

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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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.

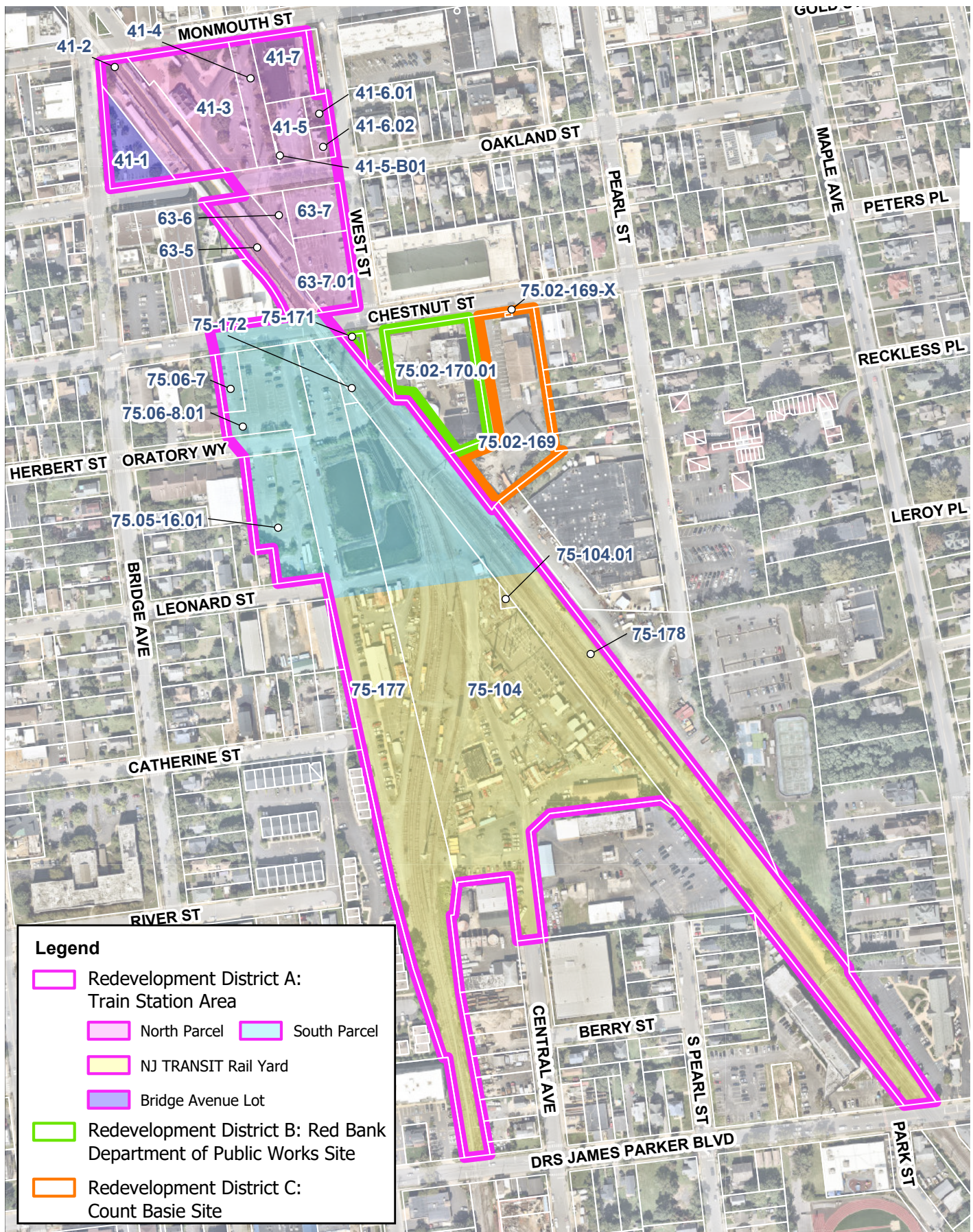


Figure 2: Redevelopment Area Districts

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	6 stories/75 feet	5 stories/60 feet
Minimum Building Setbacks**	Monmouth Street 5 feet West Street 5 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	0.10
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 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. Balconies or cantilevered structures should extend no more than five (5) feet from the building façade. Building setbacks shall be measured from the property line to any portion of the building structure, including balconies or similar elements.

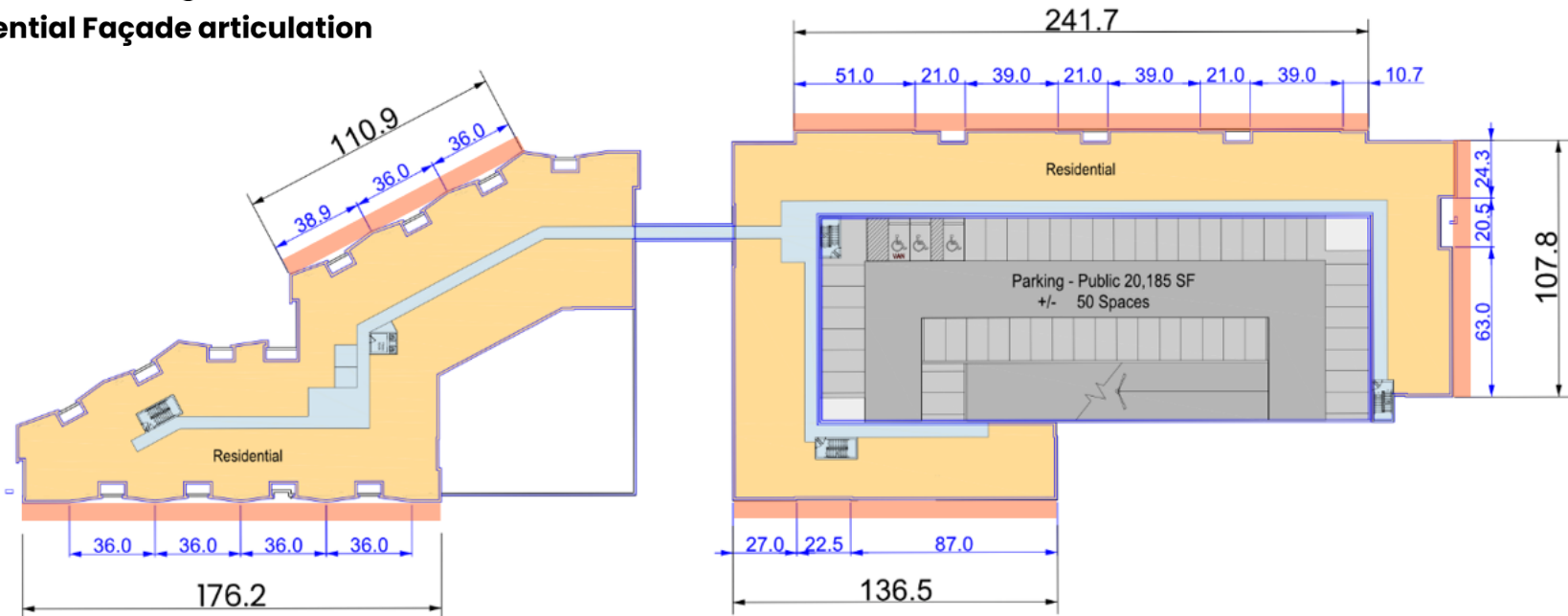
C. Building Materials

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

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

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

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



Demonstrating massing principles at the North Building

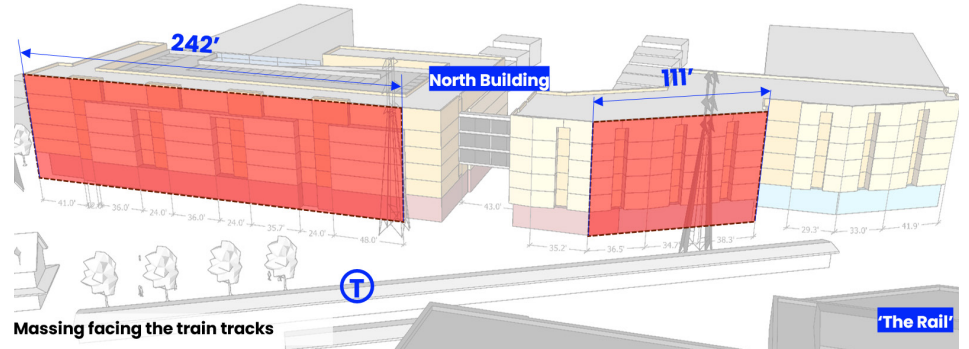
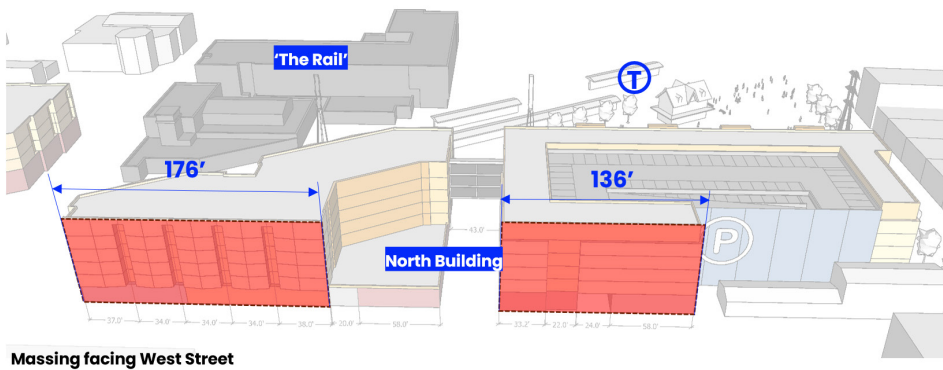


Figure 3: Illustrations of Building Massing Principles

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.

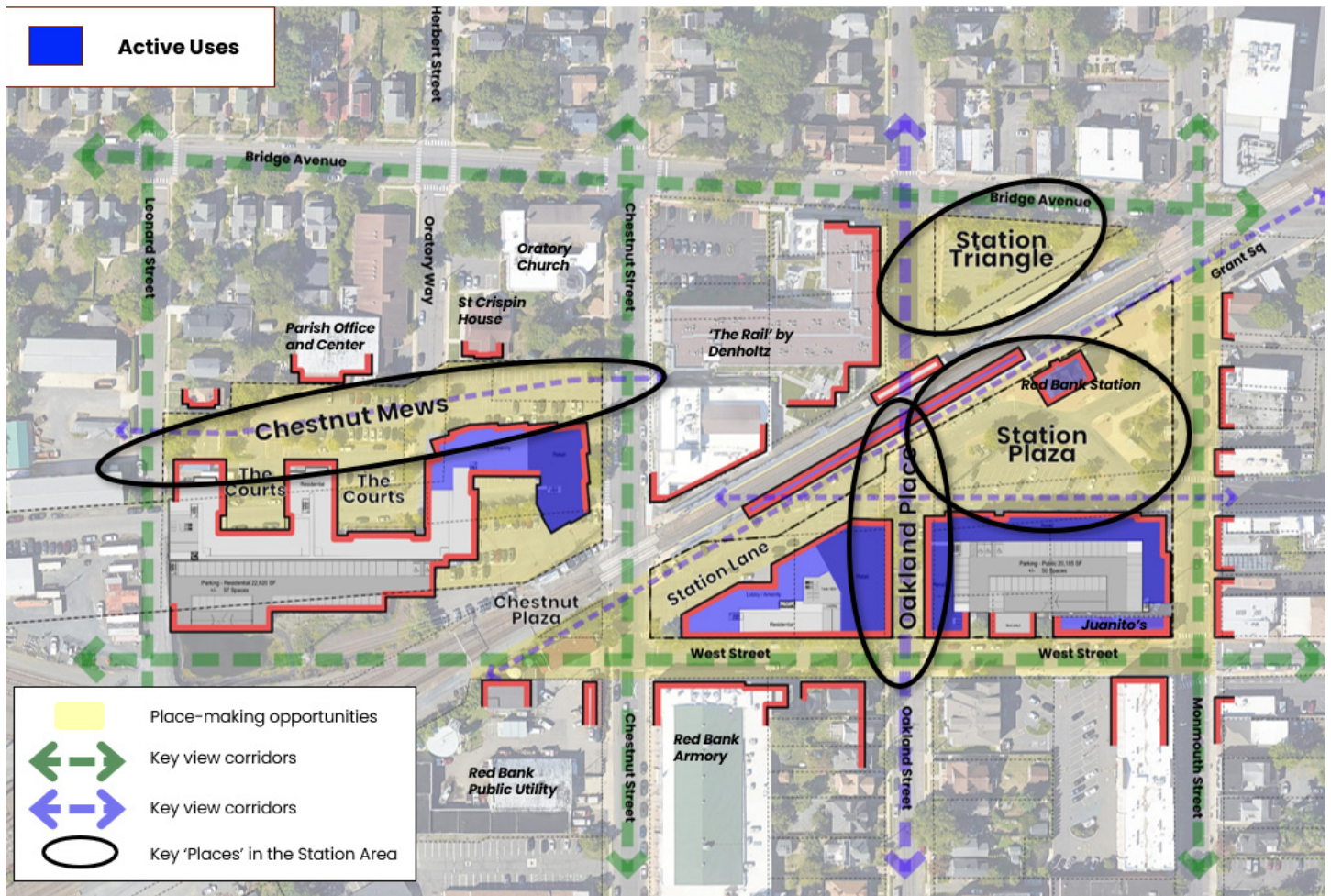


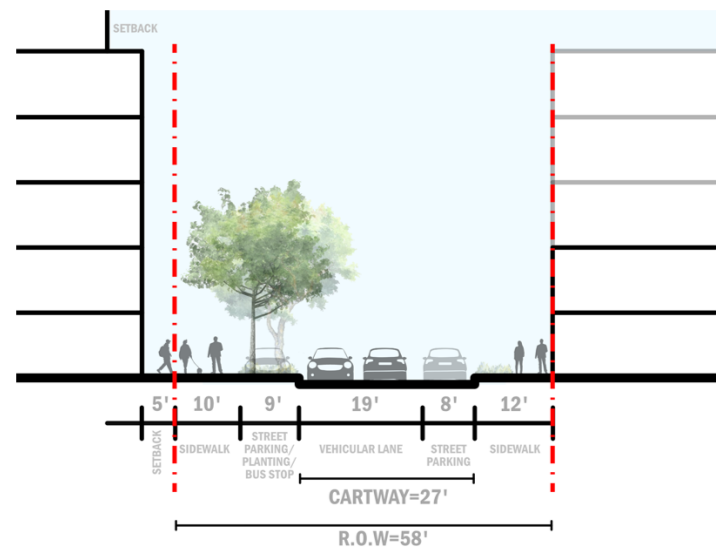
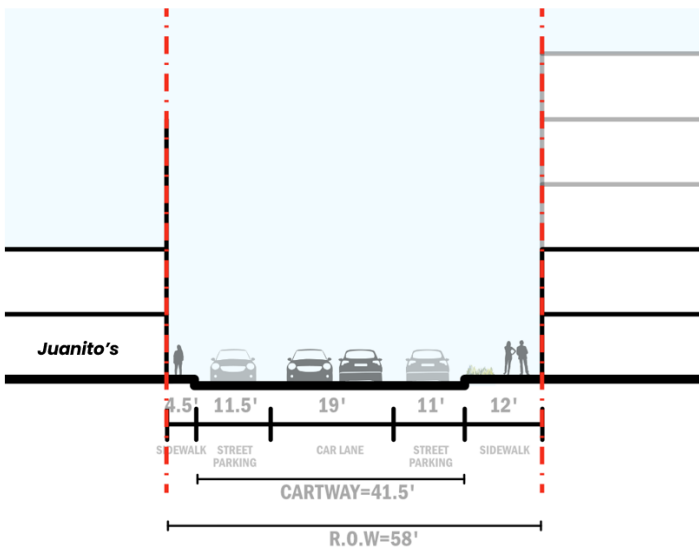
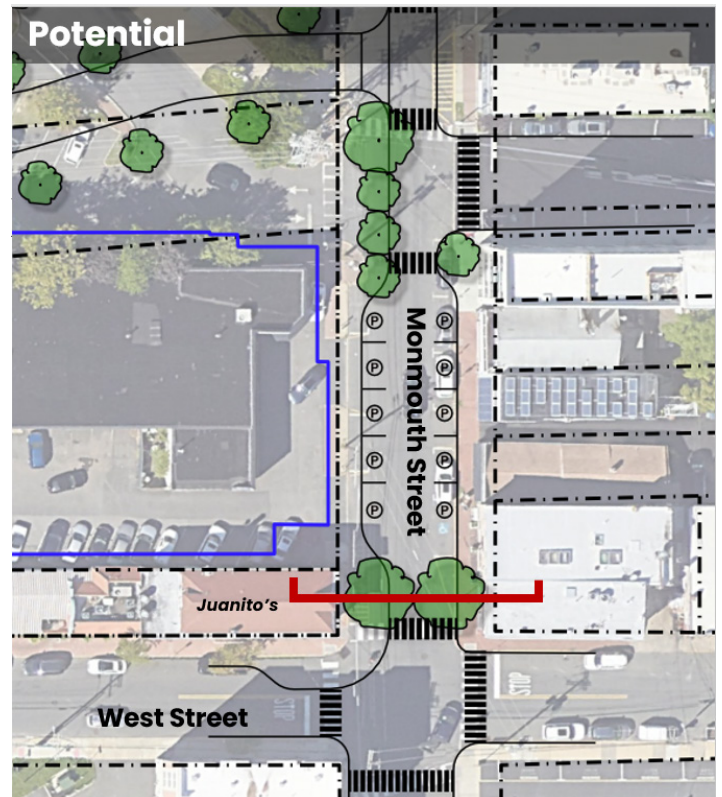
Figure 4: Illustration of Active Building Frontages and Open Spaces

- 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. Stories above the fifth story should be set back from the street wall. Height above five (5) stories may be considered at building corners, to establish these as key architectural elements.
 - 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.
- 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 a bus shelter and a minimum walkway of five (5) feet.



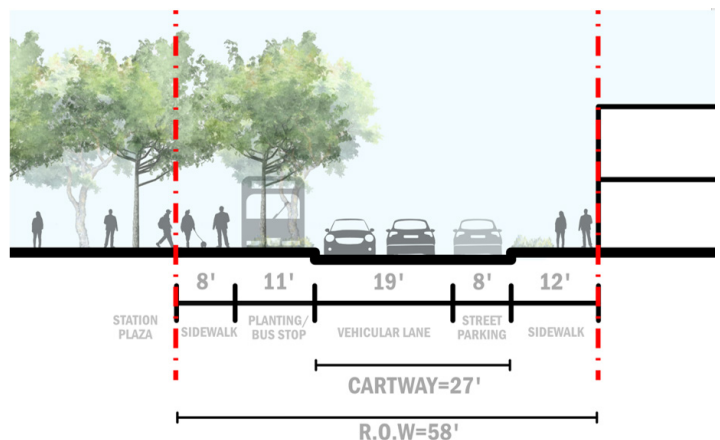
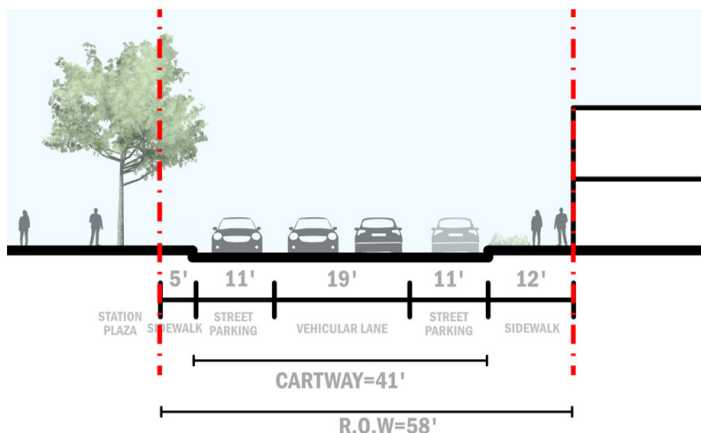
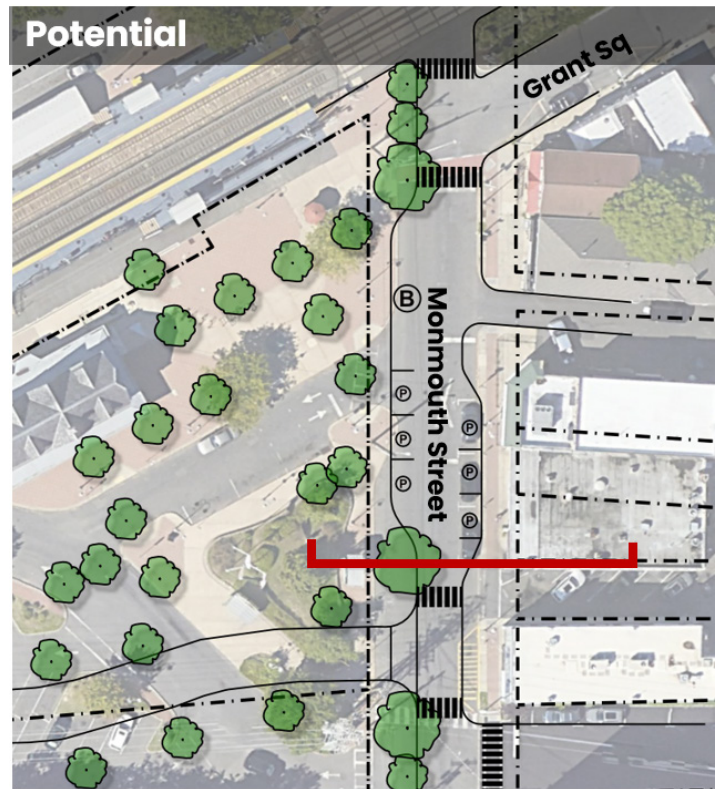
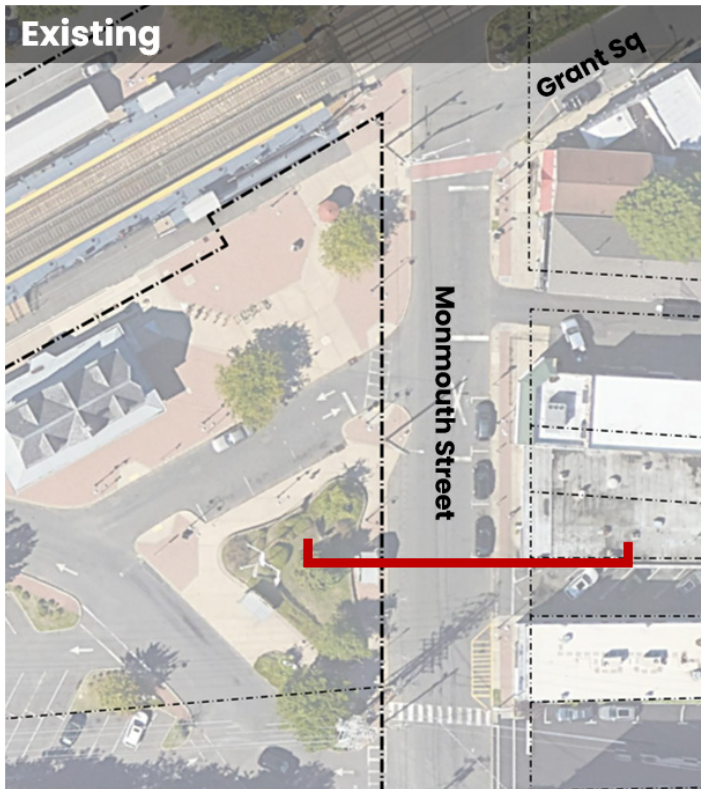
Examples of residentially scaled apartment entrances that would be appropriate for West Street.

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 historic elements shall be preserved either in-place or relocated as needed elsewhere 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. 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.
- c. 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.
- d. 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. The North Parcel of Redevelopment District A shall incorporate a shared street 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 the 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 the shared 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

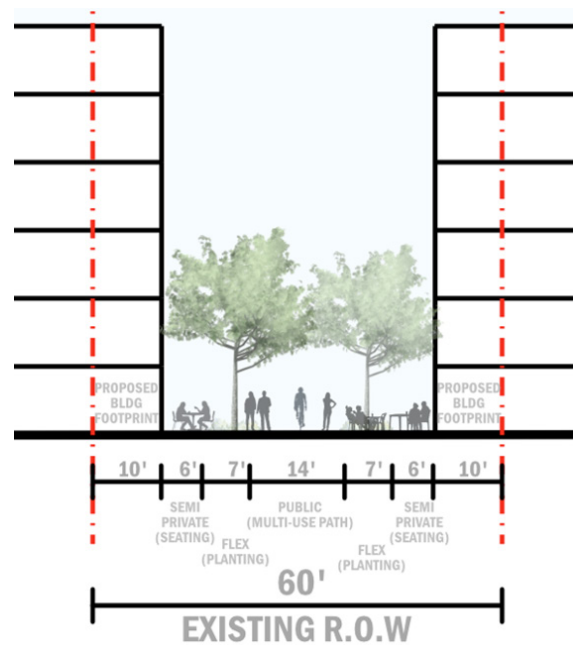
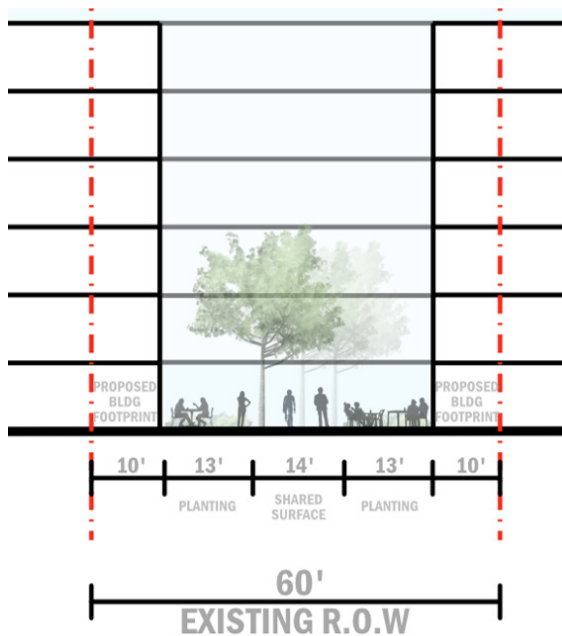
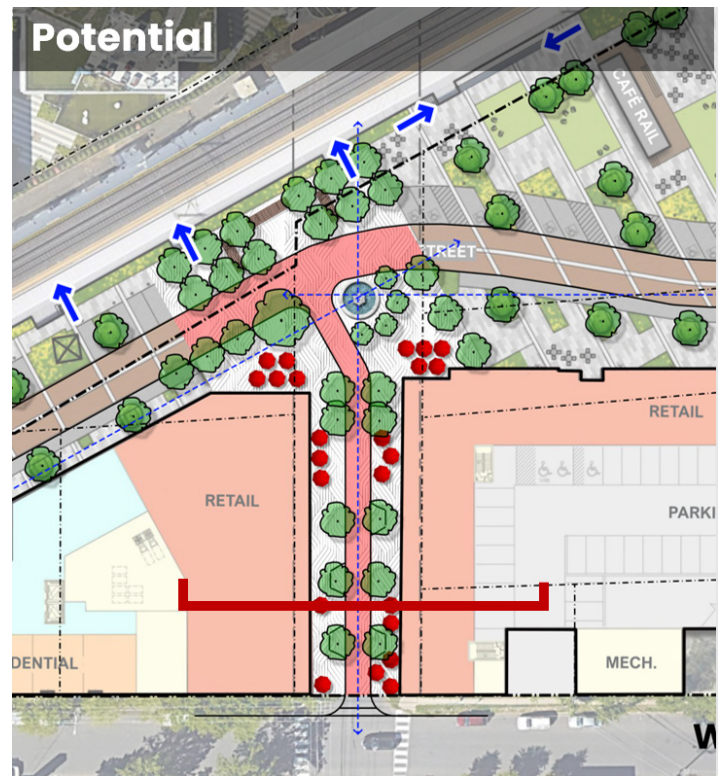
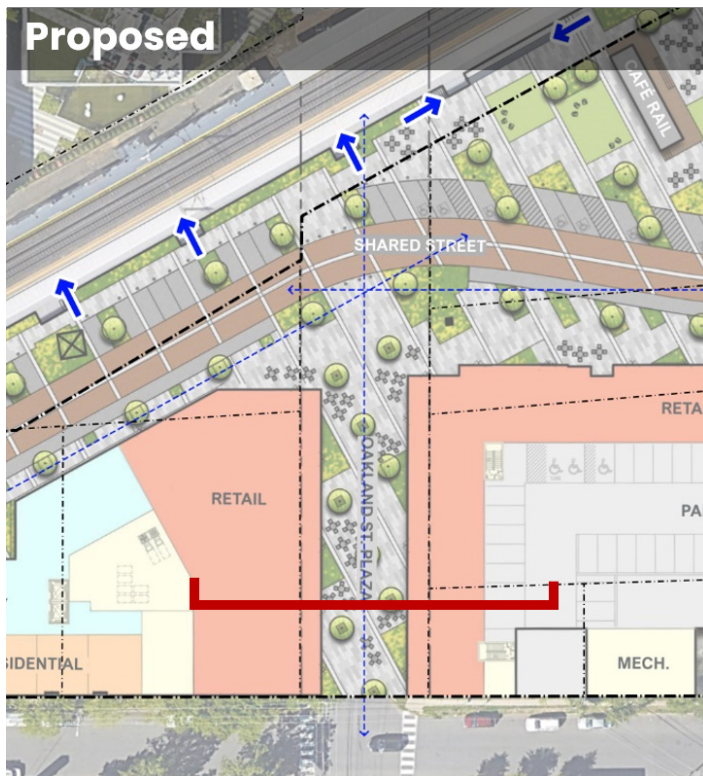


Figure 7: Oakland Walkway: Proposed Concept vs. Recommended Approach

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 Path

- 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, there is an opportunity to extend a pedestrian connection south to Drs. James Parker Boulevard, using railroad and street right-of-way. This would involve coordination with NJ Transit to mitigate safety and security concerns associated with the rail yard. Specifically, it would require complete separation from the active maintenance and rail yard. Figure 9 illustrates this potential long-term improvement.

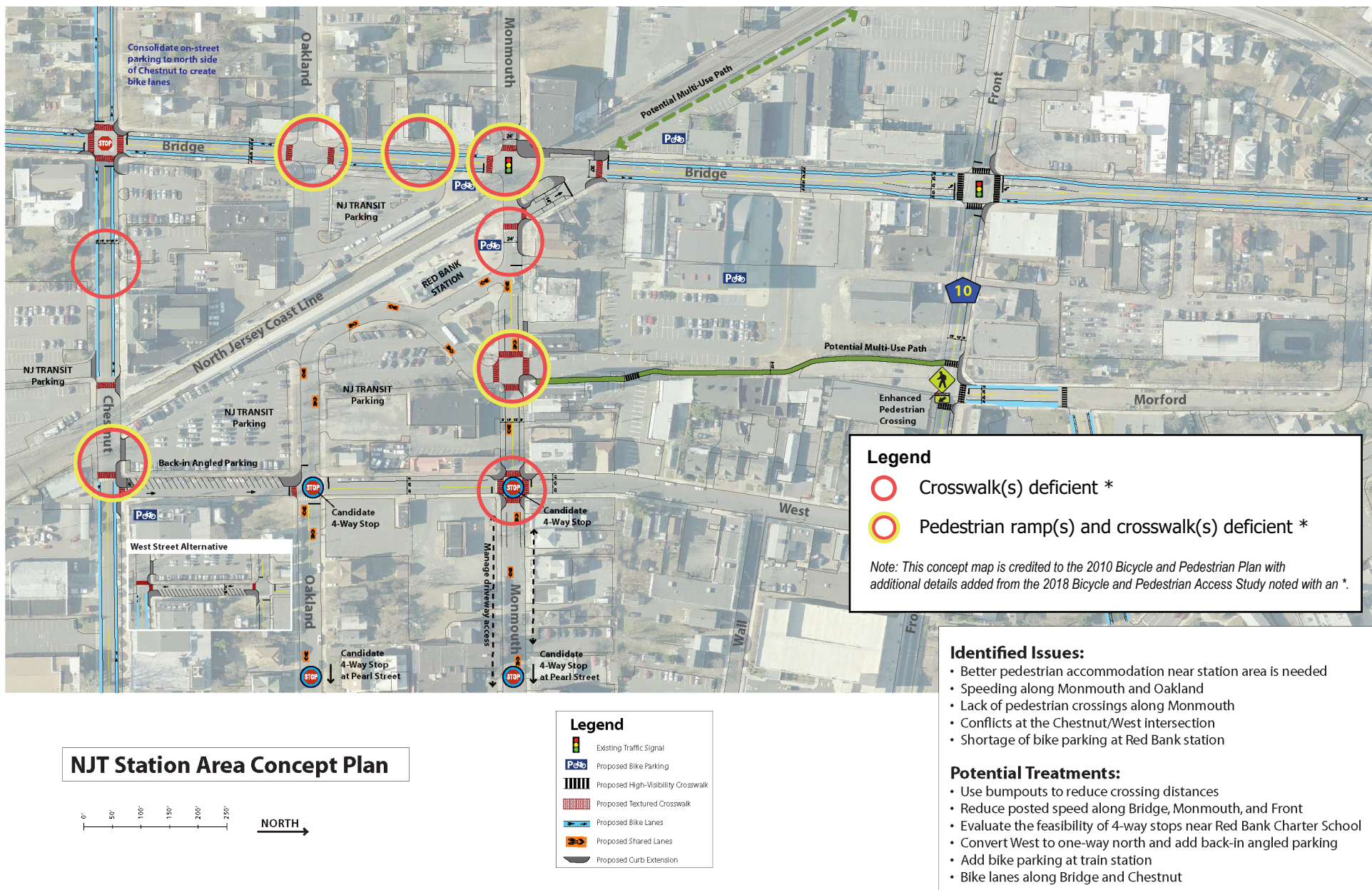


Figure 8: Potential Off-Site Issues and Opportunities

Red Bank Train Station Redevelopment

Sources: 2010 Bicycle and Pedestrian Plan, 2018 Bicycle and Pedestrian Access Study.



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



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.

Appendices

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Appendix A: Redevelopment Designation Resolutions

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**BOROUGH OF RED BANK
COUNTY OF MONMOUTH**

RESOLUTION NO. NP23-140

RESOLUTION AUTHORIZING AND DIRECTING THE PLANNING BOARD TO CONDUCT AN AREA IN NEED OF REDEVELOPMENT INVESTIGATION OF CERTAIN PROPERTIES IDENTIFIED IN THE BOROUGH'S TAX RECORDS AS BLOCK 41, LOTS 1, 3, 4, 5, 6.01, 6.02, 7 & 8; BLOCK 63, LOTS 5.01, 6, 7 & 7.01; BLOCK 75, LOTS 171 & 177; BLOCK 75.02, LOTS 169 & 170.01; BLOCK 75.05, LOT 16.01; BLOCK 75.06, LOTS 7 & 8.01 ON THE BOROUGH TAX MAPS TO DETERMINE WHETHER THE PLANNING BOARD FINDS THAT THE PROPERTIES SATISFY THE LOCAL REDEVELOPMENT AND HOUSING LAW IN NEED CRITERIA TO BE DECLARED AN AREA IN NEED OF REDEVELOPMENT, AND IF SO, COMMENCE WITH THE PREPARATION OF A REDEVELOPMENT PLAN

WHEREAS, the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. as amended and supplemented (the "Redevelopment Law"), authorizes municipalities to determine whether certain parcels of land within the municipality constitute an area in need of redevelopment; and

WHEREAS, to make such a determination under the Redevelopment Law, the Governing Body of the Borough of Red Bank must first authorize the Red Bank Planning Board ("the Planning Board") to conduct a preliminary investigation of the area and make recommendations to the Governing Body; and

WHEREAS, the Governing Body believes it is in the best interests of the Borough that an investigation occur with respect to the properties identified on the Borough tax maps as Block 41, Lots 1, 3, 4, 5, 6.01, 6.02, 7 & 8; Block 63, Lots 5.01, 6, 7 & 7.01; Block 75, Lots 171 & 177; Block 75.02, Lots 169 & 170.01; Block 75.05, Lot 16.01; Block 75.06, Lots 7 & 8.01 (the "Study Area") and to determine whether all or portion of the Study Area meet the criteria set forth in the Redevelopment Law to be designated as an area in need of redevelopment; and

WHEREAS, the Borough therefore authorizes and directs the Planning Board to conduct an investigation of the Study Area and to make recommendations to the Governing Body, all in accordance with the Redevelopment Law; and

WHEREAS, the redevelopment area determination requested hereunder, in connection with the Study Area authorizes the Governing Body to use all those powers provided by the Redevelopment Law for use in a redevelopment area except the power of eminent domain; (hereinafter referred to as a "Noncondemnation Redevelopment Area"); and

NOW, THEREFORE, BE IT RESOLVED, by the Governing Body of the Borough of Red Bank, New Jersey as follows:

1. The foregoing recital are incorporated herein as if set forth in full.
2. The Planning Board is hereby authorized and directed to conduct an investigation, pursuant to the Redevelopment Law to determine if the Study Area satisfies the criteria

set forth in the Redevelopment Law and should be designated a “Noncondemnation Redevelopment Area.”

3. As part of its investigation, the Planning Board shall prepare a map showing the boundary of the Study Area.
4. The Planning Board shall conduct a public hearing in accordance with the Redevelopment Law, after giving due notice of the proposed boundary of the Study Area and the date of the hearing to any person who are interested in or would be affected by a determination that the Study Area shall be a Noncondemnation Redevelopment Area.
5. At the public hearing, the Planning Board shall hear all persons who are interested in in or would be affected by a determination that the Study Area is an area in need of redevelopment and evidence in support of those objections shall be received and considered by the Planning Board and shall be made part of the public record.
6. After conducting its investigation, preparing a map of the Study Area and conducting a public hearing at which all objections to the proposed designation are received and considered, the Planning Board shall make a recommendation to the Governing Body as to whether the Governing Body should designate all or a portion of the Study Area as a Noncondemnation Redevelopment Area.
7. If the Planning Board recommends that all or a portion of the Study Area be designated as a Noncondemnation Redevelopment Area, the Planning Board shall commence with the preparation of the redevelopment plan without further action by the Governing Body.
8. If any part of this resolution shall be deemed invalid, such parts shall be severed and the invalidity thereby shall be not affect the remaining parts of this Resolution.
9. A copy of this resolution shall be filed in the Office of the Borough Clerk

	MOVED	SECONDED	AYES	NAYS	ABSTAIN	ABSENT
Councilmember Bonatakis						x
Councilmember Cassidy			x			
Councilmember Facey-Blackwood			x			
Councilmember Forest	x		x			
Councilmember Jannone			x			
Councilmember Triggiano		x	x			
Mayor Portman			x			
ON CONSENT AGENDA		Yes <u>x</u>	No <u> </u>			

I hereby certify that the above Resolution was adopted by the Borough Council of the Borough of Red Bank, In the County of Monmouth at a Meeting held on December 14, 2023.


 Laura Reinertsen, Borough Clerk



Resolution prepared by:
Marc A. Leckstein, Esquire
Leckstein & Leckstein, LLC
463 Prospect Avenue
Little Silver, NJ 07739

RESOLUTION 2024-04
RECOMMENDING THE DESIGNATION OF CERTAIN LANDS KNOWN AS
BLOCK 41, LOTS 1, 3, 4, 5, 6.01, 6.02, and 7
BLOCK 63, LOTS 5.01, 6, 7 and 7.01
BLOCK 75, LOTS 171 and 177
BLOCK 75.02, LOTS 169 and 170.01
BLOCK 75.05, LOT 16.01
BLOCK 75.06, LOTS 7 and 8.01
ON THE TAX MAP OF THE BOROUGH OF RED BANK
AS BEING A NON-CONDEMNATION AREA IN NEED OF REDEVELOPMENT

PLANNING BOARD
BOROUGH OF RED BANK

WHEREAS, by way of Resolution # NP23-140, adopted by the Borough Council of the Borough of Red Bank on December 14, 2023, the Planning Board of the Borough of Red Bank has been directed to conduct a preliminary investigation of the properties officially known as Block 41, Lots 1, 3, 4, 5, 6.01, 6.02, 7 and 8; Block 63, Lots 5.01, 6, 7 and 7.01; Block 75, Lots 171 and 177; Block 75.02, Lots 169 and 170.01; Block 75.05, Lot 16.01; and Block 75.06, Lots 7 and 8.01 on the Tax Map of the Borough of Red Bank, Monmouth County, State of New Jersey (the "Study Area") so as to determine whether said Study Area meets the criteria set forth in the Local Redevelopment And Housing Law (henceforth referred to as "LRHL"), specifically N.J.S.A. 40A:12A-5 and 6, so as to be designated an area in need of redevelopment, which designation would permit the Borough to utilize all available redevelopment powers, not including eminent domain; and

WHEREAS, as the Planning Board has conducted an investigation as to whether or not said lands are in need of redevelopment in accordance with the guidelines set forth in N.J.S.A. 40A:12A-6 and the criteria set forth in N.J.S.A. 40A:12A-5; and

WHEREAS, pursuant to the requirements of N.J.S.A. 40A:12A-6, proper notice has been published twice in the official newspaper of the Borough of Red Bank in accordance with the statute and a copy of the Notice has been mailed, via certified mail, at least ten days prior to the date set for the hearing to the last known owners of properties included in the proposed Study Area; and;

WHEREAS, pursuant to the Statute, the Planning Board conducted a public hearing on the matter on April 10, 2024; and

WHEREAS, a report was prepared by the Planning Board's Planner, Susan Favate, AICP, PP, of BFJ Planning dated March 8, 2024 entitled "Non-Condensation Area In Need of Redevelopment Study" which recommends the designation of the lots included within the Study Area, with the exception of Block 41, Lot 8, as Areas in Need of Redevelopment excluding the use of Eminent Domain; and

WHEREAS, there was no written objection prior to or at the time of the public hearing; and **NOW**

THEREFORE, BE IT RESOLVED by the Planning Board of the Borough of Red Bank, Monmouth County, State of New Jersey, that the Board determines, as set forth in the aforesaid Report, and specifically within the table appearing upon Page 31 of said report, which is incorporated herein, that the subject lands fall into the following statutory criteria, as follows:

1. The Study Area qualifies as an Area In Need of Redevelopment based upon criterion “a”, since two (2) of the parcels contain buildings and development patterns that reflect substandard, unsafe, unsanitary, dilapidated, or obsolescent conditions, and/or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions.
2. The Study Area also qualifies as an Area In Need of Redevelopment based upon criterion “d”, since fifteen (15) of the parcels in the Study Area contain buildings or improvements which, by reason of dilapidation, obsolescence, overcrowding, faulty arrangement or design, lack of ventilation, excessive land coverage, delterious land use or obsolete layout, or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.
3. The Study Area also qualifies as an Area In Need of Redevelopment based upon criterion “e”, since there are two (2) parcels with a growing lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property therein, or other similar conditions which impede land assemblage or discourage the undertaking of improvements, resulting in stagnant and unproductive condition of land potentially useful and valuable for contributing to and serving the public health, safety, and welfare, which condition is presumed to have a negative social or economic impact or otherwise being detrimental to the safety, health, morals or welfare of the surrounding area or the community in general.
4. The Study Area also qualifies as an Area In Need of Redevelopment based upon criterion “h” as sixteen (16) of the parcels are consistent with smart growth planning principals, as consistent with the Master Plan’s recommendation for creation of a new TOD zoning district and establishment of a Transit Village.
5. Three (3) parcels may also be considered to meet “Section 3” of the redevelopment criteria, as their inclusion may be considered necessary, with or without change in their condition, for the effective redevelopment of the area of which they are a part.
6. Block 41, Lot 8 is specifically excluded from the affirmative findings of this Resolution as said property, per the Study, was not found to meet the criteria for designation as an Area In Need of Redevelopment.

NOW THEREFORE, BE IT FURTHER RESOLVED, as a result of these findings, that the Planning Board of the Borough of Red Bank draws the conclusion that based upon its preliminary investigation as contained with the “Area in Need of Redevelopment Study” and the factual findings set forth herein, it is the determination of the Planning Board that those lots contained within the Study Area, with the exception of Block 41, Lot 8, are “areas in need of redevelopment”, pursuant to the provisions of N.J.S.A. 40A:12A-5 and 6, absent the power of eminent domain, with respect to same;

NOW THEREFORE BE IT FURTHER RESOLVED, that it is the recommendation of the Planning Board of the Borough of Red Bank that this determination for a Non-Condernation Redevelopment Area be approved by resolution of the Borough Council; and

NOW THEREFORE BE IT FURTHER RESOLVED that certified copies of this Resolution be transmitted to the Borough Council and Borough Clerk.

The foregoing was Moved by **Barbara Boas** and

Seconded by **Wilson Beebe** and on Roll Call, the following vote was recorded:

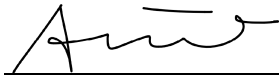
Affirmative: **Greg Fitzgerald, Kristina Bonatakis, Dan Mancuso**

Louis DiMento, Barbara Boas, Wilson Beebe, Itzel Hernandez, Brian Parnagian

Negative: **None**

Abstentions: **None**

The foregoing is a true copy of a Resolution adopted by the Planning Board of the Borough of Red Bank during its public meeting held on April 10, 2024.



Aline Macatrao, Secretary
Planning Board

**BOROUGH OF RED BANK
COUNTY OF MONMOUTH**

RESOLUTION NO. 24-114

RESOLUTION DESIGNATING THE PROPERTIES KNOWN AS

BLOCK 41, LOTS 1, 3, 4, 5, 6.01, 6.02, and 7

BLOCK 63, LOTS 5.01, 6, 7, and 7.01

BLOCK 75, LOTS 171 and 177

BLOCK 75.02, LOTS 169 and 170.01

BLOCK 75.05, LOT 16.01

BLOCK 75.06, LOTS 7 and 8.01

**ON THE TAX MAP OF THE TAX MAP OF THE BOROUGH OF RED BANK
AS A NON-CONDEMNATION AREA IN NEED OF REDEVELOPMENT
AND REQUESTING THAT THE PLANNING BOARD DEVELOP A REDEVELOPMENT PLAN**

WHEREAS, the N.J. Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1, *et seq.* (the “LRHL”) authorizes municipalities to determine whether parcels of land within the municipality constitute an “area in need of redevelopment” as described in Section 5 of the LRHL; and

WHEREAS, the Borough’s Mayor and Council, by way of Resolution No. NP23-140 dated December 14, 2023, authorized and directed the Borough’s Planning Board to conduct a preliminary investigation to determine whether the properties known as Block 41, Lots 1, 3, 4, 5, 6.01, 6.02, 7 and 8; Block 63, Lots 5.01, 6, 7 and 7.01; Block 75, Lots 171 and 177; Block 75.02, Lots 169 and 170.01; Block 75.05, Lot 16.01; and Block 75.06, Lots 7 and 8.01 on the Borough’s official tax map (the “Study Area”) meet the criteria set forth in Section 5 of the LRHL and should be designated as an “area in need of redevelopment”; and

WHEREAS, the Planning Board authorized the undertaking of the preliminary investigation as to whether the Study Area, or any portion thereof, constitutes an area in need of redevelopment in accordance with the LRHL; and

WHEREAS, the LRHL required the Planning Board to conduct a public hearing prior to making its determination whether the Study Area should be designated as “an area in need of redevelopment”, at which hearing, all persons who are interested in or would be affected by a determination that the Study Area is a redevelopment area were able to be heard; and

WHEREAS, the LRHL required that the Planning Board, prior to conducting such public hearing, publish notice in a newspaper of general circulation in the Borough once each week for two consecutive weeks, with the last publication made not less than ten (10) days prior to such public hearing; and

WHEREAS, the LRHL further required that such notice be mailed at least ten (10) days prior to such public hearing to the last owner(s) of the relevant properties in accordance with the Borough’s assessment records; and

WHEREAS, the Planning Board held a public hearing (the “Public Hearing”) to determine whether the Study Area is “an area in need of redevelopment” under the criteria set forth in Section 5 of the LRHL at a regular meeting of the Board on April 10, 2024; and

WHEREAS, notice of the Public Hearing was provided in the official newspaper of the Borough on two consecutive weeks, the last being not less than ten (10) days before the Public Hearing; and

WHEREAS, the Planning Board also provided notice to property owners in the Study Area, as well as property owners within 200 feet of the Study Area; and

WHEREAS, at the Public Hearing, Susan Favate, AICP, PP, the Planning Board's Planning Consultant, presented a report dated March 8, 2024 entitled "Non-Condensation Area In Need of Redevelopment Study" (the "Report") concerning the determination of the Study Area as an "area in need of redevelopment"; and

WHEREAS, at the Public Hearing, the Planning Board reviewed the Report, heard the testimony of Ms. Favate as well as members of the public who were given an opportunity to testify and to ask questions of the Board and of Ms. Favate; and

WHEREAS, after the conclusion of the Public Hearing, and in consideration of the Report and the substantial and credible testimony presented, the Planning Board, on April 10, 2024, adopted a Resolution (the "Resolution"), determining that the Study Area should be designated as an "area in need of redevelopment"; and

WHEREAS, the Resolution recommended to the Borough's Mayor and Council that the Study Area be designated as an "area in need of redevelopment"; and

WHEREAS, the Borough's Mayor and Council agree with the recommendation of the Planning Board that the Study Area be designated as an "area in need of redevelopment" pursuant to the LRHL; and

WHEREAS, the Borough's Mayor and Council now desire to authorize and direct the Planning Board to cause a redevelopment plan to be prepared for the Study Area and present same to the Mayor and Council pursuant to N.J.S.A. 40A:12A-7(f);


NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the Borough of Red Bank, County of Monmouth, State of New Jersey, as follows:

1. The Borough's Mayor and Council hereby designate the properties known as Block 41, Lots 1, 3, 4, 5, 6.01, 6.02, 7 and 8; Block 63, Lots 5.01, 6, 7 and 7.01; Block 75, Lots 171 and 177; Block 75.02, Lots 169 and 170.01; Block 75.05, Lot 16.01; and Block 75.06, Lots 7 and 8.01 on the Borough's official tax map as an "area in need of redevelopment" (the "Determination") pursuant to the LRHL.
2. The Determination shall authorize the Borough's Mayor and Council to use all of the powers provided by the Legislature for use in a redevelopment area except the use of eminent domain, thus designating it a "Non-Condensation Redevelopment Area".
3. The Borough Clerk is hereby directed to transmit a certified copy of this Resolution by regular and certified mail to the Commissioner of Community Affairs (the "Commissioner") for review. The Determination of the Study Area as an "area in need of redevelopment" shall not take effect without first receiving the review and approval of the Commissioner. If the Commissioner does not issue an approval or disapproval within thirty (30) calendar days of transmittal, the Determination shall be deemed to be approved.
4. Notice of the Determination (the "Notice") shall be served, within ten (10) days of the Determination, upon all record owners of property located within the delineated area, those whose names are listed on the tax assessor's records, and upon each person who filed a written objection thereto and stated, in or upon the written submission, an address to which the notice of Determination may be sent.

5. A property owner who received notice of the Determination as set forth above who does not file a legal challenge to the Determination affecting his or her property within 45 days of receipt of such notice shall thereafter be barred from filing such a challenge.

	MOVED	SECONDED	AYES	NAYS	ABSTAIN	ABSENT
Councilmember Bonatakis			X			
Councilmember Cassidy			X			
Councilmember Facey-Blackwood			X			
Councilmember Forest	X		X			
Councilmember Jannone		X	X			
Councilmember Triggiano			X			
Mayor Portman			X			
ON CONSENT AGENDA	Yes <u>x</u>		No <u> </u>			

I hereby certify that the above Resolution was adopted by the Borough Council of the Borough of Red Bank, In the County of Monmouth at a Meeting held on April 25, 2024.


 Laura Reinertsen, Borough Clerk

**BOROUGH OF RED BANK
COUNTY OF MONMOUTH**

RESOLUTION NO. 25-26

RESOLUTION AUTHORIZING AND DIRECTING THE PLANNING BOARD TO CONDUCT AN AREA IN NEED OF REDEVELOPMENT INVESTIGATION OF CERTAIN PROPERTIES IDENTIFIED IN THE BOROUGH'S TAX RECORDS AS BLOCK 41, LOT 2; BLOCK 63, LOT 5; BLOCK 75, LOTS 104, 104.01, 172, & 178, ON THE BOROUGH TAX MAPS TO DETERMINE WHETHER THE PLANNING BOARD FINDS THAT THE PROPERTIES SATISFY THE LOCAL REDEVELOPMENT AND HOUSING LAW IN NEED CRITERIA TO BE DECLARED AN AREA IN NEED OF REDVELOPMENT, AND TO INCLUDE IN THE TRAIN STATION REDEVELOPMENT AREA.

WHEREAS, on April 25, 2024 the Governing Body adopted a resolution pursuant to Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 (the "Redevelopment Law"), designating certain parcels as a Non-Condemnation Area in Need of redevelopment as identified on the Borough tax maps as Block 41, Lots 1, 3, 4, 5, 6.01, 6.02, & 7; Block 63, Lots 5.01, 6, 7 & 7.01; Block 75, Lots 171 & 177; Block 75.02, Lots 169 & 170.01; Block 75.05, Lot 16.01; Block 75.06, Lots 7 & 8.01,

WHEREAS the Governing Body directed the Planning Board to commence the preparation of a Redevelopment Plan in Resolution No. NP23-140,

WHEREAS, while drafting the redevelopment plan and investigating the redevelopment area, it was found that additional sites must be included into area to comprehensively develop improve the substandard conditions around the Red Bank Train Station and rail yard,

WHEREAS, the Governing Board under the Redevelopment Law, authorizes the Red Bank Planning Board (Planning Board) to conduct a preliminary investigation of certain parcels and make recommendations,

WHEREAS, Mayor and Council directs the investigation of the properties identified on the Borough tax maps as Block 41, Lot 2; Block 63, Lot 5; Block 75, Lots 104, 104.01, 172, & 178 to determine whether these parcels meet the criteria set forth in the Redevelopment Law to be added to the existing redevelopment area,

WHEREAS, the Borough therefore authorizes and directs the Planning Board to conduct an investigation of the Study Area and to make recommendations to the Governing Body, all in accordance with the Redevelopment Law; and


WHEREAS, the redevelopment area determination requested hereunder, in connection with the Study Area authorizes the Governing Body to use all those powers provided by the Redevelopment Law for use in a redevelopment area except the power of eminent domain; (hereinafter referred to as a "Non condemnation Redevelopment Area"; and

NOW, THEREFORE, BE IT RESOLVED, by the Governing Body of the Borough of Red Bank, New Jersey as follows:

1. The foregoing recital are incorporated herein as if set forth in in full.
2. The Planning Board is hereby authorized and directed to conduct an investigation, pursuant to the Redevelopment Law to determine if the Study Area satisfies the criteria set forth in the Redevelopment Law and should be designated a "Non-condemnation Redevelopment Area."
3. As part of its investigation, the Planning Board shall prepare a map showing the boundary of the Study Area.
4. The Planning Board shall conduct a public hearing in accordance with the Redevelopment Law, after giving due notice of the proposed boundary of the Study Area and the date of the hearing to any person who is interested in or would be affected by a determination that the Study Area shall be a Non condemnation Redevelopment Area.
5. At the public hearing, the Planning Board shall hear all people who are interested in in or would be affected by a determination that the Study Area is an area in need of redevelopment and evidence in support of those objections shall be received and considered by the Planning Board and shall be made part of the public record.
6. After conducting its investigation, preparing a map of the Study Area and conducting a public hearing at which all objections to the proposed designation are received and considered, the Planning Board shall make a recommendation to the Governing Body as to whether the Governing Body should designate all or a portion of the Study Area as a Non condemnation Redevelopment Area.
7. If the Planning Board recommends that all or a portion of the Study Area be designated as a Non condemnation Redevelopment Area, the Planning Board shall commence with the preparation of the redevelopment plan without further action by the Governing Body.
8. If any part of this resolution shall be deemed invalid, such parts shall be severed and the invalidity thereby shall be not affecting the remaining parts of this Resolution.
9. A copy of this resolution shall be filed in the Office of the Borough Clerk

Borough Council	Moved	Seconded	Ayes	Nays	Abstain	Absent
Councilmember Bonatakis			X			
Councilmember Cassidy			X			
Councilmember Facey-Blackwood		X	X			
Councilmember Jannone			X			
Deputy Mayor Triggiano	X		X			
Mayor Portman			X			
ON CONSENT AGENDA	Yes	<input checked="" type="checkbox"/>		No	<input type="checkbox"/>	

I hereby certify the foregoing to be true copy of a Resolution adopted by the Borough Council of the Borough of Red Bank, in the County of Monmouth, New Jersey at their regular meeting held on January 23, 2025.


 Mary Moss, RMC
 Municipal Clerk

RESOLUTION R-2025-05
RECOMMENDING THE DESIGNATION OF CERTAIN LANDS KNOWN AS
BLOCK 41, LOT 2; BLOCK 63, LOT 5 and
BLOCK 75, LOTS 104, 104.01, 172 & 178
ON THE TAX MAP OF THE BOROUGH OF RED BANK
AS BEING A NON-CONDEMNATION AREA IN NEED OF REDEVELOPMENT

PLANNING BOARD
BOROUGH OF RED BANK

WHEREAS, by way of Resolution # 25-26, adopted by the Borough Council of the Borough of Red Bank on January 23, 2025, the Planning Board of the Borough of Red Bank has been directed to conduct a preliminary investigation of the properties officially known as Block 41, Lot 2; Block 63, Lots 5; and Block 75, Lots 104, 104.01, 172 & 178 on the Tax Map of the Borough of Red Bank, Monmouth County, State of New Jersey (the “Study Area”) so as to determine whether said Study Area meets the criteria set forth in the Local Redevelopment And Housing Law (henceforth referred to as “LRHL”), specifically N.J.S.A. 40A:12A-5 and 6, so as to be designated an area in need of redevelopment, which designation would permit the Borough to utilize all available redevelopment powers, not including eminent domain; and

WHEREAS, as the Planning Board has conducted an investigation as to whether or not said lands are in need of redevelopment in accordance with the guidelines set forth in N.J.S.A. 40A:12A-6 and the criteria set forth in N.J.S.A. 40A:12A-5; and

WHEREAS, pursuant to the requirements of N.J.S.A. 40A:12A-6, proper notice has been published twice in the official newspaper of the Borough of Red Bank in accordance with the statute and a copy of the Notice has been mailed, via certified mail, at least ten days prior to the date set for the hearing to the last known owners of properties included in the proposed Study Area; and;

WHEREAS, pursuant to the Statute, the Planning Board conducted a public hearing on the matter on February 12, 2025; and

WHEREAS, a report was prepared by the Planning Board’s Planner, Susan Favate, AICP, PP, of BFJ Planning dated January 28, 2025 entitled “Non-Condemnation Area In Need of Redevelopment Study” which recommends the designation of the lots included within the Study Area as Areas in Need of Redevelopment excluding the use of Eminent Domain; and

WHEREAS, there was no written objection prior to or at the time of the public hearing; and

NOW THEREFORE, BE IT RESOLVED by the Planning Board of the Borough of Red Bank, Monmouth County, State of New Jersey, that the Board determines, as set forth in the aforesaid Report, and specifically within the table appearing upon Page 17 of said report, which is incorporated herein, that the subject lands fall into the following statutory criteria, as follows:

1. The Study Area qualifies as an Area In Need of Redevelopment based upon criterion “c”, since all of the Study Area parcels are owned by a public entity (NJ Transit) and the fact that their current and ongoing use as rail-related infrastructure makes them unlikely to redevelop for any other use, unless through the process of redevelopment

designation and subdivision. In addition, Block 75, Lots 104.01 and 172, meet this criterion due to their small size, irregular shape, and lack of direct frontage to any street.

2. The Study Area also qualifies as an Area In Need of Redevelopment based upon criterion “d”, since Block 75, Lots 104 and 172 contain a portion of commuter Lot # 4, which, like the other commuter lots in the vicinity, represent an obsolete and inefficient solution to Red Bank’s utilization of land, and are inappropriate with a dense, transit-oriented area. Large paved areas disrupt the otherwise walkable street grid, create a heat island effect, and exacerbate stormwater management issues. Additionally, Block 75, Lots 104 and 104.01 serve the rail yard maintenance operations. Although this function is critical and must remain in some form, the inefficient arrangement of these parcels means that a large amount of land area is devoted to employee parking, outdoor storage, and a detention basin that appears to serve no purpose and creates an eyesore.
3. The Study Area also qualifies as an Area In Need of Redevelopment based upon criterion “h” as the redevelopment of all of the parcels, with the exception of Block 75, Lots 104.01 and 178, are consistent with smart growth planning principals, as consistent with the Master Plan’s recommendation for creation of a new TOD zoning district and establishment of a Transit Village.
4. All of the Study Area parcels may also be considered to meet “Section 3” of the redevelopment criteria, as their inclusion within a designated redevelopment area would help to effectuate stronger potential development designs, through a provision of additional land for future development. Further, it should be noted that the retention basin, which appears to serve no engineering or drainage purpose and would could create significant redevelopment opportunity when combined with adjacent underused surface parking lots, is divided between two tax parcels. It cannot be redeveloped without including both Block 75, Lots 104 and 177. Finally, inclusion of these additional parcels could help to further public benefits as part of future redevelopment, such as transit-oriented amenities along the commuter rail line (Block 41, Lot 2 and Block 63, Lot 5) and a potential public pedestrian walkway outside of the rail yard, to connect Chestnut Street and Drs. James Parker Boulevard (this could potentially involve Block 175, Lots 104, 172 and 178).

NOW THEREFORE, BE IT FURTHER RESOLVED, as a result of these findings, that the Planning Board of the Borough of Red Bank draws the conclusion that based upon its preliminary investigation as contained with the “Area in Need of Redevelopment Study” and the factual findings set forth herein, it is the determination of the Planning Board that those lots contained within the Study Area are “areas in need of redevelopment”, pursuant to the provisions of N.J.S.A. 40A:12A-5 and 6, absent the power of eminent domain, with respect to same;

NOW THEREFORE BE IT FURTHER RESOLVED, that it is the recommendation of the Planning Board of the Borough of Red Bank that this determination for a Non-Condernation Redevelopment Area be approved by resolution of the Borough Council; and

NOW THEREFORE BE IT FURTHER RESOLVED that certified copies of this Resolution be transmitted to the Borough Council and Borough Clerk.

The foregoing was Moved by Dan Mancuso and

Seconded by Barbara Boas and on Roll Call, the following vote was recorded:

Affirmative: Mayor William Portman, Thomas Welsh, Kristina Bonatakis, Dan Mancuso, Louis DiMento, Barbara Boas, Wilson Beebe
Fredrick Stone

Negative: None

Abstentions: None

The foregoing is a true copy of a Resolution adopted by the Planning Board of the Borough of Red Bank during its public meeting held on February 12, 2025.



Shawna Ebanks,
Acting Secretary Planning
Board

**BOROUGH OF RED BANK
COUNTY OF MONMOUTH**

RESOLUTION NO. 25-49

**RESOLUTION DESIGNATING THE PROPERTIES KNOWN AS
BLOCK 41, LOT 2; BLOCK 63, LOT 5; BLOCK 75, LOTS 104,
104.01, 172, & 178, ON THE TAX MAP OF THE TAX MAP OF THE
BOROUGH OF RED BANK AS A NON-CONDEMNATION AREA
IN NEED OF REDEVELOPMENT AND REQUESTING THAT THE
PLANNING BOARD DEVELOP A REDEVELOPMENT PLAN**

WHEREAS, the N.J. Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1, *et seq.* (the “LRHL”) authorizes municipalities to determine whether parcels of land within the municipality constitute an “area in need of redevelopment” as described in Section 5 of the LRHL; and

WHEREAS, the Borough’s Mayor and Council, by way of Resolution No. 25-26 dated January 23, 2025 authorized and directed the Borough’s Planning Board to conduct a preliminary investigation to determine whether the properties known as Block 41, Lot 2; Block 63, Lot 5; Block 75, Lots 104, 104.01, 172, & 178 on the Borough’s official tax map (the “Study Area”) meet the criteria set forth in Section 5 of the LRHL and should be designated as an “area in need of redevelopment”; and

WHEREAS, the Planning Board authorized the undertaking of the preliminary investigation as to whether the Study Area, or any portion thereof, constitutes an area in need of redevelopment in accordance with the LRHL; and

WHEREAS, the LRHL required the Planning Board to conduct a public hearing prior to making its determination whether the Study Area should be designated as “an area in need of redevelopment”, at which hearing, all persons who are interested in or would be affected by a determination that the Study Area is a redevelopment area were able to be heard; and

WHEREAS, the LRHL required that the Planning Board, prior to conducting such public hearing, publish notice in a newspaper of general circulation in the Borough once each week for two consecutive weeks, with the last publication made not less than ten (10) days prior to such public hearing; and

WHEREAS, the LRHL further required that such notice be mailed at least ten (10) days prior to such public hearing to the last owner(s) of the relevant properties in accordance with the Borough’s assessment records; and

WHEREAS, the Planning Board held a public hearing (the “Public Hearing”) to determine whether the Study Area is “an area in need of redevelopment” under the criteria set forth in Section 5 of the LRHL at a regular meeting of the Board on February 12, 2025; and

WHEREAS, notice of the Public Hearing was provided in the official newspaper of the

Borough on two consecutive weeks, the last being not less than ten (10) days before the Public Hearing; and

WHEREAS, the Planning Board also provided notice to property owners in the Study Area; and

WHEREAS, at the Public Hearing, Susan Favate, AICP, PP, the Planning Board's Planning Consultant, presented a report dated January 28, 2025 entitled "Non-Condensation Area In Need of Redevelopment Study" (the "Report") concerning the determination of the Study Area as an "area in need of redevelopment"; and

WHEREAS, at the Public Hearing, the Planning Board reviewed the Report, heard the testimony of Ms. Favate as well as members of the public who were given an opportunity to testify and to ask questions of the Board and of Ms. Favate; and

WHEREAS, after the conclusion of the Public Hearing, and in consideration of the Report and the substantial and credible testimony presented, the Planning Board, on February 12, 2025, adopted a Resolution (the "Resolution"), determining that the Study Area should be designated as an "area in need of redevelopment"; and

WHEREAS, the Resolution recommended to the Borough's Mayor and Council that the Study Area be designated as an "area in need of redevelopment"; and

WHEREAS, the Borough's Mayor and Council agree with the recommendation of the Planning Board that the Study Area be designated as an "area in need of redevelopment" pursuant to the LRHL; and

WHEREAS, the Borough's Mayor and Council now desire to authorize and direct the Planning Board to cause a redevelopment plan to be prepared for the Study Area and present same to the Mayor and Council pursuant to N.J.S.A. 40A:12A-7(f);

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the Borough of Red Bank, County of Monmouth, State of New Jersey, as follows:

1. The Borough's Mayor and Council hereby designate the properties known as Block 41, Lot 2; Block 63, Lot 5; Block 75, Lots 104, 104.01, 172, & 178 on the Borough's official tax map as an "area in need of redevelopment" (the "Determination") pursuant to the LRHL.
2. The Determination shall authorize the Borough's Mayor and Council to use all of the powers provided by the Legislature for use in a redevelopment area except the use of eminent domain, thus designating it a "Non-Condensation Redevelopment Area".
3. The Borough Clerk is hereby directed to transmit a certified copy of this Resolution by regular and certified mail to the Commissioner of Community Affairs (the "Commissioner") for review. The Determination of the Study Area as an "area in need of redevelopment" shall not take effect without first receiving the review and approval of the Commissioner. If the Commissioner does not issue an approval or disapproval within thirty (30) calendar days of transmittal, the Determination shall be deemed to be approved.

4. Notice of the Determination (the "Notice") shall be served, within ten (10) days of the Determination, upon all record owners of property located within the delineated area, those whose names are listed on the tax assessor's records, and upon each person who filed a written objection thereto and stated, in or upon the written submission, an address to which the notice of Determination may be sent.
5. A property owner who received notice of the Determination as set forth above who does not file a legal challenge to the Determination affecting his or her property within 45 days of receipt of such notice shall thereafter be barred from filing such a challenge.

Borough Council	Moved	Seconded	Ayes	Nays	Abstain	Absent
Councilmember Bonatakis			X			
Councilmember Cassidy			X			
Councilmember Facey-Blackwood		X	X			
Councilmember Forest			X			
Councilmember Jannone	X		X			
Deputy Mayor Triggiano			X			
Mayor Portman			X			
ON CONSENT AGENDA						
	Yes	<input checked="" type="checkbox"/>		No	<input type="checkbox"/>	

I, the undersigned Borough Clerk of the Borough of Red Bank, in the County of Monmouth, State of New Jersey (the "Borough") hereby certify that the foregoing is a true and correct copy of a resolution duly adopted by the Borough Council of said Borough at its meeting held on February 27, 2025.


 Mary Moss, RMC
 Municipal Clerk

Appendix B: Preliminary Investigation Reports

DRAFT

Non-Condernnation Area in Need of Redevelopment Study

Block 41, Lots 1, 3, 4, 5, 6.01, 6.02, 7, and 8

Block 63, Lots 5.01, 6, 7, and 7.01

Block 75, Lots 171 and 177

Block 75.02, Lots 169 and 170.01

Block 75.05, Lot 16.01

Block 75.06, Lots 7 and 8.01

Borough of Red Bank, NJ

Prepared for

The Borough of Red Bank, NJ

March 8, 2024

BFJ Planning

Acknowledgments

Mayor

William Portman

Borough Council

Kate Triggiano, Deputy Mayor

Kristina Bonatakis

David Cassidy

Nancy Facey-Blackwood

Ben Forest

Laura Jannone

Planning Board

Dan Mancuso, Chairman

Mayor William Portman

Council Member Kristina Bonatakis

Wilson Beebe

Barbara Boas

Louis DiMento

Itzel Hernandez

Megan Massey

Thomas Welsh

Greg Fitzgerald, Mayor's Alternate

Fred Stone, First Alternate

Brian Parnagian, Second Alternate

Planning Board Attorney

Michael Leckstein

Planning Board Engineer

Edward Herrman, T&M Associates

Prepared by:



Susan Favate, AICP, PP

Principal, BFJ Planning

NJ Planner License No. 613100

Borough Manager

James Grant

Red Bank Department of Public Utilities

Terrence Walton, Director

NJ TRANSIT, Transit Oriented Development

Kristin Mitchell, Director

Michael Heyer, Manager

Red Bank, NJ

Area in Need of Redevelopment Study

March 8, 2024

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Appendix: Borough of Red Bank Resolution No. NP23-140

Red Bank, NJ

Area in Need of Redevelopment Study

March 8, 2024

INTRODUCTION

On December 14, 2023, the Red Bank Borough Council (“Governing Body”) directed the Planning Board to conduct a preliminary investigation to determine if certain properties constitute a “non-condemnation area in need of redevelopment” under the non-condemnation provisions of the New Jersey Local Redevelopment and Housing Law (LRHL) (see the resolution in the Appendix). The Planning Board has directed its planning consultant, BFJ Planning, to prepare this study for the Planning Board’s review and recommendation to the Governing Body.

The properties that are the subject of this report are in the vicinity of the Red Bank train station and designated as:

- Block 41, Lots 1, 3, 4, 5, 6.01, 6.02, 7, and 8
- Block 63, Lots 5.01, 6, 7, and 7.01
- Block 75, Lots 171 and 177
- Block 75.02, Lots 169 and 170.01
- Block 75.05, Lot 16.01
- Block 75.06, Lots 7 and 8.01

The study area is predominantly developed with surface parking lots and infrastructure serving the commuter train station and adjacent rail yard, as well as the Borough’s Department of Public Works (DPW) facilities. In addition, several lots in Block 41 and one lot in Block 75.02 contain privately owned commercial buildings and associated parking.

The purpose of this report is to determine whether the study area qualifies as a “redevelopment area” pursuant to the applicable provisions of N.J.S.A. 40A:12A-5. This analysis concludes that, based upon an examination of existing conditions; site inspections; review of historic data and reports related to the site and building conditions; an assessment of the surrounding development pattern; Master Plan goals, objectives, policy statements, and land use recommendations; zoning provisions; and an evaluation of the statutory criteria, the majority of the study area satisfies the criteria for such a designation. The basis for this conclusion, as well as recommendations for next steps, are detailed in the body of this report.

LEGAL AUTHORITY AND PROCESS

New Jersey's Local Redevelopment and Housing Law (the "LRHL") empowers local governments to initiate a process by which designated properties that meet certain statutory criteria can be revitalized in order to advance the public interest. In granting to municipalities the authorization to designate certain lands as "in need of redevelopment or rehabilitation," the LRHL recognizes that:

"There exist, have existed and persist in various communities of this State conditions of deterioration in housing, commercial and industrial installations, public services and facilities and other physical components and supports of community life, and improper, or lack of proper development which result from forces which are amenable to correction and amelioration by concerted effort of responsible public bodies, and without this public effort are not likely to be corrected or ameliorated by private effort."

Once an area is designated "in need of redevelopment," in accordance with statutory criteria, municipalities may adopt redevelopment plans and employ various planning and financial tools to make redevelopment projects more feasible and remove deleterious conditions. A redevelopment designation may also qualify projects in the redevelopment area for financial subsidies or other incentive programs offered by the State of New Jersey.

Redevelopment Procedure

The LRHL requires local governments to follow a process involving a series of steps before they may exercise powers under the statute. The process is designed to ensure that the public is given adequate notice and opportunity to participate in the public process. Further, the redevelopment process requires that the Governing Body and Planning Board coordinate to ensure that all redevelopment actions consider the municipal Master Plan. The steps required are generally as follows:

1. The Governing Body must adopt a resolution directing the Planning Board to perform a preliminary investigation to determine whether a specified area is in need of redevelopment according to criteria set forth in the LRHL (N.J.S.A. 40A:12A-5).
2. The resolution authorizing the Planning Board to undertake a preliminary investigation shall state whether or not the redevelopment area in determination shall authorize the municipality to use all those powers for use in a redevelopment, including eminent domain (i.e., whether the area is to be a condemnation redevelopment area or a non-condemnation redevelopment area).
3. The Planning Board must prepare and make available a map delineating the boundaries of the proposed redevelopment area, specifying the parcels to be included and investigated. A statement setting forth the basis of the investigation or the preliminary statement should accompany this map.
4. The Planning Board must conduct the investigation and produce a report presenting the findings. The Board must also hold a duly noticed hearing to present the results of the investigation and to

Red Bank, NJ

Area in Need of Redevelopment Study

allow interested parties to give testimony. The Planning Board may then adopt a resolution recommending a course of action to the Governing Body.

5. The Governing Body may accept, reject, or modify this recommendation by adopting a resolution designating lands recommended by the Planning Board as an “Area in Need of Redevelopment.” The Governing Body must make the final determination as to the Non-Condensation Redevelopment Area boundaries.
6. If the Governing Body resolution assigning the investigation to the Planning Board states that the redevelopment determination shall establish a Condemnation Redevelopment Area, then the notice of the final determination shall indicate that: (i) the determination operates as a finding of public purpose and authorizes the municipality to exercise the power of eminent domain to acquire property in the redevelopment area, and (ii) legal action to challenge the final determination must be commenced within 45 days of receipt of notice and that failure to do so shall preclude an owner from later raising such a challenge.¹
7. A Redevelopment Plan may be prepared establishing the goals, objectives, and specific actions to be taken with regard to the “Area in Need of Redevelopment.”
8. The Governing Body may then act on the Plan by passing an ordinance adopting the Plan as an amendment to the municipal Zoning Ordinance.
9. Only after completion of this process is a municipality able to exercise the powers under the LRHL.

Study Process and Scope

In satisfaction of #1 and #2 above, the Red Bank Borough Council, by a resolution dated December 14, 2023, directed the Planning Board to conduct a preliminary investigation to determine whether the identified parcels constitute a non-condemnation area in need of redevelopment according to the criteria set forth in the LRHL. The resolution is included in this report as Appendix A.

In furtherance of #3 and #4 above, this Preliminary Investigation will determine whether the parcels (the “Study Area,” as mapped in this report) within the Borough of Red Bank meet the statutory requirements under N.J.S.A. 40A:12A-5 for designation as a non-condemnation “area in need of redevelopment.”

The scope of work for the investigation included the following: land use review; assessment of property and building conditions; occupancy and ownership status; review of tax data and aerial photos; and review of the Borough’s zoning ordinance, zoning map, and 2023 Master Plan.

¹ Pursuant to Borough Council Resolution No. NP23-140, the Red Bank Planning Board is only authorized to conduct an investigation to determine if the study area satisfies the criteria in the LRHL for designation as a “non-condemnation redevelopment area.” Eminent domain is not being considered for this study area.

EXISTING CONDITIONS

Site Overview

The area being studied for potential designation as a redevelopment area is shown in Figure 1. The Study Area incorporates parcels on either side of the NJ Transit railroad tracks, generally between Monmouth Street to the north and Drs. James Parker Boulevard to the south, encompassing the east-west cross streets of Oakland Street, Chestnut Street, Herbert Street, Leonard Street, and Tilton Avenue. The approximately 13-acre area includes all or a portion of Blocks 41, 63, 75, 75.02, 75.05, and 75.06. The area is fully developed with buildings and parking lots, with very little land area devoted to landscaping; as a result, the predominant feature is impervious coverage.

The study area is in the west-central portion of Red Bank, centered at the NJ Transit train station and adjacent to the Shrewsbury Avenue commercial corridor. The area is walkable to the Borough's Central Business 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 Business District, and thus appropriate for new development that furthers an active downtown environment.

As shown in Figure 2, the primary land use in the study 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 study 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 study area.

In addition to passenger rail, the study area is served by NJ Transit's bus system, with a bus stop providing service on the Route 832, 834, and 838 bus lines. The study area is also near the Borough's only designated bike lane, which is on Bridge Avenue between Chestnut Street and Drs. James Parker Boulevard. As shown in Figure 3, sidewalks are present throughout the area, but they vary in condition, and the at-grade railroad tracks disrupt the pedestrian environment, especially on Monmouth Street and Chestnut Street.

The study 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 study 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 study area. In addition, a high-tension electrical line runs north-south through the study area, crossing the railroad tracks at Chestnut Street just west of the DPW site.

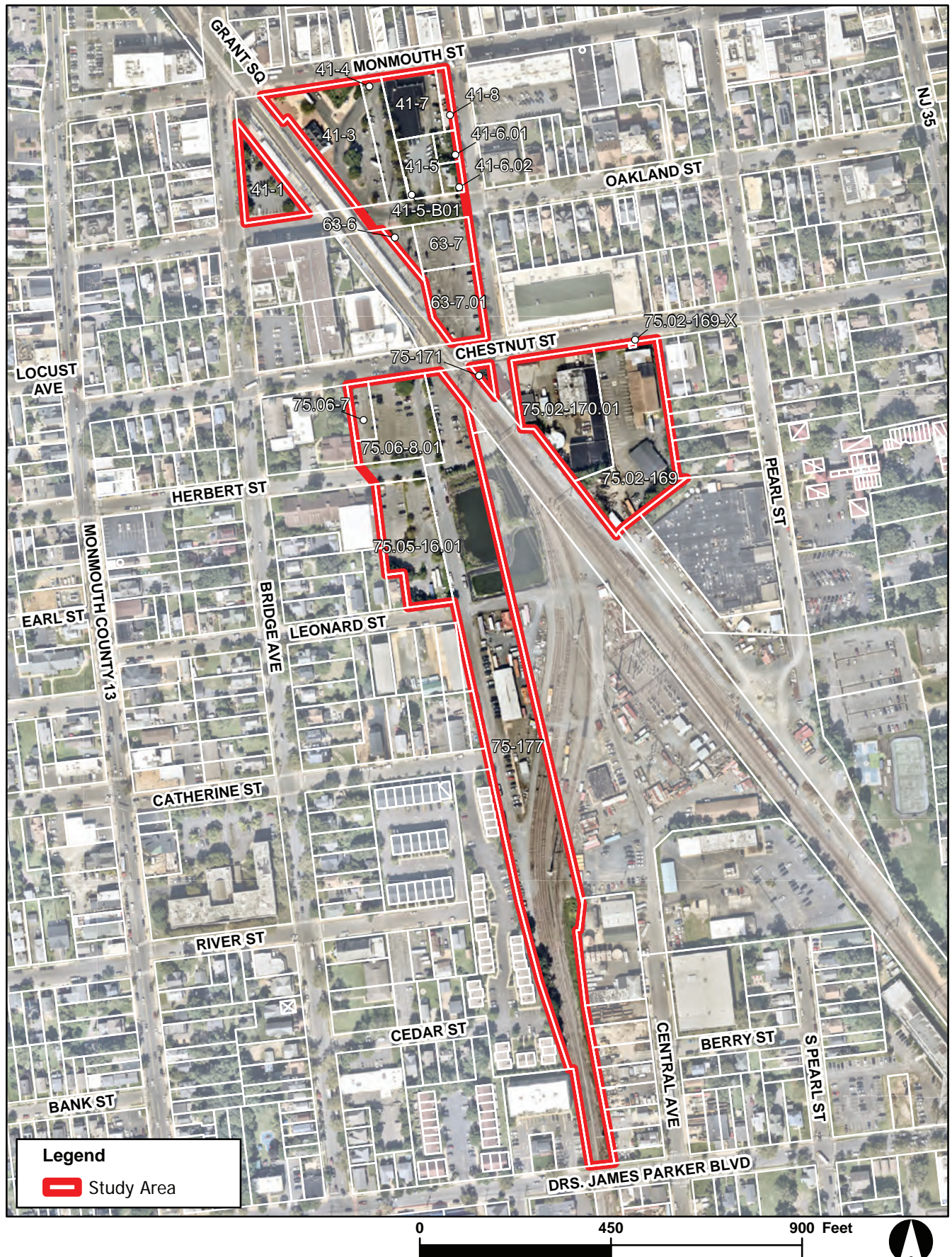


Figure 1: Map of Potential Redevelopment Area

Red Bank Train Station Redevelopment

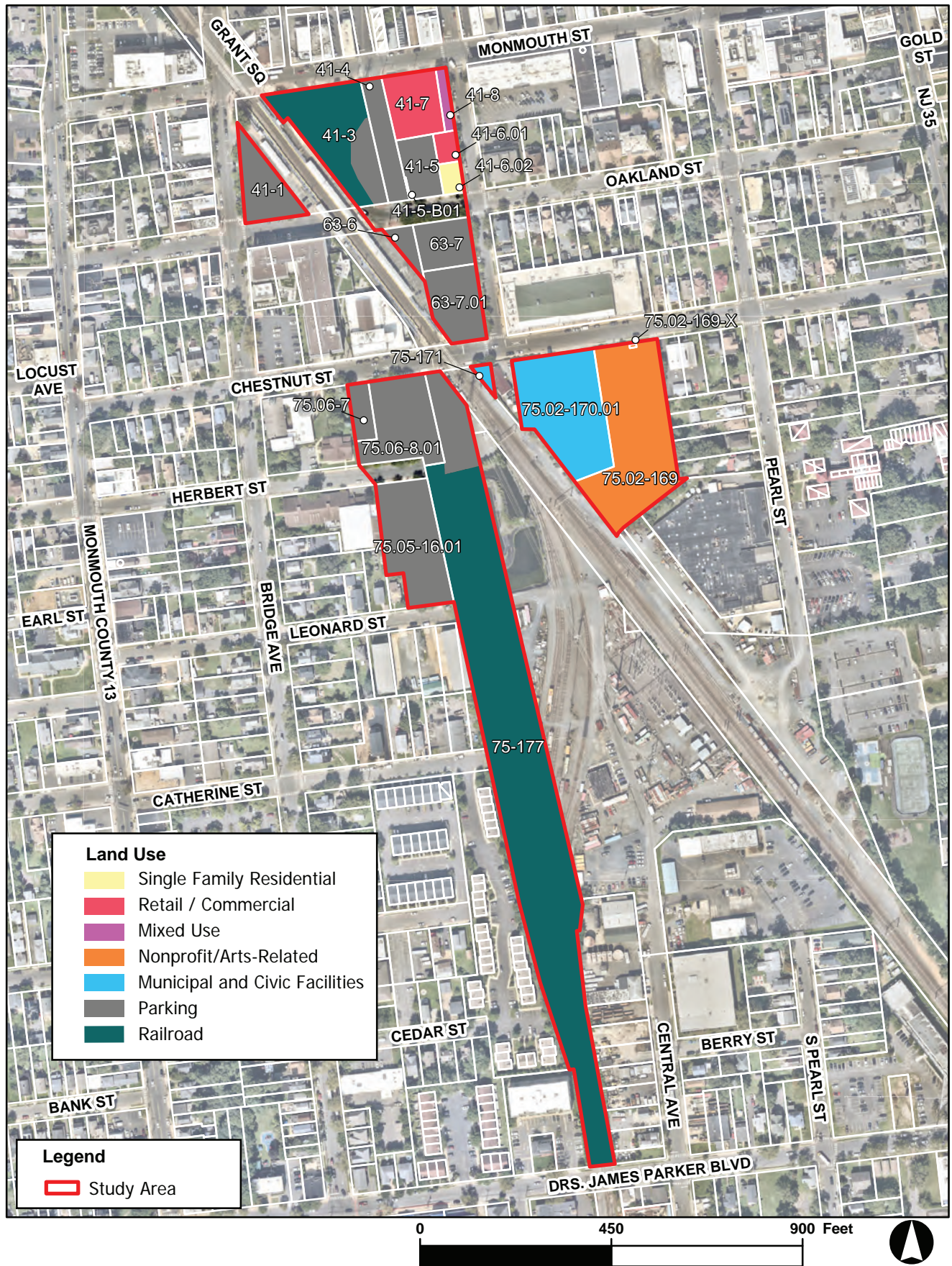


Figure 2: Land Use

Red Bank Train Station Redevelopment

Red Bank, NJ

Area in Need of Redevelopment Study

According to the New Jersey Department of Environmental Protection (NJDEP), the Borough's Department of Public Utilities is designated at both an active contamination site and a brownfield, placing it under regular monitoring by the department. No other properties within the study area have known contamination issues.

Zoning

As shown in Figure 4, several zoning districts are present within the study 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 study area is within a business zone (BR-1 or BR-2), except for a very small portion that is RB (residential). The BR-1 and BR-zones allow a range of uses including single-family residences, mixed-use developments, multifamily dwellings, offices, supermarkets, art studios, banks, and theaters. In addition, the BR-1 allows for cannabis delivery services. Table 1, following the figure, summarizes the relevant area/bulk provisions of the zoning districts in the study area.

The portion of the study 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. All permitted uses in the BR-1 and BR-2 zones are allowed in the TS zone, with non-residential uses permitted on the ground floor only. Within the overlay, buildings of up to 50 feet and residential densities of up to 35 units per acre are allowed, and parking requirements are reduced.

Block 41 is also located within the Borough's designated Rehabilitation Area, which covers most of the downtown area west of Broad Street. Although this designation was made in 2017, no redevelopment plan was ever prepared, and no development under the provisions of the LRHL appears to have occurred.

The Borough's Affordable Housing Overlay is also located directly adjacent to the study area, just west of the Rail Yard between Catherine Street and Cedar Street. This zone is intended to facilitate low- and moderate-income housing in townhouse or multifamily format. The overlay has been developed with apartments that include affordable units, adding residential uses to an area that also includes the Brownstones at Red Bank townhouse complex and River Street Commons age-restricted housing development, both on River Street.

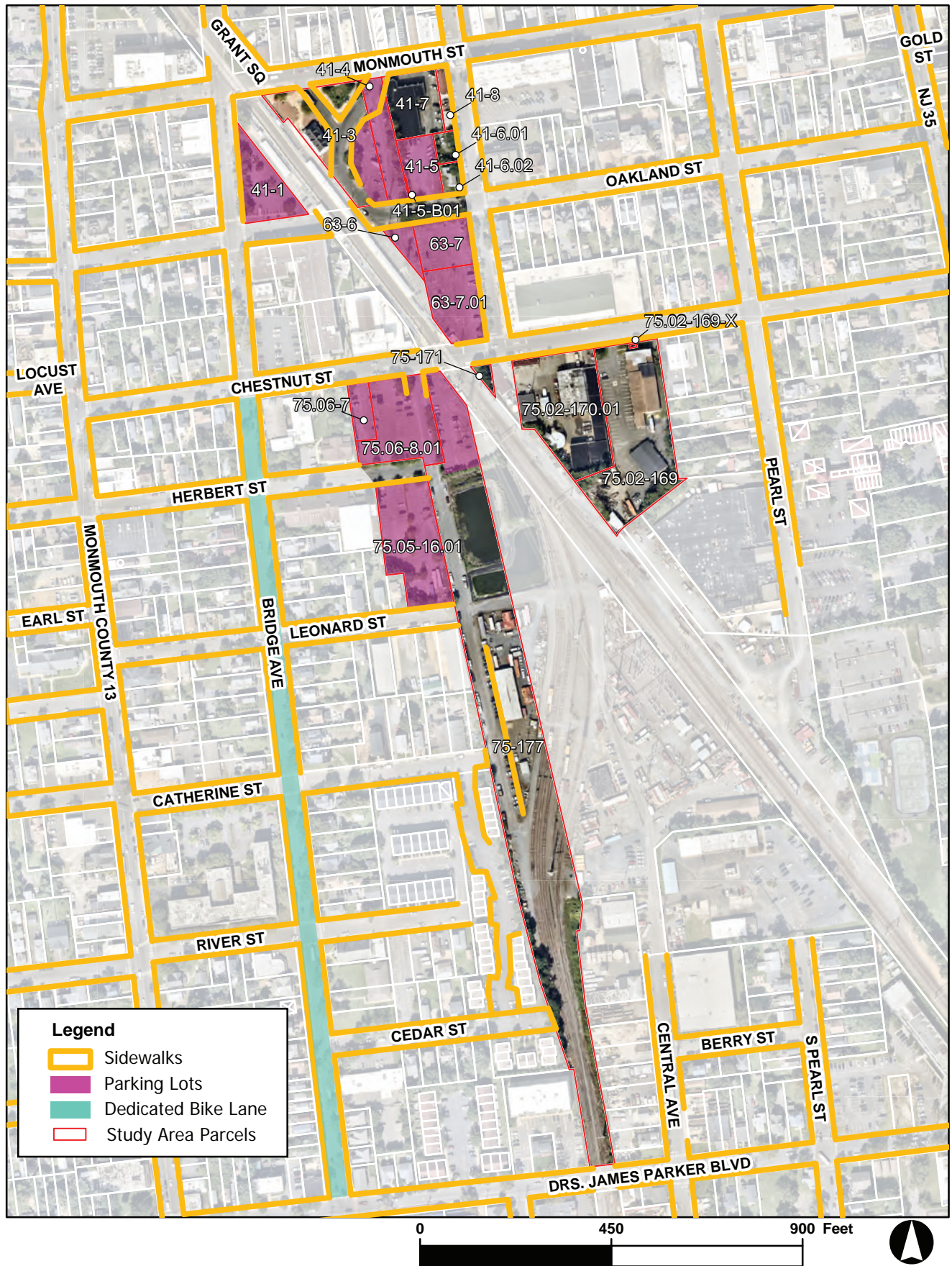


Figure 3: Sidewalks and Parking Lots

Red Bank Train Station Redevelopment

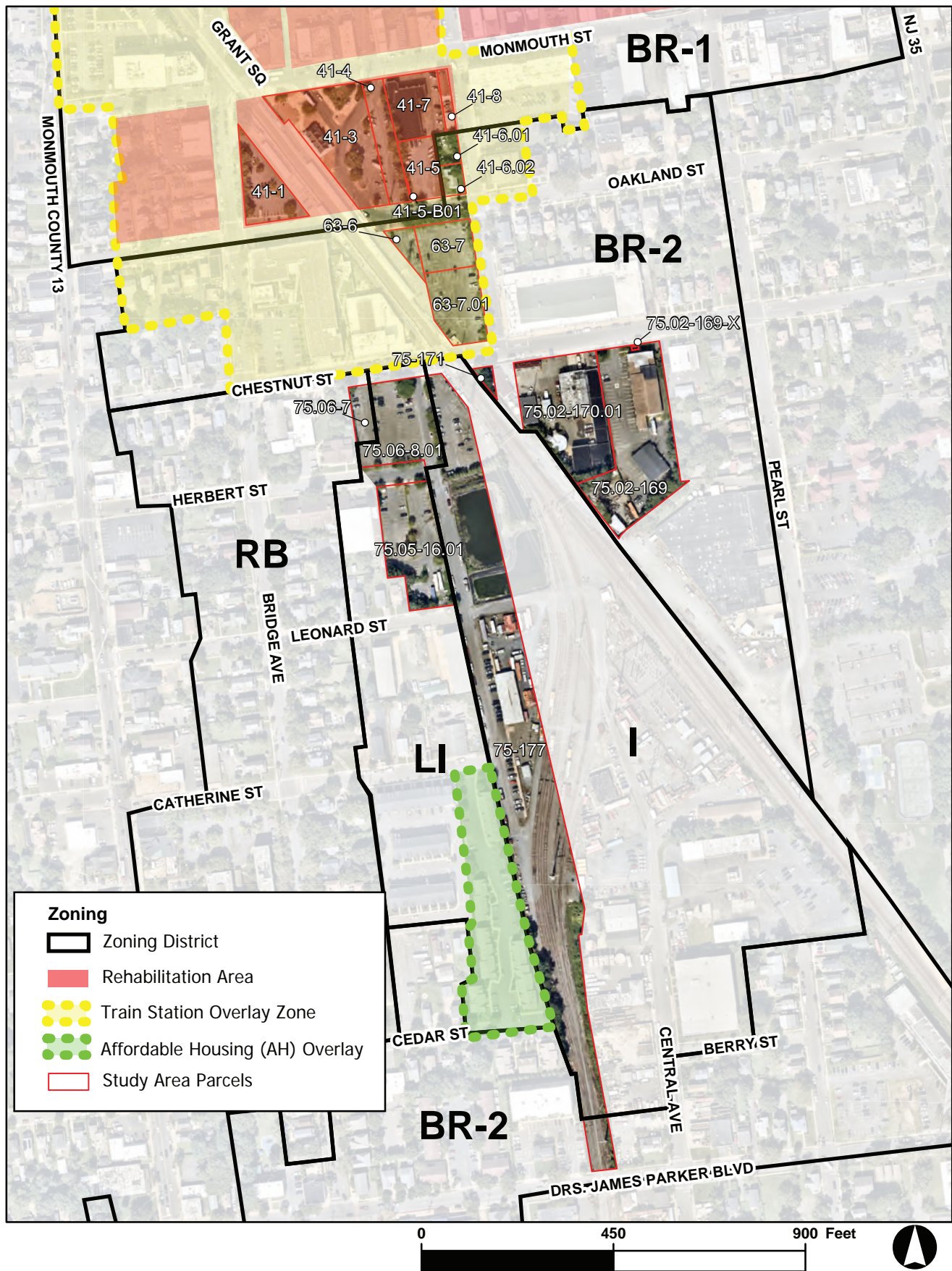


Figure 4: Zoning

Table 1: Summary of Zoning Requirements in the Study Area

District	Minimum Lot Area	Required Yards (in feet)			Building Height	Maximum Lot Coverage of Principal and Accessory Structures	Minimum Gross Habitable Floor Area	
		Front	Side (one)	Rear			One-Story	Two-Story
RB	3,500 sf	30	10	25	2 1/2 stories 35 ft	40%	900 sf	1,000 sf
BR-1	4,500 sf (Single-family and home professional offices) 45,000 sf (Garden apartments and apartment houses) 25,000 sf (Townhouses)	25	Varies from 10 – 15 depending on use	25	2 1/2 stories 35 ft (Single-family); Other Uses: 40 ft	Varies from 35 – 50% depending on use	Varies by use	Varies by use
BR-2	4,500 sf (Single-family and home professional offices) 45,000 sf (Garden apartments and apartment houses) 25,000 sf (Townhouses) 10,000 sf (Other Uses)	25	Varies from 10 – 15 depending on use	25	2 1/2 stories 35 ft (Single-family) Other Uses: 3 stories 40 ft	Varies from 35 – 50% depending on use	Varies by use	Varies by use
LI	-	-	-	10	3 stories 50 ft	65%	-	-
I	-	-	-	10	3 stories 50 ft	65%	-	-

Source: Borough of Red Bank

The 2022 Master Plan made several zoning-related recommendations affecting the study area. First, the Plan recommended that the Borough re-start the process of obtaining Transit Village designation by the New Jersey Department of Transportation (NJDOT). Red Bank had begun the work in 2018, but initial guidance from the State indicated that the existing TS overlay district alone was not effective enough at encouraging an appropriate scale of transit-oriented development. Thus, the Master Plan recommended replacing the overlay with a new transit-oriented development (TOD) district for an area encompassing both sides of the railroad tracks between Monmouth Street and East Leonard Street. This district would permit comparable uses to the BR districts and allow slightly higher height and density and parking flexibility in exchange for benefits including public parking, affordable housing, and high-quality design.

The Master Plan noted that the redevelopment process would also be an appropriate tool to facilitate higher-density TOD that achieves community benefits and suggested working with a designated developer to implement a vision for revitalization around the train station. The Plan's intent was that a redevelopment planning process could also serve to achieve Transit Village status.

Lastly, the Master Plan recommended reducing the downtown rehabilitation area to a more targeted area, and preparing a redevelopment plan to guide its revitalization. Given that the Plan suggested consideration for either a TOD district or a redevelopment designation for an area generally consistent with the study area, it is assumed that the rehabilitation area designation would be removed from Block 41, in favor of such potential changes.

The Borough has started implementation of some of these TOD-related recommendations, including preparing a self-assessment report as part of the State Plan Endorsement Process. This will incorporate a petition for reinstatement of the previous Regional Center designation, which expired in 2022.

Property Ownership and Tax Data

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

- ***NJ Transit and Related Entities:*** Lots 41-1, 41-3, 41-4, 63-6, 63-7, 63-7.01, 75.06-7, 75.06-8.01, and 75-177, totaling 8.42 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.
- ***KLE Properties, LLC:*** Lot 41-8, 0.09 acres.

Property tax data from Monmouth County were compiled to determine the assessed value of each property in the study area and current property taxes. As shown, even though the study area has a total assessed value of about \$13.5 million, it generated just \$109,530 in property taxes for 2023. This reflects the substantial public and nonprofit ownership of the parcels.

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Table 2: Tax Data for Study Area Parcels

Block/Lot	Owner	Size (Acres)	Use	Assessed Value (2024)			Taxes Paid (2023)
				Land Value	Improvement Value	Net Value	
41-1	NJDOT	0.41	Parking Lot	\$450,100	\$44,600	\$494,700	0
41-3	NJDOT	1.01	Train Station/Parking	\$1,419,000	\$541,300	\$1,960,300	0
41-4	NJ Transit	0.34	Parking	N/A	N/A	N/A	0
41-5 ¹	Denzar at Transit, LLC	0.28	Parking Lot/Billboard	\$938,200	\$24,600	\$962,800	\$19,275.26
41-6.01	Denzar at Transit, LLC	0.09	Parking Lot	\$161,700	\$2,700	\$164,400	\$3,289.28
41-6.02	Denzar at Transit, LLC	0.08	Single-Family	\$207,100	\$197,400	\$404,500	\$7,624.89
41-7	Denzar at Transit, LLC	0.43	Auto Service	\$1,008,000	\$1,054,300	\$2,062,300	\$40,666.62
41-8	KLE Properties, LLC	0.09	Restaurant/Apartments	\$317,600	\$792,500	\$1,110,100	\$21,699.68
63-6 ²	NJ Transit	0.11	Parking Lot	\$83,200	\$2,000	\$85,200	0
63-7	NJDOT	0.33	Parking Lot	\$523,900	\$20,800	\$544,700	0
63-7.01	NJDOT	0.47	Parking Lot	\$778,000	\$28,200	\$806,200	0
75-171	Borough of Red Bank	0.04	Public Works	\$25,800	\$3,900	\$29,700	0
75-177	NJ Transit	4.88	Rail Infrastructure	N/A	N/A	N/A	0
75.02-169 ³	Count Basie Theatre, Inc.	1.52	Office/Performance Space	\$787,500	\$1,130,100	\$1,917,600	\$14,070.06
75.02-170.01	Borough of Red Bank	1.15	Public Works	\$538,000	\$1450,000	\$1,997,000	0
75.05-16.01	Denholtz Chestnut, LLC	0.85	Parking Lot	\$96,600	\$57,000	\$153,600	\$2,904.72
75.06-7	NJDOT	0.16	Parking Lot	\$230,500	\$15,800	\$246,300	0
75.06-8.01	NJDOT	0.71	Parking Lot/Utilities	\$558,100	\$43,400	\$601,500	0
TOTALS		12.94				\$13,540,900	\$109,530.51

Source: Monmouth County Clerk, Open Public Records Search System (OPRS), 2024

¹ Block 41, Lot 5 includes a sub-lot, 5-B01, which corresponds to placement of a billboard.

² Block 63, Lot 6 includes Lot 5.01, which is identified on the land survey but not found in tax or GIS records. It is indistinguishable from Lot 6; both provide train station parking.

³ Block 75.02, Lot 169 is divided into two sub-blocks, 169 and 169X. Lot 169X is tax-exempt.

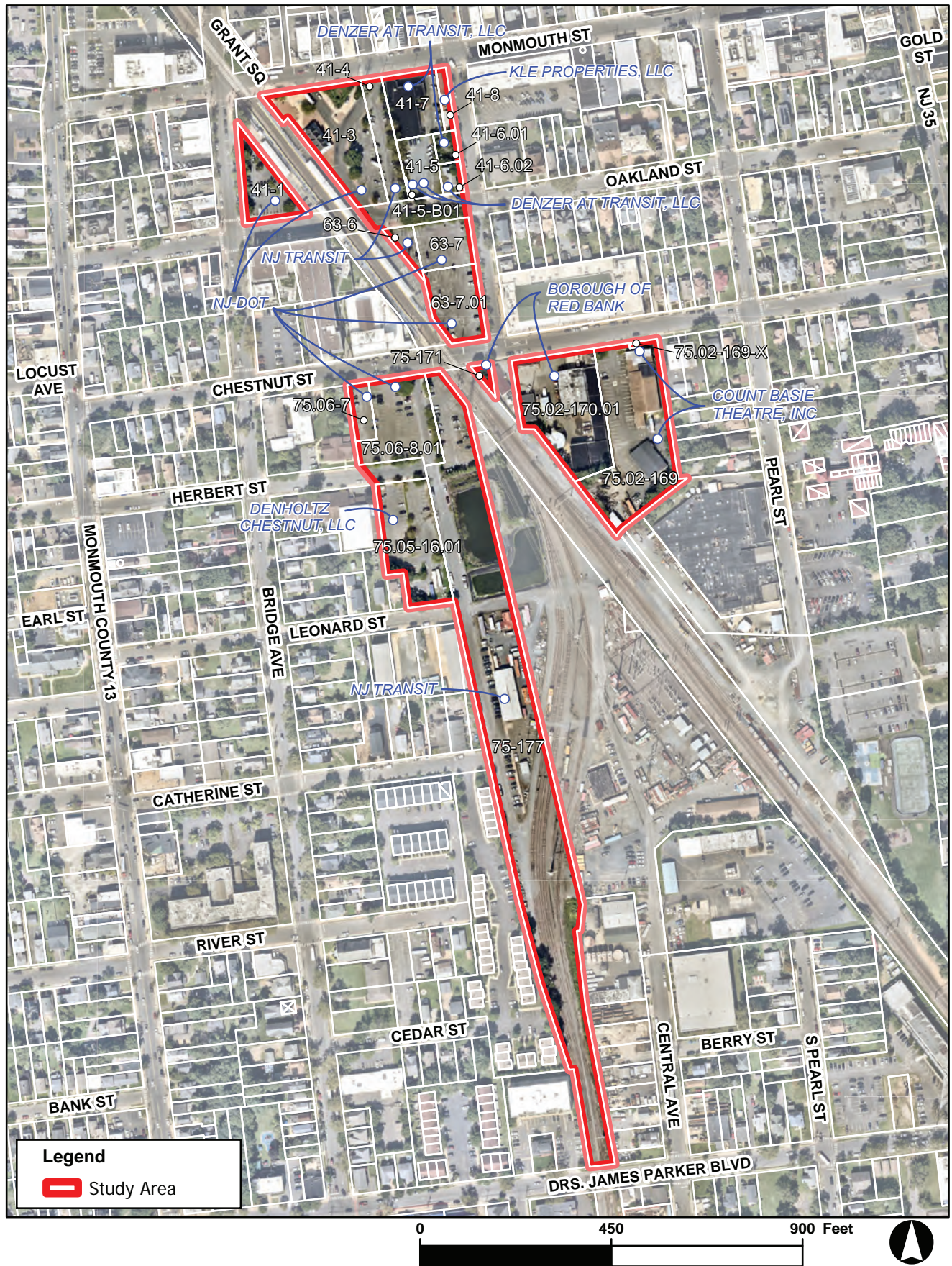


Figure 5: Property Ownership

Red Bank Train Station Redevelopment

Site Conditions

The following section describes, on a block-by-block basis, conditions of the study area parcels and is based on site visits conducted on July 19, 2022, (as part of the Borough's Master Plan process) and February 15, 2024. The second site visit included an extensive interview and walk-through of the DPW site with Red Bank's Director of Public Utilities. In addition, BFJ conducted a call on February 22, 2024, with representatives of NJ Transit, to discuss operations and conditions at the Rail Yard site. These representatives subsequently provided more detailed information on that site. A series of photos of the parcels follows the discussion.

Block 41

The western two-thirds of this block, consisting of the property owned by entities connected with NJ Transit, is devoted to surface parking (Lots 1 and 2, totaling 133 spaces) and infrastructure that directly serves the railroad station that runs between Lots 41-1 and 41-3. The parking itself is in reasonably good condition, although some cracking and fading of markings was evident, as is typical for heavily used transit lots. Parking utilization varies; the portions of the lots closest to Monmouth Street appeared to be the most heavily used, while the portion west of the tracks (Lot 41-1) was lightly used. In addition to parking, Lot 41-3 contains the historic train station building and kiosk, which have been restored but are not currently in use. There are two bus shelters on this lot, one facing southeast to serve the bus lane, and one facing north on Monmouth Street. Both lot 41-1 and 41-3 have bike racks and storage, waste receptacles, and signage to serve passengers. The bus and rail infrastructure within the study area is well-maintained. Lastly, the station area has decorative paving and lighting treatments; these are generally in good condition, although several lights were observed to be missing or broken.

Moving east, the next set of properties is held by a single owner (Denzert at Transit LLC). Lot 41-7 contains an auto repair facility, with a parking lot at the rear of the building (Lot 41-5) and another lot (Lot 41-6.01) that is gated and appears to serve as auto storage. Lot 41-5 is in poor condition, showing a mix of asphalt and gravel that has deteriorated over time. Lot 41-6.01 is asphalt and in fair condition, although aerial photos show evidence of cracks with grass growing. This lot is buffered on three sides by trees along the property lines. Lot 41-5-B01 contains a billboard that faces east/west. The building on Lot 41-7, constructed in 2000, is in good condition. Finally, Lot 41-6.02 is occupied by a single-family house and driveway. The home, built in 1920, is in fair condition, with some need for maintenance in terms of paint, condition of siding, and yard structures.

The final parcel on Block 41 is Lot 41-6.01, which contains Juanitos restaurant on the ground floor and apartments above. The building, which occupies the entirety of the parcel, was built in 1922 and is in good condition. Recent improvements appear to have been made, including a mural and provision for multiple dining spaces and a take-out area.

Except for isolated landscaped areas and plantings along the periphery of some parcels, all of Block 41 consists of impervious coverage. The 2023 Master Plan noted the area around the train station as a heat island, where the buildings and pavement magnify heat. The plan recommends reducing impervious coverage, through green infrastructure techniques, or – in the case of the station area – potentially through transit-oriented development that can reduce coverage.

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Block 63

The three study area parcels in this block are devoted to surface commuter parking (Lot 3, 143 spaces). The parking, which is very underutilized, is in good condition, with some cracking and fading of pavement markings. As with Block 41, bike racks and storage, waste receptacles, and signage are present at the station itself. Lighting is a mix of the decorative fixtures found on Block 41 and more typical fixtures.

Blocks 75 (including Lot 75-171) and 75.02

DPW Site

The western half of these blocks, Lots 75-171 and 75.02-170.01, is owned by the Borough and used as the DPW's headquarters and water treatment facility. Although the two lots are separated by a right-of-way (the end of West Street), they function as a single site. Approximately 30 employees are based at the location, with the Director of Public Utilities, foreman, Water & Sewer Supervisor, and clerical staff generally on-site.

This property is almost entirely impervious, covered with asphalt and structures. The northwest corner contains two trailers, one containing administrative offices, and the other containing the employee locker room, foreman's office, and restrooms. Both trailers were placed on the site about 20 years ago as temporary structures and are well past their useful life. The trailers are in deteriorating condition; for example, the awning on the administration trailer recently fell off, and both structures have significant wear on their siding that is creating issues with water and pest infiltration. The administration trailer has a wheelchair ramp, but the other trailer is not handicapped-accessible.

The eastern portion of the site contains several buildings for vehicle and equipment storage and maintenance. These buildings are a mix of concrete and masonry and have been modified over time. Each is showing substantial sign of wear, including cracked facades, broken windows, and deteriorated garage bay openings. Stormwater is handled with gutters that discharge onto the pavement and eventually into storm drains.

The remainder of the DPW site is devoted to parking for employees, the public, and vehicles and equipment; and water treatment facilities including the tanks and well, storage rooms for chemicals, and a generator. In addition, fuel tanks are present along the Chestnut Street frontage, serving DPW and other municipal vehicles.

The Director of Public Utilities reports a range of issues and constraints with the present site, including:

- DPW staff facilities are lacking both in condition and function. As noted, the trailers have deteriorated substantially. In addition, the department needs more office and administrative storage space, and has no dedicated meeting or training space.
- The area for circulation and parking is extremely limited, especially when snowplows are in use.
- Vehicle storage space is insufficient, meaning that some equipment must be stored outside, which shortens its lifespan.

- Issues of stormwater flooding, particularly along the southern and eastern portions of the site, have been noted. During heavy rains, flooding has been documented at the intersection of Chestnut and West Streets as far west as Bridge Avenue.

A reconfiguration of the DPW site to better function is highly constrained due to the water infrastructure (e.g., tanks, well, and pipes) that is on-site and cannot be relocated. As noted above, the site is designated at both an active contamination site and a brownfield, placing it under regular NJDEP monitoring.

Count Basie Site

Lots 75.02-169 and 75.02-169X contain support facilities for the Count Basie Performing Arts Center, including music instruction space and rehearsal and scenery/costume production space for Phoenix Productions, the community theater company that merged with the Count Basie in 2021. These functions are carried out in two buildings on the site, which are both served by a parking lot along the western property line. The masonry and concrete block buildings appear to be in generally good condition, as does the parking lot. However, a lack of property stormwater management means that gutters empty directly onto the pavement before reaching storm drains; this has resulted in asphalt damage due to consistent water flow. The southwest corner of the site, which has the ability to be gated from the rest of the property, appears to be serving as overflow vehicle and equipment storage for the DPW. It is not known if any agreement is in place for such use. This area was noted by the Director of Public Works as susceptible to stormwater flooding.

Block 75 (Lot 75-177 only)

Lot 75-177 is a very narrow parcel stretching from Chestnut Street at the north to Drs. James Parker Boulevard at the south. This lot contains a portion of the Red Bank Rail Yard, which extends further to the east to the NJ Transit railroad tracks. The Yard is used to house equipment and personnel responsible for maintaining the railroad, including the tracks and signal systems. About 105 NJ Transit employees work at the Rail Yard on an average weekly, with approximately 20 employees generally working on weekends. The rail right-of-way is part of the Red Bank – South Lakewood Conrail Shared Assets Operations (CSAO) non-passenger line. Lot 75-177 is gated at the northern end, with access restricted to authorized NJ Transit personnel only.

The northern portion of Lot 75-177, between Chestnut Street and Herbert Street, provides public commuter parking (Lot 4, 69 spaces), with a bus shelter along Chestnut Street. On-street employee parking continues along the lot's access road to the south. Peak utilization of employee parking is typically weekdays from 7 a.m. to 5 p.m. Between Herbert Street and East Leonard Street is a large detention basin, which extends into the adjacent parcel at the east, to the rail spur. The remainder of Lot 75-177 appears to be devoted to outdoor and indoor storage of equipment and additional parking, all to serve the maintenance of operations function of the Yard.

NJ Transit has no plans for capital improvements on Lot 75-177; however on the adjacent lot to the east, the agency plans to replace temporary trailers with a permanent crew quarters to provide office and administration space for about 30 personnel, together with additional parking. Cost of the new modular building and associated work has been estimated at \$7 million.

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In terms of environmental issues, the Rail Yard property has no known NJDEP-designated issues. NJ Transit's development partner, Denholtz Properties, is completing a Phase 1 Environmental Site Assessment as part of its due diligence.

Block 75.05

Lot 75.05-16.01 is owned by an affiliate of Denholtz Properties and is reserved for parking to serve the company's headquarters at 116 Chestnut Street. At the time of the site visit in February 2024, the parking lot was not in use; however it is generally in good condition, with well-maintained surfaces, lighting, and landscaping.

Block 75.06

Lots 75.06-7 and 75.06-8.01 provide additional permit commuter parking (Lot 5, 100 spaces). Though the lot is in fairly good condition, its pavement shows more wear than the other commuter lots, with evidence of cracking and significantly faded striping. This lot appears to be more heavily utilized than the commuter lots nearer the train station.

Block 41

Photos: BFJ Planning



Lot 41-1, looking east from Bridge Ave. to Red Bank station and The Rail.



Lot 41-4, Looking north toward Monmouth Street



Lot 41-3, bus shelter



Lot 41-3, historic train station building



Lot 41-7, looking south from Monmouth Street



Lot 41-8, looking south from Monmouth Street

Block 41

Photos: BFJ Planning



Lot 41-8, Juanito's Restaurant building, West Street frontage



Lot 41-6.02, looking south from Oakland Street



Lot 41-5-B01, billboard



Lot 41-5, looking south from Oakland Street



Lot 41-6.01, looking south from northern property line

Block 63

Photos: BFJ Planning



Block 63, looking southwest



Lot 63.7, looking northeast



Block 63, looking southeast

Block 75.05

Photos: BfJ Planning



Block 75, looking southwest



Block 75, looking southeast

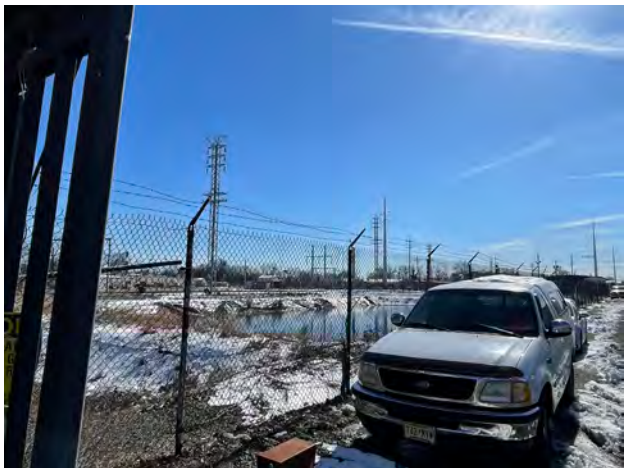
Block 175



Rail Yard gate, looking south



Rail Yard access road/parking, looking south



Detention pond

Block 75.06

Photos: BFJ Planning



Block 75.06, looking southeast



Block 75.06, Chestnut Street entrance to parking lot



Lot 75.06-8.01, looking south



Lot 75.06-7, looking southwest

Block 75.02 (Red Bank DPW Facility)

Photos: BFJ Planning



DPW frontage on Chestnut Street



DPW main office



DPW foreman's office/staff facilities



Water Department building



DPW parking lot circulation, looking north



Waste receptacles at rear of DPW storage building

Block 75.02 (Red Bank DPW Facility)

Photos: BFJ Planning



DPW storage building



Water treatment tank



DPW garage bays



Interior of DPW storage building



Additional DPW operation occurring on Chestnut Street

Block 75.02 (Count Basie Site)

Photos: BfJ Planning



Front building on Chestnut Street (Phoenix Productions)



Rear building



Parking lot looking north



Rear of property, looking southwest



Rear of property looking northwest



Drainage at rear of parking lot

Study Area Context

Photos: BFJ Planning



The Rail, Chestnut Street entrance



St. Anthony Parish Center



St. Anthony of Padua



Missing sidewalk on Herbert Street



St. Crispin House (St. Anthony outreach center)



Monmouth Street looking east

Study Area Context

Photos: BfJ Planning



Multifamily housing on Chestnut Street



Single-family housing on Chestnut Street

APPLICATION OF STATUTORY CRITERIA

Introduction

The “Blighted Areas Clause” of the New Jersey Constitution empowers municipalities to undertake a range of actions to further development of blighted areas:

“The clearance, replanning, development or redevelopment of blight areas shall be a public purpose and public use, for which private property may be taken or acquired. Municipal, public or private corporations may be authorized by law to undertake such clearance, replanning, development or redevelopment; and improvements made for these purposes and uses, or for any of them, may be exempted from taxation, in whole or in part, for a limited period of time during which the profits and dividends payable by any private corporation enjoying such tax exemption shall be limited by law. The conditions of use, ownership, management and control of such improvements shall be regulated by law.” NJ Constitution, Article VIII, Section 3, Paragraph 1.

The LRHL provides that a delineated area may be determined to be in need of redevelopment if “after investigation, notice and hearing...the governing body of the municipality by resolution concludes that within the delineated area” any of the following conditions are found:

- a. The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions.
- b. The discontinuance of the use of buildings previously used for commercial, manufacturing, or industrial purposes; the abandonment of such buildings; or the same being allowed to fall into so great a state of disrepair as to be untenable.
- c. Land that is owned by the municipality, the county, a local housing authority, redevelopment agency, or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography or nature of the soil, is not likely to be developed through the instrumentality of private capital.
- d. Areas with buildings or improvements which, by reason of dilapidation; obsolescence; overcrowding; faulty arrangement or design; lack of ventilation, light, and sanitary facilities; excessive land coverage; deleterious land use or obsolete layout; or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.
- e. A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property therein, or other similar conditions which impede land assemblage or discourage the undertaking of improvements, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to and serving the

public health, safety, and welfare, which condition is presumed to have a negative social or economic impact or otherwise being detrimental to the safety, health, morals, or welfare of the surrounding area or the community in general.

- f. Areas in excess of five contiguous areas, whereon buildings or improvements have been destroyed, consumed by fire, demolished, or altered by the action of storm, fire, cyclone, tornado, earthquake, or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.
- g. In any municipality in which an enterprise zone has been designated pursuant to the New Jersey Urban Enterprise Zone Act, the execution of the actions prescribed in that act for the adoption by the municipality and approval by the New Jersey Urban Enterprise Zone Authority of the zone development plan for the area of the enterprise zone shall be considered sufficient for the determination that the area is in need of redevelopment for the purpose of granting tax exemptions or the adoption of a tax abatement and exemption ordinance.
- h. The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.

The statute defines redevelopment to include “clearance, replanning, development and redevelopment; the conservation and rehabilitation of any structure or improvement; the construction and provision for construction of residential, commercial, industrial, public, or other structures; and the grant or dedication of spaces as may be appropriate or necessary in the interest of the general welfare for streets, parks, playgrounds, or other public purposes, including recreational and other facilities incidental or appurtenant thereto, in accordance with a redevelopment plan.

It should be noted that, under the definition of “redevelopment area” and “area in need of redevelopment” in the LRHL, individual properties, blocks, or lots that do not meet any of the statutory conditions above may still be included within an area in need of redevelopment, provided that within the area as a whole, one or more of the expressed conditions are prevalent. This provision is referred to as **Section 3** and is set forth under N.J.S.A. 40A-12A-3, which states that:

“a redevelopment area may include lands, buildings, or improvements which of themselves are not detrimental to public health, safety, or welfare, but the inclusion of which is found necessary, with or without change in this condition, for the effective redevelopment of the area of which they are a part.”

Redevelopment Case Law Background

There is an extensive case law history involving redevelopment in New Jersey, primarily concerning: 1) the evidentiary thresholds for supporting a redevelopment designation, and 2) the precise meaning of “blight” that meets both the statutory criteria in the LRHL and the State Constitution.

The most pertinent case is a 2007 New Jersey Supreme Court decision, *Gallenthin Realty v. Borough of Paulsboro* (“*Gallenthin*”), which established precedence regarding both the standard of proof for March 8, 2024

redevelopment designation and for the definition of blight. According to the case, a “municipality must establish a record that contains more than a bland recitation of the statutory criteria and declaration that those criteria are met.” Here, the Court noted that municipal redevelopment designations must be supported by substantial evidence on the record, based on a specific and thoughtful application of the statutory criteria to the existing conditions of properties being studied. In addressing the meaning of “blight, *Gallenthin* found that only parcels that are truly “blighted” should be designated as “in need of redevelopment,” and further noted that parcels designated using criterion “e” should be confirmed to be underutilized due to the condition of the title and diverse ownership of the real property. Previously municipalities often used criterion “e” as a “catch-all” to apply to property that was not put to optimum use and may have been more financially beneficial if redeveloped. The *Gallenthin* decision acted to constrain the scope of property that previously was considered to qualify as “in need of redevelopment,” and highlighted the need to exercise due diligence when the basis of the redevelopment designation is underutilization or obsolescence.

However, a later Supreme Court case, *62-64 Main Street LLC v. Mayor & Council of the City of Hackensack* (2015) clarified that a blight designation does not require a finding that the property in question “negatively affects surrounding properties.” This decision has been interpreted as generally making it easier for municipalities to designate properties as in need of redevelopment, although the Court again cautioned municipalities of their “obligation to rigorously comply with the statutory criteria for determining whether an area is in need of redevelopment.”

Lastly, a 2004 court case is particularly relevant to this study area, given the significant presence of surface parking. In *Concerned Citizens of Princeton Inc. v. Mayor & Council of the Borough of Princeton*, the Appellate Division found that the redevelopment designation of a surface parking lot in downtown Princeton was supported by substantial evidence of “obsolescence” detrimental to the welfare of the community. In this case, the court accepted the experts’ reasons that the surface parking was “not fully productive” and brought “no tax revenue to the Borough,” and that the lot “negatively affected [Princeton’s] economic vitality” because it impeded walkability for shoppers and visitors. As this case pre-dates the *Gallenthin* decision, it must be interpreted in the context of the Supreme Court’s admonition to undertake a detailed application of the statutory criteria for “area in need of redevelopment” designation, and not rely on broad interpretations of underutilization.

The above case law has been carefully considered in the evaluation of the study area properties on whether they meet the criteria for redevelopment designation.

Evaluation of Study Area by Statutory Criteria

The table below summarizes this report’s conclusions on the applicability of the statutory criteria in the LRHL (see p. 6-7 above) to each parcel within the study area. Following the table is a discussion of how the criteria apply to each parcel. In summary, the results of the preliminary investigation indicate that all of the study area, with the exception of Block 41, Lot 8, meets the criteria for designation as an “area in need of redevelopment” in accordance with N.J.S.A. 40:12A, as described below.

Table 3: Summary of Statutory Criteria

Block/Lot	Size (Acres)	Criteria								Section 3
		A	B	C	D	E	F	G	H	
41-1	0.41				x				x	
41-3	1.01				x				x	
41-4	0.34				x	x			x	
41-5	0.28				x				x	
41-5-B01	N/A				x	x			x	
41-6.01	0.09				x				x	
41-6.02	0.08								x	x
41-7	0.43								x	x
41-8	0.09								x	
63-6 ¹	0.11				x				x	
63-7	0.33				x				x	
63-7.01	0.47				x				x	
75-171	0.04	x			x					
75-177	4.88				x				x	
75.02-169	1.52									x
75.02-170.01	1.15	x			x					
75.05-16.01	0.85				x				x	
75.06-7	0.16				x				x	
75.06-8.01	0.71				x				x	

¹ Block 63, Lot 6 includes Lot 5.01, which is identified on the land survey but is not found in tax or GIS records. Lot 5.01 is indistinguishable from Lot 6, with both providing train station parking.

Criterion A

The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions.

This criterion applies to the DPW site, Blocks 75-171 and 75.02-170.01. As discussed above, most of the structures on the property are either well past their useful life (in the case of the trailers) or in a deteriorated condition such that they impede the necessary operation of a municipal public works facility and create potential issues affected safety and environmental quality. The site has insufficient space for safe and functional parking, circulation, and storage of necessary materials, and the buildings are inadequate to serve the needs of employees.

Criterion B

The discontinuance of the use of buildings previously used for commercial, manufacturing, or industrial purposes; the abandonment of such buildings; or the same being allowed to fall into so great a state of disrepair as to be untenable.

None of the parcels in the study area meet this criterion.

Criterion C

Land that is owned by the municipality, the county, a local housing authority, redevelopment agency, or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to

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developed sections or portions of the municipality, or topography or nature of the soil, is not likely to be developed through the instrumentality of private capital.

None of the parcels in the study area meet this criterion. Although a number of individual parcels are owned by municipal or other public entity (i.e., NJ Transit), we do not believe that they meet the threshold for Criterion C. All parcels in the study area are well-located within Red Bank, have full access to developed areas, and exhibit topography and other conditions that could offer development potential.

Criterion D

Areas with buildings or improvements which, by reason of dilapidation; obsolescence; overcrowding; faulty arrangement or design; lack of ventilation, light, and sanitary facilities; excessive land coverage; deleterious land use or obsolete layout; or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.

This criterion applies to the following parcels:

- **Block 41, Lots 1, 3, 4, 5, 5-B01, and 6.01:** Lots 1, 3, and 4 are commuter parking lots, which appear to be highly underused and represent an obsolete and inefficient solution to Red Bank’s utilization of land. The large paved areas disrupt the otherwise walkable street grid, create a heat island effect, and exacerbate stormwater management issues. They also serve to divide the Shrewsbury Avenue local business corridor from Red Bank’s downtown core. As noted in the 2023 Master Plan:

Smart and creative infill development in this area [at and near the train station] 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.

The parking lot areas would benefit from more modern and thoughtful development that maintains access to the train station while improving multimodal connectivity and design aesthetics, reducing impervious coverage, and creating a sense of place.

Lots 5 and 6.01 are associated with the existing auto repair facility found on Lot 7 in the same block. They represent an inefficient and inappropriate use of land that is steps from a commuter rail station and within a dense downtown environment. Lot 5 is in poor condition due to deteriorated pavement, while Lot 6.01 also exhibits pavement issues and, in its current configuration, lacks direct access to a street. Lot 5-B01 contains a billboard, which is a prohibited use in the Borough. The Master Plan supports the elimination over time of these nonconforming structures, which it notes detract from “the character and aesthetic value” of the downtown.

- **Block 63, Lots 6, 7, and 7.01:** These are commuter lots, which like those discussed above are significantly underused and inappropriate within a dense, transit-oriented area.

- **Block 75, Lots 171 and 177:** Lot 171 is part of the DPW site which, as discussed above under Criterion A, has deteriorated structures, a faulty layout, and inadequate facilities – all of which make it functionally obsolete. The Master Plan noted these issues with the DPW site, recommending the Borough undertake analysis and planning for options to improve the facility, potentially through expansion onto the adjacent privately owned site. This option was previously identified in a study undertaken for the Borough.

Lot 177 contains commuter parking and a portion of the Red Bank Rail Yard. The parking portion, like the lots discussed above, is an inappropriate use of land within a transit-oriented, downtown area. Although the lot appears to be more utilized than those closer to the station, utilization remains below pre-pandemic levels, reflecting long-term shifts in the nature of work and commutation. The rest of this lot serves the rail maintenance operations. Although this function is critical and must remain, the inefficient arrangement of the parcel means that a large amount of land area is devoted to employee parking, outdoor storage, and a detention pond whose purpose and need are not clear.

- **Block 75.02, Lot 170.01:** This lot contains the bulk of the DPW facility and meets Criterion D for the reasons discussed above.
- **Block 75.05, Lot 16.01:** This privately owned parking lot does not appear to be in use. Even more so than the commuter lots, it represents an inefficient and inappropriate use of land proximate to transit, and is not consistent with the Master Plan’s vision for transit-oriented development. In addition, the presence of this large, unoccupied lot detracts from the adjacent nonprofit and residential uses to the west.
- **Block 75.06, Lots 7 and 8.01:** These commuter lots, like those discussed above, are underused and inappropriate within a dense, transit-oriented area.

Criterion E

A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property therein, or other similar conditions which impede land assemblage or discourage the undertaking of improvements, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to and serving the public health, safety, and welfare, which condition is presumed to have a negative social or economic impact or otherwise being detrimental to the safety, health, morals, or welfare of the surrounding area or the community in general.

This criterion applies to Block 41, Lots 4 and 5-B01. Lot 4 is owned by NJ Transit and functions, together with the adjacent Lot 3, as commuter parking. However, this lot is severely constrained by the presence, via easement, of the high-tension electrical lines, along with the narrowness of the lot, which would limit development potential even without the utilities. Lot 5-B01 is not a buildable lot due to size, and contains only a billboard, which is a prohibited use. It is not clear whether the owner of this lot, which also holds several lots in this block, also owns the billboard itself. If any leasing arrangement are in place for the

billboard structure, this would impair the ability of Lot 5-B01 to be developed, even if assembled with other parcels as it has been.

Criterion F

Areas in excess of five contiguous areas, whereon buildings or improvements have been destroyed, consumed by fire, demolished, or altered by the action of storm, fire, cyclone, tornado, earthquake, or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.

None of the parcels in the study area meet this criterion.

Criterion G

In any municipality in which an enterprise zone has been designated pursuant to the New Jersey Urban Enterprise Zone Act, the execution of the actions prescribed in that act for the adoption by the municipality and approval by the New Jersey Urban Enterprise Zone Authority of the zone development plan for the area of the enterprise zone shall be considered sufficient for the determination that the area is in need of redevelopment for the purpose of granting tax exemptions or the adoption of a tax abatement and exemption ordinance.

None of the parcels in the study area meet this criterion.

Criterion H

The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.

The majority of the study area parcels meet this criteria, because their redevelopment would be consistent with smart growth planning principles, as consistent with the Master Plan's recommendation for creation of a new TOD zoning district and establishment of a Transit Village.² The parcels that do not meet Criterion H are the DPW and Count Basie sites (Lots 75-171, 75.02-169, and 75.02-170.01). These are not designated in the Master Plan as targeted for TOD.

As noted in the *Complete Guide to Planning in New Jersey (Fourth Edition, 2018)*, published by the New Jersey Chapter of the American Planning Association, the standards for meeting criteria "h" have not been established since this criterion was added to the LRHL in 2003. Thus, according to the *Redevelopment Handbook: A Guide to Rebuilding New Jersey's Communities (Second Edition, 2011)*, "it would be prudent to consider its use to supplement one or more of the other criteria and not as the sole basis of a redevelopment designation."

However, the *Complete Guide to Planning in New Jersey* further notes that a number of State agencies have formulated rules and policies regarding smart growth that factor into allocating the State's investments and resources. As a result, "it can be argued that a site, considered to be located in a "smart growth area" according to a State agency's definition, should satisfy the 'h' criteria.

² See Red Bank Master Plan, Figure 43, p. 98.
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The New Jersey Department of Community Affairs has designated as “Smart Growth Areas” those areas of the state that are in metropolitan or suburban planning areas, designated centers, Meadowlands smart growth areas, Pinelands smart growth areas, and villages and towns. As noted above, Red Bank was previously designated as a Regional Center, which would thus fall within that designation. Although the designation expired in 2022, the Borough is seeking reinstatement as part of the State Plan Endorsement Process.

The Smart Growth principles established by the Smart Growth Network and cited by the U.S. Environmental Protection Agency include:

- Mix land uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, farmland, natural beauty, and critical environmental areas.
- Strengthen and direct development towards existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost effective.

Section 3

“...lands, buildings, or improvements which of themselves are not detrimental to public health, safety, or welfare, but the inclusion of which is found necessary, with or without change in this condition, for the effective redevelopment of the area of which they are a part.”

Section 3 of the LRHL applies to Block 41, Lots 6.02 and 7; Block 75.02, Lot 169. Lot 41-6.02 is a single-family home in fair condition, and only meets Criterion H, by virtue of its location within the area identified by the Master Plan for TOD. However, designation of this property as in need of redevelopment would help to effectuate a stronger potential design, as it would allow potential development to be “squared off” at the corner of Oakland and West Streets, providing for additional street frontage and site access.

Similarly, Lot 41-7, the auto repair facility, does not by itself meet any of the development criteria except Criterion H. However, it functions together with Lots 41-5 and 41-6.01, which do meet other criteria. If these other sites are potentially redeveloped, the current use of Lot 41-7 would be severely constrained, as it would lose adjacent parking areas that are likely required in the course of auto repair operations.

Lastly, Lot 75.02-169 does not meet any of the redevelopment criteria, but its inclusion in a redevelopment designation would greatly enhance the potential for the adjacent DPW site to be reconfigured and upgraded to better function. In particular, the southwest portion of Lot 169 does not appear to be serving the rest of the site and could be combined with the adjoining lot to make additional room for DPW-related operations. Such a use of this portion of Lot 169 also creates the opportunity to improve stormwater conditions that affect both lots and the wider area.

PLANNING CONCLUSION

This analysis reveals that the study area, with the exception of Block 41, Lot 8, displays characteristics that justify its designation as a redevelopment area in accordance with the statutory criteria. Lot 8 only meets Criterion H, given its location within the area identified in the Master Plan for TOD. State planning policy and case law suggest that meeting Criterion H alone is not sufficient to justify redevelopment designation.

If a redevelopment designation is desired to be undertaken by the Borough, the following steps would be necessary:

1. Upon the Planning Board's hearing on the preliminary investigation to determine whether the proposed area is a redevelopment area, the Planning Board is required to forward its recommendation to the Governing Body as to whether or not the area should be designated as an area in need of redevelopment.
2. After receiving the recommendation of the Planning Board, the Governing Body may adopt a resolution designating the delineated site for redevelopment.
3. The Governing Body, after adopting a resolution to delineate the redevelopment area, may direct the Planning Board to prepare a redevelopment plan pursuant to the applicable redevelopment statute. The redevelopment plan would then be prepared by the Planning Board and subsequently forwarded to the Governing Body for adoption. The redevelopment plan is required to include an outline for the planning, development, redevelopment, or rehabilitation of the project area sufficient to indicate:
 - a. The relationship to define local objectives as to appropriate land uses; population density; traffic, public transportation, utilities, recreation and community facilities, and other public improvements.
 - b. Proposed land uses and building requirements in the study area.
 - c. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe, and sanitary dwelling units affordable to displaced residents will be available in the existing local housing market.
 - d. Identification of any property within the redevelopment area that is proposed to be acquired in accordance with the redevelopment plan.
 - e. Any significant relationship of the redevelopment plan to the master plans of contiguous municipalities, the County master Plan, and the State Development and Redevelopment Plan.

Non-Condensation Area in Need of Redevelopment Study

Block 41, Lot 2

Block 63, Lot 5

Block 75, Lots 104, 104.01, 172, and 178

Borough of Red Bank, NJ

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Red Bank, NJ

Area in Need of Redevelopment Study

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Appendix: Resolutions and Supporting Documentation

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Area in Need of Redevelopment Study

Red Bank, NJ

Area in Need of Redevelopment Study

INTRODUCTION

On December 14, 2023, the Red Bank Borough Council (“Governing Body”) directed the Planning Board to conduct a preliminary investigation to determine if the following properties in the vicinity of the Red Bank train station constituted a “non-condemnation area in need of redevelopment” under the non-condemnation provisions of the New Jersey Local Redevelopment and Housing Law (LRHL) (see the resolution in the Appendix).

- Block 41, Lots 1, 3, 4, 5, 6.01, 6.02, 7, and 8
- Block 63, Lots 5.01, 6, 7, and 7.01
- Block 75, Lots 171 and 177
- Block 75.02, Lots 169 and 170.01
- Block 75.05, Lot 16.01
- Block 75.06, Lots 7 and 8.01

Upon completion of the designation study, the Planning Board recommended to the Governing Body that the above parcels, with the exception of Block 41, Lot 8, met the criteria for designation as an area in need of redevelopment. The Governing Body adopted a resolution on April 25, 2024, designating the recommended parcels, totaling about 13 acres, as an area in need of redevelopment and directing the Planning Board to prepare a redevelopment plan for the area (see the resolution in the Appendix).

While drafting the redevelopment plan, it was found that additional sites must 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), to conduct an investigation as to whether the following additional properties (“Study Area”) meet the LRHL criteria and should be added to the existing designated non-condemnation area in need of redevelopment:

- Block 41, Lot 2
- Block 63, Lot 5
- Block 75, Lots 104, 104.01, 172, and 178

These additional parcels are owned by NJ Transit and are directly related to infrastructure supporting either the train station or the rail yard. The parcels were contemplated as supporting a comprehensive redevelopment of the area but were inadvertently not included in the prior investigation study. NJ Transit provided email correspondence to the Borough that it “is agreeable to the inclusion of the parcels” for the proposed redevelopment area boundaries. The agency noted it “will reserve all applicable rights and restrictions needed to meet its current and future operational needs.”

The purpose of this report is to determine whether the Study Area qualifies as a “redevelopment area” pursuant to the applicable provisions of N.J.S.A. 40A:12A-5. This analysis concludes that, based upon an examination of existing conditions; site inspections; review of historic data and reports related to the site and building conditions; an assessment of the surrounding development pattern; Master Plan goals, objectives, policy statements, and land use recommendations; zoning provisions; and an evaluation of the statutory criteria, all of the Study Area satisfies the criteria for such a designation. The basis for this conclusion, as well as recommendations for next steps, are detailed in the body of this report.

LEGAL AUTHORITY AND PROCESS

New Jersey's LRHL empowers local governments to initiate a process by which designated properties that meet certain statutory criteria can be revitalized in order to advance the public interest. In granting to municipalities the authorization to designate certain lands as "in need of redevelopment or rehabilitation," the LRHL recognizes that:

"There exist, have existed and persist in various communities of this State conditions of deterioration in housing, commercial and industrial installations, public services and facilities and other physical components and supports of community life, and improper, or lack of proper development which result from forces which are amenable to correction and amelioration by concerted effort of responsible public bodies, and without this public effort are not likely to be corrected or ameliorated by private effort."

Once an area is designated "in need of redevelopment," in accordance with statutory criteria, municipalities may adopt redevelopment plans and employ various planning and financial tools to make redevelopment projects more feasible and remove deleterious conditions. A redevelopment designation may also qualify projects in the redevelopment area for financial subsidies or other incentive programs offered by the State of New Jersey.

Redevelopment Procedure

The LRHL requires local governments to follow a process involving a series of steps before they may exercise powers under the statute. The process is designed to ensure that the public is given adequate notice and opportunity to participate in the public process. Further, the redevelopment process requires that the Governing Body and Planning Board coordinate to ensure that all redevelopment actions consider the municipal Master Plan. The steps required are generally as follows:

1. The Governing Body must adopt a resolution directing the Planning Board to perform a preliminary investigation to determine whether a specified area is in need of redevelopment according to criteria set forth in the LRHL (N.J.S.A. 40A:12A-5).
2. The resolution authorizing the Planning Board to undertake a preliminary investigation shall state whether or not the redevelopment area in determination shall authorize the municipality to use all those powers for use in a redevelopment, including eminent domain (i.e., whether the area is to be a condemnation redevelopment area or a non-condemnation redevelopment area).
3. The Planning Board must prepare and make available a map delineating the boundaries of the proposed redevelopment area, specifying the parcels to be included and investigated. A statement setting forth the basis of the investigation or the preliminary statement should accompany this map.
4. The Planning Board must conduct the investigation and produce a report presenting the findings. The Board must also hold a duly noticed hearing to present the results of the investigation and to

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Area in Need of Redevelopment Study

allow interested parties to give testimony. The Planning Board may then adopt a resolution recommending a course of action to the Governing Body.

5. The Governing Body may accept, reject, or modify this recommendation by adopting a resolution designating lands recommended by the Planning Board as an “Area in Need of Redevelopment.” The Governing Body must make the final determination as to the Non-Condensation Redevelopment Area boundaries.
6. If the Governing Body resolution assigning the investigation to the Planning Board states that the redevelopment determination shall establish a Condemnation Redevelopment Area, then the notice of the final determination shall indicate that: (i) the determination operates as a finding of public purpose and authorizes the municipality to exercise the power of eminent domain to acquire property in the redevelopment area, and (ii) legal action to challenge the final determination must be commenced within 45 days of receipt of notice and that failure to do so shall preclude an owner from later raising such a challenge.¹
7. A Redevelopment Plan may be prepared establishing the goals, objectives, and specific actions to be taken with regard to the “Area in Need of Redevelopment.”
8. The Governing Body may then act on the Plan by passing an ordinance adopting the Plan as an amendment to the municipal Zoning Ordinance.
9. Only after completion of this process is a municipality able to exercise the powers under the LRHL.

Study Process and Scope

In satisfaction of #1 and #2 above, the Red Bank Borough Council, by a resolution dated January 23, 2025, directed the Planning Board to conduct a preliminary investigation to determine whether the identified parcels constitute a non-condemnation area in need of redevelopment according to the criteria set forth in the LRHL. The resolution is included in the appendix to this report.

In furtherance of #3 and #4 above, this Preliminary Investigation will determine whether the identified parcels meet the statutory requirements under N.J.S.A. 40A:12A-5 for designation as a non-condemnation “area in need of redevelopment.”

The scope of work for the investigation included the following: land use review; assessment of property and building conditions; occupancy and ownership status; review of tax data and aerial photos; and review of the Borough’s zoning ordinance, zoning map, and 2023 Master Plan.

¹ Pursuant to Borough Council Resolution No. 25-26, the Red Bank Planning Board is only authorized to conduct an investigation to determine if the Study Area satisfies the criteria in the LRHL for designation as a “non-condemnation redevelopment area.” Eminent domain is not being considered for this Study Area.

EXISTING CONDITIONS

Site Overview

The area being studied for potential designation as a redevelopment area is shown in blue in Figure 1, with the previously designated area shown in red. The Study Area incorporates the NJ Transit railroad track right-of-way between Monmouth Street at the north and Drs. James Parker Boulevard at the south, as well as portions of commuter Lot #4 and the Red Bank Rail Yard that were not previously designated.

The 13.01-acre Study Area is in the west-central portion of Red Bank, centered at the NJ Transit train station and adjacent to the Shrewsbury Avenue commercial corridor. The area is walkable to the Borough's Central Business 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 Business District, and thus appropriate for new development that furthers an active downtown environment.

As shown in Figure 2, the primary land use in the Study Area is rail-related infrastructure, either for the passenger rail line or the Red Bank Rail Yard. Block 75, Lot 172 and a portion of Block 75, Lot 104 are part of NJ Transit's commuter Lot #4. Surrounding properties are a mix of surface parking; local businesses; single- and two-family homes; apartment buildings; and community uses such as the Red Bank Armory, Borough Department of Public Utilities complex, office/performance space for Count Basie Center for the Arts, and St. Anthony of Padua Catholic Church. Other public-oriented uses are walkable to the Study Area, including the Count Basie Center for the Arts, Two River Theater, the Borough's Senior Center, the Post Office, and 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 in or near the Study Area.

All of the properties in the Study Area are owned by NJ Transit or related entities (see Figure 3) and, as a result, are tax-exempt.

In addition to passenger rail, the Study Area is served by NJ Transit's bus system, with a bus stop providing service on the Route 832, 834, and 838 bus lines. The Study Area is also near the Borough's only designated bike lane, on Bridge Avenue between Chestnut Street and Drs. James Parker Boulevard. As shown in Figure 4, sidewalks are present throughout the area, but they vary in condition, and the at-grade railroad tracks disrupt the pedestrian environment, especially on Monmouth Street and Chestnut Street.

The Study 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 Study 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 Study Area. In addition, a high-tension electrical line runs north-south through part of the Study Area, crossing the railroad tracks at Chestnut Street just west of the DPW site.

According to the New Jersey Department of Environmental Protection (NJDEP), the Borough's Department of Public Utilities is designated at both an active contamination site and a brownfield, placing it under regular monitoring by the department. No other properties within the Study Area have known contamination issues.

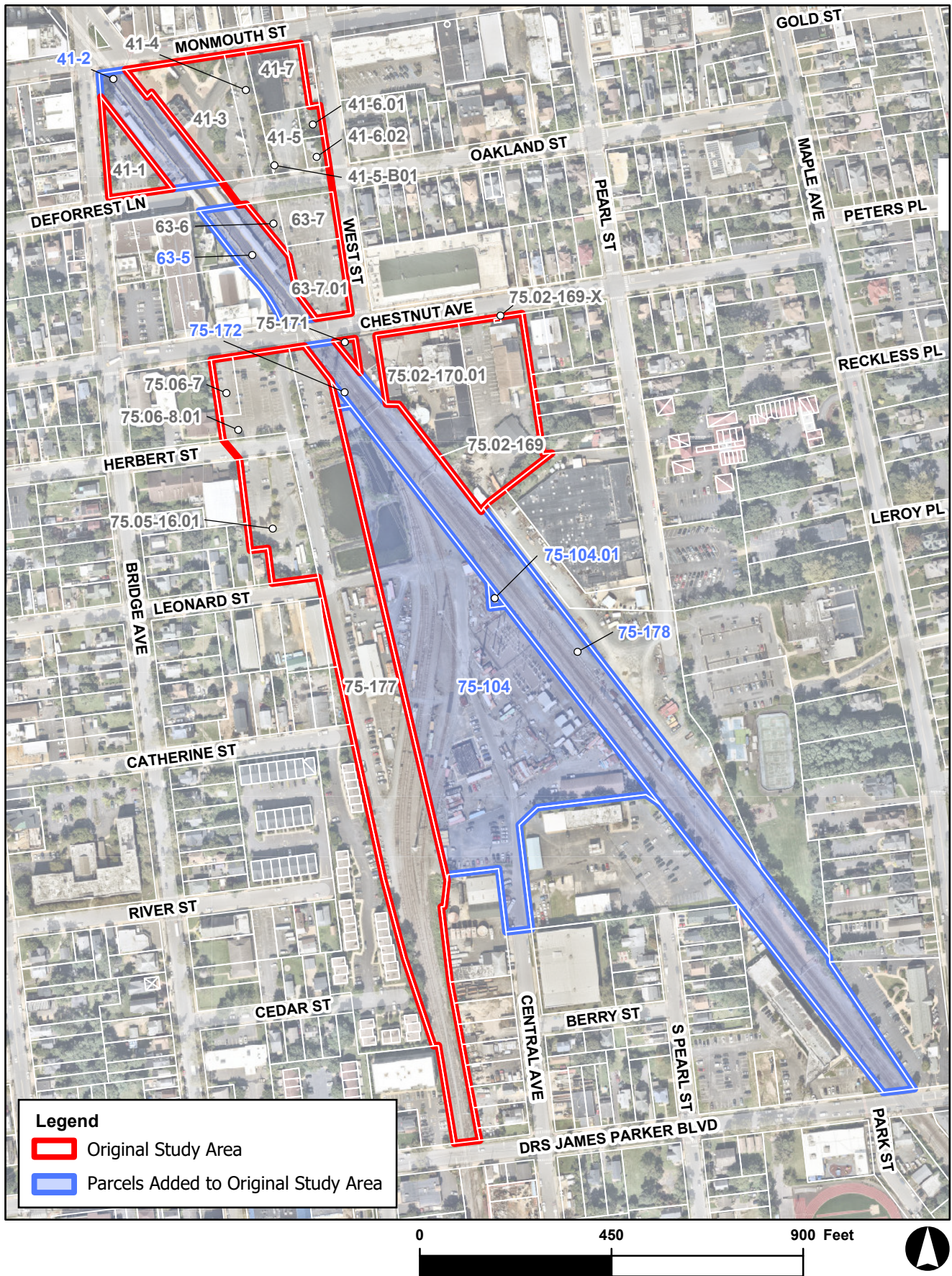


Figure 1: Map of Potential Redevelopment Area

Red Bank Train Station Redevelopment

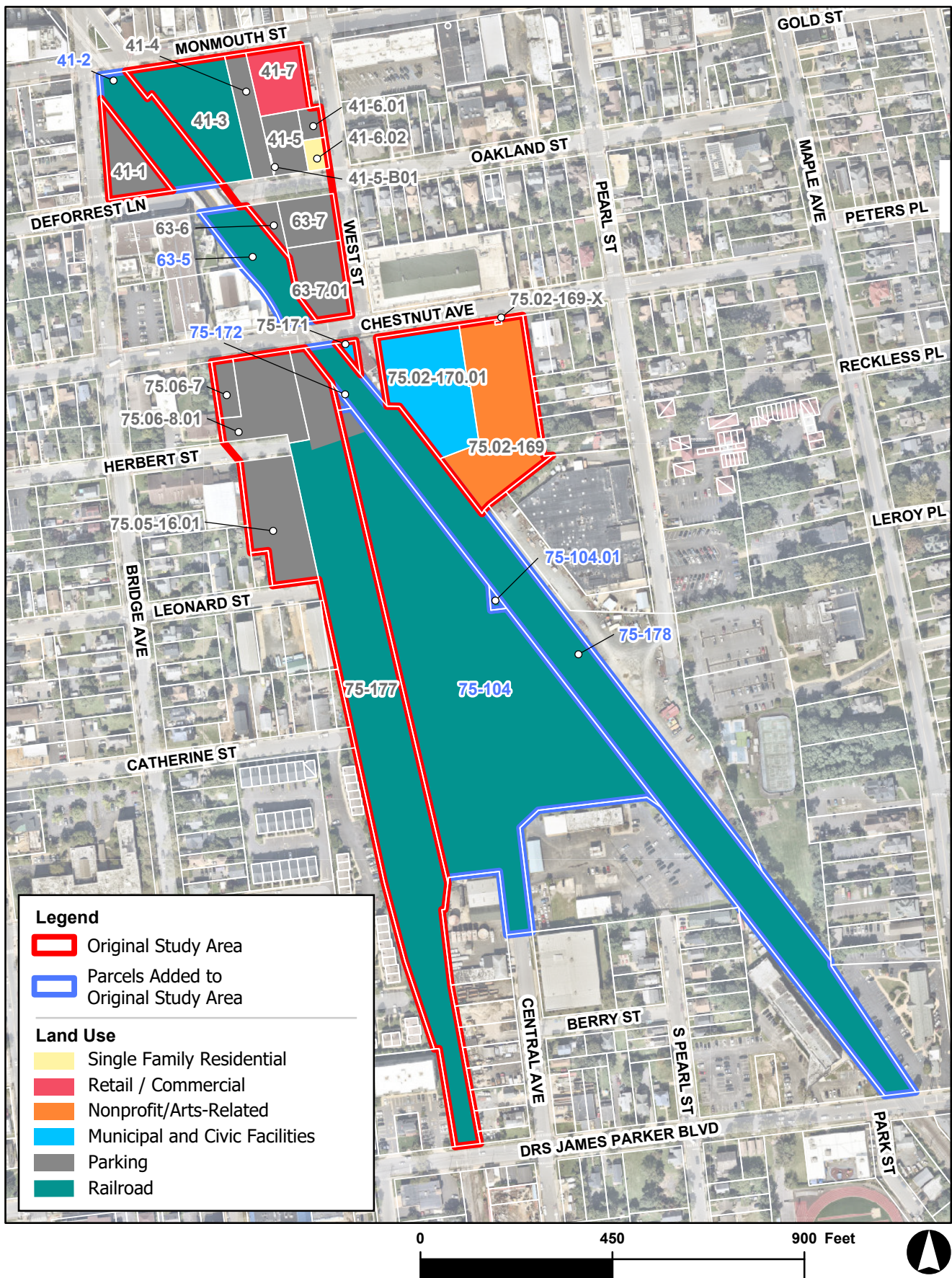


Figure 2: Land Use

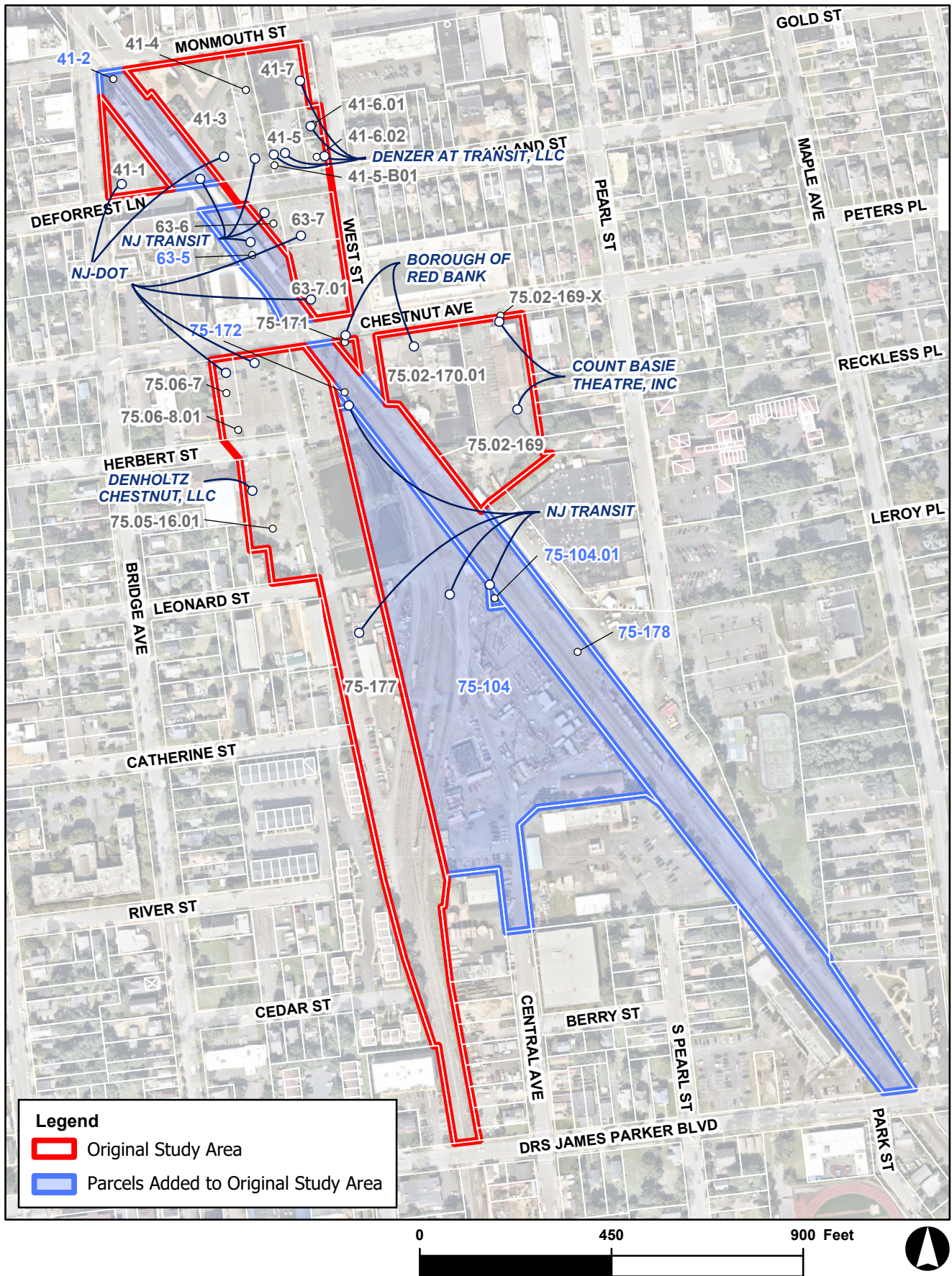


Figure 3: Property Ownership

Red Bank Train Station Redevelopment

Red Bank, NJ

Area in Need of Redevelopment Study

Zoning

As shown in Figure 5, several zoning districts are present within the Study Area. The parcels in Block 75 are zoned for I industrial use, while the railroad tracks in Block 41, Lot 2, and Block 63, Lot 5, are within the BR-1 and BR-2 business zones, respectively, which allow a range of residential, commercial, and mixed uses. Table 1, following the figure, summarizes the relevant area/bulk provisions of the zoning districts in the Study Area. Clearly, however, the railroad tracks themselves cannot be developed other than as their current use, while the rail yard also remains active and is unlikely to change.

The portion of the Study 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. Although this designation was made in 2017, no redevelopment plan was ever prepared, and no development under the provisions of the LRHL appears to have occurred.

The Borough's Affordable Housing Overlay is also located next to the Study Area, just west of the rail yard between Catherine Street and Cedar Street. This zone is intended to facilitate low- and moderate-income housing in townhouse or multifamily format. It is developed with apartments that include affordable units, adding residential uses to an area that also includes the Brownstones at Red Bank townhouse complex and River Street Commons age-restricted housing development, both on River Street.

The 2023 Master Plan made several zoning-related recommendations affecting the Study Area. First, the Plan recommended that the Borough re-start the process of obtaining Transit Village designation by the New Jersey Department of Transportation (NJDOT). This work had begun in 2018, but initial guidance from the State indicated that the existing TS overlay district alone was not effective enough at encouraging an appropriate scale of transit-oriented development. Thus, the Master Plan recommended replacing the overlay with a new transit-oriented development (TOD) district for an area encompassing both sides of the railroad tracks between Monmouth Street and East Leonard Street. This district would permit comparable uses to the BR districts and allow slightly greater height and density and parking flexibility in exchange for benefits including public parking, affordable housing, and high-quality design.

The Master Plan noted that the redevelopment process would also be an appropriate tool to facilitate higher-density TOD that achieves community benefits and suggested working with a designated developer to implement a vision for revitalization around the train station. The Plan's intent was that a redevelopment planning process could also serve to achieve Transit Village status.

Lastly, the Master Plan recommended reducing the downtown rehabilitation area to a more targeted area, and preparing a redevelopment plan to guide its revitalization. As the Plan suggested consideration for either a TOD district or a redevelopment designation for an area generally consistent with the Study Area, it is assumed that the rehabilitation area designation would be removed from Block 41, in favor of such potential changes.

The Borough has started implementation of some of these TOD-related recommendations, including preparing a self-assessment report as part of the State Plan Endorsement Process. This will incorporate a petition for reinstatement of the previous Regional Center designation, which expired in 2022.

Table 1: Summary of Zoning Requirements in the Study Area

District	Minimum Lot Area	Required Yards (in feet)			Building Height	Maximum Lot Coverage of Principal and Accessory Structures	Minimum Gross Habitable Floor Area	
		Front	Side (one)	Rear			One-Story	Two-Story
BR-1	4,500 sf (Single-family and home professional offices) 45,000 sf (Garden apartments and apartment houses) 25,000 sf (Townhouses)	25	Varies from 10 – 15 depending on use	25	2 1/2 stories 35 ft (Single-family); Other Uses: 40 ft	Varies from 35 – 50% depending on use	Varies by use	Varies by use
BR-2	4,500 sf (Single-family and home professional offices) 45,000 sf (Garden apartments and apartment houses) 25,000 sf (Townhouses) 10,000 sf (Other Uses)	25	Varies from 10 – 15 depending on use	25	2 1/2 stories 35 ft (Single-family) Other Uses: 3 stories 40 ft	Varies from 35 – 50% depending on use	Varies by use	Varies by use
I	-	-	-	10	3 stories 50 ft	65%	-	-

Source: Borough of Red Bank

Site Conditions

The following section describes, on a block-by-block basis, conditions of the Study Area parcels and is based on site visits conducted on July 19, 2022, (as part of the Borough's Master Plan process) and February 15, 2024. In addition, BFJ conducted a call on February 22, 2024, with representatives of NJ Transit, to discuss operations and conditions at the rail yard site. These representatives subsequently provided more detailed information on that site. Photos of the parcels follow the discussion.

Block 41

Lot 2 within this block consists of the NJ Transit North Jersey Coast Line right-of-way, including covered platforms, surface vehicle parking, and bike racks. Because the rail line is actively used, it is maintained in good condition, although rust stains from metal railings are evident along the platforms and some of the bike racks. Reflecting its use as rail infrastructure, Lot 2 is entirely impervious. The 2023 Master Plan noted the area around the train station as a heat island, where the buildings and pavement magnify heat. The plan recommends reducing impervious coverage, through green infrastructure techniques, or – in the case of the station area – potentially through transit-oriented development that can reduce coverage.

Block 63

As with Block 41, Lot 5 within this block consists of the NJ Transit rail line right-of-way, with platforms, parking, and bike racks. The conditions here are the same as in Block 41, Lot 2.

Block 75

Two of the Study Area parcels within this block (Lot 104 and 104.01) consist of the Red Bank Rail Yard and related infrastructure (retention basin, rail siding, employee parking/vehicle storage, electrical utilities, and various outbuildings). The rail yard is used to house equipment and personnel responsible for maintaining the railroad, including the tracks and signal systems. About 105 NJ Transit employees work at the rail yard on an average week, and about 20 employees generally on weekends. The rail right-of-way is part of the Red Bank – South Lakewood Conrail Shared Assets Operations (CSAO) non-passenger line. Lot 75-177 (previously designated within the redevelopment area) is gated at the northern end, with access restricted to authorized NJ Transit personnel only. On Lot 75-104, NJ Transit plans to replace temporary trailers with a permanent crew quarters to provide office and administration space for about 30 personnel, together with additional parking. The cost of the new modular building and associated work has been estimated at \$7 million.

In terms of environmental issues, the Rail Yard property has no known NJDEP-designated issues. NJ Transit's development partner, Denholtz Properties, conducted a Phase 1 Environmental Site Assessment of the entire potential redevelopment area (the Study Area as well as previously designated properties). Additional soil samples have been taken around the properties, which found results consistent with the area's historic fill. A sampling plan for the retention basin is still being developed.

Lot 172 is a portion of NJ Transit's commuter Lot #4, which also extends onto a portion of Lots 104 and 177 within this block and Block 75.06, Lot 8.01.

Lot 178 is the continuation of the North Jersey Coast Line, extending from Chestnut Street at the north to Drs. James Parker Boulevard at the south.

January 28, 2025



Block 41



Block 63



Block 75

Figure 6: Photos of Parcels Added to the Original Study Area

Red Bank Train Station Redevelopment

APPLICATION OF STATUTORY CRITERIA

Introduction

The “Blighted Areas Clause” of the New Jersey Constitution empowers municipalities to undertake a range of actions to further development of blighted areas:

“The clearance, replanning, development or redevelopment of blight areas shall be a public purpose and public use, for which private property may be taken or acquired. Municipal, public or private corporations may be authorized by law to undertake such clearance, replanning, development or redevelopment; and improvements made for these purposes and uses, or for any of them, may be exempted from taxation, in whole or in part, for a limited period of time during which the profits and dividends payable by any private corporation enjoying such tax exemption shall be limited by law. The conditions of use, ownership, management and control of such improvements shall be regulated by law.” NJ Constitution, Article VIII, Section 3, Paragraph 1.

The LRHL provides that a delineated area may be determined to be in need of redevelopment if “after investigation, notice and hearing...the governing body of the municipality by resolution concludes that within the delineated area” any of the following conditions are found:

- a. The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions.
- b. The discontinuance of the use of buildings previously used for commercial, manufacturing, or industrial purposes; the abandonment of such buildings; or the same being allowed to fall into so great a state of disrepair as to be untenable.
- c. Land that is owned by the municipality, the county, a local housing authority, redevelopment agency, or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography or nature of the soil, is not likely to be developed through the instrumentality of private capital.
- d. Areas with buildings or improvements which, by reason of dilapidation; obsolescence; overcrowding; faulty arrangement or design; lack of ventilation, light, and sanitary facilities; excessive land coverage; deleterious land use or obsolete layout; or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.
- e. A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property therein, or other similar conditions which impede land assemblage or discourage the undertaking of improvements, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to and serving the

public health, safety, and welfare, which condition is presumed to have a negative social or economic impact or otherwise being detrimental to the safety, health, morals, or welfare of the surrounding area or the community in general.

- f. Areas in excess of five contiguous areas, whereon buildings or improvements have been destroyed, consumed by fire, demolished, or altered by the action of storm, fire, cyclone, tornado, earthquake, or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.
- g. In any municipality in which an enterprise zone has been designated pursuant to the New Jersey Urban Enterprise Zone Act, the execution of the actions prescribed in that act for the adoption by the municipality and approval by the New Jersey Urban Enterprise Zone Authority of the zone development plan for the area of the enterprise zone shall be considered sufficient for the determination that the area is in need of redevelopment for the purpose of granting tax exemptions or the adoption of a tax abatement and exemption ordinance.
- h. The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.

The statute defines redevelopment to include “clearance, replanning, development and redevelopment; the conservation and rehabilitation of any structure or improvement; the construction and provision for construction of residential, commercial, industrial, public, or other structures; and the grant or dedication of spaces as may be appropriate or necessary in the interest of the general welfare for streets, parks, playgrounds, or other public purposes, including recreational and other facilities incidental or appurtenant thereto, in accordance with a redevelopment plan.

It should be noted that, under the definition of “redevelopment area” and “area in need of redevelopment” in the LRHL, individual properties, blocks, or lots that do not meet any of the statutory conditions above may still be included within an area in need of redevelopment, provided that within the area as a whole, one or more of the expressed conditions are prevalent. This provision is referred to as **Section 3** and is set forth under N.J.S.A. 40A-12A-3, which states that:

“a redevelopment area may include lands, buildings, or improvements which of themselves are not detrimental to public health, safety, or welfare, but the inclusion of which is found necessary, with or without change in this condition, for the effective redevelopment of the area of which they are a part.”

Redevelopment Case Law Background

There is an extensive case law history involving redevelopment in New Jersey, primarily concerning: 1) the evidentiary thresholds for supporting a redevelopment designation, and 2) the precise meaning of “blight” that meets both the statutory criteria in the LRHL and the State Constitution.

The most pertinent case is a 2007 New Jersey Supreme Court decision, *Gallenthin Realty v. Borough of Paulsboro* (“*Gallenthin*”), which established precedence regarding both the standard of proof for January 28, 2025

redevelopment designation and for the definition of blight. According to the case, a “municipality must establish a record that contains more than a bland recitation of the statutory criteria and declaration that those criteria are met.” Here, the Court noted that municipal redevelopment designations must be supported by substantial evidence on the record, based on a specific and thoughtful application of the statutory criteria to the existing conditions of properties being studied. In addressing the meaning of “blight, *Gallenthin* found that only parcels that are truly “blighted” should be designated as “in need of redevelopment,” and further noted that parcels designated using criterion “e” should be confirmed to be underutilized due to the condition of the title and diverse ownership of the real property. Previously municipalities often used criterion “e” as a “catch-all” to apply to property that was not put to optimum use and may have been more financially beneficial if redeveloped. The *Gallenthin* decision acted to constrain the scope of property that previously was considered to qualify as “in need of redevelopment,” and highlighted the need to exercise due diligence when the basis of the redevelopment designation is underutilization or obsolescence.

However, a later Supreme Court case, *62-64 Main Street LLC v. Mayor & Council of the City of Hackensack* (2015) clarified that a blight designation does not require a finding that the property in question “negatively affects surrounding properties.” This decision has been interpreted as generally making it easier for municipalities to designate properties as in need of redevelopment, although the Court again cautioned municipalities of their “obligation to rigorously comply with the statutory criteria for determining whether an area is in need of redevelopment.”

Lastly, a 2004 court case is particularly relevant to this Study Area, given the significant presence of surface parking. In *Concerned Citizens of Princeton Inc. v. Mayor & Council of the Borough of Princeton*, the Appellate Division found that the redevelopment designation of a surface parking lot in downtown Princeton was supported by substantial evidence of “obsolescence” detrimental to the welfare of the community. In this case, the court accepted the experts’ reasons that the surface parking was “not fully productive” and brought “no tax revenue to the Borough,” and that the lot “negatively affected [Princeton’s] economic vitality” because it impeded walkability for shoppers and visitors. As this case pre-dates the *Gallenthin* decision, it must be interpreted in the context of the Supreme Court’s admonition to undertake a detailed application of the statutory criteria for “area in need of redevelopment” designation, and not rely on broad interpretations of underutilization.

The above case law has been carefully considered in the evaluation of the Study Area properties on whether they meet the criteria for redevelopment designation.

Evaluation of Study Area by Statutory Criteria

The table below summarizes this report’s conclusions on the applicability of the statutory criteria in the LRHL to each parcel within the Study Area. Following the table is a discussion of how the criteria apply to each parcel. In summary, the results of the preliminary investigation indicate that all of the Study Area meets the criteria for designation as an “area in need of redevelopment” in accordance with N.J.S.A. 40:12A, as described below.

Table 2: Summary of Statutory Criteria

Block/Lot	Size (Acres)	Criteria								Section 3
		A	B	C	D	E	F	G	H	
41-2	0.73			x					x	x
63-5	0.65			x					x	x
75-104	7.01			x	x				x	x
75-104.01	0.02			x	x					x
75-172	0.03			x	x				x	x
75-178	4.57			x						x

Criterion A

The generality of buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or possess any of such characteristics, or are so lacking in light, air, or space, as to be conducive to unwholesome living or working conditions.

None of the parcels in the Study Area meet this criterion. While there are portions of the Red Bank Rail Yard that have deteriorated conditions (such as the retention basin) and contain buildings past their useful life, these conditions do not rise to a level that the property cannot function adequately. Specific building deficiencies or inadequacies are being addressed through planned improvements.

Criterion B

The discontinuance of the use of buildings previously used for commercial, manufacturing, or industrial purposes; the abandonment of such buildings; or the same being allowed to fall into so great a state of disrepair as to be untenable.

None of the parcels in the Study Area meet this criterion.

Criterion C

Land that is owned by the municipality, the county, a local housing authority, redevelopment agency, or redevelopment entity, or unimproved vacant land that has remained so for a period of ten years prior to adoption of the resolution, and that by reason of its location, remoteness, lack of means of access to developed sections or portions of the municipality, or topography or nature of the soil, is not likely to be developed through the instrumentality of private capital.

All of the Study Area parcels meet this criterion due to their ownership by a public entity (NJ Transit) and the fact that their current and ongoing use as rail-related infrastructure makes them unlikely to redevelop for any other use, unless through the process of redevelopment designation and subdivision. In addition, Block 75, Lots 104.01 and 172, meet this criterion due to their small size, irregular shape, and lack of direct frontage to any street.

Criterion D

Areas with buildings or improvements which, by reason of dilapidation; obsolescence; overcrowding; faulty arrangement or design; lack of ventilation, light, and sanitary facilities; excessive land coverage; deleterious land use or obsolete layout; or any combination of these or other factors, are detrimental to the safety, health, morals, or welfare of the community.

This criterion applies to the following parcels:

- **Block 75, Lots 104 and 172:** These contain a portion of commuter Lot #4, which, like the other commuter lots in the vicinity, represent an obsolete and inefficient solution to Red Bank's utilization of land, and are inappropriate within a dense, transit-oriented area. Large paved areas disrupt the otherwise walkable street grid, create a heat island effect, and exacerbate stormwater management issues.
- **Block 75, Lots 104, and 104.01:** These lots serve the rail yard maintenance operations. Although this function is critical and must remain in some form, the inefficient arrangement of these parcels means that a large amount of land area is devoted to employee parking, outdoor storage, and a detention basin that appears to serve no purpose and creates an eyesore.

Criterion E

A growing lack or total lack of proper utilization of areas caused by the condition of the title, diverse ownership of the real property therein, or other similar conditions which impede land assemblage or discourage the undertaking of improvements, resulting in a stagnant and unproductive condition of land potentially useful and valuable for contributing to and serving the public health, safety, and welfare, which condition is presumed to have a negative social or economic impact or otherwise being detrimental to the safety, health, morals, or welfare of the surrounding area or the community in general.

None of the parcels in the Study Area meet this criterion.

Criterion F

Areas in excess of five contiguous areas, whereon buildings or improvements have been destroyed, consumed by fire, demolished, or altered by the action of storm, fire, cyclone, tornado, earthquake, or other casualty in such a way that the aggregate assessed value of the area has been materially depreciated.

None of the parcels in the Study Area meet this criterion.

Criterion G

In any municipality in which an enterprise zone has been designated pursuant to the New Jersey Urban Enterprise Zone Act, the execution of the actions prescribed in that act for the adoption by the municipality and approval by the New Jersey Urban Enterprise Zone Authority of the zone development plan for the area of the enterprise zone shall be considered sufficient for the determination that the area is in need of redevelopment for the purpose of granting tax exemptions or the adoption of a tax abatement and exemption ordinance.

None of the parcels in the Study Area meet this criterion.

Criterion H

The designation of the delineated area is consistent with smart growth planning principles adopted pursuant to law or regulation.

Most of the Study Area parcels meet this criterion, because their redevelopment would be consistent with smart growth planning principles, as consistent with the Master Plan's recommendation for creation of a new TOD zoning district and establishment of a Transit Village.² The parcels that do not meet Criterion H are Block 75, Lots 104.01 and 178. These are not designated in the Master Plan as targeted for TOD.

As noted in the *Complete Guide to Planning in New Jersey (Fourth Edition, 2018)*, published by the New Jersey Chapter of the American Planning Association, the standards for meeting criteria "h" have not been established since this criterion was added to the LRHL in 2003. Thus, according to the *Redevelopment Handbook: A Guide to Rebuilding New Jersey's Communities (Second Edition, 2011)*, "it would be prudent to consider its use to supplement one or more of the other criteria and not as the sole basis of a redevelopment designation."

However, the *Complete Guide to Planning in New Jersey* further notes that a number of State agencies have formulated rules and policies regarding smart growth that factor into allocating the State's investments and resources. As a result, "it can be argued that a site, considered to be located in a "smart growth area" according to a State agency's definition, should satisfy the 'h' criteria.

The New Jersey Department of Community Affairs has designated as "Smart Growth Areas" those areas of the state that are in metropolitan or suburban planning areas, designated centers, Meadowlands smart growth areas, Pinelands smart growth areas, and villages and towns. As noted above, Red Bank was previously designated as a Regional Center, which would thus fall within that designation. Although the designation expired in 2022, the Borough is seeking reinstatement as part of the State Plan Endorsement Process.

The Smart Growth principles established by the Smart Growth Network and cited by the U.S. Environmental Protection Agency include:

- Mix land uses.
- Take advantage of compact building design.
- Create a range of housing opportunities and choices.
- Create walkable neighborhoods.
- Foster distinctive, attractive communities with a strong sense of place.
- Preserve open space, farmland, natural beauty, and critical environmental areas.
- Strengthen and direct development towards existing communities.
- Provide a variety of transportation choices.
- Make development decisions predictable, fair, and cost effective.

Section 3

"...lands, buildings, or improvements which of themselves are not detrimental to public health, safety, or welfare, but the inclusion of which is found necessary, with or without change in this condition, for the effective redevelopment of the area of which they are a part."

² See Red Bank Master Plan, Figure 43, p. 98.

Section 3 of the LRHL applies to all of the parcels in the Study Area. While the parcels are not, of themselves, detrimental to public health, safety, or welfare, their designation within a redevelopment area would help to effectuate stronger potential development designs, through the provision of additional land for future development. It is noted that the retention basin, which appears to serve no engineering or drainage purpose and could create significant redevelopment opportunity when combined with adjacent underused surface parking lots, is divided between two tax parcels. It cannot be redeveloped without including both Block 75, Lots 104 and 177.

In addition, inclusion of these additional parcels could help to achieve further public benefits as part of future redevelopment, such as transit-oriented amenities along the commuter rail line (Block 41, Lot 2, and Block 63, Lot 5), and a potential public pedestrian walkway outside the boundary of the rail yard, to connect Chestnut Street and Drs. James Parker Boulevard (this could potentially involve Block 175, Lots 104, 172, and 178).

PLANNING CONCLUSION

This analysis reveals that the Study Area displays characteristics that justify its designation as a redevelopment area in accordance with the statutory criteria, with all of the parcels meeting either at least two of the criteria, and at least one of the criteria plus Section 3.

If a redevelopment designation is desired to be undertaken by the Borough, the following steps would be necessary:

1. Upon the Planning Board's hearing on the preliminary investigation to determine whether the proposed area is a redevelopment area, the Planning Board is required to forward its recommendation to the Governing Body as to whether or not the area should be designated as an area in need of redevelopment.
2. After receiving the recommendation of the Planning Board, the Governing Body may adopt a resolution designating the delineated site for redevelopment.
3. The Governing Body, after adopting a resolution to delineate the redevelopment area, may direct the Planning Board to prepare a redevelopment plan pursuant to the applicable redevelopment statute. The redevelopment plan would then be prepared by the Planning Board and subsequently forwarded to the Governing Body for adoption. The redevelopment plan is required to include an outline for the planning, development, redevelopment, or rehabilitation of the project area sufficient to indicate:
 - a. The relationship to define local objectives as to appropriate land uses; population density; traffic, public transportation, utilities, recreation and community facilities, and other public improvements.
 - b. Proposed land uses and building requirements in the Study Area.

- c. Adequate provision for the temporary and permanent relocation, as necessary, of residents in the project area, including an estimate of the extent to which decent, safe, and sanitary dwelling units affordable to displaced residents will be available in the existing local housing market.
- d. Identification of any property within the redevelopment area that is proposed to be acquired in accordance with the redevelopment plan.
- e. Any significant relationship of the redevelopment plan to the master plans of contiguous municipalities, the County master Plan, and the State Development and Redevelopment Plan.

**BOROUGH OF RED BANK
COUNTY OF MONMOUTH**

RESOLUTION NO. NP23-140

RESOLUTION AUTHORIZING AND DIRECTING THE PLANNING BOARD TO CONDUCT AN AREA IN NEED OF REDEVELOPMENT INVESTIGATION OF CERTAIN PROPERTIES IDENTIFIED IN THE BOROUGH'S TAX RECORDS AS BLOCK 41, LOTS 1, 3, 4, 5, 6.01, 6.02, 7 & 8; BLOCK 63, LOTS 5.01, 6, 7 & 7.01; BLOCK 75, LOTS 171 & 177; BLOCK 75.02, LOTS 169 & 170.01; BLOCK 75.05, LOT 16.01; BLOCK 75.06, LOTS 7 & 8.01 ON THE BOROUGH TAX MAPS TO DETERMINE WHETHER THE PLANNING BOARD FINDS THAT THE PROPERTIES SATISFY THE LOCAL REDEVELOPMENT AND HOUSING LAW IN NEED CRITERIA TO BE DECLARED AN AREA IN NEED OF REDEVELOPMENT, AND IF SO, COMMENCE WITH THE PREPARATION OF A REDEVELOPMENT PLAN

WHEREAS, the Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 et seq. as amended and supplemented (the "Redevelopment Law"), authorizes municipalities to determine whether certain parcels of land within the municipality constitute an area in need of redevelopment; and

WHEREAS, to make such a determination under the Redevelopment Law, the Governing Body of the Borough of Red Bank must first authorize the Red Bank Planning Board ("the Planning Board") to conduct a preliminary investigation of the area and make recommendations to the Governing Body; and

WHEREAS, the Governing Body believes it is in the best interests of the Borough that an investigation occur with respect to the properties identified on the Borough tax maps as Block 41, Lots 1, 3, 4, 5, 6.01, 6.02, 7 & 8; Block 63, Lots 5.01, 6, 7 & 7.01; Block 75, Lots 171 & 177; Block 75.02, Lots 169 & 170.01; Block 75.05, Lot 16.01; Block 75.06, Lots 7 & 8.01 (the "Study Area") and to determine whether all or portion of the Study Area meet the criteria set forth in the Redevelopment Law to be designated as an area in need of redevelopment; and

WHEREAS, the Borough therefore authorizes and directs the Planning Board to conduct an investigation of the Study Area and to make recommendations to the Governing Body, all in accordance with the Redevelopment Law; and

WHEREAS, the redevelopment area determination requested hereunder, in connection with the Study Area authorizes the Governing Body to use all those powers provided by the Redevelopment Law for use in a redevelopment area except the power of eminent domain; (hereinafter referred to as a "Noncondemnation Redevelopment Area"); and

NOW, THEREFORE, BE IT RESOLVED, by the Governing Body of the Borough of Red Bank, New Jersey as follows:

1. The foregoing recital are incorporated herein as if set forth in full.
2. The Planning Board is hereby authorized and directed to conduct an investigation, pursuant to the Redevelopment Law to determine if the Study Area satisfies the criteria

set forth in the Redevelopment Law and should be designated a “Noncondemnation Redevelopment Area.”

3. As part of its investigation, the Planning Board shall prepare a map showing the boundary of the Study Area.
4. The Planning Board shall conduct a public hearing in accordance with the Redevelopment Law, after giving due notice of the proposed boundary of the Study Area and the date of the hearing to any person who are interested in or would be affected by a determination that the Study Area shall be a Noncondemnation Redevelopment Area.
5. At the public hearing, the Planning Board shall hear all persons who are interested in in or would be affected by a determination that the Study Area is an area in need of redevelopment and evidence in support of those objections shall be received and considered by the Planning Board and shall be made part of the public record.
6. After conducting its investigation, preparing a map of the Study Area and conducting a public hearing at which all objections to the proposed designation are received and considered, the Planning Board shall make a recommendation to the Governing Body as to whether the Governing Body should designate all or a portion of the Study Area as a Noncondemnation Redevelopment Area.
7. If the Planning Board recommends that all or a portion of the Study Area be designated as a Noncondemnation Redevelopment Area, the Planning Board shall commence with the preparation of the redevelopment plan without further action by the Governing Body.
8. If any part of this resolution shall be deemed invalid, such parts shall be severed and the invalidity thereby shall be not affect the remaining parts of this Resolution.
9. A copy of this resolution shall be filed in the Office of the Borough Clerk

	MOVED	SECONDED	AYES	NAYS	ABSTAIN	ABSENT
Councilmember Bonatakis						x
Councilmember Cassidy			x			
Councilmember Facey-Blackwood			x			
Councilmember Forest	x		x			
Councilmember Jannone			x			
Councilmember Triggiano		x	x			
Mayor Portman			x			
ON CONSENT AGENDA		Yes <u>x</u>	No <u> </u>			

I hereby certify that the above Resolution was adopted by the Borough Council of the Borough of Red Bank, In the County of Monmouth at a Meeting held on December 14, 2023.


Laura Reinertsen, Borough Clerk



**BOROUGH OF RED BANK
COUNTY OF MONMOUTH**

RESOLUTION NO. 24-114

RESOLUTION DESIGNATING THE PROPERTIES KNOWN AS

BLOCK 41, LOTS 1, 3, 4, 5, 6.01, 6.02, and 7

BLOCK 63, LOTS 5.01, 6, 7, and 7.01

BLOCK 75, LOTS 171 and 177

BLOCK 75.02, LOTS 169 and 170.01

BLOCK 75.05, LOT 16.01

BLOCK 75.06, LOTS 7 and 8.01

**ON THE TAX MAP OF THE TAX MAP OF THE BOROUGH OF RED BANK
AS A NON-CONDEMNATION AREA IN NEED OF REDEVELOPMENT
AND REQUESTING THAT THE PLANNING BOARD DEVELOP A REDEVELOPMENT PLAN**

WHEREAS, the N.J. Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1, *et seq.* (the “LRHL”) authorizes municipalities to determine whether parcels of land within the municipality constitute an “area in need of redevelopment” as described in Section 5 of the LRHL; and

WHEREAS, the Borough’s Mayor and Council, by way of Resolution No. NP23-140 dated December 14, 2023, authorized and directed the Borough’s Planning Board to conduct a preliminary investigation to determine whether the properties known as Block 41, Lots 1, 3, 4, 5, 6.01, 6.02, 7 and 8; Block 63, Lots 5.01, 6, 7 and 7.01; Block 75, Lots 171 and 177; Block 75.02, Lots 169 and 170.01; Block 75.05, Lot 16.01; and Block 75.06, Lots 7 and 8.01 on the Borough’s official tax map (the “Study Area”) meet the criteria set forth in Section 5 of the LRHL and should be designated as an “area in need of redevelopment”; and

WHEREAS, the Planning Board authorized the undertaking of the preliminary investigation as to whether the Study Area, or any portion thereof, constitutes an area in need of redevelopment in accordance with the LRHL; and

WHEREAS, the LRHL required the Planning Board to conduct a public hearing prior to making its determination whether the Study Area should be designated as “an area in need of redevelopment”, at which hearing, all persons who are interested in or would be affected by a determination that the Study Area is a redevelopment area were able to be heard; and

WHEREAS, the LRHL required that the Planning Board, prior to conducting such public hearing, publish notice in a newspaper of general circulation in the Borough once each week for two consecutive weeks, with the last publication made not less than ten (10) days prior to such public hearing; and

WHEREAS, the LRHL further required that such notice be mailed at least ten (10) days prior to such public hearing to the last owner(s) of the relevant properties in accordance with the Borough’s assessment records; and

WHEREAS, the Planning Board held a public hearing (the “Public Hearing”) to determine whether the Study Area is “an area in need of redevelopment” under the criteria set forth in Section 5 of the LRHL at a regular meeting of the Board on April 10, 2024; and

WHEREAS, notice of the Public Hearing was provided in the official newspaper of the Borough on two consecutive weeks, the last being not less than ten (10) days before the Public Hearing; and

WHEREAS, the Planning Board also provided notice to property owners in the Study Area, as well as property owners within 200 feet of the Study Area; and

WHEREAS, at the Public Hearing, Susan Favate, AICP, PP, the Planning Board's Planning Consultant, presented a report dated March 8, 2024 entitled "Non-Condensation Area In Need of Redevelopment Study" (the "Report") concerning the determination of the Study Area as an "area in need of redevelopment"; and

WHEREAS, at the Public Hearing, the Planning Board reviewed the Report, heard the testimony of Ms. Favate as well as members of the public who were given an opportunity to testify and to ask questions of the Board and of Ms. Favate; and

WHEREAS, after the conclusion of the Public Hearing, and in consideration of the Report and the substantial and credible testimony presented, the Planning Board, on April 10, 2024, adopted a Resolution (the "Resolution"), determining that the Study Area should be designated as an "area in need of redevelopment"; and

WHEREAS, the Resolution recommended to the Borough's Mayor and Council that the Study Area be designated as an "area in need of redevelopment"; and

WHEREAS, the Borough's Mayor and Council agree with the recommendation of the Planning Board that the Study Area be designated as an "area in need of redevelopment" pursuant to the LRHL; and

WHEREAS, the Borough's Mayor and Council now desire to authorize and direct the Planning Board to cause a redevelopment plan to be prepared for the Study Area and present same to the Mayor and Council pursuant to N.J.S.A. 40A:12A-7(f);

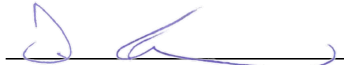
NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of the Borough of Red Bank, County of Monmouth, State of New Jersey, as follows:

1. The Borough's Mayor and Council hereby designate the properties known as Block 41, Lots 1, 3, 4, 5, 6.01, 6.02, 7 and 8; Block 63, Lots 5.01, 6, 7 and 7.01; Block 75, Lots 171 and 177; Block 75.02, Lots 169 and 170.01; Block 75.05, Lot 16.01; and Block 75.06, Lots 7 and 8.01 on the Borough's official tax map as an "area in need of redevelopment" (the "Determination") pursuant to the LRHL.
2. The Determination shall authorize the Borough's Mayor and Council to use all of the powers provided by the Legislature for use in a redevelopment area except the use of eminent domain, thus designating it a "Non-Condensation Redevelopment Area".
3. The Borough Clerk is hereby directed to transmit a certified copy of this Resolution by regular and certified mail to the Commissioner of Community Affairs (the "Commissioner") for review. The Determination of the Study Area as an "area in need of redevelopment" shall not take effect without first receiving the review and approval of the Commissioner. If the Commissioner does not issue an approval or disapproval within thirty (30) calendar days of transmittal, the Determination shall be deemed to be approved.
4. Notice of the Determination (the "Notice") shall be served, within ten (10) days of the Determination, upon all record owners of property located within the delineated area, those whose names are listed on the tax assessor's records, and upon each person who filed a written objection thereto and stated, in or upon the written submission, an address to which the notice of Determination may be sent.

5. A property owner who received notice of the Determination as set forth above who does not file a legal challenge to the Determination affecting his or her property within 45 days of receipt of such notice shall thereafter be barred from filing such a challenge.

	MOVED	SECONDED	AYES	NAYS	ABSTAIN	ABSENT
Councilmember Bonatakis			X			
Councilmember Cassidy			X			
Councilmember Facey-Blackwood			X			
Councilmember Forest	X		X			
Councilmember Jannone		X	X			
Councilmember Triggiano			X			
Mayor Portman			X			
ON CONSENT AGENDA	Yes <u>x</u>		No <u> </u>			

I hereby certify that the above Resolution was adopted by the Borough Council of the Borough of Red Bank, In the County of Monmouth at a Meeting held on April 25, 2024.



Laura Reinertsen, Borough Clerk

**BOROUGH OF RED BANK
COUNTY OF MONMOUTH**

RESOLUTION NO. 25-26

RESOLUTION AUTHORIZING AND DIRECTING THE PLANNING BOARD TO CONDUCT AN AREA IN NEED OF REDEVELOPMENT INVESTIGATION OF CERTAIN PROPERTIES IDENTIFIED IN THE BOROUGH'S TAX RECORDS AS BLOCK 41, LOT 2; BLOCK 63, LOT 5; BLOCK 75, LOTS 104, 104.01, 172, & 178, ON THE BOROUGH TAX MAPS TO DETERMINE WHETHER THE PLANNING BOARD FINDS THAT THE PROPERTIES SATISFY THE LOCAL REDEVELOPMENT AND HOUSING LAW IN NEED CRITERIA TO BE DECLARED AN AREA IN NEED OF REDVELOPMENT, AND TO INCLUDE IN THE TRAIN STATION REDEVELOPMENT AREA.

WHEREAS, on April 25, 2024 the Governing Body adopted a resolution pursuant to Local Redevelopment and Housing Law, N.J.S.A. 40A:12A-1 (the "Redevelopment Law"), designating certain parcels as a Non-Condemnation Area in Need of redevelopment as identified on the Borough tax maps as Block 41, Lots 1, 3, 4, 5, 6.01, 6.02, & 7; Block 63, Lots 5.01, 6, 7 & 7.01; Block 75, Lots 171 & 177; Block 75.02, Lots 169 & 170.01; Block 75.05, Lot 16.01; Block 75.06, Lots 7 & 8.01,

WHEREAS the Governing Body directed the Planning Board to commence the preparation of a Redevelopment Plan in Resolution No. NP23-140,

WHEREAS, while drafting the redevelopment plan and investigating the redevelopment area, it was found that additional sites must be included into area to comprehensively develop improve the substandard conditions around the Red Bank Train Station and rail yard,

WHEREAS, the Governing Board under the Redevelopment Law, authorizes the Red Bank Planning Board (Planning Board) to conduct a preliminary investigation of certain parcels and make recommendations,

WHEREAS, Mayor and Council directs the investigation of the properties identified on the Borough tax maps as Block 41, Lot 2; Block 63, Lot 5; Block 75, Lots 104, 104.01, 172, & 178 to determine whether these parcels meet the criteria set forth in the Redevelopment Law to be added to the existing redevelopment area,

WHEREAS, the Borough therefore authorizes and directs the Planning Board to conduct an investigation of the Study Area and to make recommendations to the Governing Body, all in accordance with the Redevelopment Law; and

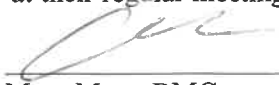
WHEREAS, the redevelopment area determination requested hereunder, in connection with the Study Area authorizes the Governing Body to use all those powers provided by the Redevelopment Law for use in a redevelopment area except the power of eminent domain; (hereinafter referred to as a "Non condemnation Redevelopment Area"; and

NOW, THEREFORE, BE IT RESOLVED, by the Governing Body of the Borough of Red Bank, New Jersey as follows:

1. The foregoing recital are incorporated herein as if set forth in in full.
2. The Planning Board is hereby authorized and directed to conduct an investigation, pursuant to the Redevelopment Law to determine if the Study Area satisfies the criteria set forth in the Redevelopment Law and should be designated a "Non-condemnation Redevelopment Area."
3. As part of its investigation, the Planning Board shall prepare a map showing the boundary of the Study Area.
4. The Planning Board shall conduct a public hearing in accordance with the Redevelopment Law, after giving due notice of the proposed boundary of the Study Area and the date of the hearing to any person who is interested in or would be affected by a determination that the Study Area shall be a Non condemnation Redevelopment Area.
5. At the public hearing, the Planning Board shall hear all people who are interested in in or would be affected by a determination that the Study Area is an area in need of redevelopment and evidence in support of those objections shall be received and considered by the Planning Board and shall be made part of the public record.
6. After conducting its investigation, preparing a map of the Study Area and conducting a public hearing at which all objections to the proposed designation are received and considered, the Planning Board shall make a recommendation to the Governing Body as to whether the Governing Body should designate all or a portion of the Study Area as a Non condemnation Redevelopment Area.
7. If the Planning Board recommends that all or a portion of the Study Area be designated as a Non condemnation Redevelopment Area, the Planning Board shall commence with the preparation of the redevelopment plan without further action by the Governing Body.
8. If any part of this resolution shall be deemed invalid, such parts shall be severed and the invalidity thereby shall be not affecting the remaining parts of this Resolution.
9. A copy of this resolution shall be filed in the Office of the Borough Clerk

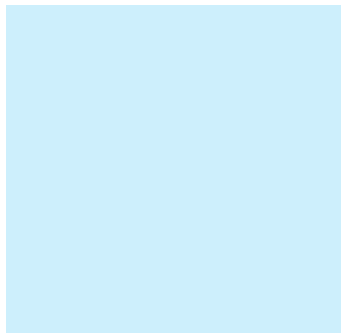
Borough Council	Moved	Seconded	Ayes	Nays	Abstain	Absent
Councilmember Bonatakis			X			
Councilmember Cassidy			X			
Councilmember Facey-Blackwood		X	X			
Councilmember Jannone			X			
Deputy Mayor Triggiano	X		X			
Mayor Portman			X			
ON CONSENT AGENDA	Yes	<input checked="" type="checkbox"/>		No	<input type="checkbox"/>	

I hereby certify the foregoing to be true copy of a Resolution adopted by the Borough Council of the Borough of Red Bank, in the County of Monmouth, New Jersey at their regular meeting held on January 23, 2025.


 Mary Moss, RMC
 Municipal Clerk

Appendix C: Public Workshop Summaries

DRAFT



Borough of Red Bank Train Station Redevelopment Plan

Public Workshop #1 Meeting Summary

Meeting Date: July 31, 2024

Prepared on behalf of:

Borough of Red Bank

Prepared by:

BFJ Planning
115 5th Avenue
New York, NY 10003



BFJ Planning

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BFJ Planning

Introduction

The Borough of Red Bank hosted an introductory public workshop for Red Bank residents to learn more and provide feedback on the Train Station Redevelopment Plan. This workshop was held on July 31, 2024, at the Senior Center. Approximately 75 participants attended the workshop, which included Red Bank residents, local stakeholders, Planning Board members, Borough staff, and Borough Council members. The purpose of the workshop was to provide an overview of the redevelopment planning process and solicit feedback on resident preferences for the future of the Train Station Redevelopment Plan study area.

The meeting consisted of a presentation from the Borough's consultant team followed by an open house session for participants to review four stations and provide their comments. There will be additional opportunities for public input. The Borough will hold a second workshop in the fall and a public hearing before the plan is adopted. Please visit the Redevelopment Plan website to review the presentation and open house station boards as well as to view the presentation recording at:

<https://www.redbanknj.org/500/Redevelopment-Planning>.

Presentation

The meeting began with an introduction from the Borough's Director of Community Development, Shawna Ebanks. Susan Favate, Principal at BFJ Planning ("BFJ"), the Borough's consultant team lead, then presented a summary of the planning context in Red Bank, an overview of redevelopment planning, the anticipated planning timeline, potential public benefits of redevelopment planning at the Red Bank Station, and a summary of the study area's existing conditions. Some potential public benefits of redevelopment planning at the Red Bank Station include:

- Improve pedestrian safety
- Reduce impervious coverage
- Strengthen link from Shrewsbury Avenue to Broad Street
- Enhance the pedestrian environment
- Create more public open spaces
- Encourage multimodal transit options



Presentation



Open House Stations

Open House Stations Review and Discussion

After the conclusion of the presentation, attendees were invited to visit four stations that were set up for participants to browse and review in an “open house” format. The four stations were organized by the following topic areas: (1) Circulation and Parking, (2) Public Realm and Amenities, (3) Built Environment, and (4) Programming. Attendees were invited to visit each station where they could speak with the moderator and share their ideas. Participants could also attach a comment “sticky-note” or colored sticker, which reflected their support for or opposition to any particular idea. While this “Dot Point Exercise” is not a scientific survey, it was helpful to get a general idea for which issues are more important, which have consensus, and which need further investigation.

The following section summarizes the feedback received at the four stations. Where attendees provided written comments, these are summarized as “Additional Comments.” Some comments have been edited for clarity or combined, in the case of repeat comments. Photos of the open house station boards with comments are found in Appendix A. Appendix B contains a copy of the presentation.



Workstations

Built Form

- Community members want new development to blend into the neighborhood, look like it has been there a long time, and not like an imposing super-structure was constructed all at once by one designer.
- Community members shared their dislike for recent large developments and appreciate the silhouettes, street wall lengths, and variations in roof-lines of older Red Bank neighborhoods.
- Community members mentioned the importance of appropriate setbacks.
- Community appreciates the details in older Red Bank constructions like cornices, windows, arcades, etc.

Public Realm + Amenities

- Community members are interested in public realm improvements at the Train Station Plaza.
- Community lacks access to open space west of the rail tracks; interested in the opportunity for open space, especially within the NJ TRANSIT parcels on site.
- Community members are welcoming of retail and landscaping at the transit plaza, mentioning the need for seating, shading, pervious paving, and community representation.
- Pedestrian safety is a major concern in Red Bank with accidents (including fatalities) reported on a regular basis.
- Community members showed interest in bike infrastructure and generous planting and tree coverage on streets (especially Monmouth Street).

Circulation + Parking

- Pedestrian and Bicycle Network
 - Explore reopening the former underpass at the Red Bank train station for pedestrians to safely cross underneath the railroad tracks – Meeting participants had mixed feelings about this recommendation. Few have concerns about safety in the evening hours.
 - Address “pedestrian scramble” at the intersection of Bridge Avenue and Monmouth Street.
 - Improve north-south pedestrian walking pathway from the train station to Riverside Avenue in between Bridge Avenue and West Street.
 - Create a north-south bicycle and pedestrian path (such as Rails to Trails) from Chestnut Street to Drs. James Parker Boulevard alongside the NJ Transit rail yard – There was support from meeting participants about this idea.
 - Extend the bicycle lane along Bridge Avenue between Monmouth Street and Chestnut Street
 - Opportunity to incorporate bicycle lanes along east-west corridors including Monmouth Street, Oakland Street, Chestnut Street, and Drs. James Parker Boulevard.
 - Desire for bike racks within the train station area.
 - Incorporate landscaping and trees throughout the study area.

BFJ Planning

- Alternate Modes of Transportation
 - Opportunity to make Red Bank Train Station into a mobility hub accommodating all modes of alternative transportation such as bikes, bus, scooters, car share services, pedestrians, etc.
 - Explore the addition of bus service along east-west corridors including Monmouth Street, Oakland Street, Chestnut Street, Drs. James Parker Boulevard.
 - Look into adding bus stops at school crossings that are east-west over the train tracks.
 - Question – Do new residential developments located within Transit Villages have fewer households with personal vehicles?
 - Identify a location within the train station area for Uber and Lyft pick-up and drop-off.
 - Look into raising the railroad tracks at the train station area.
- Roadways
 - Improve traffic congestion at the railroad crossings, especially at Monmouth and Chestnut Streets – It was noted that the train should not block both roadway crossings at Monmouth and Chestnut Streets. A recommendation indicated the opportunity to leave Chestnut Street open while the north bound train is stopping at Red Bank and leave Monmouth Street open while the south bound train is stopping at Red Bank. Another participant indicated that it takes about 30 minutes for vehicular and pedestrian circulation to start moving from the moment a train is arriving until it leaves the Red Bank train station. This was raised as a major issue that needs to be resolved.
 - Explore connecting West Street and Central Avenue.
 - Create a north-south roadway from Chestnut Street to Drs. James Parker Boulevard alongside the NJ Transit rail yard – There was mixed support for this idea.
 - Improve traffic light sequencing at and near the train station area – The Township of Little Silver could serve as a precedent for traffic light sequencing.
 - Incorporate traffic calming measures within the Redevelopment Plan area, such as speed bumps, where necessary – Potential streets that could use traffic calming measures are Bridge Avenue and Monmouth Street.
- Development and Infrastructure
 - Opportunity to redevelop the parcel east (75.05-16.01) of St. Anthony of Padua Church – The redevelopment could be a partnership between the property owner and the Church.
 - Ensure water and sewer service is sufficient for potential new development.
- Parking (On-street Parking and Parking Lots)
 - Transform the NJDOT parking lot bound by Monmouth Street, Bridge Avenue, and Oakland Street into a public plaza where a farmer's market and pop-ups could take place
 - Continue partnership between NJDOT and the Red Bank Armory Complex to provide parking for the Armory's clientele.
 - Explore building a parking garage at the southwest corner at the intersection of Chestnut Street and the railroad tracks.
 - Look into collaborating with the Department of Public Utilities to create a new development, which includes a new DPU and a parking garage at the DPU property – The development could have front (Chestnut Street) and rear entrances. Electric chargers and bike racks could be incorporated.
 - Incorporate a small commuter parking garage within any future mixed-use developments.
 - Look into the utilization of on-street parking in residential neighborhoods surrounding the train station – One participant indicated that parking needs are spilling into residential neighborhoods surrounding the train station area.
 - Concern that parking will still be needed even though rail ridership appears to be low.

Programming

- Based on the feedback from the Programming board's Photo Activity, below is an overview of the meeting participants' perspectives on which range of uses they prefer or do not prefer in the Redevelopment Plan study area.
 - Prefer
 - Art Related Uses – Most participants selected that they support art related uses. One participant indicated that related uses should not be tax-exempt.
 - Grocery Stores
 - Preschools – It was mentioned that preschools could be created in collaboration with the Red Bank School District.
 - Recreational or Community Services Uses – Green play areas could be included.
 - Retail uses – Some examples of desired uses include a bookstore and hardware store.
 - Small Business Storefronts or Makerspaces
 - Mixed Support
 - Coworking spaces – There was mixed support for coworking spaces. Some participants indicated that these coworking spaces are not well used and others say that these spaces should be viable near the train station. Bell Works was noted as an example of coworking spaces that work well.
 - Medical Related Uses – There was mixed support for medical related uses. One meeting participant mentioned that there are too many of these uses in the Redevelopment Plan study area. Another participant indicated that a medical related use could be paired with another more active use to ensure the train station area is vibrant.
 - Restaurants – There was mixed support for restaurants. Some participants stressed that there is a sufficient number of restaurants and others mentioned that more restaurants could be incorporated in the Redevelopment Plan study area.
 - Additional uses that meeting participants would like to see in the study area, include:
 - Bank
 - Community Garden
 - Community Pool
 - Park
 - Public Plaza – One participant indicated the potential to convert the parking lot bound by Bridge Avenue, Monmouth Street, train tracks, and Oakland Street into a public plaza. Another participant mentioned that this same parking lot could become a new development with active retail uses along Bridge Avenue.
 - Rails to Trails – One example of a successful Rails to Trails project provided was Millstone in Somerset, NJ.
 - Retail – Along Monmouth Street between the train tracks and West Street; Along Chestnut Street between Bridge Avenue and the train tracks

Conclusion

This public workshop was successful in attracting a strong turnout of interested residents and stakeholders who provided feedback for the Train Station Redevelopment Plan. Attendees were encouraged to send any additional comments to Shawna Ebanks, the Borough's Director of Community Development, at sebanks@redbanknj.org.

The next steps include reviewing the information with the Project Team and incorporating community feedback with broad support into the Draft Train Station Redevelopment Plan. The BFJ Planning and Perkins Eastman team will work with the Project Team to finalize the draft plan, which will be presented to the public at the next workshop in the fall (date TBD) in advance of the public hearing. The public will have a final opportunity for comment at the public hearing, which is anticipated for December 2024.

Appendix A: Open House Workstation Boards

July 31, 2024 Public Workshop at Red Bank Senior Center

Built Form (Board #1)

BUILT FORM

Streetwall Lengths and Facade Treatments

- Streetwalls contribute to walkability and permeability of the urban fabric.
- Do you have any preferred ranges of streetwall lengths at future development sites in Red Bank?
- Place a dot on your desired treatments of parking garage facades.

Parking Garage Facade Precedents

Directly facing the station, make a more unified look to the parking garage facades

ing Facade

Spring Street Garage, Princeton, NJ

Rutgers Honor College

Green Walls and Landscaping

Park'n'Play, Hamburg Square, Copenhagen

Summit Office Park, CA

Graphics and Art

New Brunswick PAC Garage, NJ

Garage B, Hoboken, NJ

Built Form (Board #2)

BUILT FORM

Materials and Silhouettes

Traditionally, brick has been a dominant building material in Red Bank, with wood and metal used as secondary material accents. Place a dot on buildings that have responded appropriately to Red Bank's character.

A building's silhouette is how the building meets the sky. Place a dot on any distinct silhouettes that you identify as characteristic to Red Bank, that would be attractive in future developments.

Building Materials

Red Bank Landmarks

Developments

Building Silhouettes

Red Bank Landmarks

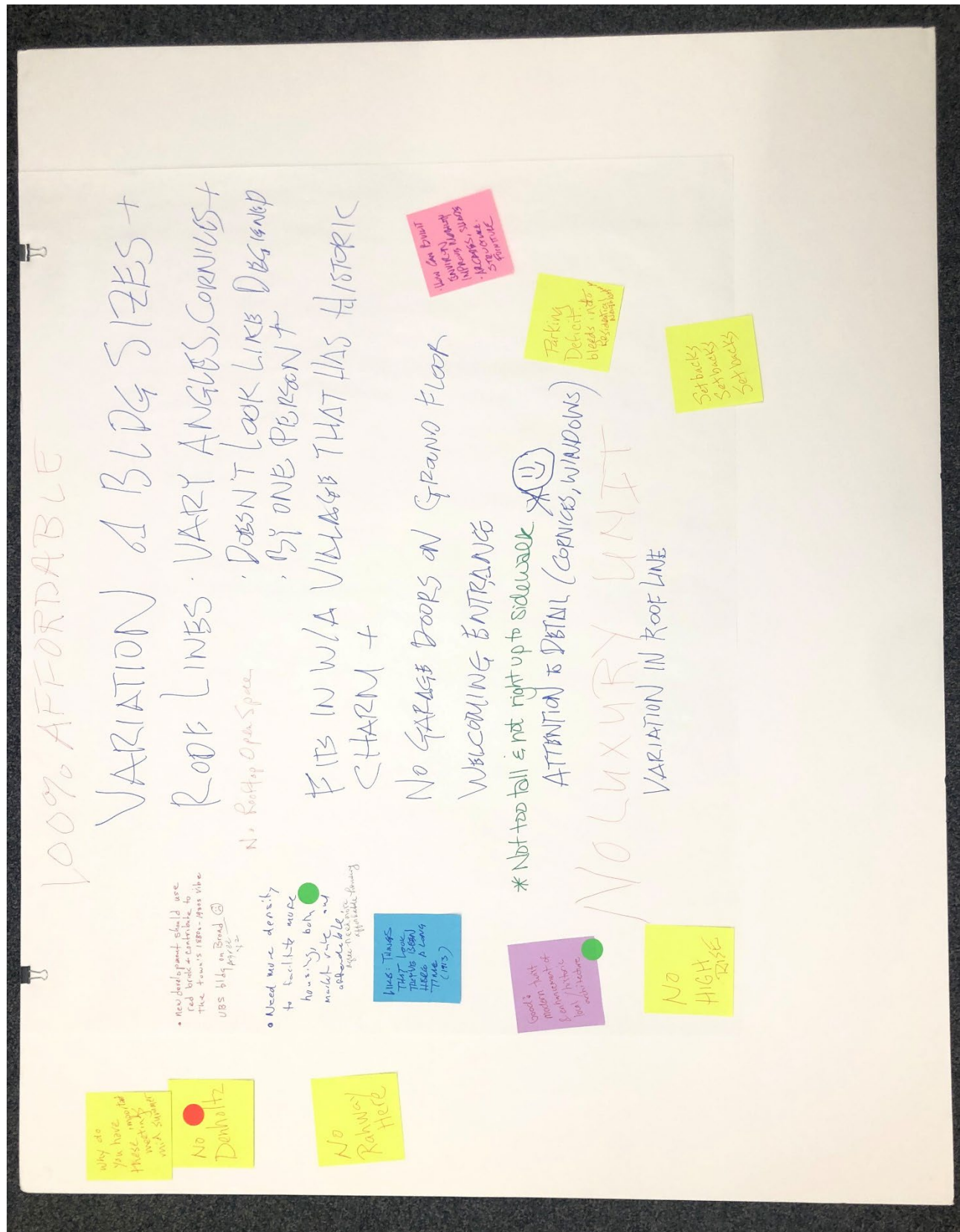
Recent Developments

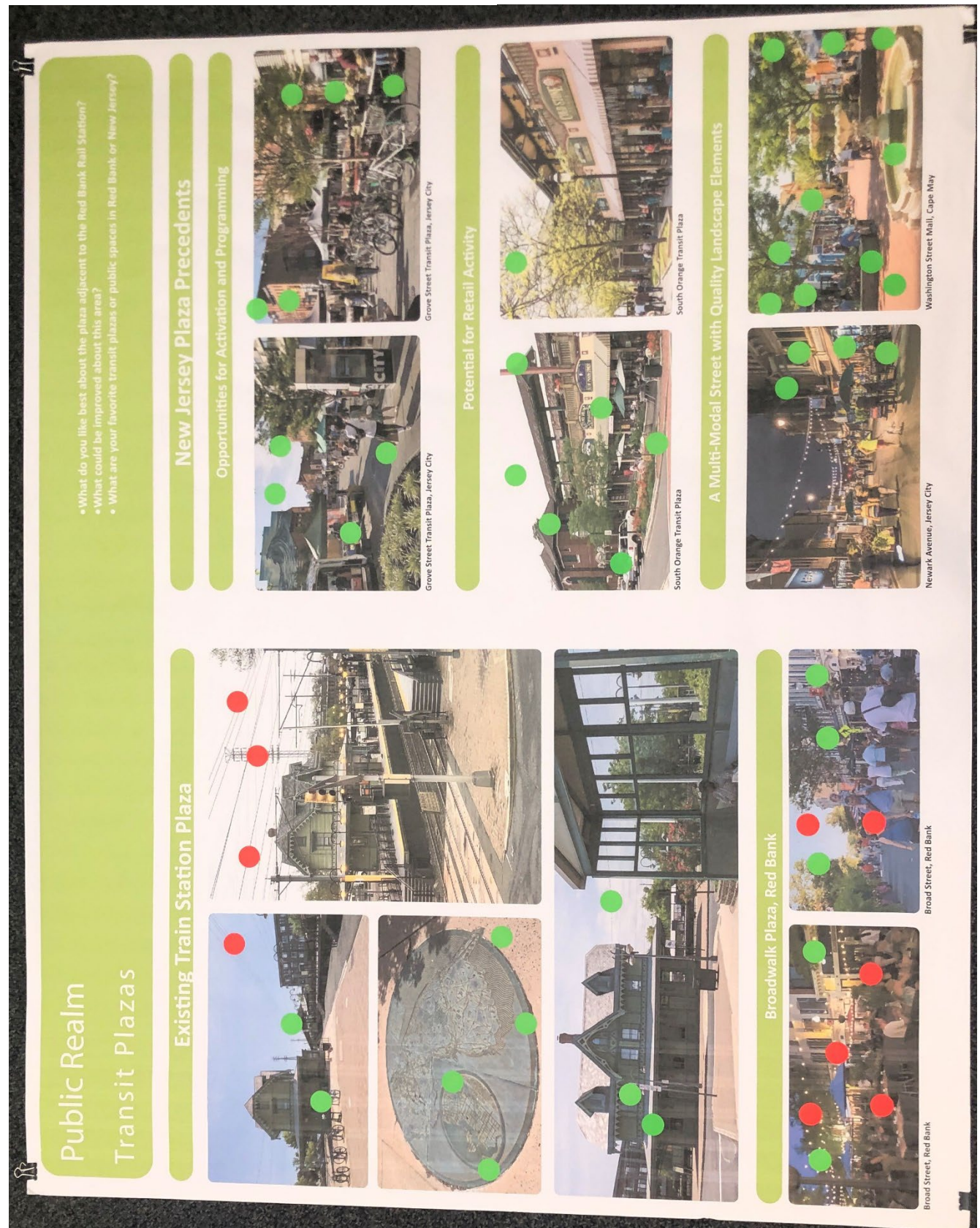
Borough of Red Bank Train Station Redevelopment Plan
Public Workshop #1 Summary

August 27, 2024

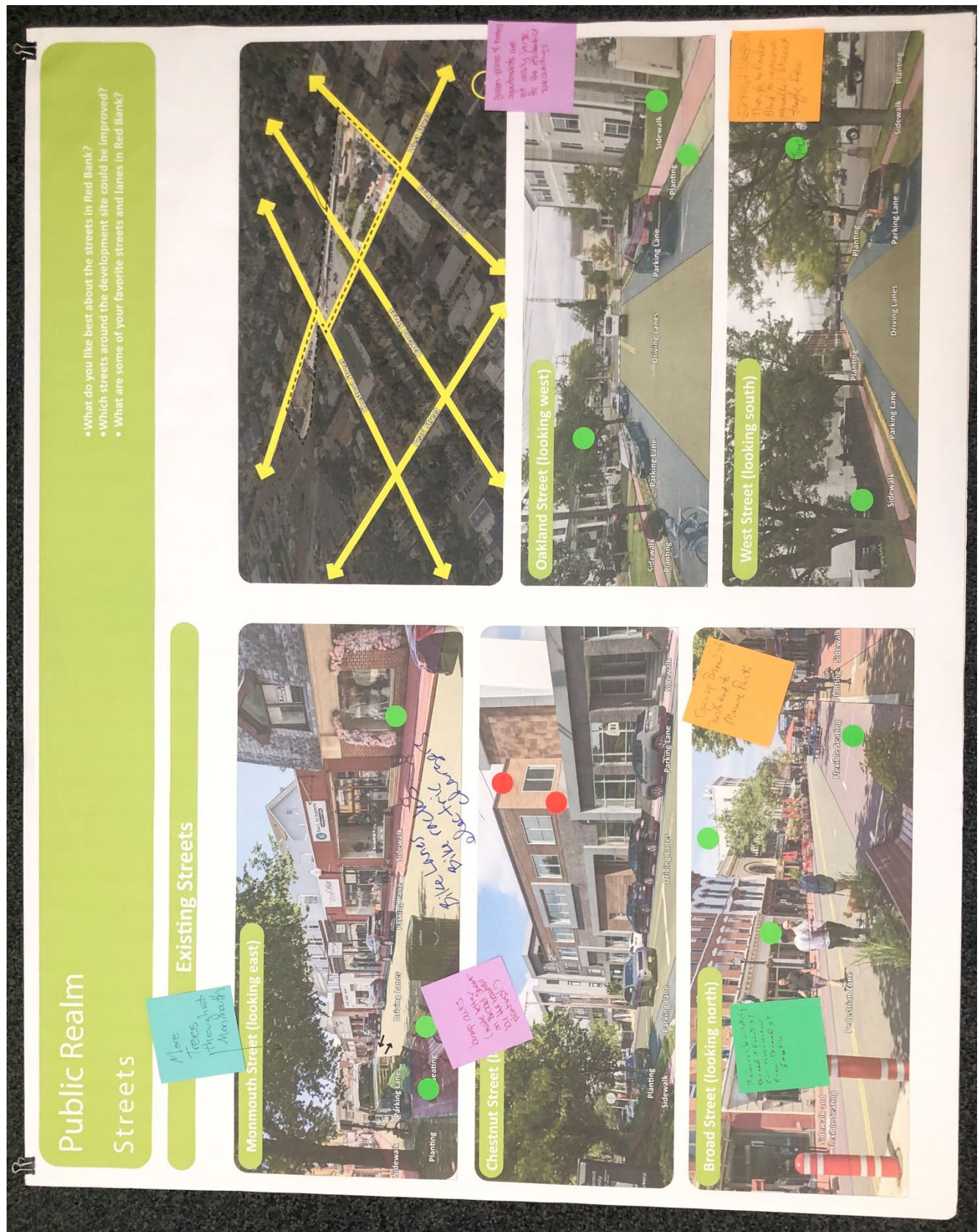
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Built Form (Board #3)

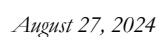




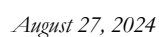
Public Realm + Amenities (Board #2)



Public Realm + Amenities (Board #3)

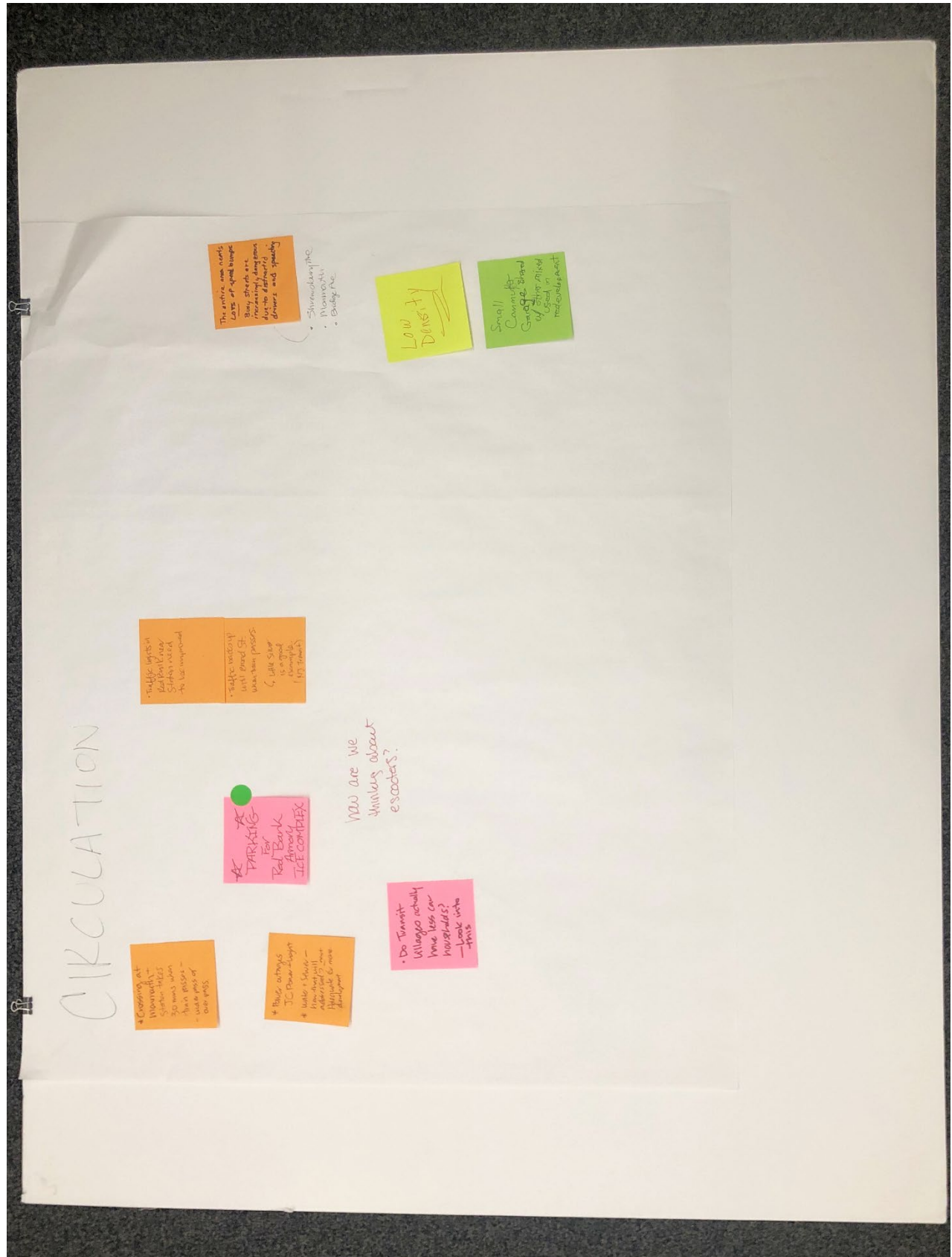


Circulation + Parking (Board #1)



BFJ Planning

Circulation + Parking (Board #2)



Programming (Board #1)



Appendix B: Presentation

Borough of Red Bank

Train Station Redevelopment Plan

Public Workshop #1, July 31, 2024



Prepared for: Borough of Red Bank

| Prepared by: BFJ Planning + Perkins Eastman

Agenda & Meeting Format

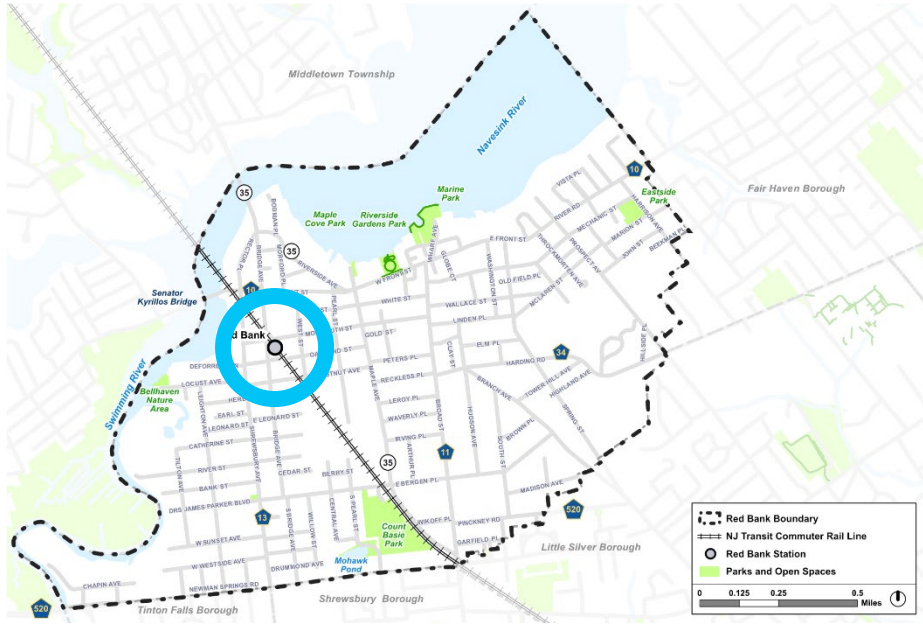
- 1 Introduction
- 2 Planning Context in Red Bank
- 3 Redevelopment Planning 101
- 4 Redevelopment Process + Timeline
- 5 Study Area Existing Conditions
- 6 Interactive Open House Stations
- 7 Next Steps

Introduction

Red Bank, NJ



Red Bank
Train Station



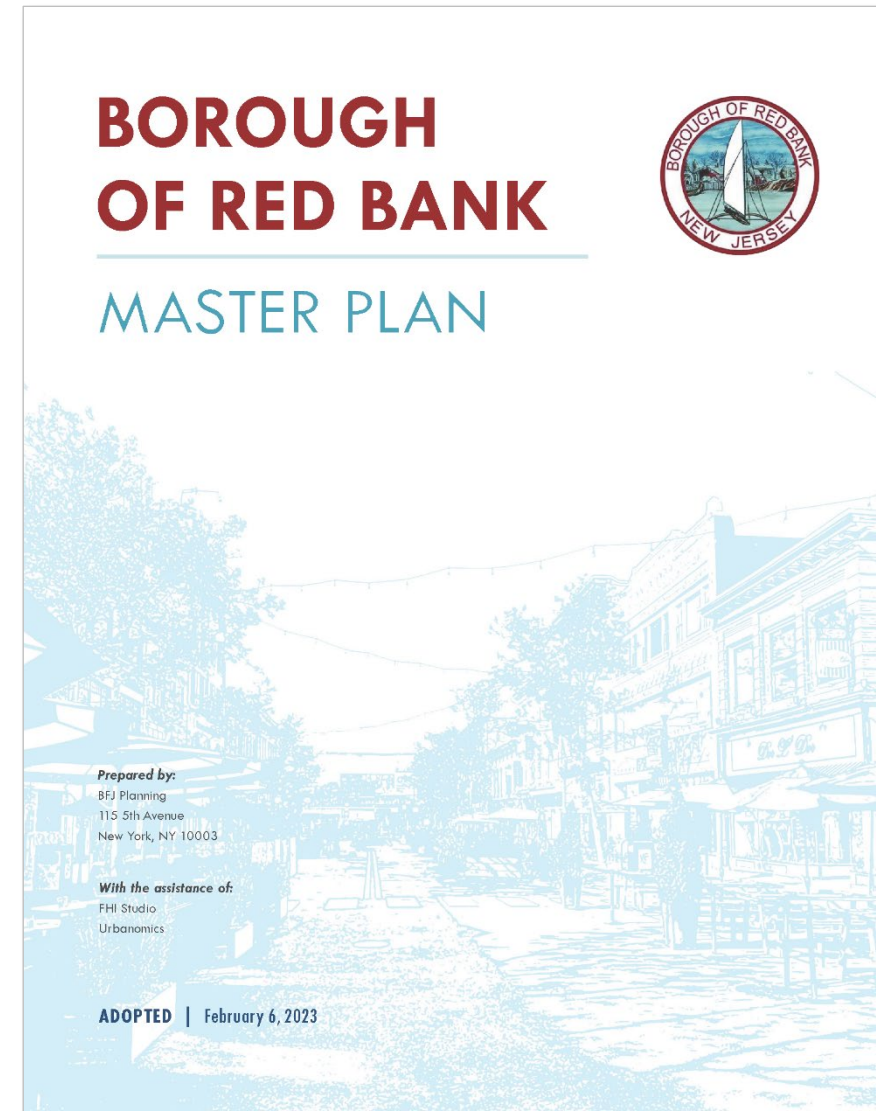
Planning Context in Red Bank

■ February 2023

- Red Bank Master Plan adopted.

■ In Process

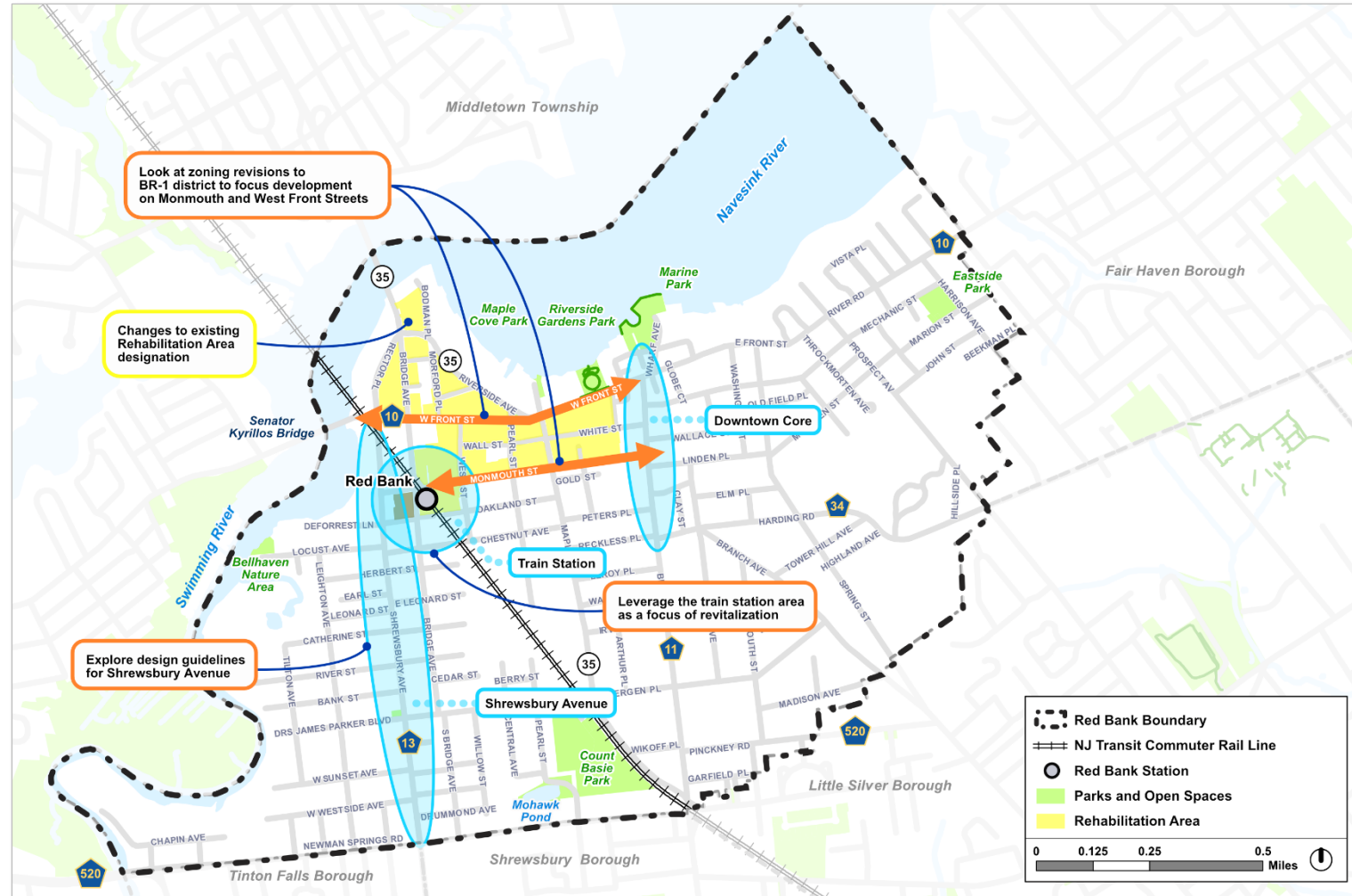
- Seeking Transit Village status.
- Conducting a Municipal Self-Assessment to confirm consistency with the State Plan (includes reinstatement of the State's lapsed designation of Red Bank as a regional center).
- Implementing streetscape improvements along Monmouth Street.



Planning Context in Red Bank

Master Plan Recommendations Related to the Train Station Area

- **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

Redevelopment Planning 101

NJ Local Redevelopment and Housing Law (LRHL) empowers local governments to designate certain lands that meet statutory criteria as “in need of redevelopment or rehabilitation.” **Why?**

Reverse Conditions

Arrest and reverse conditions of deterioration of housing, commercial and industrial facilities.

Physical Development

Promote physical development that will be most conducive to the social and economic improvement of the State and its municipalities.

Advance Communities

Promote the advancement of community interests through programs of redevelopment, rehabilitation and incentives to the expansion of improvement of commercial, industrial, residential and civic facilities.

Reduce Red Tape

Simplify and codify the legal mechanisms for local redevelopment.

Redevelopment Planning 101

Rehabilitation vs. Redevelopment

	Rehabilitation	Redevelopment
Purpose	Eliminate substandard structural or housing conditions and arrest the deterioration of the area through the extensive repair, reconstruction or renovation of existing structures.	Facilitate more significant redevelopment of lands, buildings or infrastructure to achieve significant improvement of the area. Typically involves new construction.
Short-Term Tax Abatement	Yes	Yes
Long-Term Tax Abatement	No	Yes
Condemnation Available	No	Yes

Redevelopment Planning 101

Criteria of an Area in Need of Rehabilitation

(N.J.S.A. 40A:12A-14)

Deteriorated or
substandard structures

More than 50% of housing
stock is at least 50 years
old

Vacancy, abandonment or
underutilization of
properties

Arrearage of property tax
payments

Environmental
contamination

Water and sewer
infrastructure is at least 50
years old and is in need of
repair or substantial
maintenance

Redevelopment Planning 101

Criteria for Determining an Area in Need of Redevelopment

(N.J.S.A. 40A:12-5)

Buildings are substandard, unsafe, unsanitary, dilapidated, or obsolescent, or are lacking in light, air, or space

The discontinuance or abandonment of the use of buildings or the disrepair thereof so as to be untenable

Publicly owned land or unimproved vacant land for a period of ten years not likely to be developed through the instrumentality of private capital

Areas containing buildings which are dilapidated, obsolete, overcrowded or having other deleterious conditions, which are detrimental to the safety, health, morals, or welfare of the community

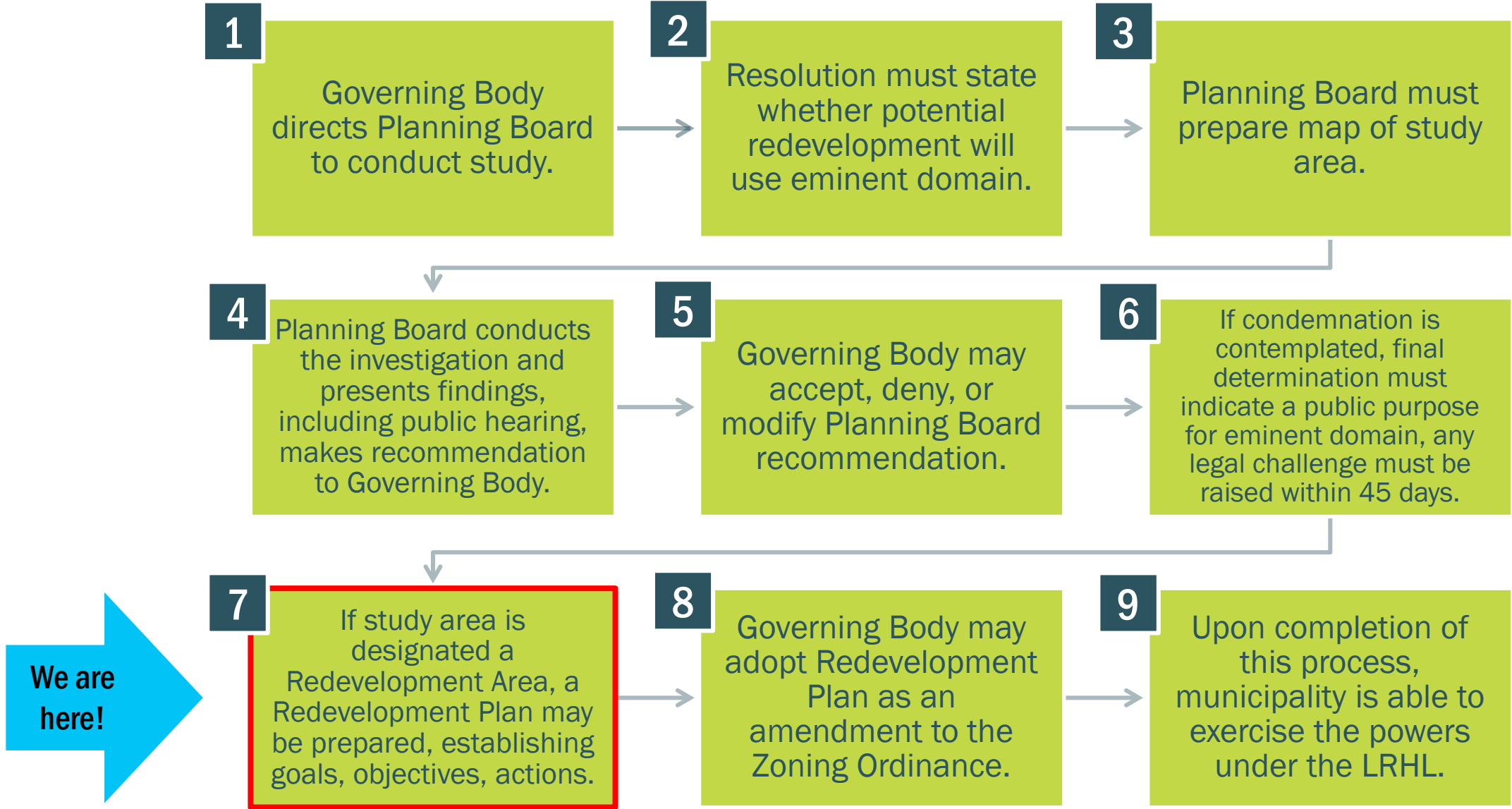
A stagnant and unproductive condition of land having a negative social or economic impact or otherwise being detrimental to the safety, health, morals, or welfare of the surrounding area or the community in general

Areas in excess of 5 acres which have been destroyed by casualty resulting in material depreciation

Designated urban enterprise zones

Area consistent with smart growth planning principles

Redevelopment Process



Anticipated Redevelopment Timeline

Initial Resolution

December 14, 2023

- Governing Body authorization of preliminary investigation

Investigation Map

January 2024

- Delineates the boundaries of the proposed redevelopment area

Preliminary Investigation

February - April 2024

- Analysis of the redevelopment study area and recommended course of action

Designation

April 2024

- Governing Body resolution designating the proposed redevelopment area

Planning

May - November 2024

- Policy and regulatory framework for the redevelopment plan area

Plan Adoption

December 2024

- Ordinance adopting the Plan as an amendment to the Borough's Zoning Code

Benefits of Redevelopment Planning

Specific to Community Needs: Addresses local vision

Redevelopment Area Bonds: Specialized financing for public benefits

Negotiations with Potential Redevelopers: Give-and-take to gain mutual benefits

Long Term Tax Abatements: Flexibility to facilitate desired projects

Benefits of Redevelopment Planning

What is a Long-term Tax Abatement or Payment in Lieu of Taxes (PILOT)?

Timeframe

- Up to 35 years from agreement, 30 years post-completion (includes increases)

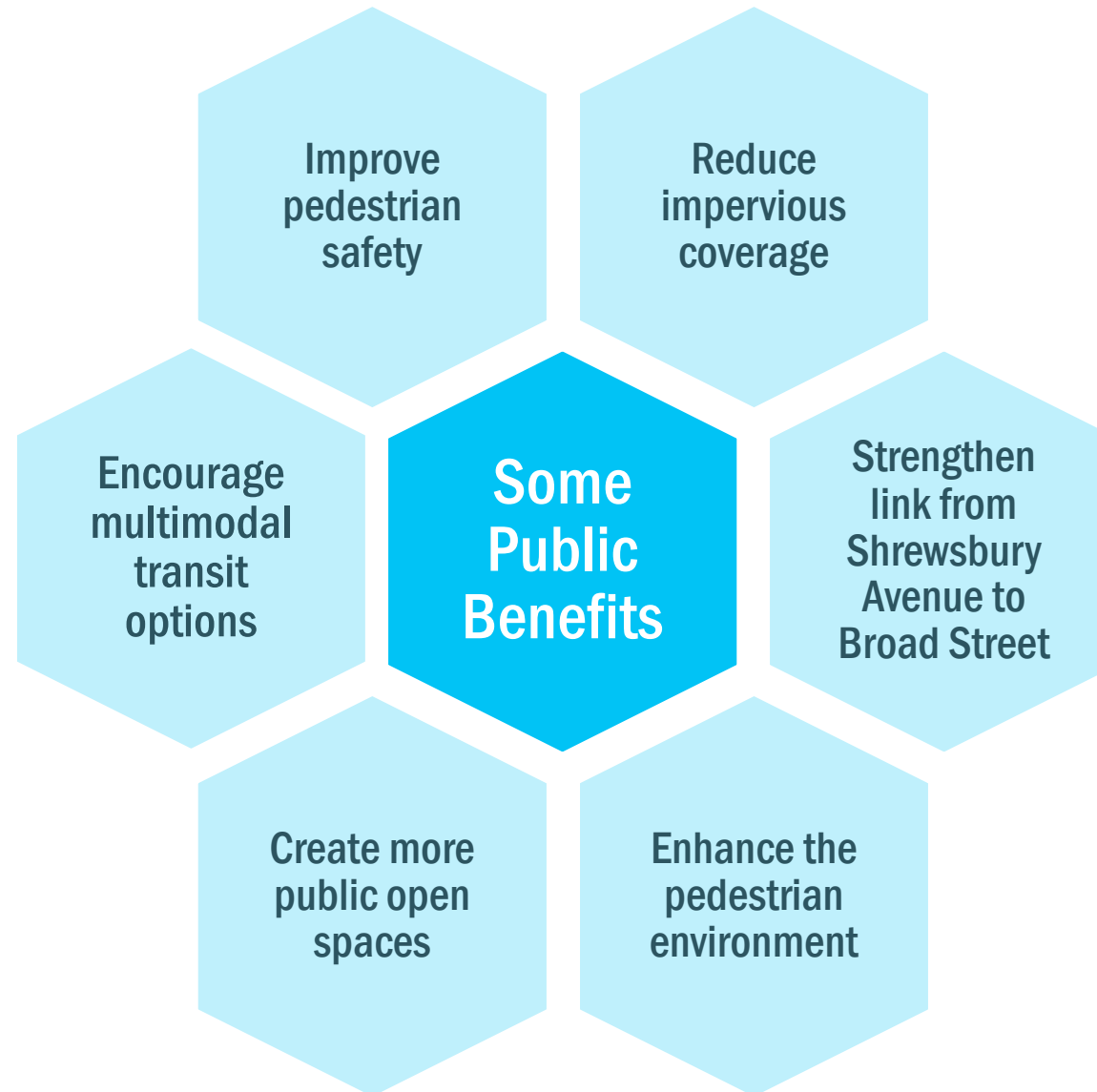
Structure

- Set as percentage of project costs or revenue generated, depending on project type

Notes

- Appropriate when conventional financing makes development unlikely due to specific challenges (e.g. structured parking, affordable housing, prevailing wages).
- Can fund community facilities, offset income loss resulting from municipal requirements (e.g., public parking, infrastructure improvements)
- 95% of PILOT revenue goes to municipality, 5% to county.
- Redeveloper subject to profit limits, annual audits, and service charges

Potential Benefits of Redevelopment Planning at Red Bank Station



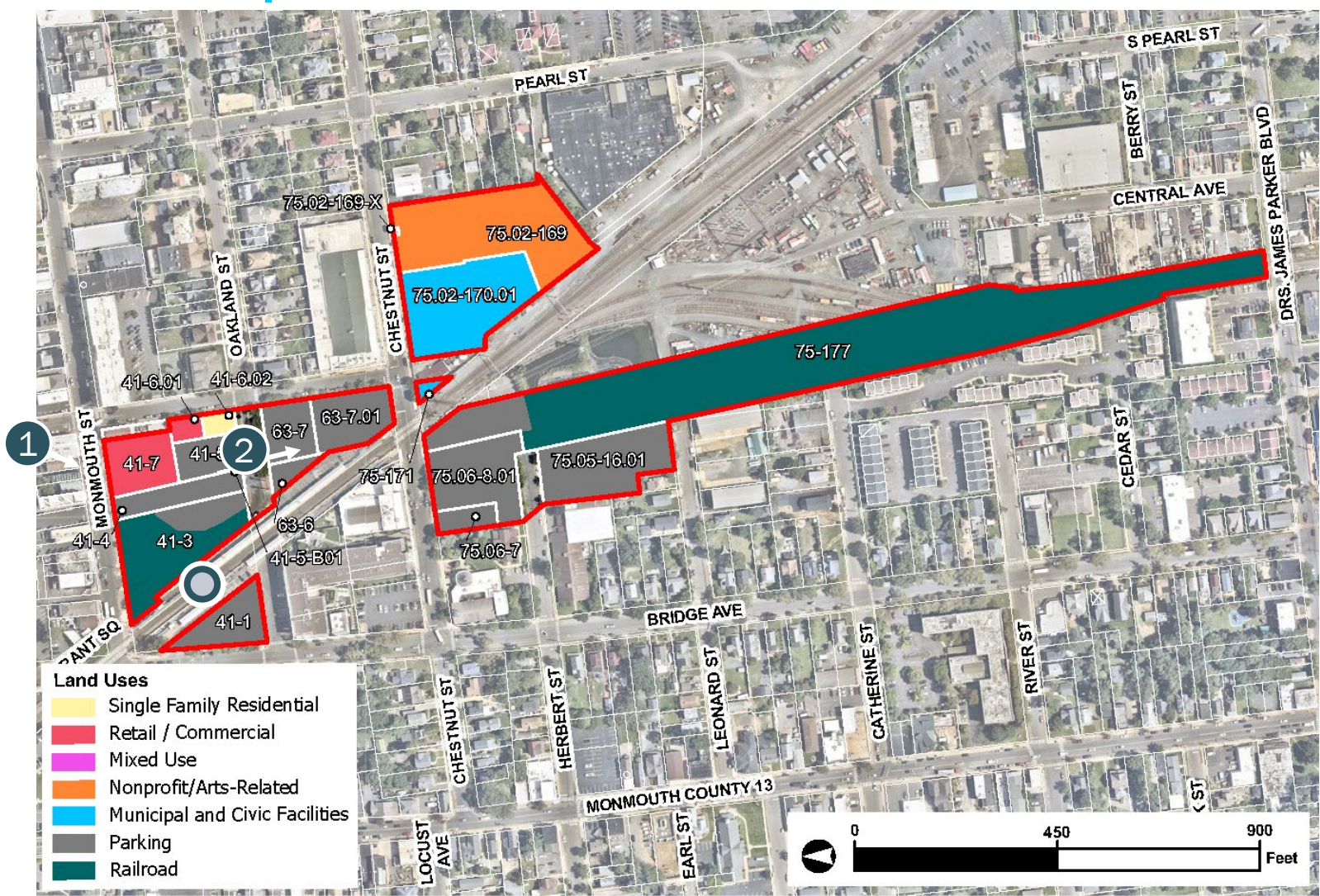
Study Area Existing Conditions

Redevelopment Area Boundary



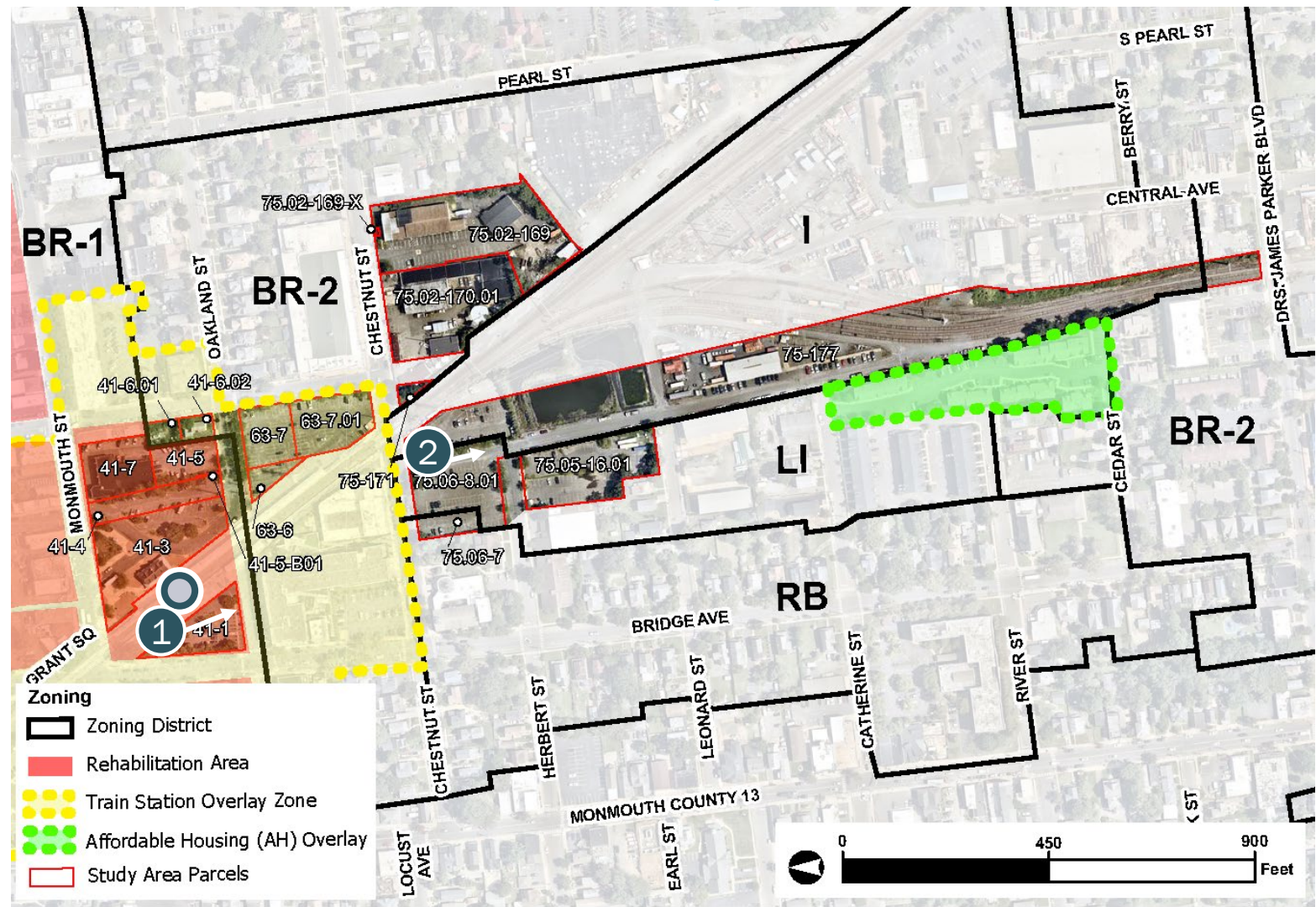
Study Area Existing Conditions

Redevelopment Area - Land Uses



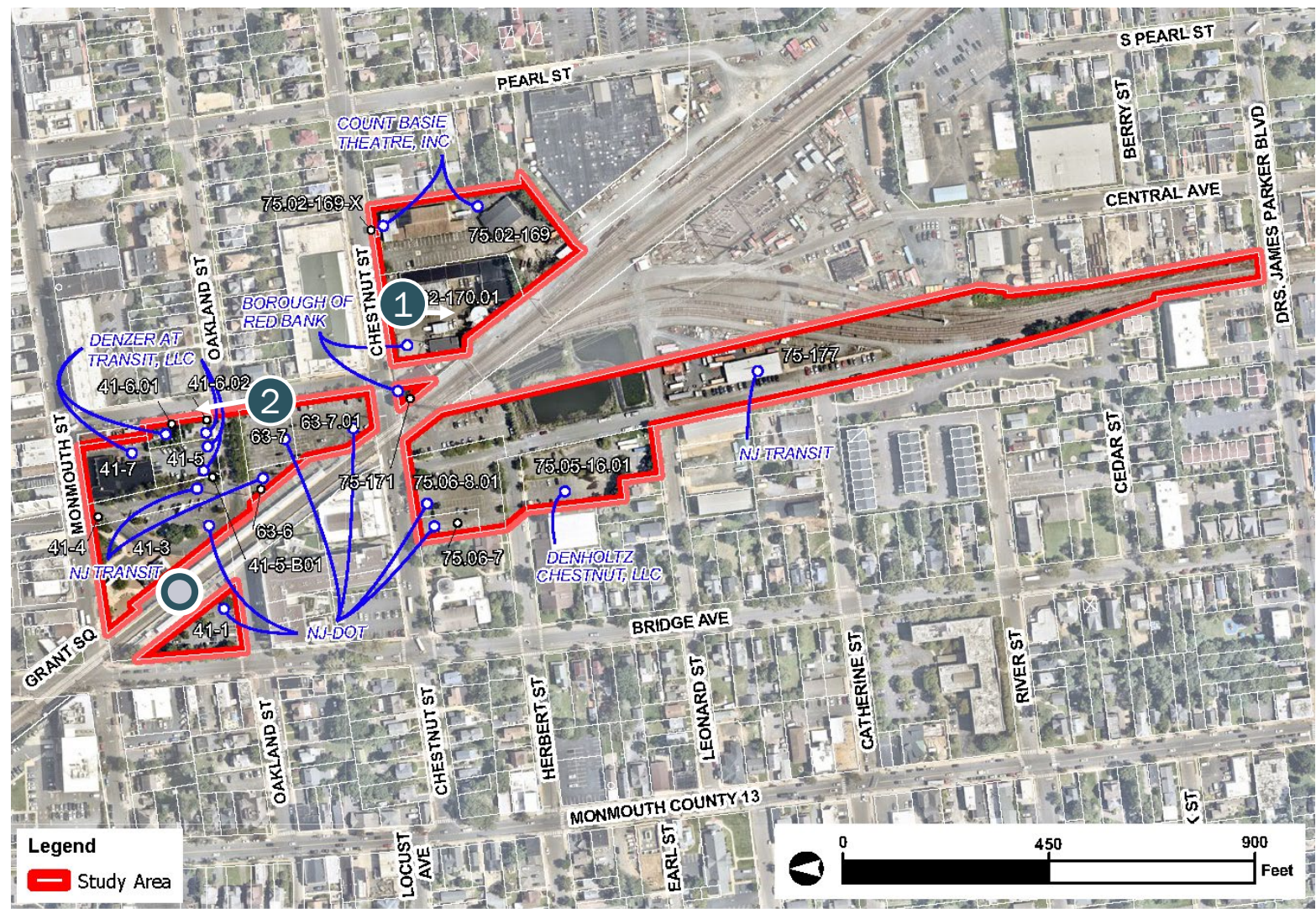
Study Area Existing Conditions

Redevelopment Area - Zoning



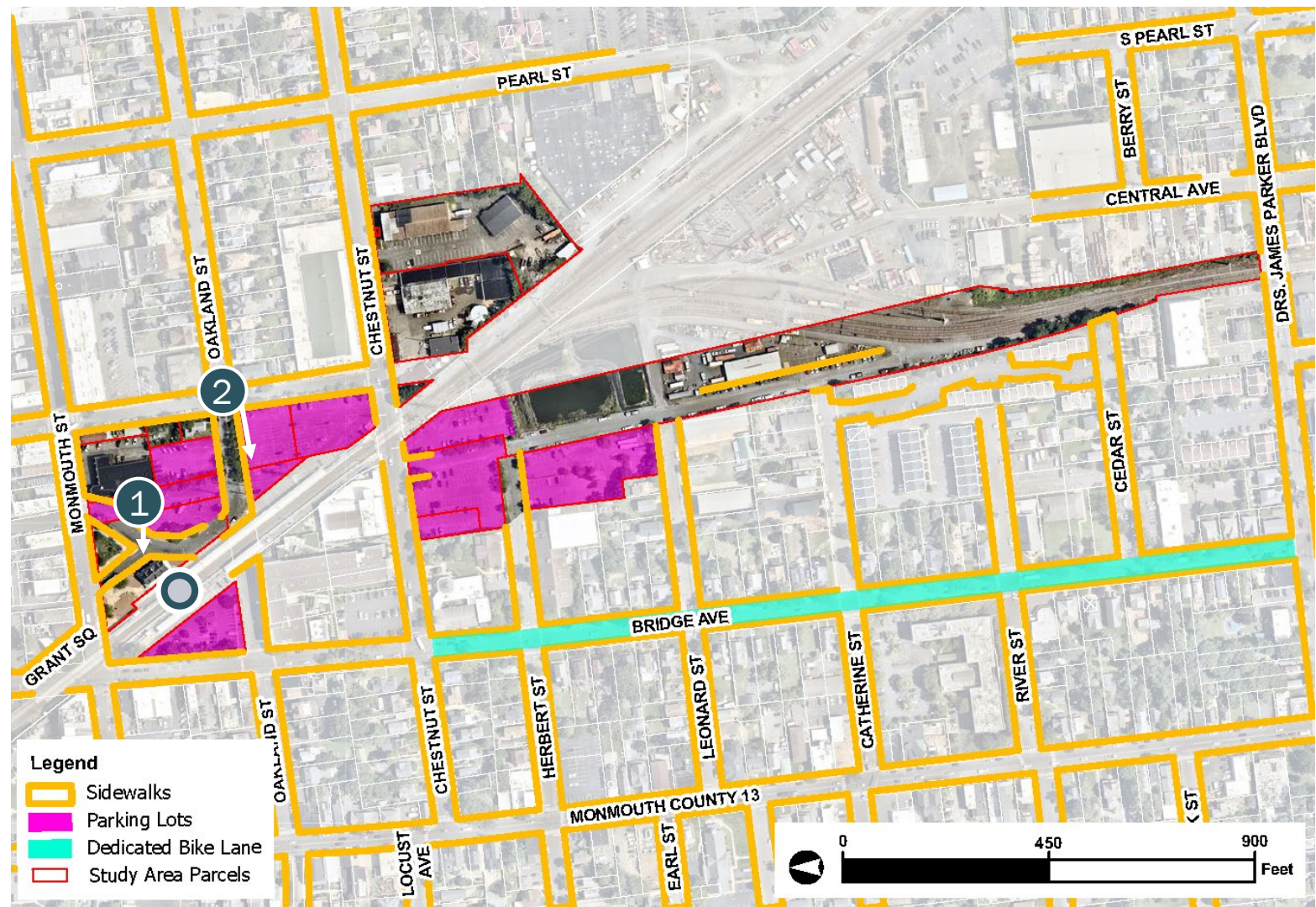
Study Area Existing Conditions

Redevelopment Area - Parcel Ownership



Study Area Existing Conditions

Redevelopment Area - Mobility Conditions



Interactive Open House Stations

Please visit all four stations to share your ideas.

1

Circulation + Parking

Topics include:

- Street Connectivity
- Multimodal transit
- Bike/Pedestrian Connectivity

2

Public Realm + Amenities

Topics include:

- Public Spaces/Plazas
- Streetscape Conditions

3

Built Environment

Topics include:

- Building Massing
- Building Placement
- Building Design

4

Programming

Topics include:

- Desired Uses
- Desired Activities or Events

Thank you!

Borough of Red Bank

Train Station Redevelopment Plan

Public Workshop #1, July 31, 2024





Borough of Red Bank Train Station Redevelopment Plan

Public Workshop #2 Meeting Summary

Meeting Date: December 17, 2024

Prepared on behalf of:

Borough of Red Bank

Prepared by:

BFJ Planning
115 5th Avenue
New York, NY 10003



BFJ Planning

Contents

Introduction..... 3

Presentation and Q&A Session 3

 Building Architecture and Scale 3

 Parking and Circulation..... 3

 Affordability 3

 Open Space and Public Realm 4

 Mix of Uses 4

Conclusion 4

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BFJ Planning

Introduction

The Borough of Red Bank hosted a second public workshop for Red Bank residents to learn about the conceptual plans by NJ Transit's designated developer, Denholtz Properties, for a redevelopment project around the train station. This workshop was held on December 17, 2024, at the Senior Center.

Approximately 50 participants attended, including Red Bank residents, local stakeholders, Planning Board members, Borough staff, and Borough Council members, as well as members of the development team. The purpose of the workshop was for the community to offer feedback on the initial development plans, to inform the drafting of a Redevelopment Plan for the area.

The meeting consisted of a presentation led by the Denholtz team, followed by an open Q&A session facilitated by BFJ Planning. There will be additional opportunities for public input when a Redevelopment Plan is drafted, as well as at the point that the project proceeds to the Planning Board for site plan approvals. The workshop presentation may be viewed at: <https://www.redbanknj.org/500/Redevelopment-Planning>.

Presentation and Q&A Session

The meeting began with an introduction from the Borough Planner Susan Favate, Principal at BFJ Planning ("BFJ"), who presented a summary of the planning context in Red Bank and the anticipated planning timeline. Next, the Denholtz team presented the conceptual plans for the project, including building architecture, public open space improvements, creation of new public streets, and anticipated uses. A full-scale model of the proposed project was also available for viewing at the meeting.

After the presentation, participants were invited to ask questions or make comments. Approximately 20 individuals spoke; their comments may be summarized as follows:

Building Architecture and Scale

Opinions were mixed on the architecture proposed. Some felt the design was "too corporate" and did not sufficiently relate to adjacent buildings (such as the Armory) or Red Bank's existing built context. Others appreciated the design inspiration of rail cars and liked the finishes, especially brick. Some residents expressed concern with the overall scale and density of the project, especially those in the neighborhood along Oakland Street to the east. While some participants indicated opposition to the concept of a Transit Village and its resulting density, it was noted by Borough staff and elected officials that this has been a long-held goal of Red Bank for a number of years.

Parking and Circulation

Various participants expressed concerns about the loss of surface parking at the train station and potential impacts on area streets, noting that these spaces are free in the afternoons and advertised as available by local businesses in the vicinity. Several people asked if parking would remain free for the public; the developer indicated that pricing structures have not yet been determined. Some participants expressed concern about traffic circulation and the proposed placement of bus stops on Monmouth and West Streets. The developer will be required to complete a traffic study as part of any site plan approvals, and also indicated that they are still in discussion with NJ Transit on the specific configurations of the bus stops.

Affordability

Some commenters felt that the proposed project would not be welcoming to all income levels. One person asked how the designated affordable units would be distributed. Ms. Favate confirmed that they will be required to be interspersed throughout the development, indistinguishable from the market-rate units, and at the same level of finishes. It was noted that the up to 80 affordable units (20% of total units) will help to meet nearly all of the Borough's anticipated affordable housing obligation in the upcoming Fourth Round.

BFJ Planning

Open Space and Public Realm

Participants were generally supportive of the proposed open space to be created around the historic train station building and were also largely in favor of the shared street concept. Some participants stressed the importance of making these areas feel truly accessible and available to the general public and had some questions about the logistics of the shared street circulation.

Mix of Uses

Some participants questioned the demand for retail space, given that downtown Red Bank already has some vacancies. Arts-related and community uses, such as a preschool, museum, maker spaces, public art/murals, and space for existing local stores, were all suggested as ways to activate the area as a distinct place.

Conclusion

This public workshop was successful in attracting a strong turnout of interested residents and stakeholders who provided feedback on the initial development concepts. Attendees were encouraged to send any additional comments to Shawna Ebanks, the Borough's Director of Community Development, at sebanks@redbanknj.org.

The next steps include reviewing the information with the Project Team and incorporating community feedback with broad support into the Draft Train Station Redevelopment Plan, which is anticipated to be presented at a public hearing in February 2025.

Appendix A: Presentation

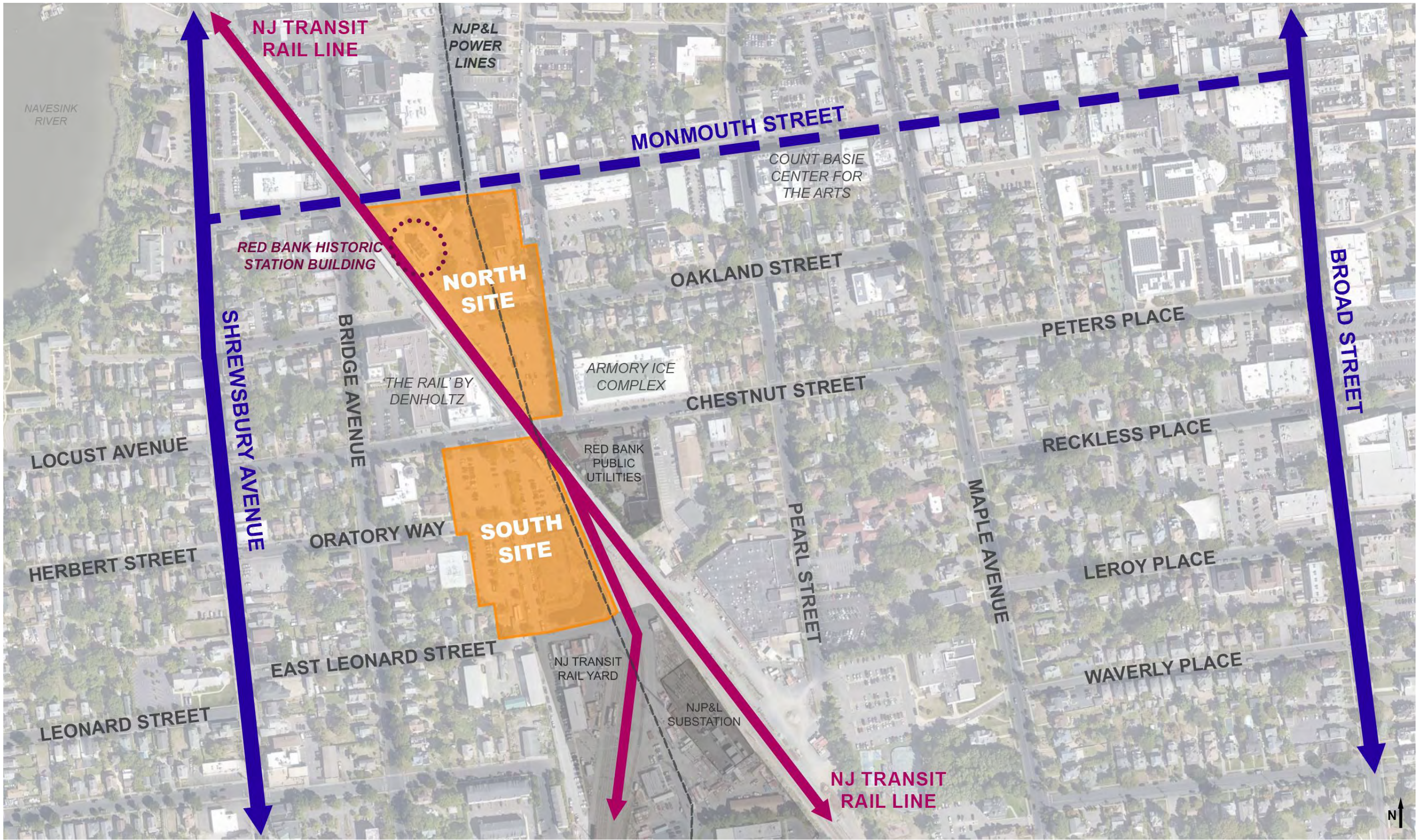


SK+I



- 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

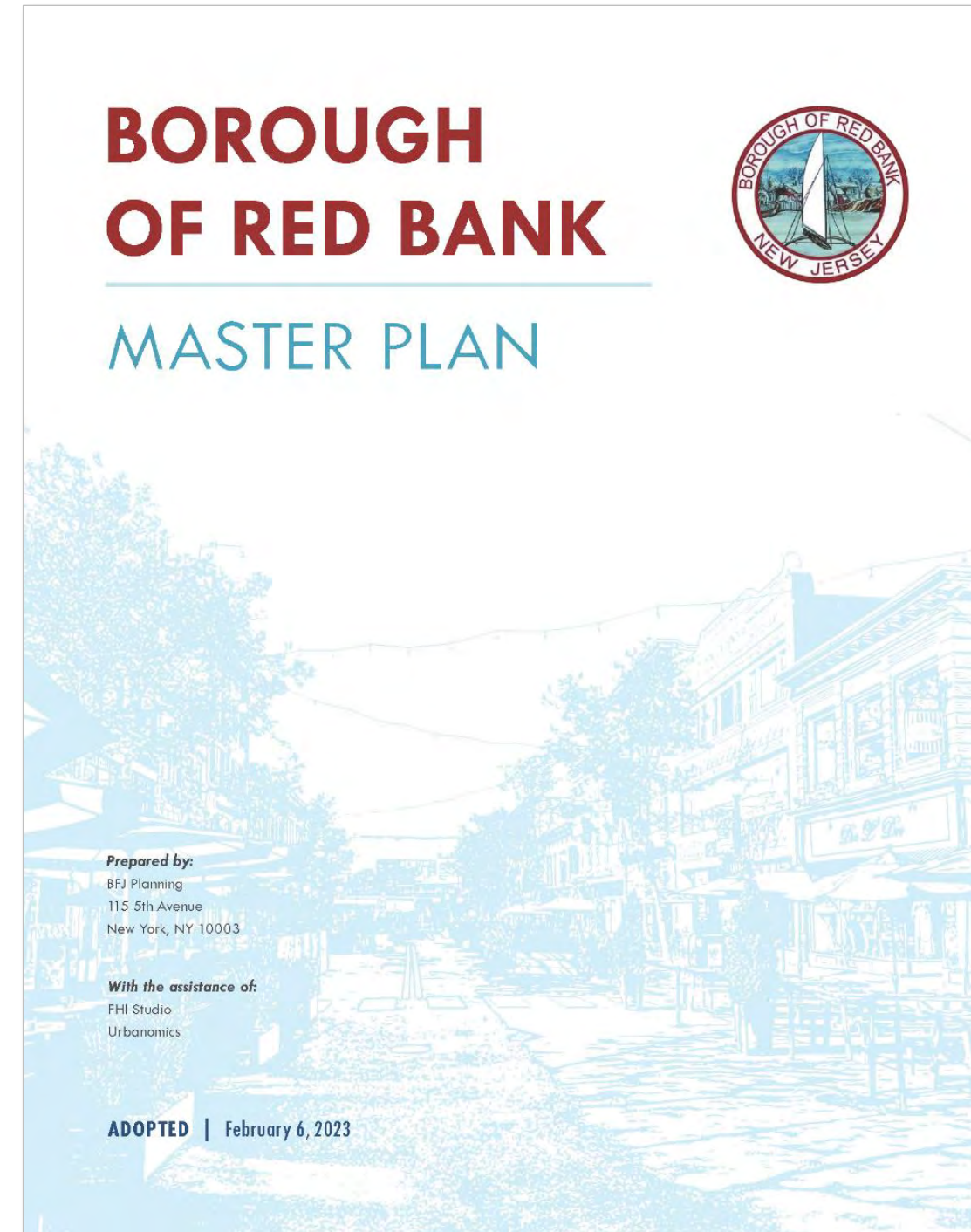


■ 2023

- New Red Bank Master Plan adopted.

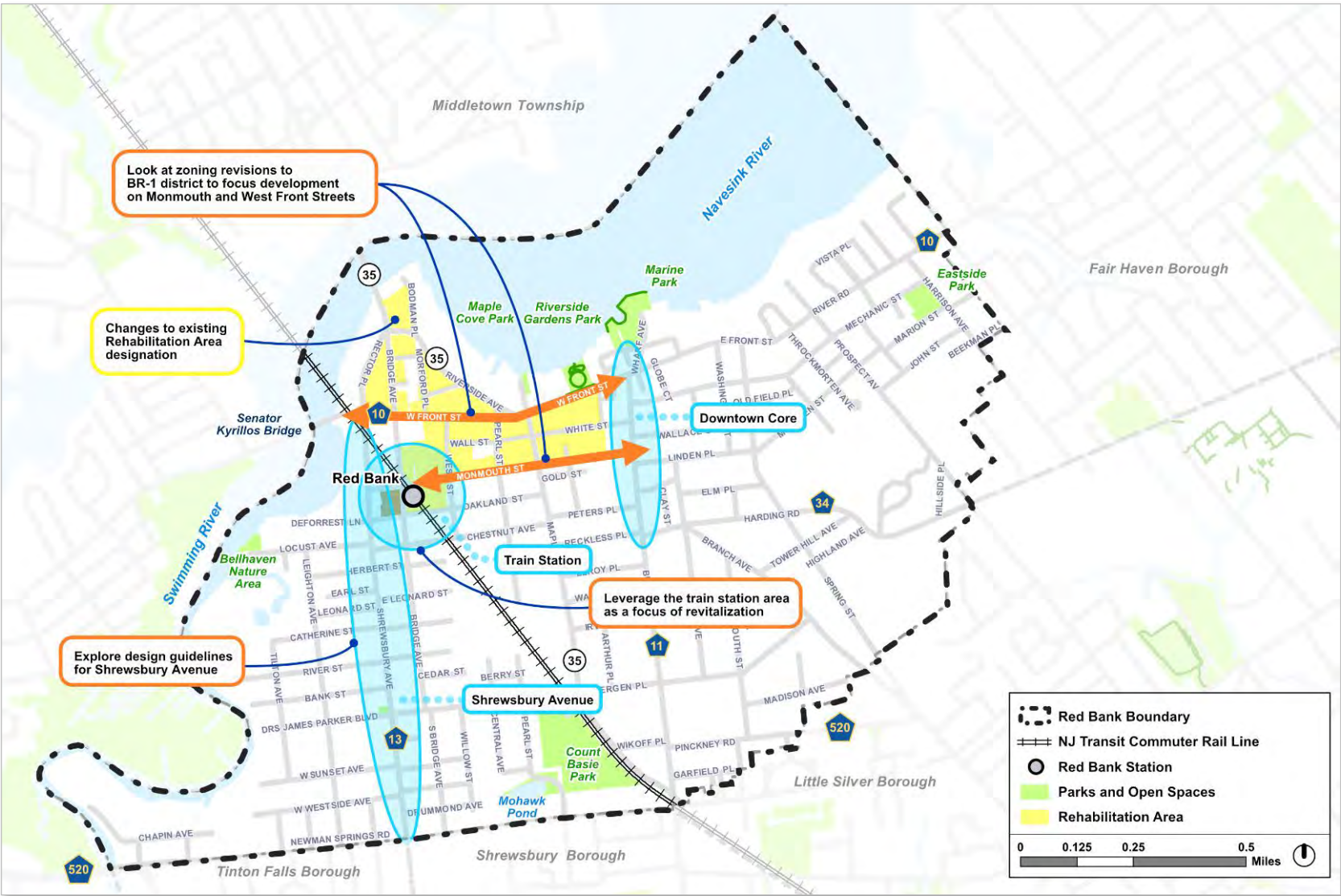
■ Ongoing

- 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

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

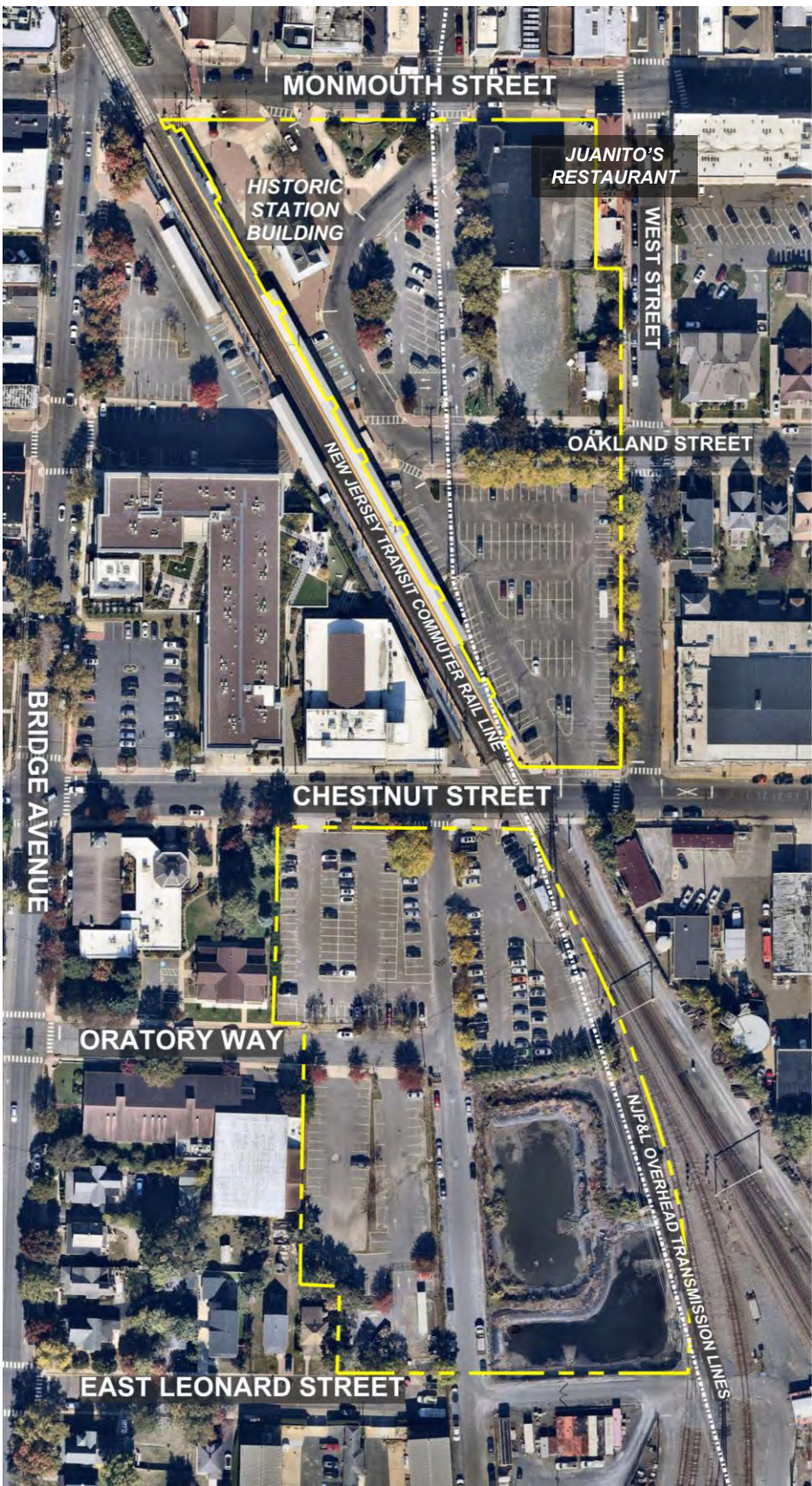


SITE CONTEXT IMAGES:
EXISTING CONDITIONS



CONCEPT SITE PLAN:
COMPARISON

EXISTING



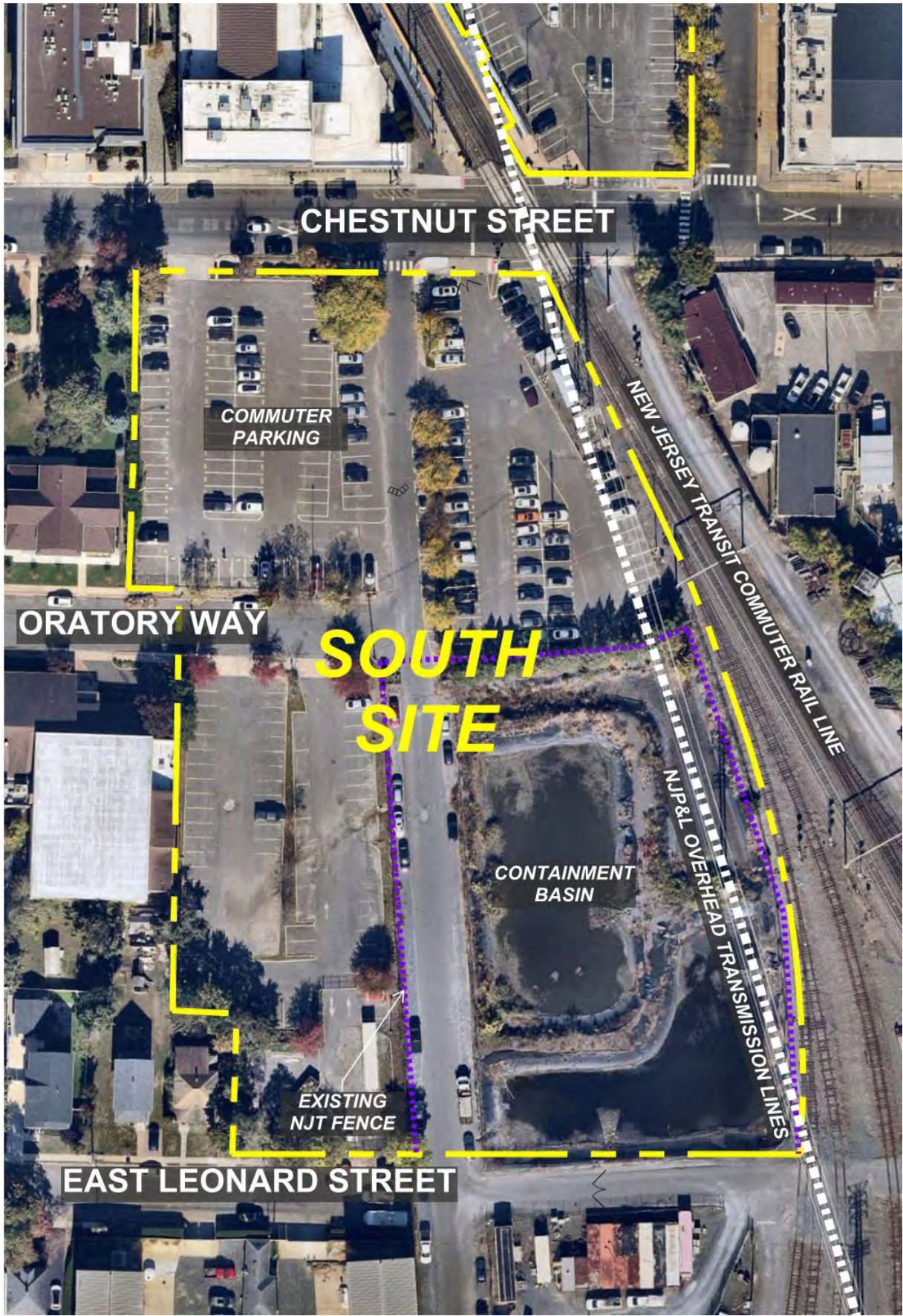
PROPOSED



CONCEPT SITE PLAN:
COMPARISON (The Rail North)



CONCEPT SITE PLAN:
COMPARISON (The Rail South)



CONCEPT SITE PLAN:
LINKING THE BOROUGH

The Rail North & The Rail South
2024.12.17



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.

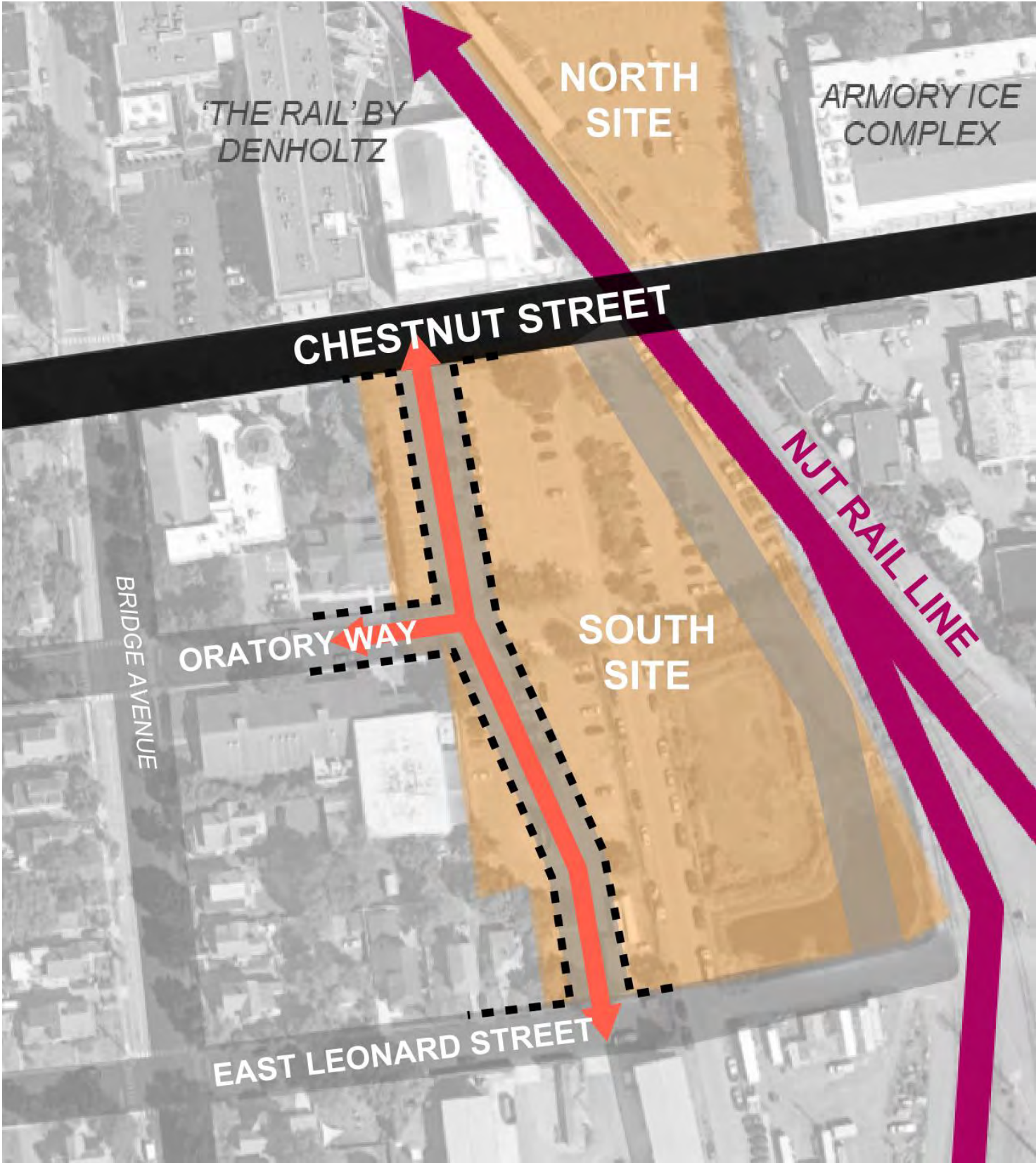
■ Retail Frontage

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

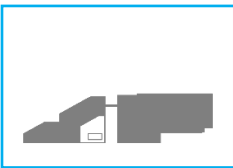
INSPIRATION:

The Rail North & The Rail South

2024.12.17



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



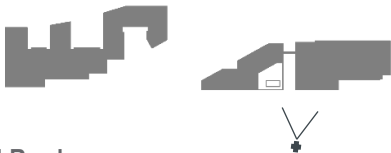
THE RAIL NORTH:
VIEW FROM CHESTNUT STREET



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



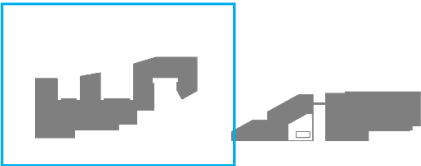


ARCHITECTURE



THE RAIL SOUTH

SITE PLAN:
THE RAIL SOUTH



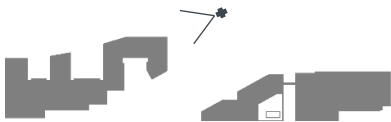
THE RAIL SOUTH:
AERIAL



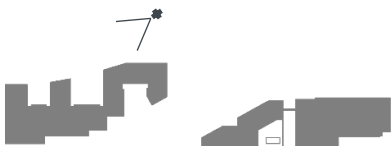
THE RAIL SOUTH: CHESTNUT STREET RETAIL



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**

Appendix D: Conceptual Redevelopment Plans and Renderings

DRAFT

The following conceptual renderings are provided to show development contemplated for the Redevelopment Area. These images, shown to the community at a public workshop on December 17, 2024, are meant to be illustrative only, and not indicative of any Borough approval.

Aerial view from north (top) and North Parcel view from Monmouth Street (bottom)



North Parcel building from Monmouth Street (top) and Oakland Walkway looking east (bottom)



South Parcel view, looking southeast (top) and from Chestnut Street (bottom)

