

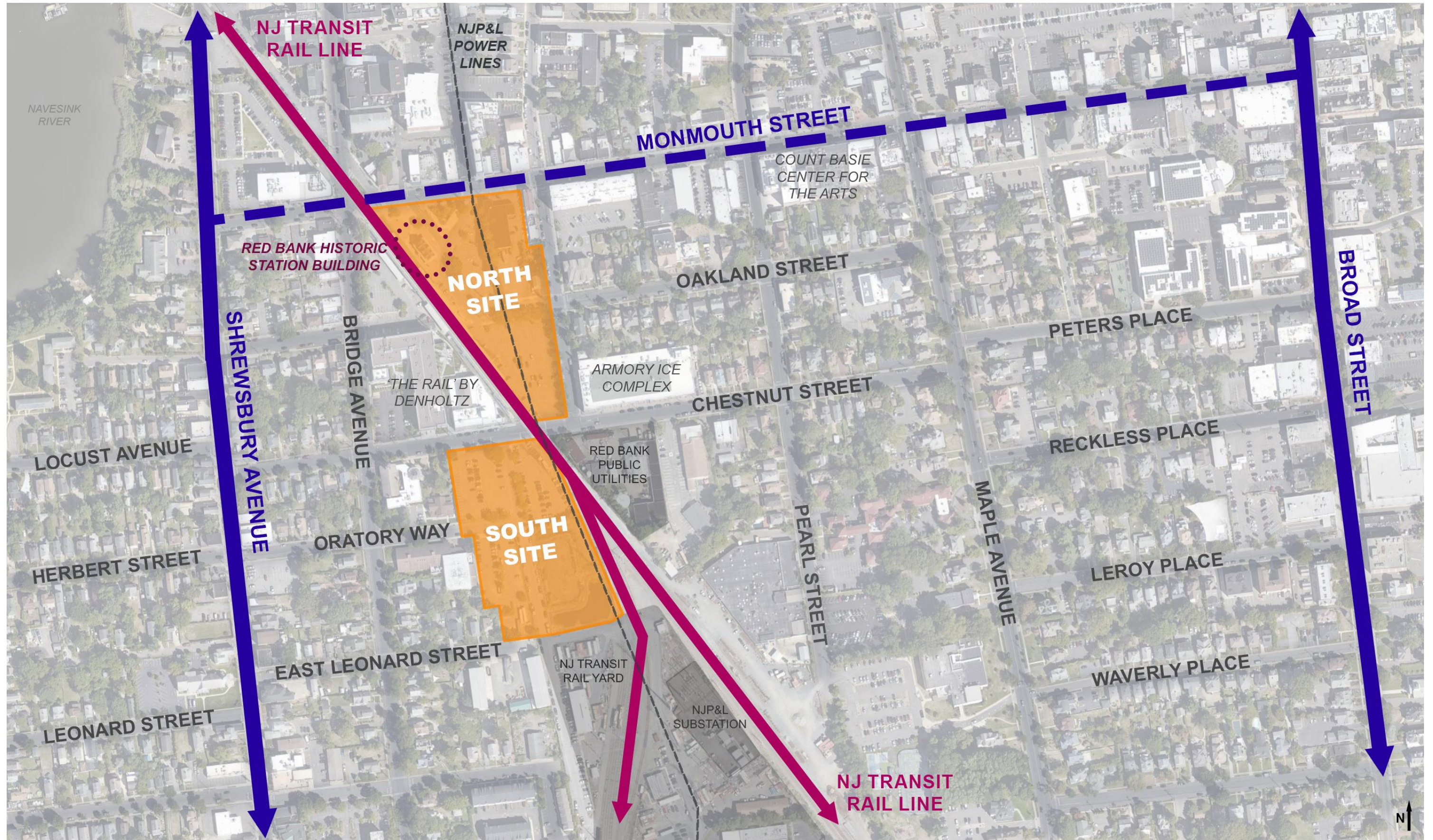


SK+I



- 1 Introduction
- 2 Planning History
- 3 Community Engagement Summary
- 4 Conceptual Plans
- 5 Project Benefits
- 6 Q&A and Next Steps

INTRODUCTION:



■ 1995

- Master Plan – supports increased residential densities around train station (reaffirmed in 2002 Re-Examination)

■ 2009

- Master Plan Re-Examination – recommends creation of train station overlay district to support greater density (reaffirmed in 2019 Re-Examination)

■ 2018

- Red Bank Train Station Report – identifies intersection/ pedestrian improvements in vicinity

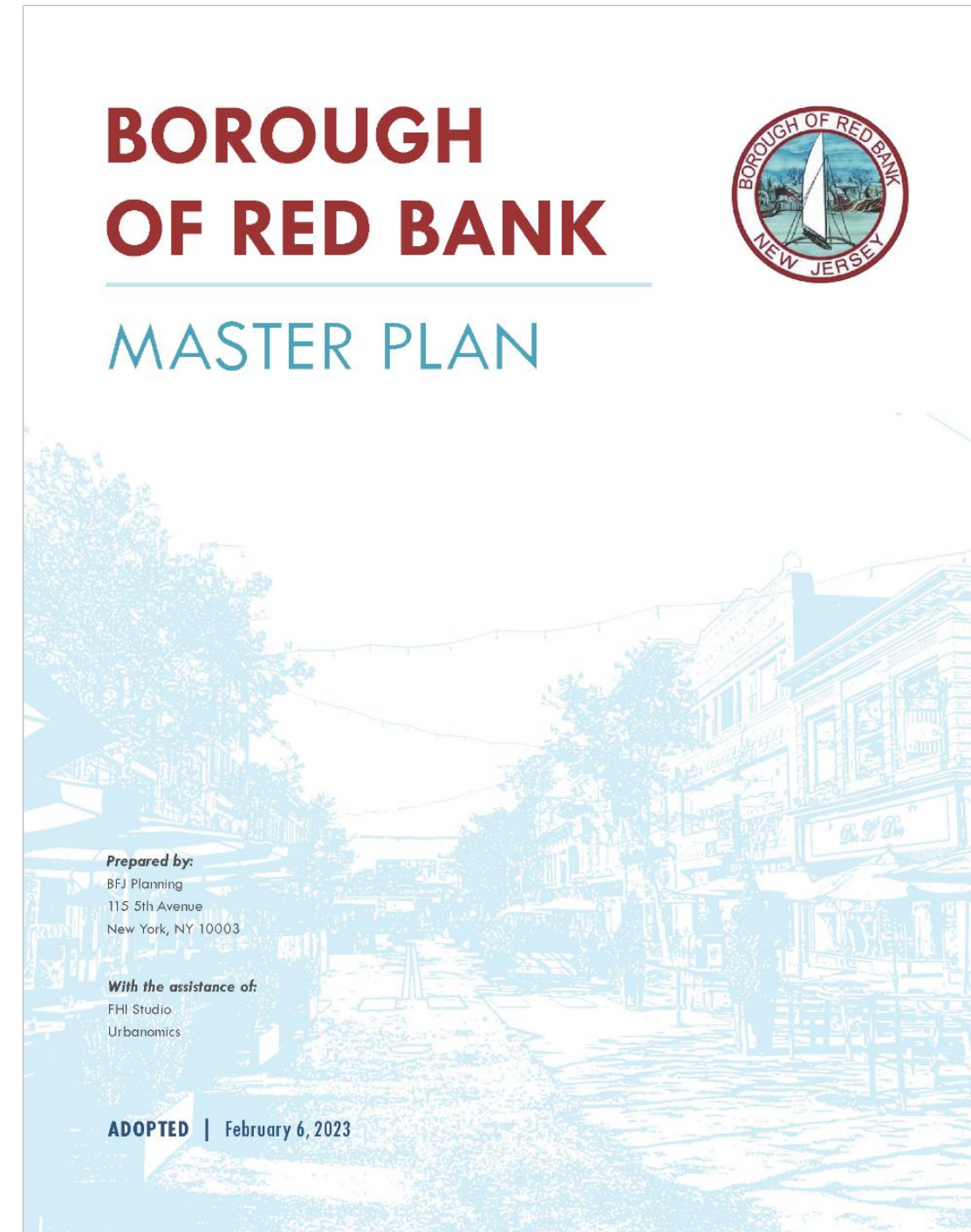


■ 2023

- New Red Bank Master Plan adopted.

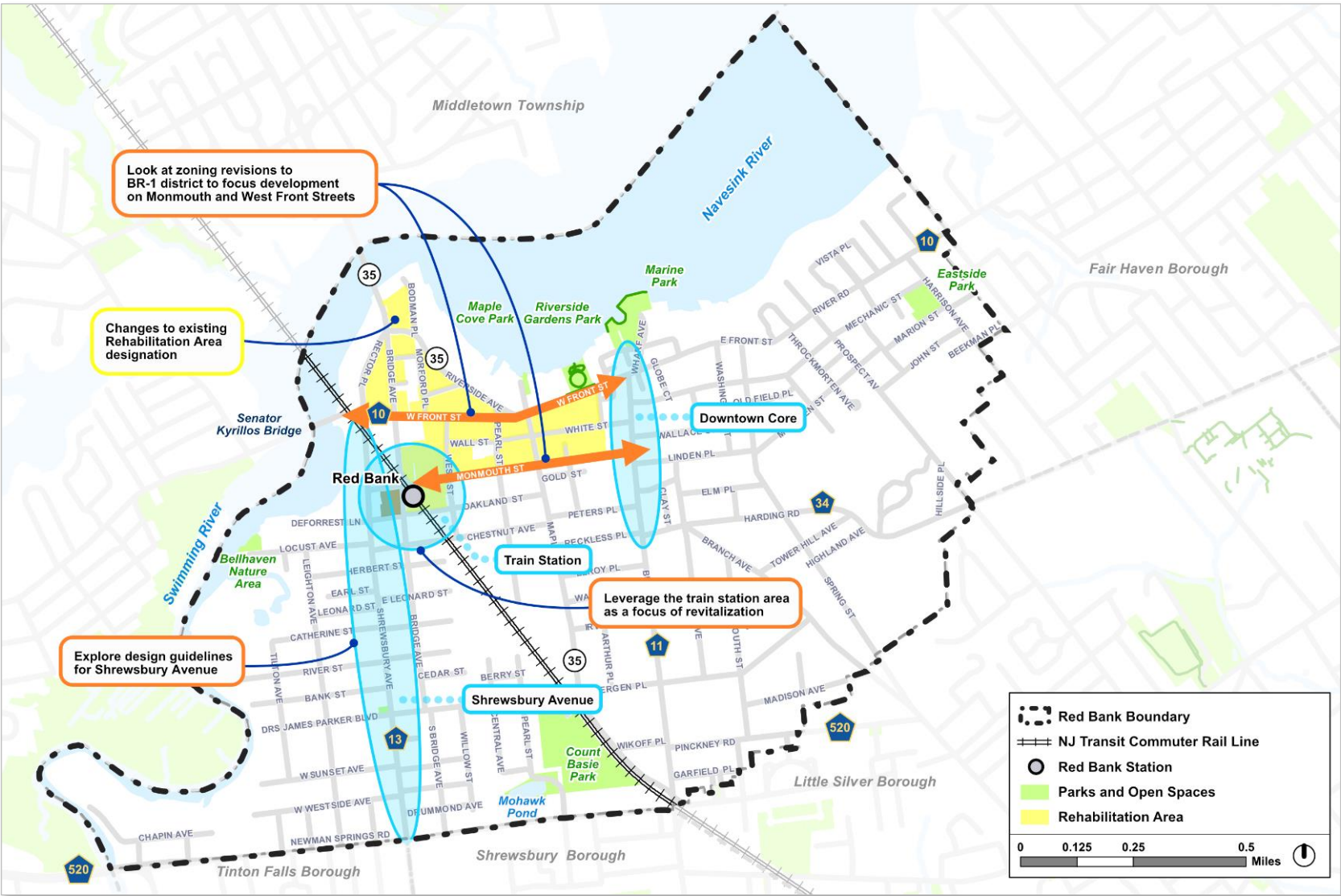
■ Ongoing

- Redevelopment process for train station area.
- Borough Seeking Transit Village status.
- Coordinating with State to confirm consistency with State Plan (includes reinstatement of lapsed designation of Red Bank as a regional center).
- Implementing streetscape improvements along Monmouth Street.



Relevant Master Plan Recommendations

- **Strengthen connections** among the traditional downtown core, Shrewsbury Avenue corridor, and train station area, while preserving each area as a distinct place.
 - **Leverage the train station area as a focus of revitalization**, while maintaining its key function for Red Bank residents and its access and operational needs for NJ Transit.
- Pursue Transit Village designation.
 - Work through the development negotiation process with NJ Transit and its designated developer on developing and implementing a vision for revitalization at the train station.



Source: Master Plan, 2023

PLANNING CONTEXT IN RED BANK:

Relevant Master Plan Recommendations (cont.)

- **Support Red Bank's Arts and cultural destinations** as major drivers of economic development for the Borough.
 - Continue to cultivate the artist community (including providing for land uses that serve this community.
 - Mark Red Bank as an arts and cultural hub by encouraging public art.



PLANNING CONTEXT IN RED BANK:
REDEVELOPMENT PROCESS

Initial Resolution	December 14, 2023	<ul style="list-style-type: none">Governing Body authorization of preliminary investigation
Investigation Map	January 2024	<ul style="list-style-type: none">Delineates the boundaries of the proposed redevelopment area
Preliminary Investigation	February - April 2024	<ul style="list-style-type: none">Analysis of the redevelopment study area and recommended course of action
Designation	April 2024	<ul style="list-style-type: none">Governing Body resolution designating the proposed redevelopment area
Planning	May 2024 - January 2025	<ul style="list-style-type: none">Policy and regulatory framework for the redevelopment plan area (including public engagement)
Plan Adoption	February 2025	<ul style="list-style-type: none">Ordinance adopting the Plan as an amendment to the Borough’s Zoning Code

COMMUNITY ENGAGEMENT: SUMMARY

What We Heard: Overall Community Needs

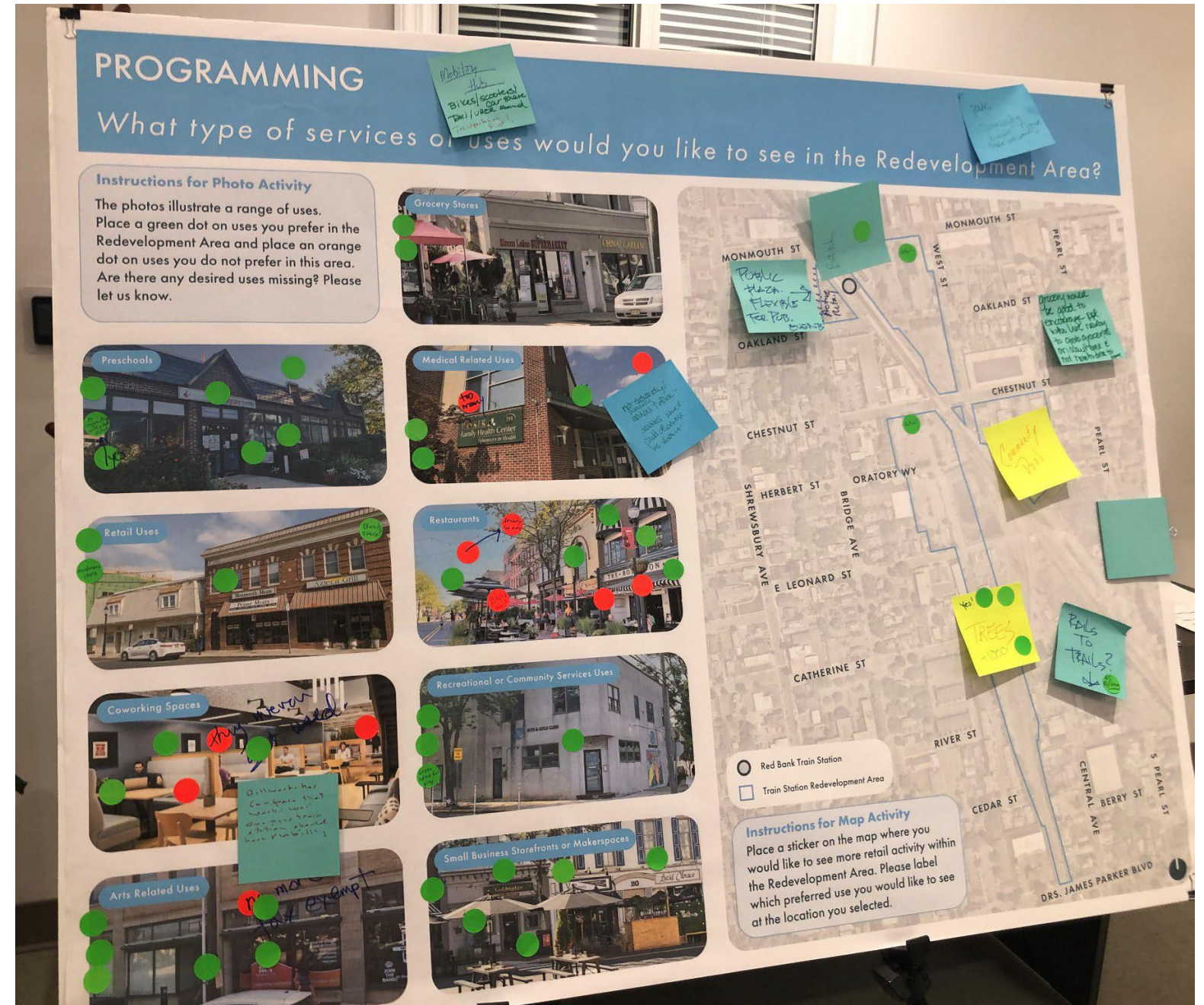
- Demand for trees, shade and other landscaping elements for pedestrian comfort, on both sides of the train tracks
- Reduced impervious surfaces, substantial increase in planting zones
- Potential programming: farmer’s market, outdoor dining, rotating murals, healthcare and wellness spaces, flexibility for public events
- Public amenities: seating, bike storage, charging stations, water fountains, free Wi-Fi



COMMUNITY ENGAGEMENT: SUMMARY

What We Heard: Programming

- Community uses: pre-schools, health offices, recreational uses, banks, community services
- Arts and maker spaces: interest in small businesses
- Groceries and fresh produce: located in proximity to transit
- Mobility hub: with bikes, scooters, car rentals, shared carts, etc.
- Mixed reactions on interest in restaurants and co-working spaces, specific ideas about retail

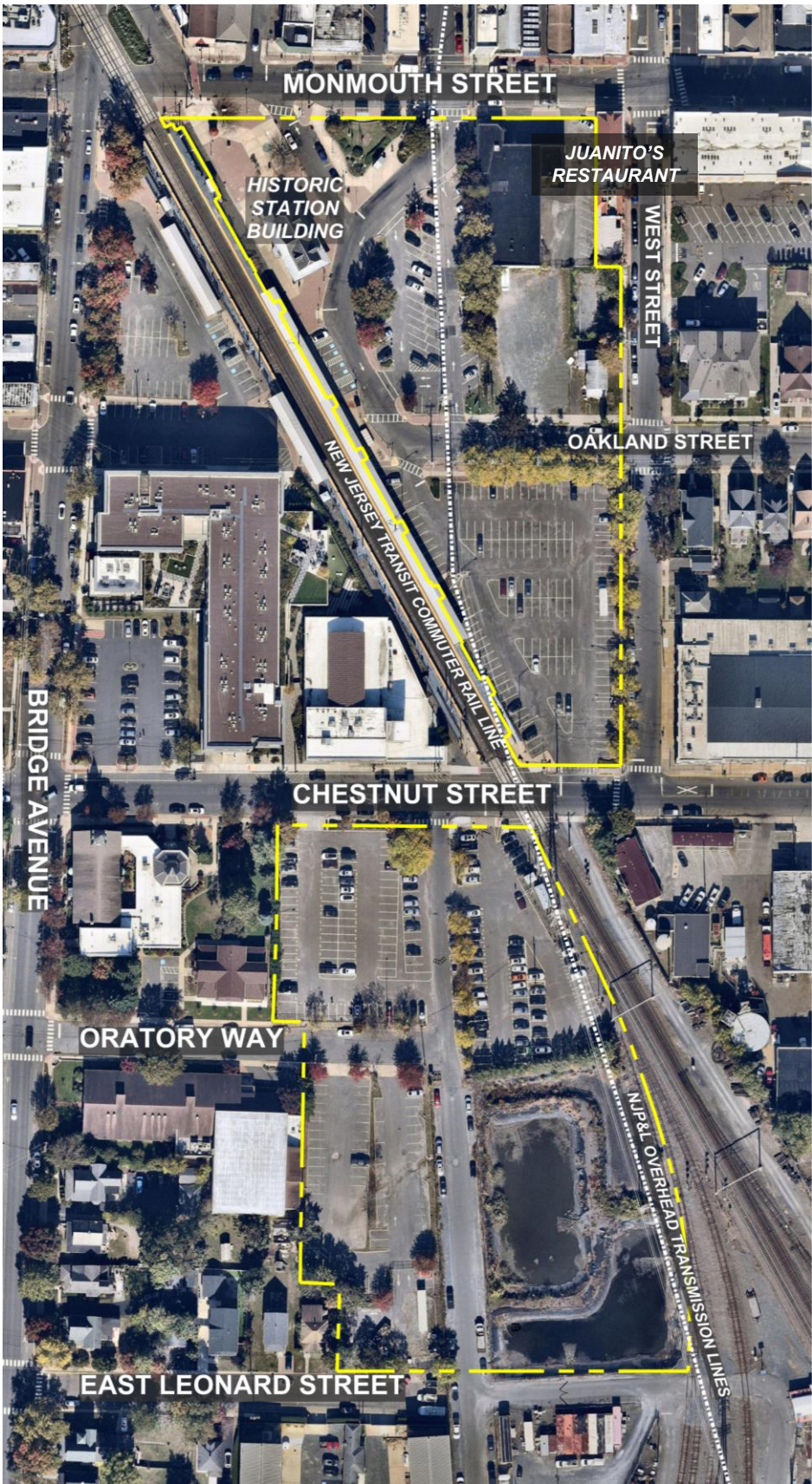


SITE CONTEXT IMAGES:
EXISTING CONDITIONS



CONCEPT SITE PLAN:
COMPARISON

EXISTING



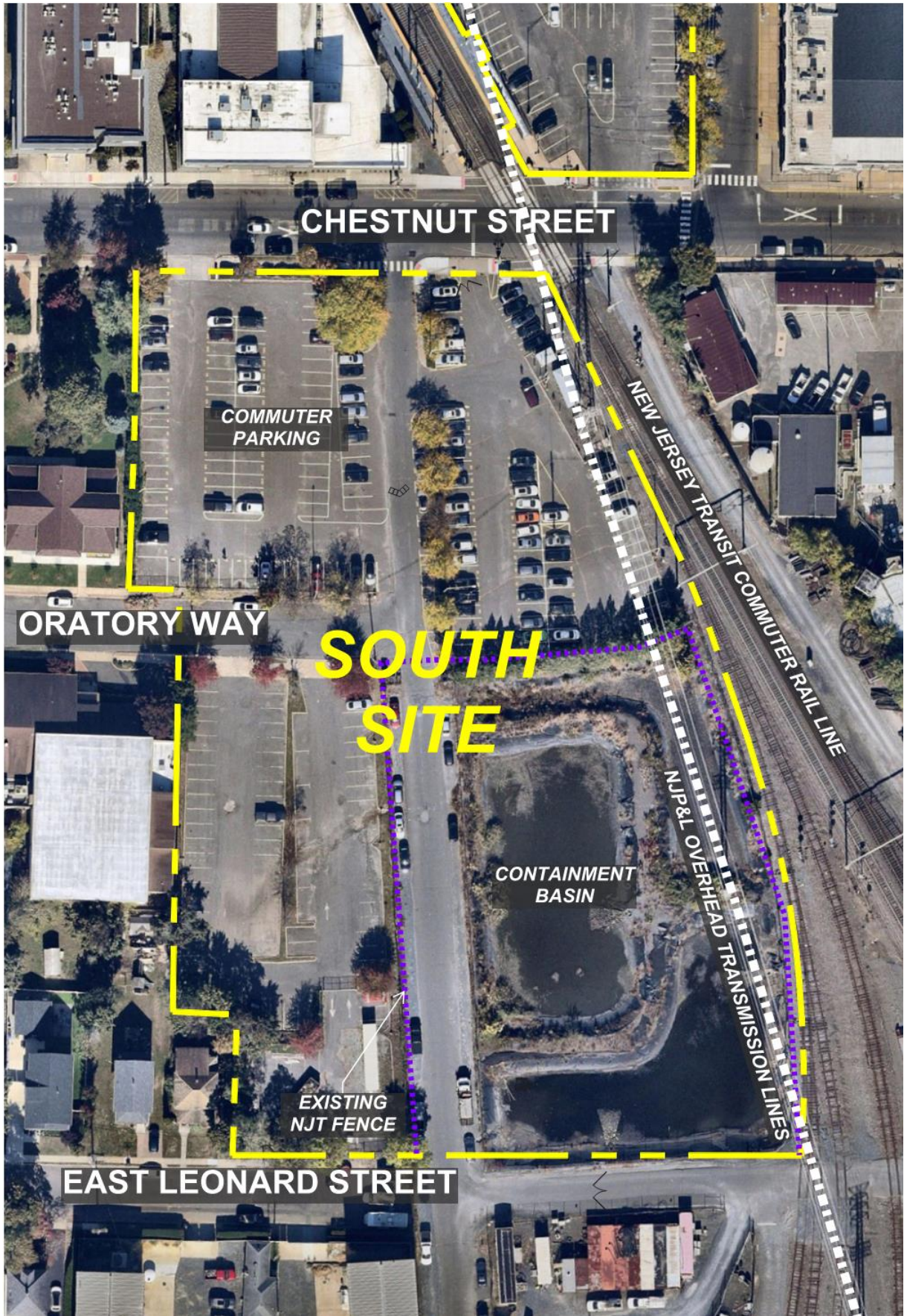
PROPOSED



CONCEPT SITE PLAN:
COMPARISON (The Rail North)



CONCEPT SITE PLAN:
COMPARISON (The Rail South)



CONCEPT SITE PLAN:
LINKING THE BOROUGH



MONMOUTH CORRIDOR:

Station Square will act as an anchor point on the west end of Monmouth Street’s active retail corridor and promotes the pedestrian connection between Broad Street and Shrewsbury Avenue.

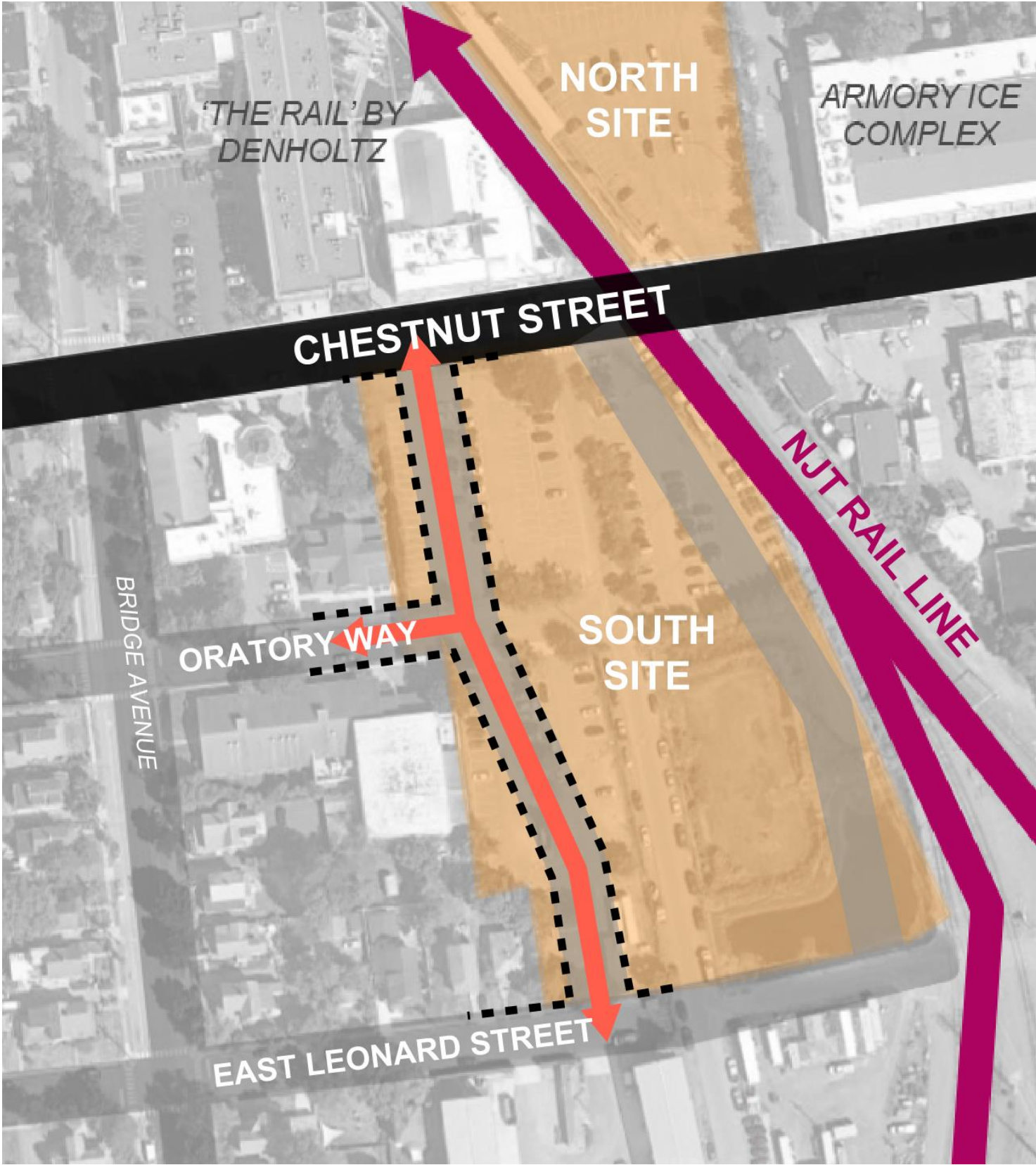
■ Retail Frontage

CONCEPT SITE PLAN: LINKING THE BOROUGH

Street Framework:

- New streets provide additional connections from Chestnut Street to Oratory Way and East Leonard Street, reconnecting the neighborhood by repairing street frameworks impacted by transit operation infrastructure.

■ Restored Street Connectivity



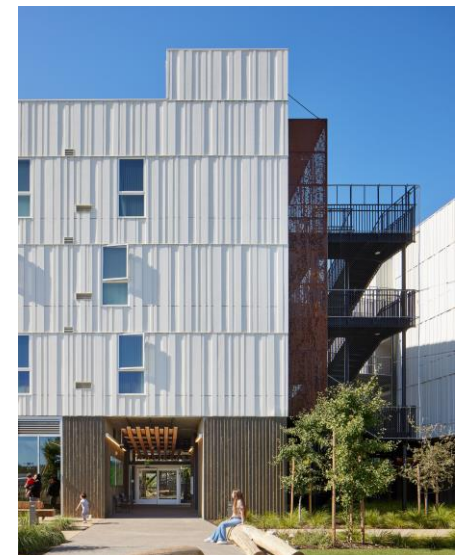
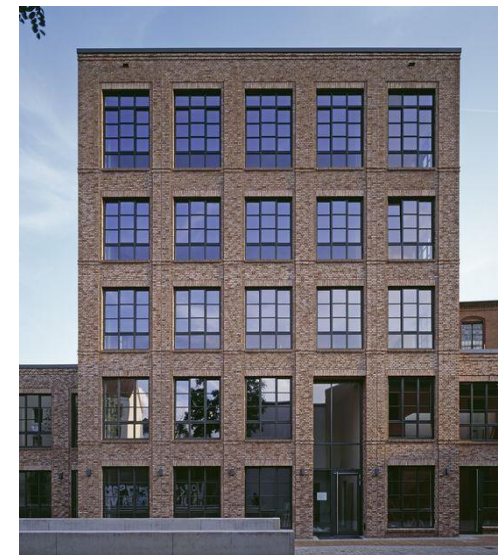


ARCHITECTURE

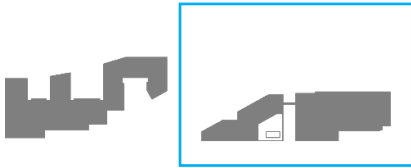


THE RAIL NORTH

INSPIRATION:



SITE PLAN:
THE RAIL NORTH



THE RAIL NORTH:
AERIAL



THE RAIL NORTH: STATION SQUARE



THE RAIL NORTH:
STATION SQUARE FACADE



THE RAIL NORTH:
MONMOUTH ENTRY



THE RAIL NORTH:
STATION SQUARE RETAIL



THE RAIL NORTH:
OAKLAND STREET PLAZA BRIDGE



THE RAIL NORTH: OAKLAND STREET PLAZA



THE RAIL NORTH: CAFÉ RAIL



THE RAIL NORTH:
VIEW FROM PLATFORM



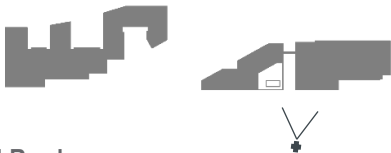
THE RAIL NORTH:
VIEW FROM CHESTNUT STREET



THE RAIL NORTH:
WEST STREET FAÇADE



THE RAIL NORTH: OAKLAND STREET PLAZA FROM OAKLAND STREET



THE RAIL NORTH:
WEST STREET FAÇADE II



THE RAIL NORTH:
MONMOUTH STREET FAÇADE



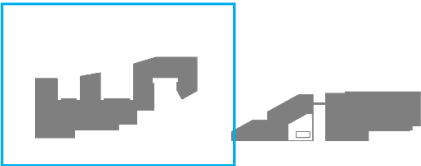


ARCHITECTURE



THE RAIL SOUTH

SITE PLAN:
THE RAIL SOUTH



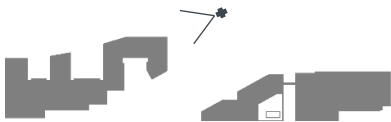
THE RAIL SOUTH:
AERIAL



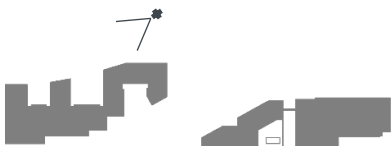
THE RAIL SOUTH: CHESTNUT STREET RETAIL



THE RAIL SOUTH: CHESTNUT STREET ENTRY



THE RAIL SOUTH: LOBBY FROM ORATORY WAY (SOUTH)



THE RAIL SOUTH:
LOBBY FROM ORATORY WAY (EAST)



THE RAIL SOUTH: RESIDENTIAL CORRIDOR



THE RAIL SOUTH: CHESTNUT STREET CROSSING AT TRACKS





ECONOMIC

- **Generates significant municipal revenue.**
Currently, Red Bank **receives no revenue** from the New Jersey Transit property.
- **Supports local merchants** by providing customers and an activated retail environment.
- Incorporates green elements with the goal of reducing the project's carbon footprint.
- **Significant union participation** for trade functions in the project at the prevailing wage rate. The development is projected to **generate over 1,500 construction jobs and dozens of permanent jobs.**
- **Increases ridership** for NJ Transit.
- No use of eminent domain.



SOCIAL

- Creates a **Live-Work-Play community** with an enhanced sense of place.
- Promotes social gathering on the west end of Monmouth, mirroring the east end that meets Broad Street. This promotes Monmouth as an activated pedestrian corridor.
- **Provides affordable housing** (20% of units), helping Red Bank meet its obligations to families and seniors, without displacing current residents.
- **Promotes the advancement of Red Bank's artistic culture** by providing space where local artists and craftspeople can exhibit and sell their work.



PHYSICAL

- **Leverages the historic train station** as the focal point of revitalization and placemaking.
- **Enhances connectivity** between the east and west of the Borough.
- Oakland Street establishes a **direct pedestrian connection to the station** via new retail plaza.
- Provides improvements to access and functionality identified by the 2018 Bike and Pedestrian Access Study.
- **Creates a new street to access station** drop-off and pick-up, new retail spaces in the base of buildings.
- Significant additional tree canopy

- **Development team to incorporate public, Borough feedback**
- **Preparation, adoption of Redevelopment Plan**
- **Finalization of development plan**
- **Site Plan approval with Planning Board**