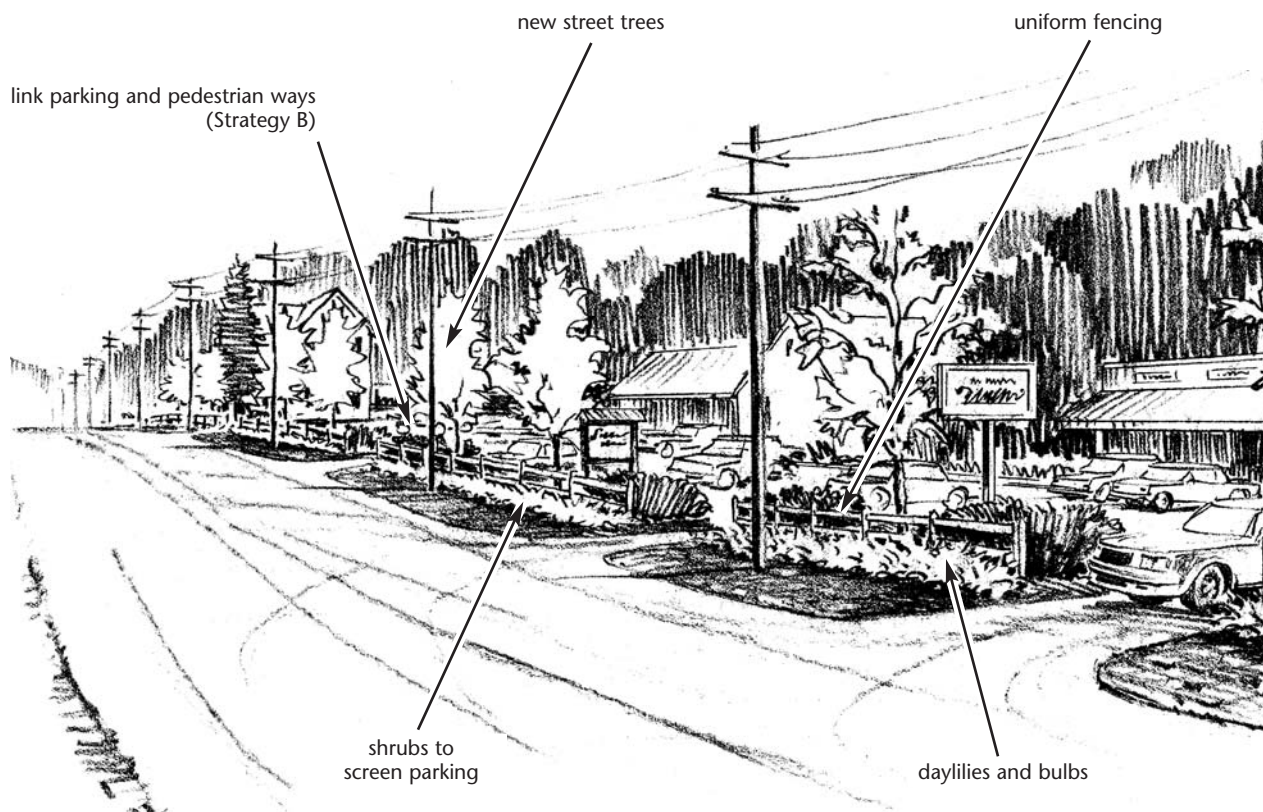
Assessment: This area of the Township contains a mixture of small and large lots. Half of these lots are bordered to the rear by Route 78. Because these lots are not very deep they are not suitable for reverse frontage access or the maintenance of large vistas.

Theme: One design goal for this area is to maintain a strong edge of the Route 22 highway that will bring unity to the diverse use types and structures. A second is to provide a screen along the Route 78 corridor. The design standards include the following:

- Buildings should be set close to the edge of the Route 22 right-of-way to reinforce the visual edge.
- There should be a continuous edge of street trees to define a formal edge of the highway. The type of street tree shall be based upon an overall landscape theme.
- There should be a continuous line of fencing or hedges to define the edge of the Route 22 highway.
- The view from Route 78 should be landscaped with masses of large trees plantings to totally screen the development from the interstate highway, thereby maintaining a rural view of the Township.
- For Strategy B, there should be no parking in the front of the buildings. There should be only landscaping and pedestrian circulation between the buildings and the Route 22 corridor pavement.



Strategy A: cross-section of Route 22 highway corridor



Conceptual sketch of a street design using the principles of Strategy B

- Each developed lot should provide both pedestrian and vehicular access to the adjoining properties so that it is possible to gain access to each adjacent property without having to take access onto the highway.
- All parking shall be screened from the highway with berms and/or landscaping.
- Where guiderails are required, it is recommended that naturally rusting Cor-Ten 'W' section steel or wood should be installed to promote the rural character of the Township.
- All plant material should be native to the region.
- All exterior lighting should be designed to ensure that there is no glare onto adjacent properties.
- The visual effect and rhythm of exterior and interior light sources and openings shall be designed in keeping with the rural character of the community.

Highway Zone Architectural Design Guidelines

Building Character

The construction and renovation of buildings should either promote the rural architectural traditions of the Township or create landscape screening to minimize the visibility of incompatible structures. Clinton Township's rural architectural traditions feature

- 1) simple farmhouses with clapboard siding and pitched roofs,
- 2) farm buildings including silos, barns, out buildings, surrounded by fields and hedgerows, and
- 3) groupings of buildings in the form of hamlets or villages.

- **All buildings should feature traditional pitched roofs with a slope of 9/12 or greater.** When buildings are greater than 10,000 square feet, where a fully pitched roof throughout would not be practicable, a sloped fascia roof with a slope of 9/12 or greater may be permitted in coordination with a flat roof, provided that the appearance is that it is a full roof. In all circumstances the primary pitched roof should be at least one story in height. The primary roofing materials should be standing seam metal or shingles.



This commercial office complex is designed with a rural character in a human scale



This grocery store uses vernacular farm architecture to fit within a village shopping center



The scale and proportions of this building respect rural traditions



Building Scale & Rhythm

- **Building height in comparison to neighboring buildings.** Building facades should introduce cornice lines, overhangs, or changes of material to generally reflect the scale of neighboring buildings within 100 feet – especially historically significant buildings. Where building height exceeds the dominant pattern for adjacent buildings, consistent cornice lines between buildings or building setback for upper floors should be created to reduce the scale of the building.



- **Building facades, windows, and window panes should respect architectural traditional proportions such as the Golden Rectangle.** The design of large facades should minimize their impact by respecting the human scale and classic proportions most compatible with the rural architectural traditions of the Township.



- **Building separation in comparison to neighboring buildings.** Except where building separations are designed to highlight rural vistas, the separation between the buildings should be designed to promote the continuity of the street edge and create a continuing rhythm of spaces



- **Facades should be designed with architectural features at the human scale.** Human scale detailing is the treatment of elements of a building facade at a smaller scale based on human vision, proportion, height and rate of movement to add interest to the pedestrian passerby. Examples include patterned tiles, textured stone or brick, carved wood, or decorative metalwork.

- Buildings of 2 to 3 stories are strongly encouraged for highway corridor buildings to create a well-defined street edge.



The height and alignment of these office buildings create a street edge

Building Facades & Roofs

- **At least 30 percent of primary building facades should be located at the building setback line.** This frontage should feature architectural detailing, arcades, dormers, entrances and/or gables toward the public street. Continuity of the primary building facade edges is more important than an actual dimension; therefore front yard averaging will be permitted and encouraged. Where the front yard build-to line cannot be achieved, secondary structures or wings should be located along this frontage to redefine the street edge.
- **Facades should be articulated with vertical divisions to reduce the scale and uniformity of large-scale buildings.** Street-side building facades should be designed to reflect the community's identity, character, and scale as well as the human scale. Where building facades exceed 100 horizontal feet in length, vertical divisions every 40 feet should be incorporated on all street-side building facades. Vertical divisions may be defined by wall plane projections no less than 4 feet in depth featuring a combination of piers, projecting bays, arcades, or changes of roof configuration.
- **Facades should be articulated with horizontal divisions to reflect the traditional building elements of cap, wall and base.** The cap should feature either pitched roofs or articulated cornices and a change of color and material. The wall should include a horizontal division for the top of the ground story. The base traditionally includes a watercourse line and is often a more durable material that articulates how the mass of the buildings meets its grade. These horizontal division should have enough definition to cast a shadow on the building facade.



The vertical should be articulated to reduce the scale of strip shopping centers





- **The building should have an articulated roofline in context with the character of surrounding buildings.** Where pitched roofs are selected, roof pitches should exceed a 9/12 slope to match local traditions. A combination of open gables, hip roofs, dormers or parapets with cornices should be designed to create a rhythm of repeating elements.



Traditional materials and roofline are used in this shopping center. The ground floor contains 50 to 90 percent glass.



- **Ground floor facades facing streets should feature between 50 percent and 90 percent non-reflective glass.** Upper floor facades facing streets should feature between 30 percent and 70 percent non-reflective glass. Glass allows the pedestrian to view into the building, adding visual interest and safety.

- **Create well-defined entrances approximately every 50 feet on street frontages.** In successful pedestrian oriented places, the continuity of regularly patronized entrances enhances the viability of a place. Where large-scale retail businesses are proposed, place smaller in-line tenants along front facade with the large-scale retailer behind or above these tenants. This will allow the primary tenant to occupy less frontage while maintaining the continuity of entrances.



- **Rear facades in public view.** Where facades other than the street-side facades are in public view, the architectural treatment should be consistent with the street-side facades. However these secondary facades may be less detailed.
- **Screen mechanical equipment, storage areas and trash storage.** Where nuisance views of mechanical equipment, storage areas or trash storage areas are present, Public views should be screened and buffered by the use of architectural enclosures and landscape buffers.

- **Traditional building materials, including brick, wood, clapboard, stone, stucco, and non-reflective and non-tinted glass, should be used for new construction .**

While materials such as precast concrete walls, smooth finish concrete block, and extruded metal walls may be more economical, they give a cold, warehouse appearance; similarly glass office buildings give a “high tech” appearance; they are not suitable for the Township’s rural character. New materials such as painted steel may be used provided that they are employed in a manner consistent with the architectural principles mentioned herein.



- **Primary building materials should feature earth tone colors in the red, tan, white or brown range. Accent colors such as bright hues may be used, however they should appear as secondary to the primary materials.**





PART III: **Implementation**

The implementation of these guidelines includes the following steps:

Ordinance Preparation:

These guidelines provide the background for developing amendments to the Township of Clinton Land Use Code. Amendments should be incorporated into the following sections of the Land Use Code:

- District Regulations: to address new building setback standards, building build-to line standards, building height, and preservation of vistas.
- Design Regulations: to address street tree requirements, screening requirements for buildings from the highway, and parking lot screening. Also there should be the design guidelines for the boulevard and access requirements for the various districts. Finally, the design regulations should incorporate the architectural design guidelines for the various districts.

Other Studies:

While the design guidelines make recommendations for a comprehensive approach to street tree and highway buffer planting, it is highly recommended that a separate study be undertaken to provide a detailed master plan for these improvements. Such a plan would include the consolidation of curbcuts, opportunities for interlinking adjacent parking, and a comprehensive street tree and landscape program that includes fencing, buffer screening plant material, lighting, and signs. Such a study will also serve as the basis for obtaining grants for the implementation of the plan.

Design Review:

To ensure the best implementation of these guidelines, there needs to be a procedure for the review of both new development and the renovation of existing development. To facilitate this process, the Planning Board may wish to set up a subcommittee of the Planning Board to review all development and building permit applications within the district to ensure strict compliance with these guidelines. It is recommended that such a subcommittee should include a planner, landscape architect, engineer, and architect.

Incentives for Implementation:

The Township has, by initiating this study, taken the first proactive step toward developing design control of the Campus and Highway Character Zones. The next steps toward the implementation of this plan include the following:

Bonus Incentives:

As part of the plan review process, the Planning Board, along with its professional planner, may wish to incorporate some bonus incentives for developers as an incentive for implementing these design guide lines to the fullest extent possible. Such incentives should state that the Planning Board “may” grant such an incentive to a developer, provided that such language is clear that the Planning Board need not be obligated.

Grants:

There are grants for street trees and there may be grants for highway access control standards. In addition, the Township may wish to set up provisions for a revolving fund to provide incentive matching grants for landscape and building enhancements for older properties to implement the policies of this document. Such a subcommittee of the Planning Board can continue to take an active role in obtaining grants for the implementation of the guidelines.

Timing:

It should be noted that these guidelines are only the start of what will become a long term planning process. If these guidelines are to be successful, it is understood that this process must be continuously nurtured, updated, implemented, and enforced. It will be necessary for the subcommittee of the Planning Board to meet on a regular basis to review applications, make grant applications, and provide the long-term continuity of these guidelines.

ACKNOWLEDGMENTS

Clinton Township Planning Board

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