

RED BANK TRAIN STATION

REDEVELOPMENT PLAN



Prepared for:
Borough of Red Bank, NJ

Prepared by:
BFJ Planning, in association with Perkins Eastman

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Red Bank Train Station Redevelopment Plan

Borough of Red Bank
Monmouth County, New Jersey

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Prepared by
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Introduction

Description of Redevelopment Area

This Redevelopment Plan sets forth a vision and standards for the redevelopment of an area of land around the Red Bank train station, as a transit-oriented, mixed-use development including open space and public amenities. This area consists of the following properties:

- Block 41, Lots 1, 2, 3, 4, 5, 6.01, 6.02, and 7
- Block 63, Lots 5, 5.01, 6, 7, and 7.01
- Block 75, Lots 104, 104.01, 171, 172, 177, and 178
- Block 75.02, Lots 169 and 170.01
- Block 75.05, Lot 16.01
- Block 75.06, Lots 7 and 8.01

The Redevelopment Area is in the west-central portion of Red Bank, centered at the NJ Transit train station and just east of the Shrewsbury Avenue commercial corridor (see Figure 1). The area is walkable to the Borough's Central Commercial District on Broad Street, as well as to businesses along Front Street. Monmouth Street, which forms the northern boundary of the Study Area, was identified in Red Bank's 2023 Master Plan as the primary linkage between Shrewsbury Avenue and the Central Commercial District, and therefore appropriate for new development that furthers an active downtown environment.

The 25.87-acre Redevelopment Area, shown in Figure 1, incorporates parcels along the NJ Transit railroad tracks, between Monmouth Street to the north and Drs. James Parker Boulevard to the south, encompassing the cross streets of Oakland, Chestnut, Herbert, Leonard, Catherine, and River Streets. The area is fully developed with buildings and parking lots, with very little land area devoted to landscaping; thus, the predominant feature is impervious coverage.

The primary land use in the Redevelopment Area is surface parking and rail-related infrastructure, either for the passenger rail station or the Red Bank Rail Yard. Commercial and mixed uses are found along Monmouth and West Streets in Block 41, which also contains the only residential parcel. Block 75.02 contains the Borough's Department of Public Utilities complex and office/performance space for Count Basie Center for the Arts.

Surrounding properties are a mix of small-scale local businesses, single- and two-family homes, apartment buildings, and community uses such as the Red Bank Armory on Chestnut Street and St. Anthony of Padua Catholic Church. Other public-oriented uses are easily walkable to the Redevelopment Area, including the Count Basie Center for the Arts, Two River Theater, the Borough's Senior Center, the Post Office, and the Red Bank Charter School. The original Red Bank train station is listed on the National and State Registers of Historic Places. No other historic sites or districts are within close proximity to the Redevelopment Area.

In addition to passenger rail, the Redevelopment Area is served by NJ Transit's bus system, with a bus stop providing service on the Route 831, 832, 834, and 838 lines. Two of the four routes originate at Red Bank Station, requiring space for bus queuing. Red Bank is also served by Academy Bus, which runs Shore Points commuter service Monday-Friday from its park-and-ride facility at the Garden State Parkway Exit 109 interchange.

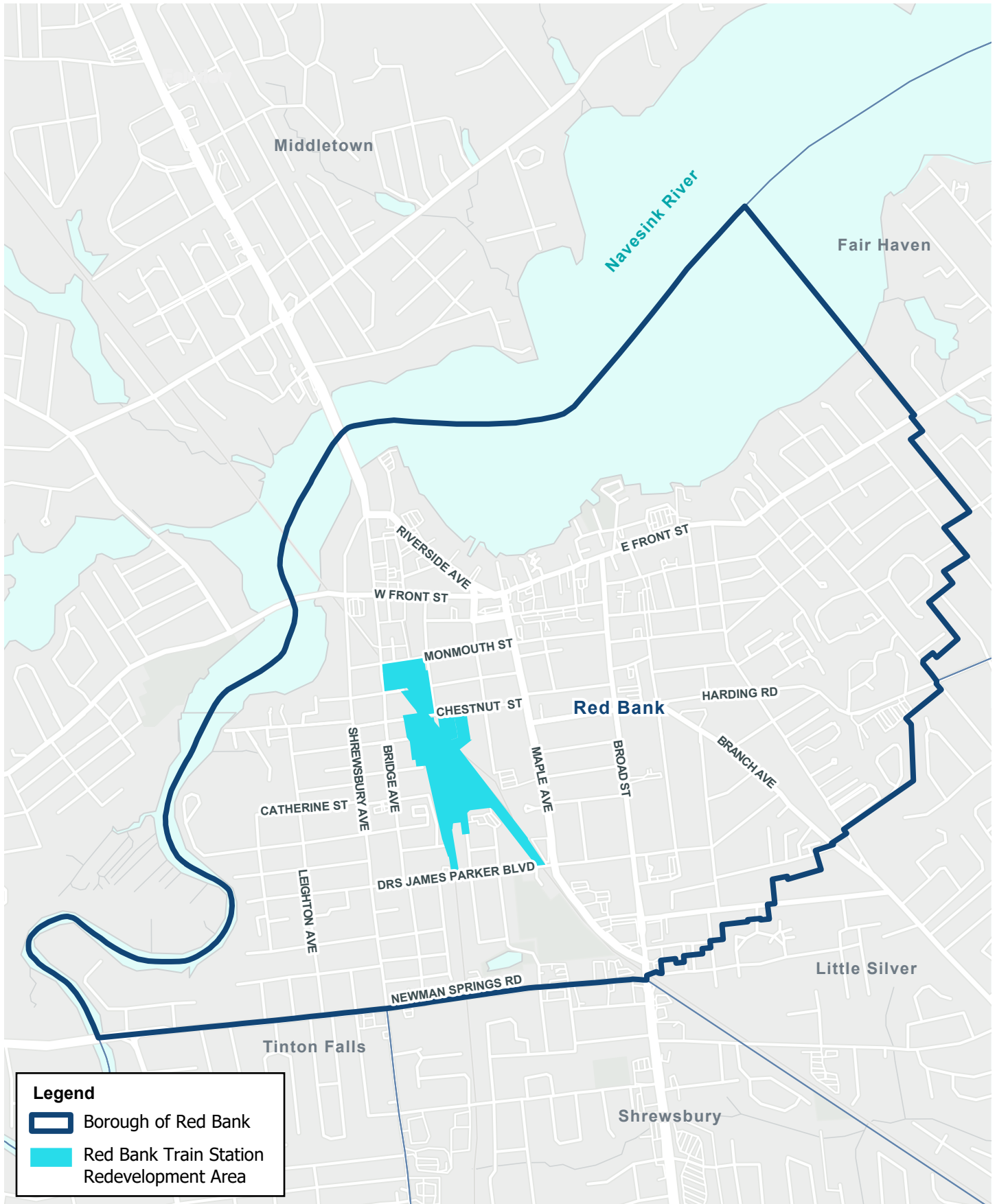


Figure 1: Redevelopment Area Location Map

Red Bank Train Station Redevelopment

Sources: Monmouth County, Esri, BFJ Planning.

The Redevelopment Area is also near the Borough's only designated bike lane, on Bridge Avenue between Chestnut Street and Drs. James Parker Boulevard. Sidewalks are present throughout the area but vary in condition, and the at-grade railroad tracks disrupt the pedestrian environment, especially on Monmouth and Chestnut Streets.

The Redevelopment Area is fairly flat, with no major change to topography. No natural environmental constraints, including regulated wetlands or floodplains, are present, reflecting the built-up nature and the substantial paved areas. However, because the Redevelopment Area is low-lying and flat, storm-related flooding is known to be an issue. Water, sewer, stormwater, and electrical infrastructure is in place throughout the Redevelopment Area, and a high-tension electrical line runs north-south, crossing the railroad tracks at Chestnut Street just west of the Borough's DPW facility.

Several zoning districts are present within the Redevelopment Area. The Red Bank Rail Yard property and parking lots south of Chestnut Street are zoned for industrial uses, I and LI, respectively. The rest of the Redevelopment Area is within a business zone (BR-1 or BR-2), except for a very small portion that is RB (residential).

As discussed below, the portion of the Redevelopment Area north of Chestnut Street is within the Train Station (TS) Overlay Zone, which supports mixed-use development with increased residential density on upper floors. Block 41 is also within the Borough's designated Rehabilitation Area, which covers most of the downtown area west of Broad Street. In addition, the Borough's Affordable Housing Overlay is adjacent to the Redevelopment Area, just west of the Rail Yard between Catherine Street and Cedar Street, and has been developed with inclusionary multifamily uses.

Property ownership in the Redevelopment Area is a mix of public, private, and nonprofit entities, but all of the properties are collectively held by just four owners:

- ***NJ Transit and Related Entities:*** Lots 41-1, 41-2, 41-3, 41-4, 63-5, 63-6, 63-7, 63-7.01, 75-104, 75-104.01, 75-172, 75-178, 75.06-7, 75.06-8.01, and 75-177, totaling 21.4 acres.
- ***Denholtz Properties Entities:*** Lots 41-5, 41-6.01, 41-6.02, 41-7, and 75.05-16.01, totaling 1.73 acres.
- ***Borough of Red Bank:*** Lots 75-171 and 75.02-170.01, totaling 1.19 acres.
- ***Count Basie Theatre, Inc.:*** Lot 75.02-169, 1.52 acres.

This ownership means that most of the Redevelopment Area is tax-exempt; while the area has a total assessed value of about \$12.4 million, it generated just \$87,830 in property taxes for 2023.

Redevelopment Process

In 2021, NJ Transit named Denholtz Properties as its designated developer for the agency's property around the Red Bank train station. Denholtz Properties subsequently requested consideration for the Borough to designate this area as a redevelopment area, a process also recommended by the Borough's 2023 Master Plan. The Red Bank Borough Council, by a resolution dated December 14, 2023, directed the Planning Board to conduct a preliminary investigation to determine whether a set of identified parcels around the train station constituted a non-condemnation area in need of redevelopment according to the criteria set forth in the Local Redevelopment and Housing Law (LRHL). The resolution is included in this report in Appendix A.

The Planning Board prepared the redevelopment designation study, dated March 8, 2024, and included in Appendix B, and held a public hearing on the study on April 10, 2024. After closing the hearing, and based on the findings of the study, the Planning Board adopted a recommendation to the Borough Council that the area identified in the Council's resolution met the criteria for designation as a Non-Condemnation Area in Need of Redevelopment, with the exception of Block 41, Lot 8. Subsequently, the Borough Council designated the area recommended by the Planning Board as an Area in Need of Redevelopment (see resolution in Appendix A).

While drafting the Redevelopment Plan, it was found that additional sites needed to be included into the designated area to comprehensively develop the substandard conditions around the train station and rail yard, as consistent with conceptual plans presented to the public. As a result, the Governing Body directed the Planning Board by a resolution adopted on January 23, 2025 (see Appendix A), to conduct an investigation as to whether six (6) additional properties, all owned by NJ Transit, met the LRHL criteria and should be added to the existing designated non-condemnation area in need of redevelopment. The Planning Board prepared the second redevelopment designation study, dated January 28, 2025, and included in Appendix B, and held a public hearing on the study on February 12, 2025. After closing the hearing, and based on the findings of that study, the Planning Board adopted a recommendation to the Borough Council that the identified area met the criteria for designation as a Non-Condemnation Area in Need of Redevelopment. The Borough Council accepted the Planning Board's recommendation and designated the area (see resolution in Appendix A).

This Redevelopment Plan is the next step in the planning process and, if implemented, will guide the future development and occupancy of the study area. As described in more detail below, the Plan will serve as the zoning for the parcels within the study area.

The redevelopment planning process has incorporated community input in the form of two public workshops. The first workshop, held on July 31, 2024, attracted approximately 75 participants to learn about the process and provide feedback on resident preferences for the future of the train station area. The second workshop, held on December 17, 2024, was an opportunity for Denholtz Properties, as NJ Transit's designated developer for the Red Bank train station area, to share conceptual plans for the community's feedback. Approximately 50 participants attended. Summaries of the two workshops are provided in Appendix C.

While this Redevelopment Plan incorporates information and input from Denholtz Properties and NJ Transit, the Plan has been prepared on behalf of the Borough of Red Bank by the Borough's planning consultants. Ultimately, it is the Borough Council's decision on whether to implement the Redevelopment Plan, and whether to designate Denholtz Properties or any entity as the redeveloper.

Neither Denholtz Properties' ownership of sites within the study area, nor NJ Transit's designation of a developer, binds the Borough to any specific course of action under the LRHL.

Redevelopment Plan Goals and Relationship to Local Objectives

Based on Red Bank's prior planning efforts and public engagement as part of this planning process, this Redevelopment Plan is guided by the following goals:

- Use future development and pedestrian improvements to connect Red Bank's Central Commercial District and the Shrewsbury Avenue commercial corridor, strengthening the distinct identity and vitality of each area.
- Support multimodal transportation opportunities (rail, bus, walking, bicycling, and taxi/rideshare).
- Promote multifamily housing, both market-rate and affordable, at a density appropriate to transit-oriented development.
- Enhance the public realm with accessible, community-serving open space and amenities for recreation, events, arts and cultural activities, and gathering spaces.
- Reduce the amount of impervious coverage in the study area to increase the vegetative cover, improve stormwater management, and lessen the heat island effect.
- Facilitate community-facing uses and services that complement, rather than compete with, existing retail and service areas in the Borough.
- Incorporate attractive architecture at a scale and design that is in harmony with Red Bank's local context and uses high-quality, long-lasting materials and finishes.
- Provide an efficient mix of parking options that will serve commuters, residents, and patrons of the area.
- Supply adequate utility systems (water, sewer, electric, and stormwater) to serve the anticipated development in an effective and sustainable manner, and to ameliorate existing drainage issues in the vicinity of the study area.
- Mitigate the environmental impacts of new development through incorporation of sustainable design and green building and infrastructure techniques.
- Enhance the condition, function, and overall aesthetics of the Borough's Department of Public Works facility and its ability to serve all Red Bank residents.
- Preserve historic train station elements such as the station building, the gate keepers booth, and other historical markers and sculptures.

Red Bank Master Plan and Zoning

The Redevelopment Area has a long history of planning focus, dating at least to the 1995 Master Plan, which called for greater residential densities around the train station. Subsequent Master Plan Re-examination Reports reaffirmed this planning concept, strengthening it with a recommendation to create a train station overlay district to facilitate greater density. As a result, the TS Overlay District was established in 2009, to *“encourage a mix of retail/commercial uses at street level with increased residential density on floors above street level to create a mixed residential and commercial neighborhood that relies predominantly on public transportation as the primary means of travel.”* The TS district allows for taller buildings than the underlying BR-1 and BR-2 business districts (50 feet vs. 40 feet), residential density of up to 35 units per acre, and relaxed parking requirements. Further, much of the Redevelopment Area is within a designated Rehabilitation Area, designated in 2017 to spur upgrades to the downtown west of Broad Street.

Red Bank’s 2023 Master Plan devoted considerable attention to the station area and its relationship to the Central Commercial District along Broad Street, as well as the Shrewsbury Avenue business corridor. The Plan identified Monmouth Street as the primary linkage between these two important business areas, and thus appropriate for new development that furthers an active, pedestrian-oriented downtown environment. In addition, the 2023 Plan specifically recommended that the train station area should be a key focus of revitalization, noting on page 99 that, *“Smart and creative infill development in this area creates an opportunity to restore aspects of the street grid that were disrupted by rail infrastructure, stitching together the east and west sides of Red Bank. The revitalization of the train station area also promotes the use of mass transit and is envisioned to support economic development through establishing additional commercial uses as well as providing for improved connectivity to existing commercial uses in the Borough.”*¹

The 2023 Master Plan recommended, in addition to continuing to pursue Transit Village designation (see below), working through a development negotiation process with NJ Transit and its designated developer (Denholtz Properties) to implement a vision for revitalization at the train station. Redevelopment designation was identified as the most appropriate tool to effectuate this process, and the Plan outlined a series of goals and development parameters that should be part of that process. This Redevelopment Plan directly implements these Master Plan recommendations.

Red Bank Bicycle and Pedestrian Planning Project (2010)

This update to the Borough’s Circulation Element is intended to identify safer routes for pedestrians and cyclists. Several recommendations relevant to the train station area were noted, and redevelopment presents an opportunity to implement those recommendations that may still be relevant and needed.

Red Bank Impervious Cover Reduction Action Plan (2017)

The Borough retained the Rutgers Cooperative Extension Water Resources Program to assist with preparing this plan, which provides a guide on potential locations to implement green infrastructure practices to reduce stormwater runoff. One location is the Phoenix Productions property at 52 Chestnut Street, which is Block 75.02, Lot 169, within the Redevelopment Area. There, the plan suggested that parking spots could be replaced with porous asphalt to capture and infiltrate stormwater from the parking lot and rooftop. Redevelopment of this site and other parcels in the

¹ <https://www.redbanknj.org/DocumentCenter/View/12494/2023-Red-Bank-Adopted-Master-Plan>

Redevelopment Area offers the potential to reduce impervious coverage, either through the removal of surface parking or the replacement of impermeable surfaces with porous pavement.

Transit Village Program

In 2018, the Borough began the process of seeking Transit Village designation by the New Jersey Department of Transportation. This effort stalled during the Covid-19 pandemic but was re-restated in 2023. In addition, Red Bank is seeking Plan Endorsement from the New Jersey Department of Community Affairs, in an effort to re-instate its designation in the State Plan as a Regional Center.

While there has been some development in the past 10 years in the wider rehabilitation area (such as the redevelopment of the Anderson Building and the construction of Station Place and the West Side Lofts), limited development has occurred at the train station area itself. The most significant development has been the 57-unit The Rail at Red Bank project, on the west side of the station.

It is clear that the TS district and rehabilitation area, on their own, are not likely sufficient to facilitate the scale of development that is appropriate at the train station. In fact, initial guidance from the State on the Borough's Transit Village application indicated that the overlay district was not effective enough at encouraging TOD, and that zoning changes to allow for greater density – perhaps through the creation of a new district – would likely be needed to achieve a Transit Village designation.

Red Bank Train Station Report (2018)

NJ Transit, in partnership with the North Jersey Transportation Planning Authority (NJTPA), completed this report on bike and pedestrian access at the Red Bank train station area. The study noted issues such as a lack of crosswalks/pedestrian ramps and traffic conflicts due to entering/exiting traffic and bus drop-off areas. Short- and long-term conceptual improvements were provided to address these issues. Pedestrian safety is an ongoing issue for Red Bank, which saw 15 vehicular crashes involving pedestrians in 2024, including several fatalities. Redevelopment around the station offers the opportunity for bike and pedestrian improvements that could address these concerns.

Monmouth County Master Plan (2016)

Redevelopment around the Red Bank train station is consistent with the following goal and supporting objectives of the County's Master Plan²:

- ***Master Plan Goal #3:*** Promote beneficial development and redevelopment that continues to support Monmouth County as a highly desirable place to live, work, play, and stay.

Vibrant and Sustainable Communities:

- Encourage the development of a multi-modal transportation and circulation network that promotes walkability and bicycling, links neighborhoods to one another, and connects residents to employment centers and regional facilities.
- Encourage a range of housing options including types, sizes, styles, and accommodations to meet the needs associated with various lifestyles, life-stages, abilities, and occupations of residents while supporting economic sustainability within the region.
- Promote vibrancy, attractiveness, and a diverse array of uses, occupations, services, and amenities for downtowns and business districts.
- Endorse the use of enhanced landscapes, streetscapes, and design amenities that promote safe and secure neighborhoods as well as other attractive and appealing built environments that discourage aversion, crime, and blight.

² <https://www.co.monmouth.nj.us/documents/24/Chapter%201.pdf>

- Encourage regional and local arts/cultural planning initiatives and support creative placemaking efforts that attract innovative ideas, community involvement, entrepreneurial talent, and new businesses to a community.
- Encourage the use of green technology and design to reduce the impact of property improvements on natural systems.

Preservation of Community Character:

- Support retention, preservation, restoration, and improvement of our cultural, historic, and scenic resources that define a community's distinct character.
- Promote in-fill development and the adaptive reuse of substandard, underutilized, or abandoned structures that complement or improve adjacent land uses and support or enhance neighborhood character resulting in healthier places to live, work, learn, and recreate.
- Promote the development and use of design standards that reinforce neighborhood character and improve the appearance and appeal of special improvement districts, commercial districts and corridors, and redevelopment areas.

Housing:

- Encourage housing development in locations that provide access to various modes of travel that could reduce automobile dependency.
- Promote energy efficient construction and housing systems that reduce long-term costs and maintenance as well as design, technologies, and construction methods that have a lower impact on natural systems.

Economic Development and Redevelopment:

- Encourage public infrastructure investments in county recognized priority growth areas and locations that support economic development and redevelopment; particularly locations in existing and planned service areas.
- Encourage a variety of new and rehabilitated housing options to meet the needs of an evolving workforce in support of greater regional economic growth.

The County Master Plan also lays out a Public Investment Strategy to focus development in appropriate locations where infrastructure exists, and into centers away from protected natural environs, as consistent with the 2001 State Development and Redevelopment Plan (see discussion below on that plan). Red Bank is identified by the County as a Priority Growth Investment Area, and the train station is identified as a locally supported transit-oriented development initiative (see Figure 2.14, *Framework for Public Investment Map, 2016*).³

³ <https://www.co.monmouth.nj.us/documents/24/MP%20-%20Chapter%202.pdf>

Redevelopment Area Districts

As shown on Figure 2, the Redevelopment Area is divided into three (3) districts, based on property ownership and envisioned development, for the purpose of regulating land use and development.

Redevelopment District A: Train Station Area

This district encompasses the following parcels:

- Block 41, Lots 1, 2, 3, 4, 5, 6.01, 6.02, and 7
- Block 63, Lots 5, 5.01, 6, 7, and 7.01
- Block 75, Lots 104, 104.01, 172, 177, and 178
- Block 75.05, Lot 16.01
- Block 75.06, Lots 7 and 8.01

District A, containing lots owned by NJ Transit, Denholtz Properties, and related entities, is the primary focus of this Redevelopment Plan.

For the purposes of area, bulk, and density requirements, District A is further subdivided into two parcels: the North Parcel (between Chestnut and Monmouth Streets) and the South Parcel (between Leonard and Chestnut Streets). This reflects both anticipated development plans for the Redevelopment Area and the fact that these two areas of District A exhibit different contexts in terms of surrounding land uses, proximity to the train station, and the appropriate mix of residential vs. retail uses. The North Parcel has the most direct relationship with the train station and offers proximity to the downtown core as well as the Shrewsbury Avenue business district. The South Parcel is more residential in nature, as it abuts single-family and religious uses along Herbert Street/Oratory Way and Leonard Street.

It is noted that the North and South Parcels do not include two portions of the Redevelopment Area that are not anticipated to include new buildings: the Bridge Avenue parking lot west of the NJ Transit railroad tracks and the Red Bank Rail Yard south of Leonard Street. If new development were contemplated on these areas, it would likely require an amendment to this Redevelopment Plan.

Redevelopment District B: Red Bank Department of Public Works Site

This district encompasses the following parcels:

- Block 75, Lot 171
- Block 75.02, Lot 170.01

The Department of Public Works Site is being planned for a comprehensive upgrade to the existing Borough facilities. Such future improvements will be undertaken by the Borough and may require an amendment to this Redevelopment Plan or preparation of a separate Redevelopment Plan.

Redevelopment District C: Count Basie Site

This district encompasses the following parcel:

- Block 75.02, Lot 169

There are no known development plans on the Count Basie site. Future development of the property would be undertaken by the property owner and would require an amendment to this Redevelopment Plan or preparation of a separate Redevelopment Plan.

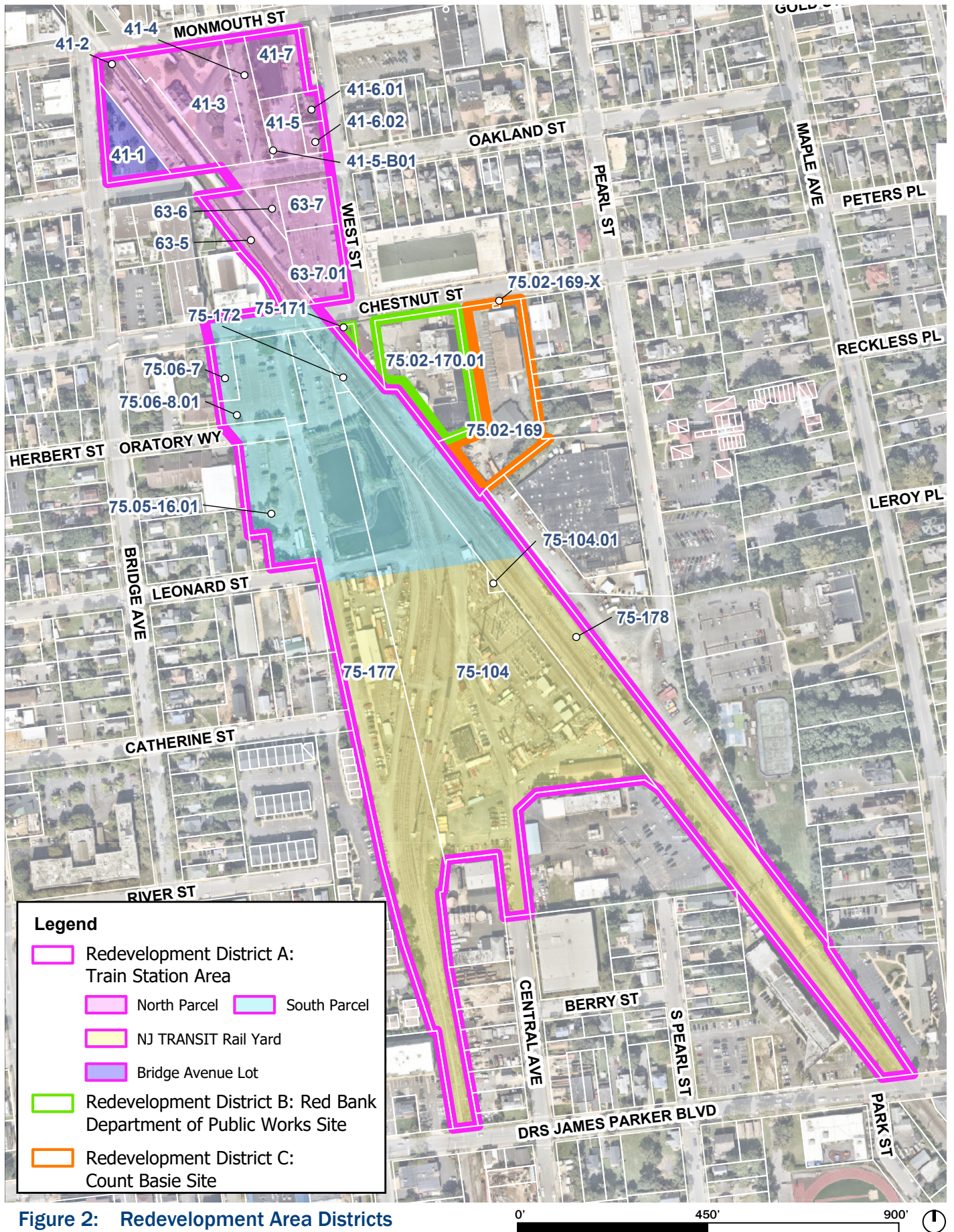
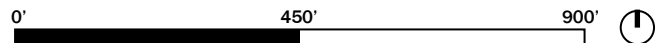


Figure 2: Redevelopment Area Districts



Red Bank Train Station Redevelopment

Sources: Monmouth County, Nearmap, BFJ Planning.

Development, Site Planning, and Design Standards

The following standards will guide development of the Redevelopment Area, along with additional requirements in a Redeveloper Agreement. For purposes of granting relief (see the *Implementation* section below), the standards for use; area, height, setback, and density; and parking and loading shall require a variance, while the site planning and design standards shall require a design waiver.

Use Standards

A. District A (Train Station Area)

Principal Permitted Uses

- i. Multifamily dwellings, with a mix of market-rate and low- and moderate-income units.
- ii. Mixed-use developments, subject to the requirements of §490-36(B), except as superseded by the requirements of this Redevelopment Plan, and provided that non-residential uses shall be limited to the ground floor only.
- iii. Retail commercial uses, except tobacco shops.
- iv. Personal service establishments.
- v. Urgent care facilities.
- vi. Banks and financial institutions without drive-through facilities.
- vii. Restaurants and food service establishments.
- viii. Museums, performance space (indoor/outdoor), art galleries, and artisan workshops.
- ix. Breweries, brewpubs, distilleries, bars, and lounges, in accordance with applicable State regulations, with a maximum square footage of 5,000 square feet.
- x. Preschools and child-care facilities.
- xi. Indoor recreation/fitness facilities
- xii. Recreational/leisure instruction, such as exercise studios and culinary schools.
- xiii. Co-working space.
- xiv. Community-related and/or nonprofit uses.
- xv. Retail cannabis
- xvi. Public open space and associated public amenities.
- xvii. Essential services, public transit facilities, and related amenities and services.

Accessory Uses

- i. Outdoor and rooftop eating and drinking establishments.
- ii. Temporary uses such as food trucks and pop-up shops, pursuant to any applicable licensing requirements by the Borough or other governmental entity.
- iii. Auto- and bike-share/auto rental services and bike repair shops.
- iv. Office in support of a principal permitted use.
- v. Parking garages.
- vi. Other uses customary and incidental to principal permitted uses.

B. District B (Department of Public Works Site)

Principal Permitted Uses

- i. Government facilities, public utilities, and related infrastructure.

Accessory Uses

- i. Parking for Borough employees and visitors.
- ii. Other uses customary and incidental to the principal permitted use.

C. District C (Count Basie Site)

Principal and Conditional Permitted Uses

- i. All principal and conditional uses permitted under the BR-2 Business/Residential-2 District.

Accessory Uses

- i. All required and permitted accessory uses under the BR-2 Business/Residential-2 District.

D. All Districts

Prohibited Uses

- i. Drive-through facilities.
- ii. Automotive sales, repair, or service facilities.
- iii. Adult entertainment uses.
- iv. Gas or service stations.
- v. Manufacturing or industrial uses with a square footage exceeding 5,000 square feet.
- vi. Billboards

Area, Height, Setback, and Density Requirements

A. District A (Train Station Area)

Standard*	North Parcel (between Chestnut and Monmouth Streets)	South Parcel (between Leonard and Chestnut Streets)
Minimum Lot Area For Building Construction	3.5 acres	4 acres
Maximum Ground-Floor Non-Residential Space for Individual Use/Tenancy	7,000 square feet	5,000 square feet
Maximum Building Coverage	50%	50%
Maximum Impervious Coverage	85%	85%
Maximum Building Height	5 stories/60 feet	5 stories/60 feet
Minimum Building Setbacks**	Monmouth Street 10 feet West Street 10 feet Chestnut Street 15 feet	Chestnut Street 12 feet Herbert Street 50 feet Leonard Street 15 feet
Maximum Residential Density	58 units per acre or 200 units, whichever is less	50 units per acre or 200 units, whichever is less
Maximum Non-Residential Floor Area Ratio	0.20/30,000 square feet, whichever is less	0.10/17,000 square feet, whichever is less
Minimum Public Space	40% of lot area	N/A

*Area and bulk provisions shall be based on new lot lines that are anticipated to be created through subdivision and will reflect any road realignments implemented through the creation of new streets.

**Ground-floor entrances to residential units may encroach up to 2 feet into the required setback.

The 2023 Red Bank Master Plan indicated a maximum residential density of 50 units per acre, including existing development, on a district-wide basis, for the designated TOD area in Figure 43 of the Master Plan.⁴ Based on the size of this TOD area of 11.6 acres, the 400 units contemplated in this Redevelopment Plan, plus the 57 units at the existing The Rail development, would equate to a district-wide density of approximately 39 units per acre, which is consistent with the Master Plan.

⁴ <https://www.redbanknj.org/DocumentCenter/View/12494/2023-Red-Bank-Adopted-Master-Plan>

- B. District B (Department of Public Works Site)
 - i. Maximum building height: 40 feet and not exceeding three stories.
 - ii. Additional area and bulk provisions shall be developed by the Borough of Red Bank as part of a comprehensive upgrade of the Department of Public Works facilities.

- C. District C (Count Basie Site)
 - i. Area, bulk, and density provisions shall be in accordance with the provisions of the BR-2 Business/Residential-2 District.

Parking and Loading

- A. Required Parking Ratios
 - i. Minimum parking requirements in Redevelopment District A shall comply with the standards outlined below, except as modified by the Planning Board due to shared parking arrangements or other transportation/parking demand management strategies. These standards reflect the existing parking requirements for the TS Train Station District, adjusted to reflect the mixed-use, transit-oriented nature of anticipated redevelopment and available public parking within walking distance. The requirements listed below may be satisfied through a combination of off-street and on-street parking within the Redevelopment Area. Parking standards in Districts B and C shall follow the Borough’s existing regulations in §490-98.0.

Use	Required Parking Spaces
Multi-family residential	
Studio	0.7 per unit
1-bedroom apartment	1.1 per unit
2-bedroom apartment	1.3 per unit
3-bedroom or more apartment	1.4 per unit
Grocery store	2.5 per 1,000 square feet
Professional, medial, business offices	3 per 1,000 square feet
Retail/commercial	3 per 1,000 square feet
Personal service	3.5 per 1,000 square feet
Banks and financial institutions	2.5 per 1,000 square feet
Eating and drinking establishments	
Sit-down restaurant	4 per 1,000 square feet
Retail food establishment (no seating)	2.5 per 1,000 square feet
All other uses	3 per 1,000 square feet

- ii. The Planning Board may consider modifications to parking requirements based on the combination of uses, where it can be demonstrated that staggered or complementary hours of parking uses would result in less overall parking demand due to shared parking principles. Such determination shall be based on industry standards and a parking analysis prepared by a qualified professional.

- iii. Within Redevelopment District A, a maximum of 75 on-street parking spaces shall be provided on the North Parcel (along the proposed shared street) and a maximum of 55 on-street parking spaces shall be provided on the South Parcel (along the proposed new north-south street). The maximum requirement for the South Parcel shall be in addition to any parking spaces designated for employees of the NJ Transit Rail Yard, under separate agreement between the Redeveloper and the transit agency.
- iv. A minimum of 150 spaces shall be provided in Redevelopment District A, in a combination of on-street and garage spaces, to serve commuters and the public, and shall be clearly designated and accessible as such. The management of these spaces shall be subject to the Redeveloper Agreement with the Borough of Red Bank, based on coordination with NJ Transit.
- v. The maximum number of parking spaces for Redevelopment District A, both on-street and in garages, shall be 725 spaces, which shall include parking for residents of the new buildings and commuters/visitors. This maximum shall not include existing spaces at the Bridge Avenue parking lot, existing garage spaces for The Rail development, or future Red Bank Rail Yard employee spaces to be provided on the South Parcel adjacent to the freight rail tracks.

B. Bicycle and Scooter Parking

- i. Bicycle racks shall be provided for all multifamily and nonresidential developments. For multifamily, the ratio shall be 0.5 bicycle space for each dwelling unit, while for nonresidential uses, the ratio shall be one (1) bicycle space for each 20 on-street parking spaces or fraction thereof over 20 spaces. Racks required for multifamily development may be provided as outdoor or indoor storage, but at least 50% of the racks must be in long-term, secured indoor storage, and each new building shall contain at least one indoor storage area for residents of the building. Racks required for nonresidential development shall be provided as outdoor storage available to the public. Bicycle storage provided and maintained by NJ Transit shall not count toward the required bicycle racks.
- ii. Separate short-term storage areas for e-bikes and scooters shall be provided as needed to accommodate commuters using these modes to reach the station, based on coordination and approval with NJ Transit.

C. Electric Vehicle (EV) Parking

- i. EV charging infrastructure shall be provided in accordance with §490-98.Q of the Borough regulations. At least two (2) of the required EV charging stations shall be located in on-street parking for each newly created public street, with the remainder of the required stations to be located within off-street parking areas.

D. Loading Areas

- i. Loading areas to accommodate commercial deliveries, including parcel drop-off and residential moving, and the pick-up and drop-off of passengers, shall be provided at appropriate locations to serve both residential and commercial users, in accordance with §490-97 of the Red Bank code.

Site Planning and Design Standards

The following standards shall apply to all buildings and grounds, including public spaces, and shall be maintained in all phases of development of the Redevelopment Area.

A. General Site Planning Standards

- i. Development in the Redevelopment Area should be consistent with generally accepted best practices for mixed-use, transit-oriented development, such as in the NJDOT's *Manual of Best Practices for Transit-Oriented Development* (2013) and NJ Transit's *Transit Friendly Planning Guidebook* (2023).^{5 6}
- ii. Development shall establish a cohesive built environment that fits harmoniously with Red Bank's existing context and the immediate area, in building scale and massing, architecture, and building materials. Individual buildings may vary in architectural styles and materials but should complement each other and the surrounding area.

B. Building Massing, Design, and Fenestration/Articulation

- i. Building form and mass shall promote pedestrian connectivity and avoid long, uninterrupted facades without breaks. Building facades should be less than 100 feet; when longer than 100 feet, they shall incorporate façade articulation that provides meaningful vertical breaks, at least every 40 feet, with careful use of materials to provide visual articulation. Buildings shall also incorporate meaningful breaks in the roof line and/or cornice, at least every 100 feet. Figure 3 illustrates these massing principles of potential development of the North Parcel, based on plans by Denholtz Properties. These illustrations are conceptual only and do not imply approval.
- ii. The height of street-level commercial uses should be compatible with the height of comparable ground-level uses in the surrounding area. Taller building mass should be located away from existing low-rise building frontages in the surrounding area.
- iii. All building facades should be treated as front facades, with materials, fenestration, base courses, and other architectural detailing that is carried to all elevations.
- iv. Buildings with expansive blank walls should be avoided.
- v. Building setbacks shall be measured from the property line to any portion of the building structure, including balconies or similar elements. Balconies or cantilevered structures above the ground floor may extend up to five (5) feet into the building setback.

C. Building Materials

- i. Exterior building materials shall respect the vernacular of Red Bank's existing buildings, which feature significant use of brick (typically red), metal, and wood. New development should incorporate these materials to complement the existing context and avoid jarring or out-of-place materials. Specifically, at least 25% of building facades should include red brick materials in a range of shades and/or patterns.
- ii. Building materials should be high-quality and designed to withstand the elements and maintain their level of color and finish over time.

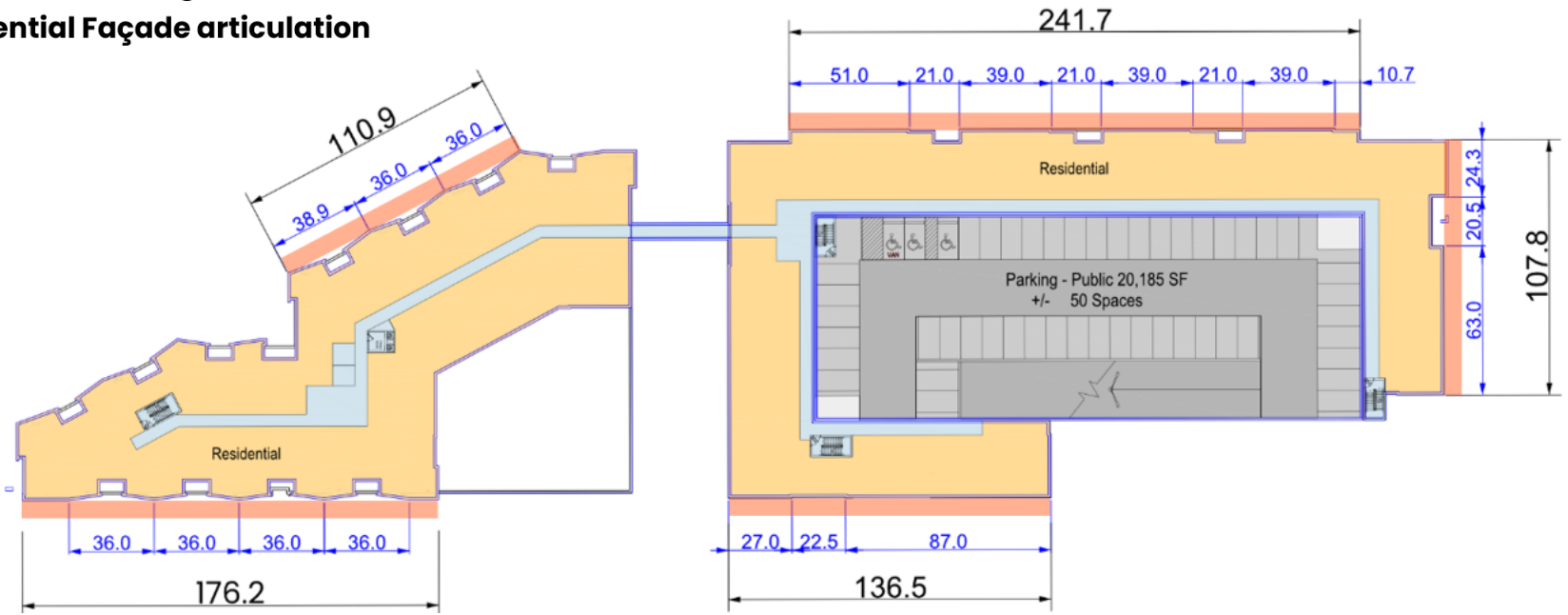
⁵ <https://nj-dot.nj.gov/transportation/community/village/pdf/todbestpracticesmanual2013.pdf>

⁶ <https://transit-friendly-planning-njtransit.hub.arcgis.com/pages/guide>

- iii. The Planning Board may request a materials board to be submitted, providing details on the specific materials and colors proposed for new buildings.

DRAFT

- ↔ Street-walls longer than 100'
- ↔ Potential Façade articulation



Demonstrating massing principles at the North Building

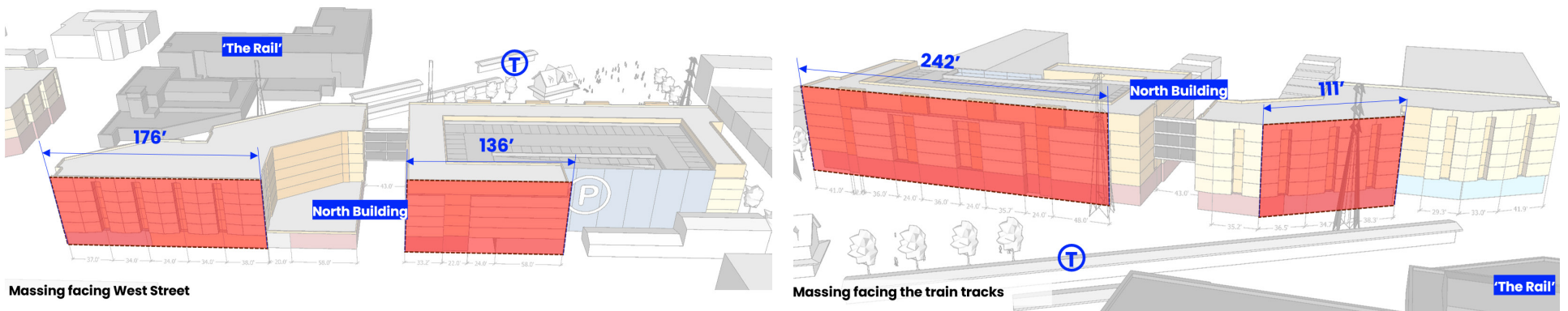


Figure 3: Illustrations of Building Massing Principles

Red Bank Train Station Redevelopment

Source: Perkins Eastman Architects.

D. Building Frontages

- i. Future development in the Redevelopment Area shall promote a cohesive public realm that prioritizes pedestrian access, comfort, and safety by maintaining key visual axes, providing active ground-floor uses, and preserving and enhancing elements of the area's heritage.
- ii. Commercial- and retail-oriented active uses should be focused on the North Parcel, with community-oriented ground-floor uses focused on the South Parcel.
- iii. The redevelopment shall establish a series of public and private open spaces to create a variety of places that can be used in different ways by different users, rather than a single destination.

Figure 4, on the following page, illustrates these concepts of active building frontages and the creation of open spaces. Areas in yellow represent new public and private open spaces that could be designed and programmed as unique places, with the key spaces circled (note that place names are conceptual only). The dashed lines represent visual axes that should be preserved or enhanced to support pedestrian connectivity. Lastly, the areas in blue are active ground-floor uses that should be oriented to the public.

E. Access and Circulation

- i. Future development shall recognize the train station's importance as a multimodal transportation hub for the Borough and region. Development shall be integrated into the existing context without compromising the station's critical function, including rail and bus services and pedestrian, bicycle, and auto access. Any changes that impact or potentially impact NJ Transit operations are subject to NJ Transit review/approval.
- ii. New streets shall have physical features designed for multiple users and uses, to promote walkability with pedestrian-scaled interventions such as properly scaled street lighting, decorative pavement, street furniture, and art.
- iii. Internal pedestrian circulation shall be provided on all internal streets via a sidewalk on at least one side of the street, measuring at least five (5) feet in width. Wider sidewalks are encouraged, balancing the need for pedestrian access with creation of additional impervious coverage. All new sidewalks or walkways shall implement ADA and universal design principles.
- iv. The Borough and NJ Transit shall be granted access easements over new streets, as outlined in the Redeveloper Agreement. The historic street name of Burrowes Place, shown on the Borough's official map, should be incorporated in a future street.

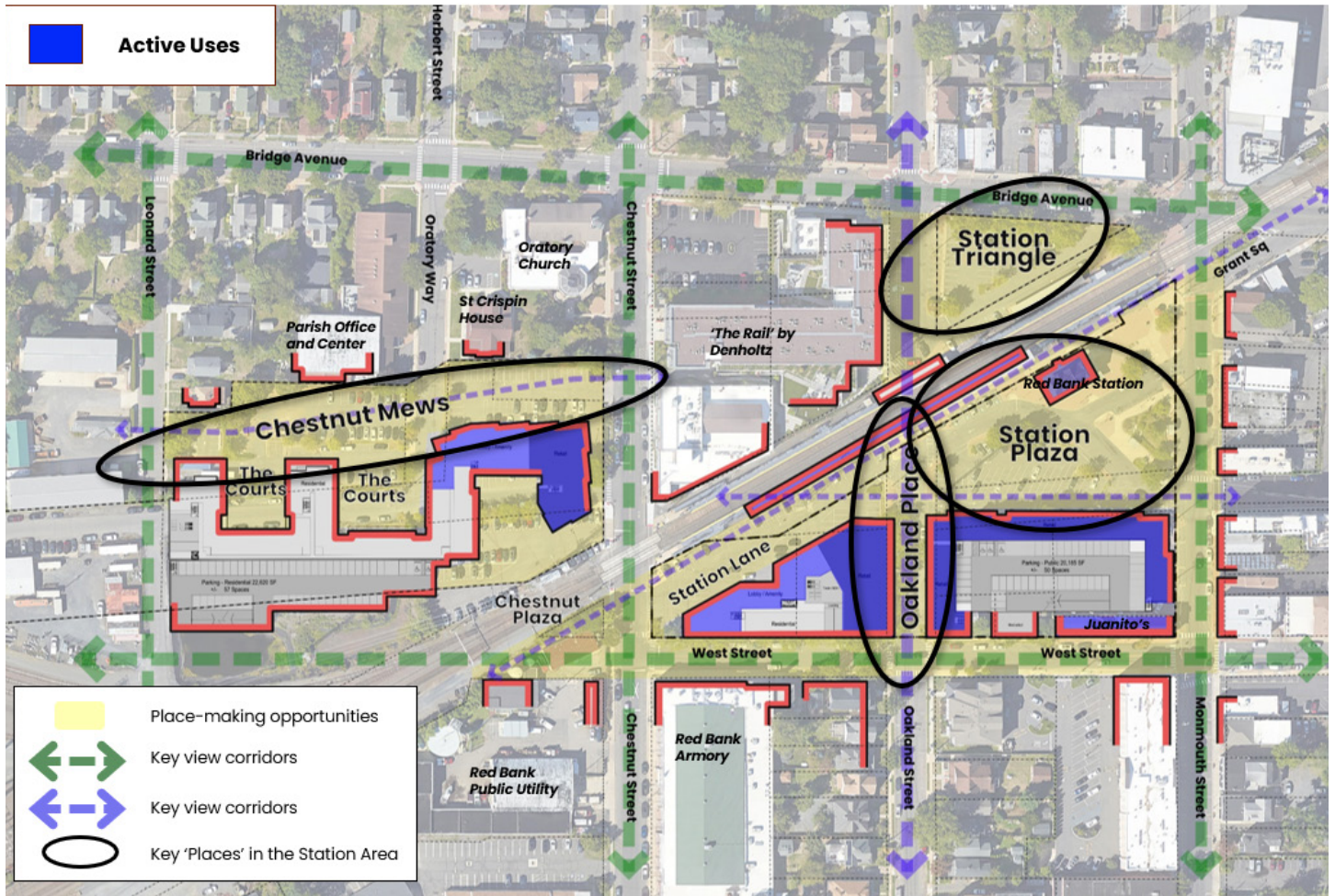


Figure 4: Illustration of Active Building Frontages and Open Spaces

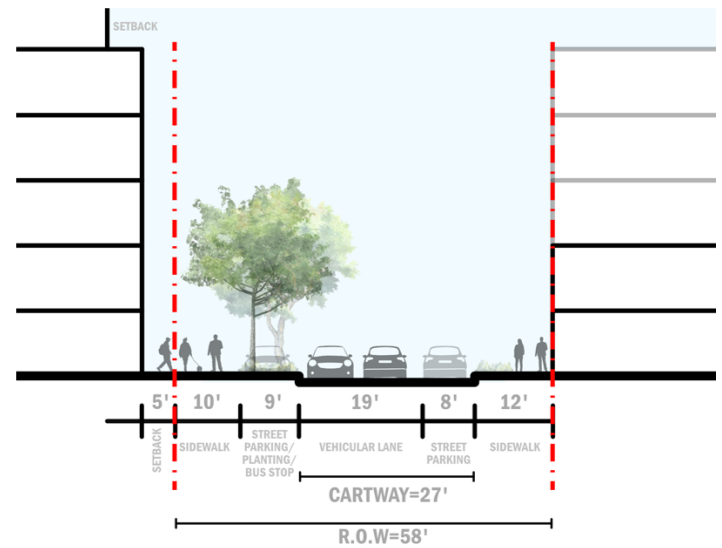
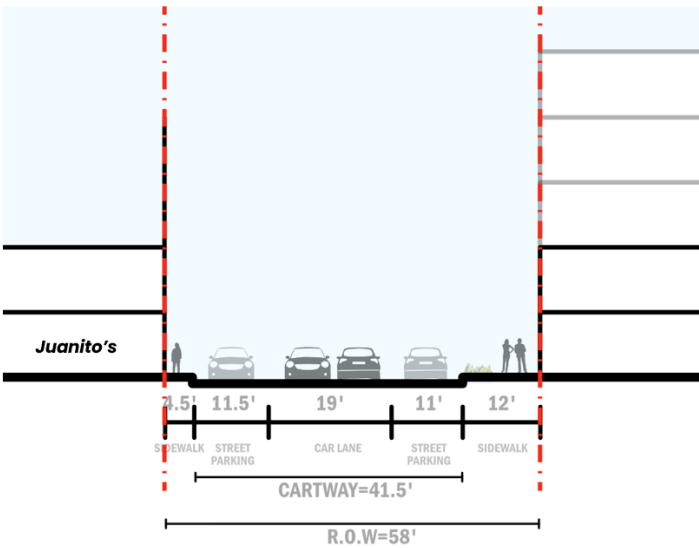
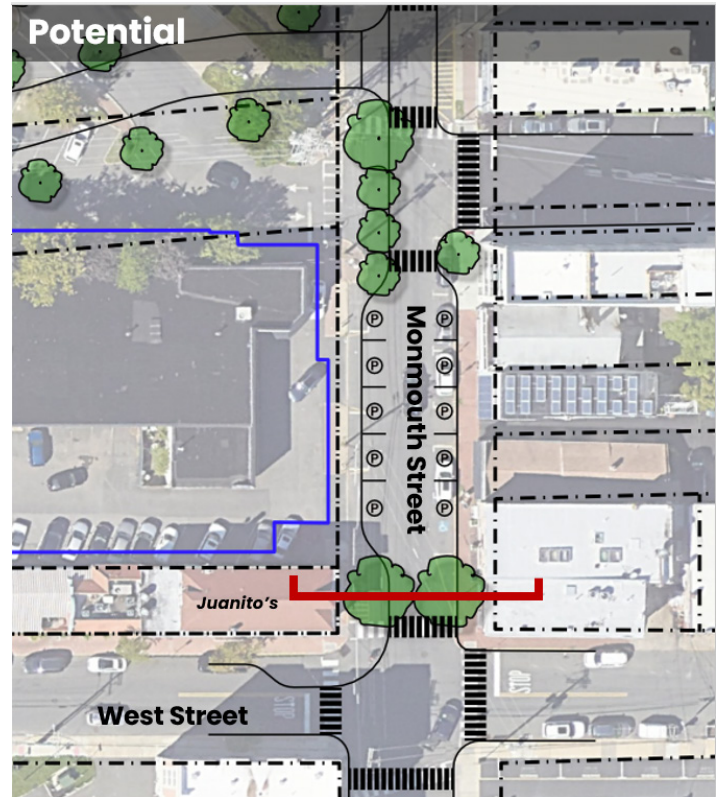
- v. Monmouth Street.
 - a. Redevelopment presents an opportunity to improve this corridor in the vicinity of the Redevelopment Area, building on streetscape improvements to be completed by the Borough, according to the following principles (see Figure 5 and Figure 6.):
 - Introduce a ground-level setback along the Monmouth Street property line to widen the pedestrian right-of-way.
 - Establish a maximum height of the street wall along Monmouth Street of five (5) stories, consistent with the tallest building across the street from the Redevelopment Area.
 - Introduce planting with bumpouts along the southern street edge for shade and comfort. These amenities should be designed so as not to impede bus circulation, especially NJ Transit buses turning from Monmouth Street to West Street.
 - Implement crosswalk improvements for enhanced pedestrian safety.
 - Provide space along Monmouth Street for a bus stop near the current on-street location, providing a high-quality shelter and related amenities, in coordination with NJ Transit. Ensure that the sidewalk is wide enough to accommodate a bus shelter with sufficient width for pedestrians.
 - Expand sidewalks on both sides of the street to improve pedestrian conditions.

- vi. West Street.
 - a. The residential scale of West Street between Monmouth and Chestnut Streets shall be maintained using building setbacks, landscaping, and screening of parking garages and similar infrastructure. Individual apartment entrances with stoops, steps, porticos, and similar features are encouraged.
 - b. The Red Bank Armory is an important historical and recreational resource, and the design of buildings on the South Parcel of Redevelopment District A shall complement this building and mitigate negative impacts such as shadows.
 - (c) Subject to NJ Transit review and approval, space shall be provided along West Street between Monmouth and Oakland Streets for a bus stop, relocated from the current off-street location near the train station. The specific location and design will incorporate a high-quality shelter and related amenities and ensure minimal impacts on residential land uses. The sidewalk should be wide enough to accommodate both a bus shelter and a minimum walkway of five (5) feet.



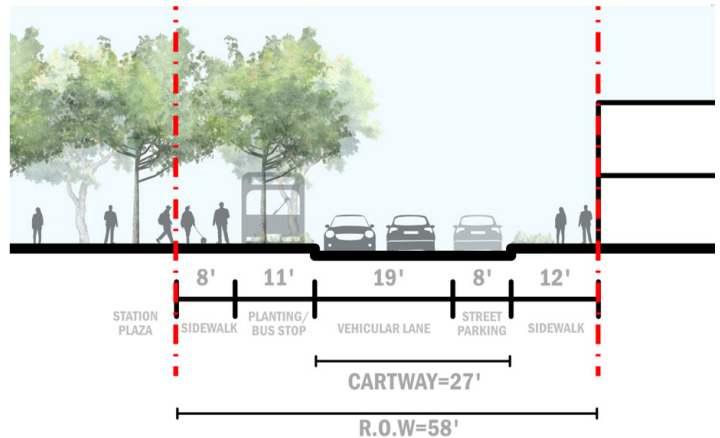
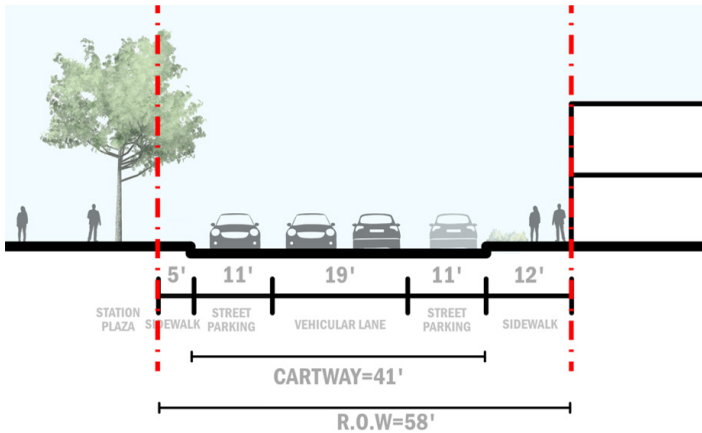
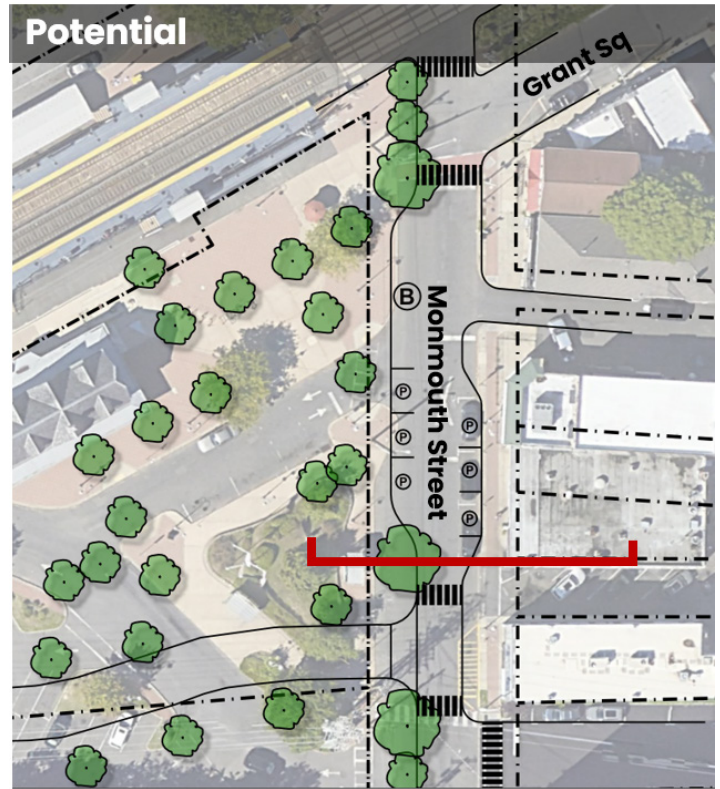
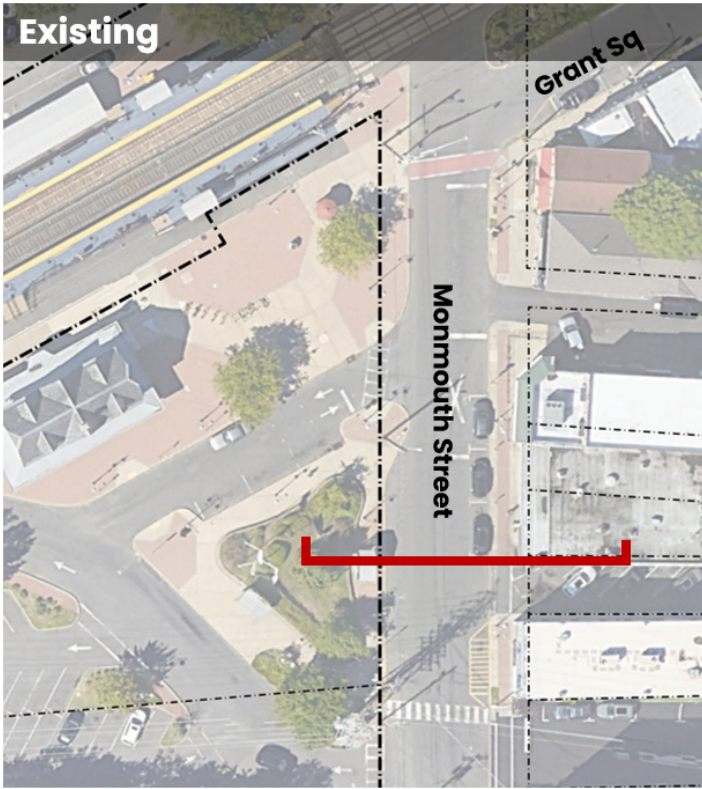
Examples of residentially scaled apartment entrances that would be appropriate for West Street.

Source: BFJ Planning



The above images show the existing Monmouth Street context at left and proposed concept at right. The concept incorporates sidewalk widening and planted bumpouts that reduce the overall cartway width from 41.5 feet to 27 feet, while maintaining the traffic lanes. Implementation of these principles should incorporate the Borough's existing streetscape plans for Monmouth Street, to be detailed in a Redevelopers Agreement, and shall include coordination with NJ Transit to reserve appropriate space for bus pick-up/drop-off and queuing.

Figure 5: Monmouth Street Concept 1: East of Station Area



The above images show the existing Monmouth Street context at left and proposed concept at right. The concept incorporates sidewalk widening and planted bumpouts that reduce the overall cartway width from 41 feet to 27 feet, while maintaining the traffic lanes. Implementation of these principles should incorporate the Borough's existing streetscape plans for Monmouth Street, to be detailed in a Redevelopers Agreement, and shall include coordination with NJ Transit to reserve appropriate space for bus pick-up/drop-off and queuing.

Figure 6: Monmouth Street Concept 2: Station Area

F. Signage

- i. The signage standards for the Redevelopment Area shall be as provided in §490-104 and accompanying Schedule A, of the Red Bank Code, except as follows and based on coordination with NJ Transit on standards for wayfinding and station signage.
- ii. Signage shall be proposed as part of a comprehensive signage plan that incorporates a consistent theme. Colors of letters and backgrounds shall be carefully considered in relation to the color of the adjacent building materials. Except as applicable for NJ Transit wayfinding and station signage, signs shall be designed and located to provide efficient and attractive information for building uses. Signs shall be a subordinate, rather than predominant, feature of any building.
- iii. Internally lit, flashing, or moving signs shall be prohibited.

G. Preservation of Historic Elements

- i. In coordination with NJ Transit, redevelopment shall preserve the historic station building as a key design and transportation feature, including the potential introduction of public facing uses such as a coffee shop, market, etc. Future use of the building shall be subject to coordination and approval by NJ Transit and the State Office of Historic Preservation (SHPO) and will be further detailed in the Redeveloper Agreement with the Borough.
- ii. The following additional historical elements shall be preserved in-place on the North Parcel:
 - Mayor Daniel O’Hearn Marker
 - Gate Keepers Booth
 - Count Basie bust
 - Circular metal artwork installed in the pavement at the station plaza

H. Landscaping, Screening, Fencing, and Lighting

- i. Landscaping shall be provided as an integrated element of the site plan and subdivision design, to create a unified and aesthetically appropriate context for the entire Redevelopment Area and vicinity, while maintaining all necessary access for transit operations and maintenance.
- ii. A landscape plan prepared by a landscape architect licensed by the New Jersey State Board of Landscape Architects, or other qualified individual, shall be submitted with a site plan application, subject to the applicable Borough requirements.
- iii. The selection of plantings and other materials shall create year-round visual diversity and contrast through variation in size, shape, texture, and color. Plant selection shall prioritize resilience to disease and insect damage, wind and ice damage, and maintenance needs, and shall be consistent with the most current tree species recommendations of the Red Bank Shade Tree Committee.⁷ Native species shall be used unless determined not practicable based on consultation with the Committee.
- iv. All trees and plantings shall have at least a two (2) year maintenance guarantee from the time of planting. All trees shall have a minimum four (4) inch caliper at planting.
- v. Landscape buffers of at least five (5) feet in width shall be provided where the Redevelopment Area abuts a residential property or zoning district.
- vi. Surface lots associated with multifamily or mixed-use development, solid waste areas, and other associated utilities shall be screened from view by landscaping or fencing.

⁷ <https://www.redbanknj.org/DocumentCenter/View/3197/Tree-Species-Recommendations-2023-PDF>

Parking structures shall be screened either with principal building structures or other architectural features to sufficiently disguise the structure. Such architectural features may include decorative gratings, artistic panels, green/living wall treatments, or murals, and shall not be considered signs. Any parking structure ramps shall be internal to the structure or fully screened.

- vii. Fences and walls shall conform to the requirements of §490-91 of the Borough Code, except that fences, walls, or hedges required to separate new development from the NJ Transit Rail Yard, or to provide privacy for private recreation areas associated with multifamily development, shall be permitted to be eight (8) feet in height or as consistent with the height of existing fencing along the Rail Yard, whichever is less. No barbed wire, razor wire, or similar materials shall be permitted.
 - viii. Fences or screening walls that exceed 50 feet in length shall be visually broken up by variation in materials, artwork, trellises, hanging shrubs or similar strategies to avoid long expanses of blank space.
 - ix. Site lighting should be harmonious with the building style and design and shall use only downward facing fixtures, with the exception of decorative fixtures at building entrances and along driveways or walkways, which shall not exceed eight (8) feet in mounting height to minimize spillage and glare. Uplights may be considered, subject to Planning Board approval, as part of art installations, but shall incorporate cut-off or dimming features to minimize night-glow impacts.
 - x. Lighting fixtures should be the minimum required to adequately light the area and shall consider NJ Transit station standards as well as the proximity and nature of adjoining uses. Except as required for lighting of transit facilities, based on coordination with NJ Transit, all lighting shall comply with Dark Sky standards, and LED fixtures shall have a maximum color temperature rating of 3,000K.
 - xi. Lighting along new internal streets and public open spaces and plazas shall be selected in coordination with the Borough and NJ Transit, as part of the Redeveloper Agreement, to ensure consistency with public realm lighting elsewhere in Red Bank.
- I. Public Space and Amenities
- i. Station Plaza
 - a. The North Parcel of Redevelopment District A shall contain an outdoor public plaza oriented around the historic Red Bank Train Station building. This space will be a welcoming and accessible place designed and programmed for passive community recreation purposes (strolling, sitting, public markets, special events, etc.) and in coordination with the Borough and NJ Transit as needed. Elements may include, but not be limited to, features such as decorative walkways, seating areas, public art, thematic lighting, water features, performance spaces, cafes and food kiosks, trash and recycling receptacles, and similar public amenities.
 - b. In the event that implementation of the Station Plaza, in coordination with NJ Transit, requires subdivision of the historic train station building into a separate parcel, such parcel shall not be subject to the bulk provisions of Redevelopment District A.
 - c. Design of the Station Plaza public space shall maximize commuter circulation as well as opportunities for community use, pedestrian circulation, high-quality year-round landscaping, and green infrastructure. All elements of the space shall embody universal design principles, open to users of all ages and abilities.

- d. The public plaza shall use resilient materials that are adaptable to the effects of climate change, including light-colored pavements and shade structures, so that it can be enjoyed year-round.
 - e. The Redeveloper Agreement shall include provisions for year-round management of the Station Plaza space.
- ii. Shared Street
- a. Shared streets, also known as *woonerfs* or *living streets*, are designed to accommodate all roadway users. Through elements like decorative pavements and lighting, curbs that are flush with the pavement, and curved geometries, they are meant to slow traffic speeds and soften the formal distinctions among spaces dedicated to pedestrians, cyclists, and motorized vehicles, with each user becoming increasingly aware and respectful of the others. Such streets can also act as flexible public spaces that can be temporarily closed to traffic for special events, in coordination with the Borough and NJ Transit as needed.
 - b. On the North Parcel of Redevelopment District Aa shared street is proposed between new mixed-use buildings and the NJ Transit rail right-of-way, providing north-south access between Monmouth and Chestnut Streets. The design of any shared street shall complement adjacent public space and use design features to differentiate it from vehicle-only streets. The street shall have up to one driving lane in each direction, of sufficient width to accommodate bus circulation needs, and shall provide surface parking for commuters and the public.
 - c. Final design of any new street is subject to the Borough Engineer's approval, in consultation with NJ Transit, as outlined in the Redeveloper Agreement.
- iii. Oakland Walkway
- a. The existing Oakland Street right-of-way between West Street and the train station is proposed to be vacated, by Borough ordinance, for use as a pedestrian-only connection that provides access to the station and ground-floor building uses. The width of this walkway shall be a minimum of 35 feet at ground level. Upper-story balconies or overhead walkways may encroach upon the walkway.
 - b. The design of the walkway shall incorporate the following principles:
 - Organize the walkway between semi-private, transition, and public circulation zones. Semi-private zones should be maintained by private owners or retail tenants.
 - Plantings should be limited to the semi-private and transition zones to maintain clear public access and wayfinding to the train station. Plantings should be shade-tolerant and adaptable to year-round conditions.
 - Fencing or bollards should be discouraged within the walkway, except at its intersection with West Street, to encourage public access.
 - Paving patterns and configurations within the Oakland Walkway should reinforce the perpendicular alignment of the existing right-of-way, with clear sight lines to the train station.
 - Shade and comfort for optimal pedestrian conditions should be prioritized. All elements of the path shall use universal design principles.
 - The intersection of the walkway with the shared street is a terminus of key view corridors and should be treated with a special feature such as a fountain, sculpture, or visual marker.
 - Any building structure encroaching above the walkway on upper floors shall be constructed to maximize transparency and sight lines from either

end of the walkway, so that it is clearly open to the public. Building design should minimize the visual obstruction of any encroaching structure.

Figure 7, on the next page, illustrates these principles in a recommended concept, as compared with the preliminary concept prepared by Denholtz Properties.

J. Sustainable/Green Design

- iii. Redevelopment has the potential to replace an existing heat island with green space, allowing for greater carbon absorption and improving climate resilience. Sustainable/green site and building design methods shall be incorporated to the maximum extent practicable and will be required in the future Redeveloper Agreement. The use of low-impact development, green stormwater infrastructure, green/cool roofs, high-performance energy systems (such as EnergyStar-rated appliances, LED lighting fixtures, and electric heat pumps), high-R value construction (such as Low E glass and R30 roof insulation), and all-electric or solar-ready construction, are encouraged.
- iv. New buildings in Redevelopment District A shall meet NJEDA Green Building Standards for Type 1 construction, or equivalent levels of sustainability achievement.⁸
- v. New buildings shall adhere to the requirements of §490-40.1, Green Roofs, of the Red Bank Planning and Development Regulations. Where a green roof is not practicable due to structural or other engineering issues, the Planning Board shall consider provision of cool roofs, together with site-wide landscaping elements, as an alternative.

K. Utilities and Mechanicals

- i. All utilities (water, sewer, electric, telecom, etc.) shall be located underground to the greatest extent practicable. Burying the existing high-tension electrical wires parallel to West Street may be impractical due to the size and weight of these elements. This infrastructure shall be incorporated in the future site design and may be highlighted through artistic lighting or similar effects to enhance the sense of place, subject to coordination with JCP&L.
- ii. All exterior mechanical equipment for buildings shall be located on rooftops behind parapet walls to limit visibility. Any exterior ground-mounted mechanical equipment shall be fully screened with plantings or architectural elements.

⁸ https://www.njeda.gov/wp-content/uploads/2021/04/Green-Building-Guidance_v8-FINAL.pdf

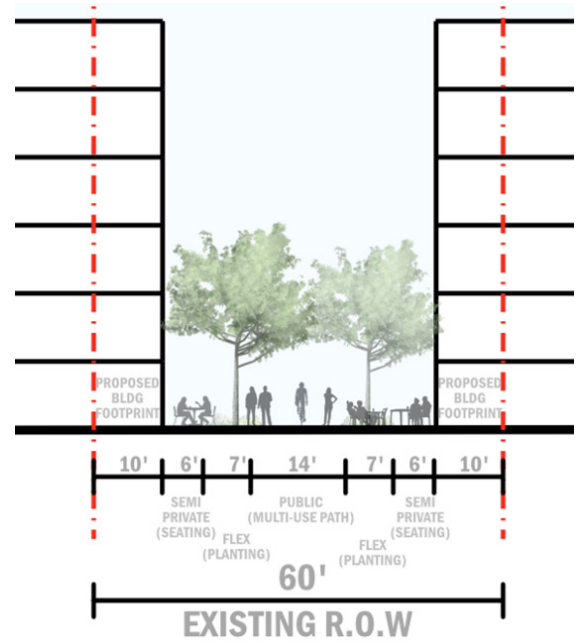
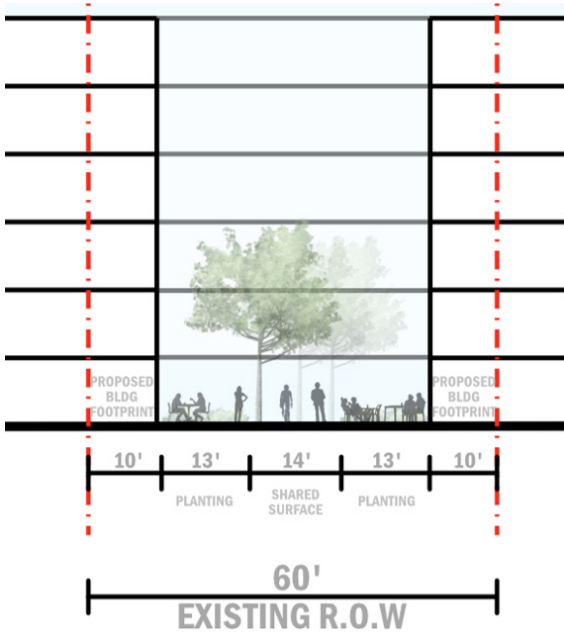
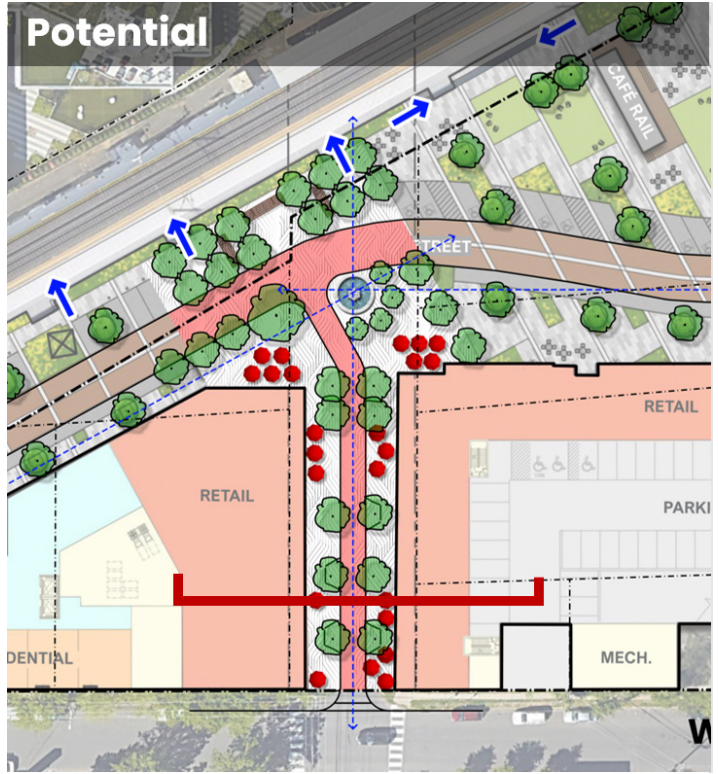
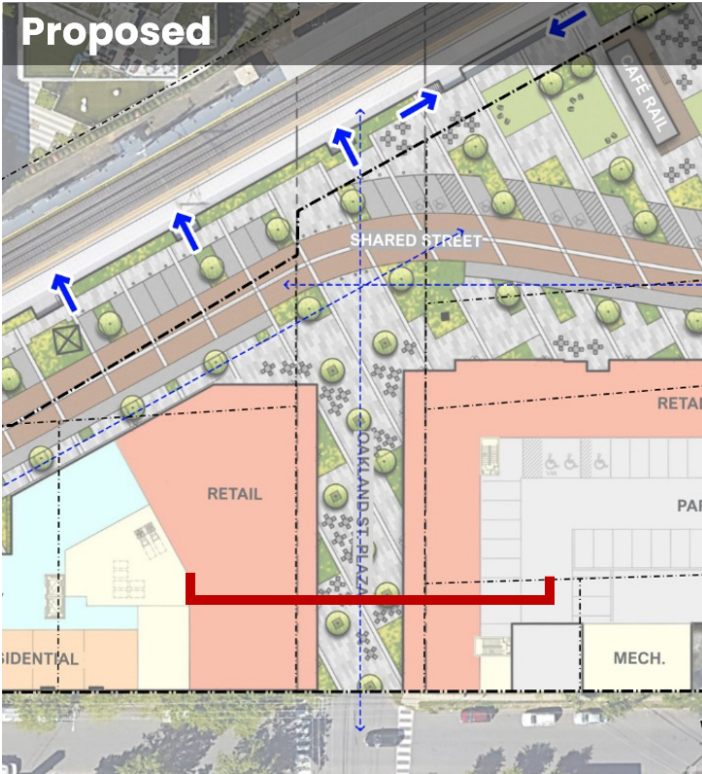


Figure 7: Oakland Walkway: Proposed Concept vs. Recommended Approach

Other Requirements

- A. Building Elevations and Renderings
 - i. Scaled, color elevations and photo simulations shall be provided at the time of initial application for site plan approval, showing the massing, scale, materials, and finishes proposed for the project for all elevations and from key vantage points.
- B. Stormwater Management Plan
 - i. Proposed stormwater management shall comply with all Borough of Red Bank requirements. Progressive approaches to stormwater design should be used, as found in NJDEP's current stormwater rules, guidance, and best management practices.
- C. Traffic and Parking Study
 - i. Prior to the submission to the Planning Board for site plan approval, the designated redeveloper shall submit a Traffic and Parking Study to assess and address the anticipated impacts on Red Bank streets and intersections from proposed development. The study will also address bus routes and turning movements for bus stops, in coordination with NJ Transit, to ensure that the stops function safely and effectively. The scope and methodology for such study shall be agreed-upon with the Borough, and NJ Transit as needed, prior to the execution of a Redeveloper Agreement.
- D. Affordable Housing
 - i. Residential development shall comply with Red Bank's affordable housing regulations (Chapter 205 of the Borough Code) and Housing Element & Fair Share Plan. The required affordable housing set-aside for inclusionary development shall be 20%, with affordable units placed on-site, and no payment in lieu of units permitted.
- E. Public Art and Murals
 - i. Where appropriate, the Redeveloper shall work with the Borough to incorporate public art into future development and programming.
- F. Construction and Phasing
 - i. Development under this Redevelopment Plan may be approved in whole or in phases by the Planning Board, provided each phase is self-sufficient with regard to parking, access, utilities, buffering, and other site plan items. Such phasing plan shall be approved by the Planning Board during site plan review and approval.
- G. Compliance with Other Borough Regulations and Standards
 - i. Unless otherwise stated in this Redevelopment Plan, standards related to site design and layout, including, but not limited to, landscaping, stormwater management, lighting, parking, etc., outlined in various sections of Chapter 490 (Planning and Development Regulations) of the Red Bank Borough Code, shall apply. In the event of inconsistencies between development standards in Chapter 490 and in this section, the Redevelopment Plan shall govern.

Off-Site Improvements

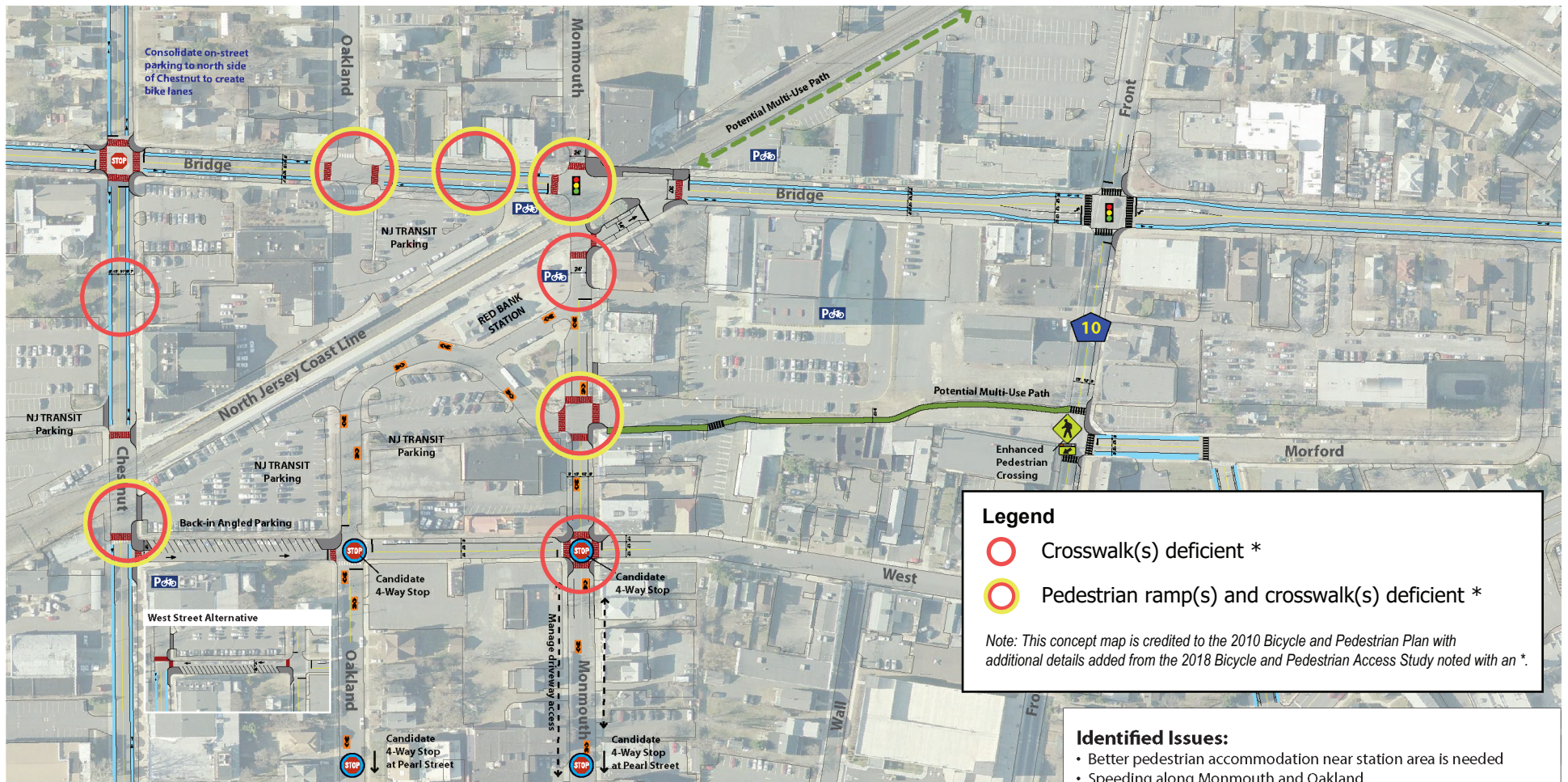
Future development in the Redevelopment Area presents opportunities to address various infrastructure and planning needs that have been identified by the Borough of Red Bank, the need for which is increased by the impacts from future development. The following off-site improvements are noted to be addressed in negotiations with the designated redeveloper and execution of a Redeveloper Agreement.

A. Pedestrian and Bicycle Improvements

- i. The station area has seen significant bicycle and pedestrian planning, including a 2010 update to the Circulation Element that focused on bicycle and pedestrian issues, and a 2018 study by NJ Transit on needed improvements around the station.
- ii. Recommendations from the 2010 study relevant to the train station area include the following, while the 2018 report also identified deficient crosswalks and pedestrian ramps in the vicinity of the train station:
 - Provide curb extensions at intersections to reduce crossing distances along Front, Monmouth, Oakland and Chestnut
 - Evaluate candidate 4-way stops at Pearl/Monmouth and Pearl/Oakland, and Monmouth/West and Oakland/West
 - Reconfigure West Street as a one-way street between Oakland and Chestnut, and provide additional back-in angled parking on the one side of the street. Two options were developed for consideration - a one-way northbound with parking on the west side, and a one-way southbound with parking on the east side (inset). Both options feature a 14-foot travel lane.
 - Provide a multi-use path connecting Front Street to Monmouth along existing right-of-way.
 - Provide additional bike parking.
- iii. Plans by the Borough to incorporate streetscape improvements along Monmouth Street may address many of the issues noted in the 2010 and 2018 studies. Figure 8 shows the combined recommendations from the two studies, around the Redevelopment Area. Opportunities to address these issues that are not already part of the planned improvements should be leveraged in the redevelopment process.

B. Potential North-South Pedestrian Paths

- i. The 2023 Master Plan noted the significant disruption to the street grid caused by the presence of the train station, NJ Transit Rail Yard, and associated infrastructure. These systems interrupt the vehicular street grid as well as pedestrian connectivity.
- ii. Planned redevelopment in the South Parcel of Redevelopment District A would create a new street and sidewalk south of Chestnut Street by pushing the rail yard gate to Leonard Street. Longer-term, through redevelopment and planned upgrades to the Borough's DPU site, there is an opportunity to extend pedestrian connections south to Drs. James Parker Boulevard, using railroad and street rights-of-way along the western side of the freight tracks and the eastern side of the passenger tracks. This would involve significant coordination with NJ Transit to mitigate safety and security concerns associated with the rail yard and passenger tracks. Specifically, it would require complete separation from the tracks and active maintenance and rail yard. Figure 9 illustrates these potential long-term improvements. Ultimately, given that much of the property in question is owned by NJ Transit, the agency would have to approve these pedestrian connections.



- Identified Issues:**
- Better pedestrian accommodation near station area is needed
 - Speeding along Monmouth and Oakland
 - Lack of pedestrian crossings along Monmouth
 - Conflicts at the Chestnut/West intersection
 - Shortage of bike parking at Red Bank station
- Potential Treatments:**
- Use bumpouts to reduce crossing distances
 - Reduce posted speed along Bridge, Monmouth, and Front
 - Evaluate the feasibility of 4-way stops near Red Bank Charter School
 - Convert West to one-way north and add back-in angled parking
 - Add bike parking at train station
 - Bike lanes along Bridge and Chestnut

NJT Station Area Concept Plan

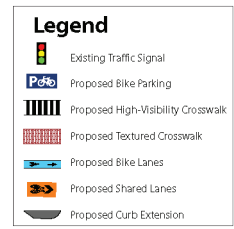
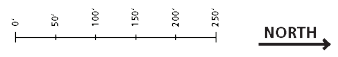


Figure 8: Potential Off-Site Issues and Opportunities

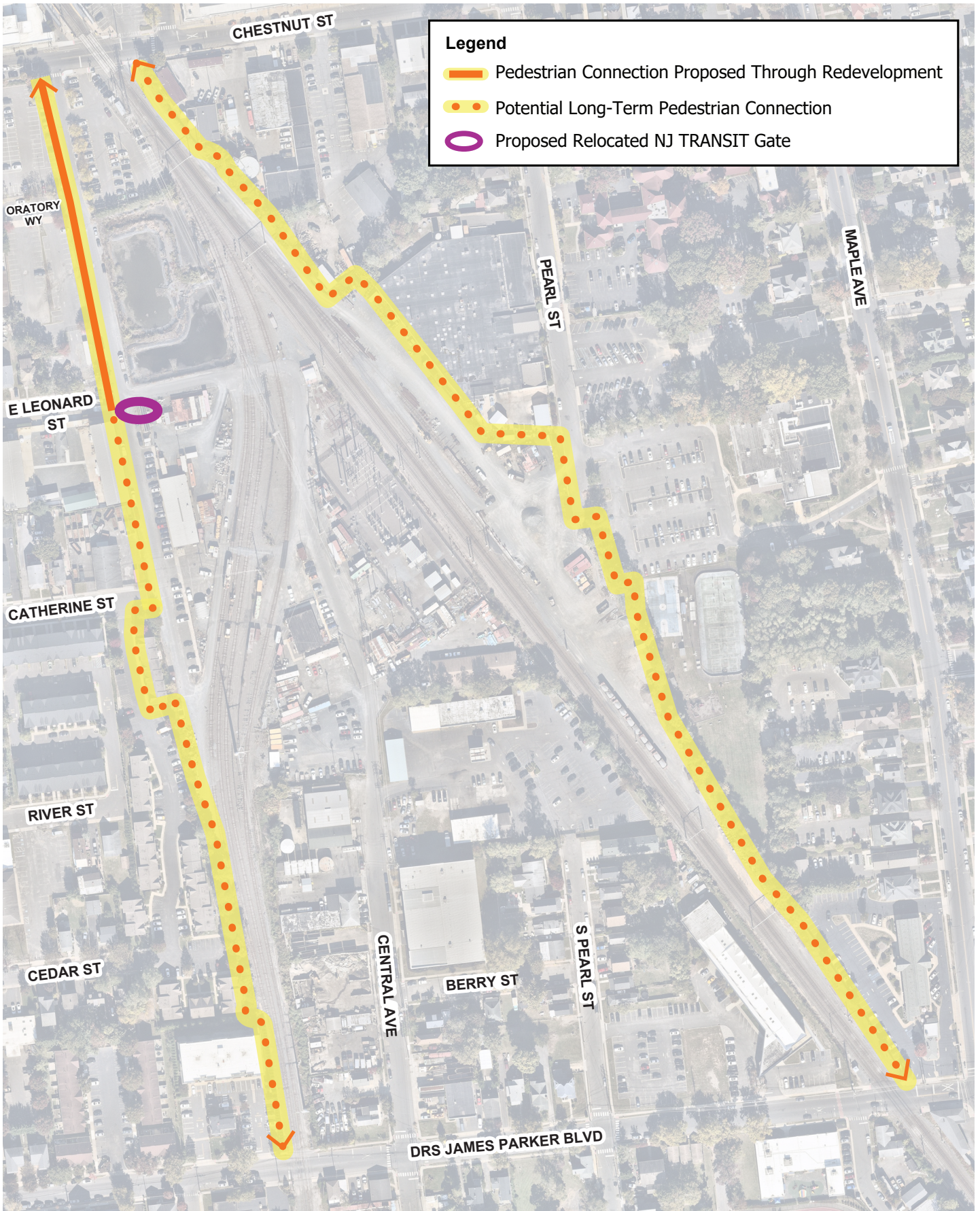


Figure 9: Potential Pedestrian Connection, Chestnut Street to Drs. James Parker Boulevard



Red Bank Train Station Redevelopment

Sources: Nearmap, BFJ Planning.

C. West Street

- i. The proposed redevelopment on the North Parcel of Redevelopment District A contemplates the relocation of the bus station currently in the station plaza area to an on-street location on West Street. This will require coordination with NJ Transit and the Borough Engineer and may require improvements at the intersection of West and Monmouth Streets to expand the turning radius to accommodate buses.

D. Improvements to NJ Transit Facilities

- i. While the condition of the train station platforms and infrastructure is relatively good, the Borough should continue to work with NJ Transit to implement upgrades as needed and address ongoing safety concerns with at-grade crossings in Red Bank.

Plan Consistency Review

The Redevelopment Plan must address “Any significant relationship of the redevelopment plan to (a) the master plans of contiguous municipalities, (b) the master plan of the county in which the municipality is located, and (c) the State Development and Redevelopment Plan” (N.J.S.A 40A:12A-7(a)(5)). This Plan is consistent with the following plans.

Master Plans of Neighboring Communities

Red Bank is bordered by Middletown Township to the north, Fair Haven Borough to the east, and Little Silver Borough and Shrewsbury and Tinton Falls Boroughs to the south. This Redevelopment Plan area is located in the north-central portion of Red Bank, with the closest neighboring municipality being Middletown (separated by the Navesink River) and Tinton Falls and Shrewsbury (across Newman Springs Road). The master plans for neighboring communities were reviewed to determine if potential redevelopment at the Red Bank train station area would affect any identified issue or policy in these communities. None of the master plans referenced any concerns with development in Red Bank. The Shrewsbury Master Plan noted an issue of traffic congestion on Route 35, mainly attributable to pass-through traffic from key traffic generators; however, no location in Red Bank was cited as a generator. In summary, this Redevelopment Plan is consistent with the master plans of Red Bank’s contiguous municipalities.

Preliminary State Development and Redevelopment Plan (2024)

The New Jersey State Planning Commission released a preliminary draft of the State Development and Redevelopment Plan (SDRP) in December 2024; it is currently in the Plan Endorsement process.⁹ The crux of this plan, as with previous versions, is the State Plan Policy Map, which “provides the appropriate spatial framework for implementing the State Plan’s Goals and Statewide Priorities.” Although an updated Policy Map has not yet been developed, Red Bank was designated as a Regional Center in the 2001 SDRP, and given the Borough’s growth, efforts to obtain Transit Village status, and criteria for designation in the preliminary plan, it is likely that the Regional Center designation will be designated again for Red Bank in the final plan. Centers have long been envisioned by the State as the vehicles for population growth and the focus for future investment. The preliminary SDRP also promotes transit-oriented development (TOD) throughout the document, to support strategies for housing, economic development, transportation, and sustainability. Future development in the Red Bank train station Redevelopment Area would be consistent with these SDRP goals and objectives.

⁹ [https://www.nj.gov/state/bac/planning/documents/update-to-state-plan/Draft%20Preliminary%20SDRP%20\(SPC%20Approved%2012.4.2024\).pdf](https://www.nj.gov/state/bac/planning/documents/update-to-state-plan/Draft%20Preliminary%20SDRP%20(SPC%20Approved%2012.4.2024).pdf)

NJT2030 10-Year Strategic Plan (2020)

New Jersey Transit's current decennial Strategic Plan document lays out a series of goals and accompanying strategies to guide both capital investment and operations.¹⁰ For this Redevelopment Plan, the most relevant strategy is to “partner with communities and developers to encourage transit-oriented development (TOD).” The Strategic Plan notes that “*For NJ Transit, the development of TOD communities not only means new opportunities to generate revenue and optimize the agency's real estate around our public transportation hubs throughout the state, but also to meet the state's economic and environmental goals.*” This strategy involves both continuing to support the Transit Village program and working with communities and developers on specific TOD projects. This Redevelopment Plan is clearly consistent with this strategy.

Another relevant strategy is to “enhance stations and shelters” throughout the NJ Transit system. The Strategic Plan cites the need for comprehensive maintenance, repair, and modernization of train stations. Inclusion of the Red Bank train station itself, and connected right-of-way, within the Redevelopment Area presents an opportunity to effectuate upgrades to the station facility.

Implementation

The standards contained within this Redevelopment Plan supersede any conflicting regulations in the Red Bank Planning and Development Regulations. For standards or areas of site-related regulation not addressed by this Plan, compliance with the Planning and Development Regulations or other applicable Borough standards shall be required, with potential deviations noted below. No use shall be introduced within the Redevelopment Area which will produce corrosive, toxic, or noxious fumes or odors; glare; electromagnetic disturbance; radiation; smoke; cinders; undue noise or vibration; or other features substantially detrimental to public health, safety, or welfare.

As this is a non-condemnation redevelopment area, eminent domain will not be used.

Permitted Redevelopment Actions

- A. The Borough may take or authorize the following actions to implement this Plan and address the identified conditions of blight that contribute to underutilization and the need for redevelopment, as outlined in the Local Redevelopment and Housing Law (LRHL):
 - i. Designate one or more redevelopers for the Redevelopment Area and the negotiation and execution of a Redeveloper Agreement providing for the proper and timely development of the area, in accordance with the terms and conditions of the LRHL.
 - ii. Undertake redevelopment projects, and for this purpose, issue bonds in accordance with the provisions of Section 29 of the LRHL (N.J.S.A. 40A:12A-29).
 - iii. Implement infrastructure improvements necessary to support new development in the Redevelopment Area, including, but not limited to, roadway, water and sewer service, drainage, and environmental controls.
 - iv. Undertake site remediation in compliance with NJDEP and Borough requirements.
 - v. Construct new structures in furtherance of this Plan.

¹⁰ https://content.njtransit.com/sites/default/files/njtplans/NJT_2030-A_10-YearStrategicPlan.pdf

- vi. Reuse or rehabilitate existing structures in any portion of the Redevelopment Area.
- vii. Execute any agreements, leases, deeds, or other instruments with any parties in connection with the implementation of this Plan, in accordance with the LRHL.
- viii. Demolish existing structures or improvements on portions of the Redevelopment Area as necessary to implement the Plan.
- ix. Vacate or modify a public street subject to current agreements or dedicate and/or accept a new public street.
- x. Work toward designating the historic train station building as a local historic site, to ensure additional preservation measures for the building beyond what may be contemplated under redevelopment,
- xi. Upon development of the Redevelopment Area to include non-residential uses, consider extending the boundaries of the RiverCenter Special Improvement District (SID) to incorporate all or a portion of the Redevelopment Area.
- xii. Undertake other actions that may be necessary for implementation of this Plan subject to authorization of the approving authority.

Administration of the Redevelopment Plan

- A. The Borough shall designate one or more redevelopers for the implementation of this Plan and enter into a Redeveloper Agreement, financial agreement, or other agreements as necessary to effectuate this Plan.
- B. This Redevelopment Plan shall supersede (pursuant to Section 7(c) of the LRHL (N.J.S.A. 40A:12A-7(c)) the Red Bank Planning and Development Regulations and any and all prior redevelopment plans pertaining to this site.
- C. All development within the Redevelopment Area shall be consistent with the provisions of this Plan, including, but not limited to, permitted uses and bulk requirements.
- D. This Plan shall be implemented consistent with the requirements of the LRHL for the effectuation of redevelopment plans.
- E. A site plan, subdivision plat, architectural plan, and other information typically required as part of the Borough's development application shall be submitted by the Redeveloper for Planning Board review and approval prior to any commencement of new construction, rehabilitation of existing structures, or a change in use, in order to determine compliance with this Plan. The Planning Board and/or its staff and professionals may grant submission waivers from any documents or information required in the Plan. This Plan specifically allows site plan, subdivision, variance, exception, or any other approvals, which shall be administered by the Planning Board in accordance with the Municipal Land Use Law N.J.S.A. 40:55D-1 et seq. No permits shall be issued without prior review and approval of the Planning Board. As part of the site plan approval, the Planning Board may require the Redeveloper to furnish performance guarantees pursuant to N.J.S.A. 40:55D-53. The

performance guarantees shall be in favor of the Borough, and the Borough Engineer, or designee, shall determine the amount of the performance guarantees in accordance with the foregoing.

- F. The Planning Board may grant relief from the requirements of this Plan pursuant to N.J.S.A. 40:55D-70(c) or N.J.S.A. 40:55D-51, as applicable, where, due to reason of exceptional narrowness, shape, or exceptional topographic conditions, or other physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk, or design regulation adopted pursuant to this Plan would result in peculiar practical difficulties to, or exceptional and undue hardship upon, the developer of such property. The Planning Board may also grant deviations relating to the subject property where the purposes of this Plan are advanced by such deviation from the strict requirements, and the benefits of the deviation clearly outweigh any detriments. No relief may be granted under this Section unless such deviation can be granted without substantial detriment to the public good and without substantial impairment of the intent and purpose of this Plan. Applications for deviations from the requirements of this Plan shall provide public notice in accordance with the requirements for public notice set forth in N.J.S.A. 40:55D-12a. and b. Any changes to the permitted uses in this Plan shall only be permitted via amendment of this plan by the Borough Council, and only upon a finding that such amendment is consistent with and advances the goals and objectives of this Plan.
- G. In addition to the standards specifically set forth herein, this Redevelopment Plan also incorporates by reference certain other standards from Chapter 490, Planning and Development Regulations, of the Code of the Borough of Red Bank. This Plan recognizes that, in light of the particular characteristics of the Plan Area, such standards from Chapter 490 may not be appropriate in all instances. Therefore, the Planning Board, in exercising its authority to grant deviations, shall have broad discretion to grant appropriate relief from those standards contained in Chapter 490. In considering such deviations, the Planning Board may consider how the deviation advances the purposes of this Plan, as well as the Borough's Master Plan, and how the benefits of the deviation outweigh any potential detriments.

Specific sections of Chapter 490 are noted as likely to require deviations in order to accomplish the goals of this Redevelopment Plan:

- i. **§ 490-35 (accessory structures)** – To the extent that the historic train station building and future structures in the Station Plaza may be considered accessory structures, they shall be exempt from the maximum square footage requirement.
- ii. **§ 490-40.1 (green roofs)** – Provision of green roofs may not be practicable because of structural considerations and other factors. As noted earlier in this Plan, the Planning Board may consider cool roofs, in combination on on-site landscaping, as an alternative.
- iii. **§ 490-81 (buffer areas; screening; landscaping; shade trees)** – Development under this Redevelopment Plan shall be exempt from dimensional, planting, and screening requirements for buffers, as well as landscaping requirements in terms of required shrubs and trees per square foot of open space. A detailed landscaping plan that meets the intent of these regulations will be a required element of site plan review by the Planning Board.

- iv. **§ 490-96 (multifamily dwellings)** – Multifamily units developed under this Redevelopment Plan shall not be required to comply with the provisions of this section. Instead, they shall be consistent with the requirements of this Redevelopment Plan, Uniform Housing Affordability Controls (UHAC), and other applicable State regulations.
 - v. **§ 490-98 (off-street parking)** – Parking design under this Redevelopment Plan shall be exempt from standards for location of spaces, design standards, and landscaping. The number of required parking spaces shall meet the standards of this Plan or, where not provided in this Plan, the requirements in § 490-98.
 - vi. **§ 490-104 (signs)** – Future signage shall not be required to meet standards for number, dimension, and design of signs. Signage shall be consistent with a comprehensive signage plan for the entire development.
 - vii. **§ 490-128 (public and quasi-public recreation areas)** – Proposed public open space shall not be required to comply with all dimensional, bulk, and signage standards. The final design of the public space shall be subject to the Redeveloper Agreement.
 - viii. **§ 490-129 (commercial recreation facilities)** – As the future tenancy of ground-floor commercial spaces will not be known prior to building construction, commercial recreation facilities shall be exempt from setback and other bulk standards.
- H. This Plan may be amended from time upon compliance with the LRHL. Unless the request for amendment originates from a Borough agency, the designated Redeveloper shall pay the costs of copying, transcripts, etc. The Borough may further require that the party requesting amendments must prepare a study that evaluates the impact of such amendments. A Professional Planner, licensed in the State of New Jersey, shall prepare any such study. In addition, the Borough may require the party requesting the amendments to establish an escrow account with the Borough to permit the Borough to retain a Professional Planner, licensed in New Jersey, to review any proposed amendments and to confirm that the intent of the Plan will not be compromised.
- I. All regulations contained herein shall automatically be directly incorporated into the Zoning Ordinance of the Borough of Red Bank, unless the Borough and the Redeveloper agree otherwise. The Borough shall incorporate this Redevelopment Plan if any zoning changes are considered for any lot within the Redevelopment Area.
- J. The designated Redeveloper shall cover the cost of professional services incurred by the Borough for administration, review of projects, preparation of this Plan and implementation of redevelopment projects, including legal, engineering, planning, environmental, real estate, traffic/parking, and urban design services. Said services shall be paid through escrow accounts established in accordance with the Borough’s Planning and Development Regulations or as otherwise provided in a redevelopment agreement with the Borough.

Non-Discrimination Provision

- A. No instruments shall be affected or executed by the Borough Council or by any Redeveloper or any of their successors or assignees whereby land, usage, or occupancy is restricted on the basis of race, creed, color, or national origin. Covenants running in perpetuity with the land shall prohibit such restrictions.

Summary of Compliance with Statutory Requirements of LRHL

A. In accordance with N.J.S.A. 40A:12A-1 et seq. known as the Local Redevelopment and Housing Law, the following statements are made:

- i. The Redevelopment Plan herein has delineated a definition relationship to local objectives as to appropriate land uses; density of population; and improved traffic and public transportation, public utilities, recreation and community facilities, and other public improvements. The Plan has laid out various programs and strategies for implementation in order to carry out the objectives of this Plan.
- ii. Proposed locations for public electric vehicle charging infrastructure were considered and provided for in the Redevelopment Area.¹¹
- iii. The Redevelopment Plan lays out the proposed land uses and building requirements for the Redevelopment Area.
- iv. Because this Plan covers a non-condemnation area in need of redevelopment, eminent domain will not be used. The existing single-family home in the Redevelopment Area is vacant. Therefore, there are no residential occupants on the existing land, and no provision for relocation is necessary. The Redevelopment Plan does not require the acquisition of any privately owned properties.
- v. This Redevelopment Plan is consistent with the Master Plan for the Borough of Red Bank and advances the goals and objectives of the New Jersey State Strategic Plan.
- vi. This Redevelopment Plan shall supersede all provisions of the Planning and Development Regulations of the Borough of Red Bank regulated development in the area addressed by this Redevelopment Plan. No variance from the requirements herein shall be sought from the Zoning Board of Adjustment. The Planning Board alone shall have the authority to grant deviations from the requirements of this Plan.
- vii. Final adoption of this Plan by the Borough Council of the Borough of Red Bank shall be considered an amendment to the Borough Zoning Map.
- viii. If any section, paragraph, division, subdivision, clause, or provision of this Redevelopment Plan shall be adjusted by the courts to be invalid, such adjudication shall only apply to the section, paragraph, division, subdivision, clause, or provision so judged, and the remainder of this Redevelopment Plan shall be deemed valid and effective.

¹¹ “Proposed locations for zero-emission vehicle fueling and charging infrastructure within the project area in a manner that appropriately connects with an essential public charging network.” N.J. Stat. § 40A:12A-7.

Definition of Terms

The use and understanding of terms shall be consistent with the definitions listed at N.J.S.A. 40A:12A-3 of the LRHL, N.J.S.A. 40:55D-3 to 40:55D-7 of the Municipal Land Use Law, and the LRHL.

A. Word Usage:

- i. Words used in the present tense include the singular number as well as the plural.
- ii. The word “parcel” includes the words “lot” and “plot.”
- iii. The phrase “used” includes “arranged,” “designated,” “intended,” “constructed,” “altered,” “maintained,” “occupied,” “converted,” “rented,” “leased,” or “intended to be used.”
- iv. The term “such as,” where used herein, shall be considered as introducing a typical or illustrative rather than an entirely exclusive or inclusive designation of permitted or prohibited uses, activities, establishments, or structures.
- v. “Shall” and “will” are mandatory.
- vi. “May” and “should” are permissive.
- vii. The word “person,” includes an individual, corporation, partnership, or any other legal entity.
- viii. The word “includes” or “including” shall not limit the term to the specific example, but is intended to extend its meaning to all other instances of like kind and character.

B. Definitions:

- i. **Artisan Workshop:** An establishment for the preparation of individually crafted artwork, jewelry, furniture, sculpture, pottery, leathercraft, handwoven articles, baked or prepared food and drink, and similar items by one or more artisans. Excluded from this definition are welding, powder coating, the servicing or repair of motor vehicles, and similar activities that have the potential to produce noxious or nuisance impacts. Artisan workshops may include the instruction of the craft work being undertaken at the site. Display and/or sale of artisan products is permitted only for products prepared on-site.
- ii. **Auto Rental:** Any establishment that makes motorized vehicles available for use by the general public on a limited-time basis, typically in increments of at least a day.
- iii. **Auto Repair and Sale:** Any establishment that provides services related to the proper function and maintenance of automobiles.
- iv. **Auto Sales:** The use of any building, land area, or other premises for the display and sale of new or used automobiles, which may include any vehicle preparation, washing, or repair work conducted as an accessory use.

- v. **Auto Share:** Any establishment that makes motorized vehicles available for use by members of a service, on a limited-time basis, usually for durations of less than a day.
- vi. **Bike Repair:** Any establishment that provides services related to the proper function and maintenance of non-motorized and electric bicycles or scooters, but not including motorcycles or motorized scooters.
- vii. **Bike Share:** Any establishment that makes non-motorized bicycles available for use by the public and/or members of a service, on a limited-time basis, typically for durations of less than a day.
- viii. **Brewpub:** An establishment, with license from the State under N.J.S.A. 33:1-10, where alcoholic beverages are brewed and manufactured, served, and consumed on the premises, and which is operated in conjunction with a restaurant use. Such uses shall be used principally for the purpose of providing meals to customers, with adequate kitchen and dining room facilities immediately adjoining licensed brewery facilities.
- ix. **Brewery:** An establishment licensed, under N.J.S.A. 33:1-10, to manufacture alcoholic beverages and to sell and distribute the products to licensed wholesalers and retailers. Such use may manufacture, sell, and serve alcoholic beverages to consumers on a licensed premises for consumption on-site, but only as allowable under applicable State law. Breweries may include storage and off-site distribution of alcoholic beverages consistent with State law and applicable licensing from the Borough of Red Bank.
- x. **Building Articulation:** The use of architectural design elements to break up large building masses into smaller, more human-scaled components. *Vertical articulation* breaks up a building's stories through the use of varied materials, cornice lines, parapets, awnings or canopies, changes in materials or window patterns, recessed entries, or other architectural treatments. *Horizontal articulation* breaks up the overall building façade through the use of varied materials and colors, window bays, mullions, columns, balconies, piers, recessed entries, awnings or canopies, or other architectural treatments.
- xi. **Building Coverage:** The area of a lot covered by all buildings and structures, expressed as a percentage of lot area.
- xii. **Building Height:** The vertical distance measured from the average elevation of the finished grade at all corners of the building to the highest point of the roof for flat roofs; to the mean height level (between the eaves and ridge) for gable and hipped roofs; or to the deckline for mansard roofs.
- xiii. **Cool Roof:** A roof or portion of a roof that uses a material or coating that reflects more sunlight and absorbs less heat than a traditional roof. Such roofs can help keep buildings cooler, which can save energy and reduce air conditioning costs, as well as contribute to lower temperatures in the immediately surrounding area.
- xiv. **Co-Working Space:** A use in which common and unassigned office space is made available to individuals and/or companies on a short-term basis, including daily

rates. Assigned office spaces and longer lease periods may be included in this definition, so long as they are still provided access to common use space and common facilities and amenities. Long-term assigned (increments greater than one (1) month) office space without access to common use space and common facilities or amenities shall not be considered to fall within the definition of co-working space.

- xv. **Density:** The permitted number of dwelling units per gross area of land on a lot.
- xvi. **Drive-Through:** A commercial facility or structure that is designed to allow patrons to order and receive goods and services via a service window or mechanical device while remaining in their vehicles.
- xvii. **Dwelling Unit:** One or more rooms designed, occupied, or intended for occupancy as separate living quarters with cooking, sleeping, and sanitary facilities provided within the dwelling unit for the exclusive use of a single household.
- xviii. **Fenestration:** The arrangement, design, and installation of openings in a building, such as windows, doors, and skylights.
- xix. **Green Roof:** A roof or portion of a roof that is covered with vegetation and a growing medium over a waterproofing membrane. May also include a root barrier and drainage and irrigation systems. Plants maintained in pots or other containers shall not be considered green roofs.
- xx. **Impervious Coverage:** Any material that generally reduces or prevents absorption of stormwater into the ground, including, but not limited to, buildings, parking areas, driveways, sidewalks, paving and patios, and swimming pools.
- xxi. **Inclusionary Development:** Development that includes both market-rate and deed-restricted affordable residential units, interspersed seamlessly within the same building, such that the market-rate and affordable units are indistinguishable from each other.
- xxii. **Lot Coverage:** See “Impervious Coverage.”
- xxiii. **Low and Moderate Income Unit:** A restricted housing unit that is affordable to low- and moderate-income households.
- xxiv. **Low-Income Household:** A household with a total gross annual household income equal to 50% or less of the regional median household income.
- xxv. **Market-Rate Unit:** Housing not restricted to low- and moderate-income households that may sell or rent at any price.
- xxvi. **Moderate-Income Household:** A household with a total gross annual household income in excess of 50% but less than 80% of the regional median household income.
- xxvii. **Multifamily dwelling:** A building containing three (3) or more dwelling units that share common horizontal separations.
- xxviii. **Public Space:** An area of land, whether publicly or privately owned, that is intended to be used by the general public for passive recreation and leisure activities including,

but not limited to, walking, seating, gathering space, special events, and outdoor dining. Such space must be available during daylight hours and welcoming for members of the public regardless of age, residency, and ability.

- xxix. **Redeveloper:** Any person, firm, corporation, or public body that shall enter into or propose to enter into a contract with a municipality or other redevelopment entity for the redevelopment or rehabilitation of an area in need of redevelopment, or an area in need of rehabilitation, or any part thereof, under the provisions of the New Jersey Local Redevelopment and Housing Law (LRHL), or for any construction or other work forming part of a redevelopment or rehabilitation project.
- xxx. **Redeveloper Agreement or Redevelopment Agreement:** An agreement or contract with a redevelopment entity for the redevelopment or rehabilitation of an area in need of redevelopment, or an area in need of rehabilitation, or any part thereof, or other work forming a part of a redevelopment or rehabilitation project.
- xxxi. **Redevelopment Entity:** A municipality or an entity authorized by the governing body of a municipality pursuant to subsection c. of section 4 of P.L.1992, c.79 (C.40A:12A-4) to implement redevelopment plans and carry out redevelopment projects in an area in need of redevelopment, or in an area in need of rehabilitation, or in both.
- xxxii. **Setback:** The distance that a building must be set back from the property line.
- xxxiii. **Sustainable/Green Design:** A set of design practices that are environmentally-friendly and resource-efficient, including, but not limited to, the incorporation of green stormwater infrastructure (bioretention basins, pervious pavement, etc.), high-performance energy systems (such as EnergyStar-rated appliances, LED lighting fixtures, and electric heat pumps), high-R value construction (such as low E glass and R30 roof insulation), and all-electric or solar-ready constructions. Industry standards such as Leadership in Energy and Environmental Design (LEED), by the U.S. Green Building Council, among others, may be consulted to identify sustainable/green design strategies.
- xxxiv. **Universal Design:** The practice of making environments accessible to people of all abilities and backgrounds, with the goal of making them usable without the need for special adaptations or modifications.