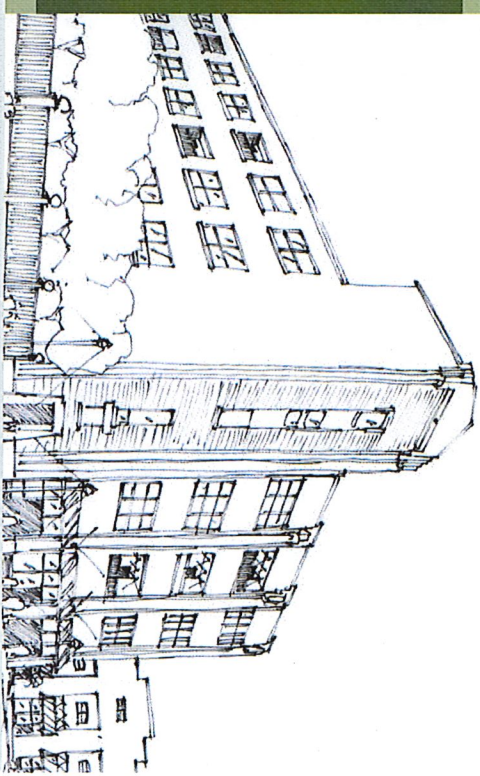


EXHIBIT A
AMENDED PLAN

MAIN STREET REDEVELOPMENT PLAN



AMENDED APRIL 2019
Prepared by Heyer, Gruel & Associates

BOROUGH OF ALLENHURST
Monmouth County, New Jersey

MAIN STREET REDEVELOPMENT PLAN

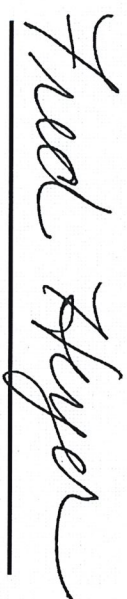
Borough of Allenhurst
Monmouth County, New Jersey
Adopted by Commissioners

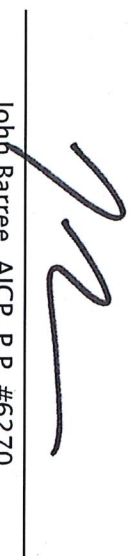
Originally Adopted October 2006
Amended November 2007
Amended April 2019

Heyer, Gruel & Associates
Community Planning Consultants
236 Broad Street
Red Bank, NJ 07701
732 741 2900

The original of this report was signed and
Sealed in accordance with N.J.S.A. 45:14A-12


Susan S. Gruel, P.P. #1955


Fred Heyer, AICP, P.P. #3581


John Barree, AICP, P.P. #6270

INTRODUCTION

The Main Street Redevelopment Plan presents an opportunity to redevelop the southwestern portion of the Borough particularly along Main Street. The governing body adopted a resolution on November 15, 2004, declaring the Main Street Redevelopment Area as an area in need of redevelopment pursuant to the Local Redevelopment and Housing Law. Subsequently, the Borough's governing body adopted a "Main Street Redevelopment Plan" in October 2006. The First Amendment to the Redevelopment Plan was adopted in November 2007, which presented a more refined vision for the Redevelopment Area and specific concept plans. The Redevelopment Area consists of Block 18, Lot 1, Block 19, Lots 1 and 2, Block 21, Lots 2, 3, 5, 6, 7, 8, 9, 10, 11, 12, and 13, and Block 31, Lot 3 (collectively the "Redevelopment Area")


Previously, the Borough deemed Lots 3 and 4, in Block 21 merged and the merged lots are presently designated as Lot 3. This Plan amendment provides for different districts and uses for different portions of Lot 3, which follow the prior Lot 3 and Lot 4 lot lines and will be referred to herein as "Old Lot 3 portion of Lot 3" and "Old Lot 4 portion of Lot 3". The maps in this plan reflect the "old" lot lines for purposes of illustration and the maps and references herein to the "old" lots shall not change the official lot designation of Lot 3 and the area it contains.

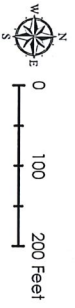
This "Redevelopment Plan" modifies the previously adopted Plan to propose a townhouse development on the east side of Main Street that is sensitive to the historical context of the Borough's residential neighborhoods. The Redevelopment Plan continues to propose adaptive re-use of the Art Deco Jersey Central Power

& Light (UCP&L) buildings along Main Street. The Plan revises the concept for the redevelopment of the Borough DPW / Waterworks site on the south side of Hume Street to permit new construction. This Redevelopment Plan supersedes the earlier redevelopment plan in all aspects.

Aerial

MAIN STREET REDEVELOPMENT PLAN
ALLENHURST, NJ

 Main Street Redevelopment Area



Source: NJDEP, NJGIN, NJOGIS, NJDOT

March 2019

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HEYER, GRAEL & ASSOCIATES



STATUTORY REQUIREMENTS

According to the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-1, et seq.), the Redevelopment Plan shall include an outline for the planning, development, redevelopment or rehabilitation of the project area sufficient to indicate:

1. Its relationship to definitive local objectives as to appropriate land uses, density of population and improved traffic and public transportation, public utilities, recreational and community facilities and other public improvements;
2. Proposed land uses and building requirements in the project area;
3. 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 to them in the existing local housing market;
4. An identification of any property within the Redevelopment Area proposed to be acquired in accordance with the Redevelopment Plan;
5. Any significant relationship of the Redevelopment Plan to:
 - The Master Plans of contiguous municipalities;
 - The Master Plan of the County in which the municipality is located; and
 - The State Development and Redevelopment Plan adopted pursuant to the "State Planning Act" PL 1985, C398 (C52:18A-196 et al.).

PLAN PRINCIPLES

The Plan seeks to capitalize on the opportunities of the Redevelopment Area, and build upon the unique and historic character of the Borough. The following key principles guide the Plan.

Adaptive Re-use: JCP&L, the largest property owner in the Redevelopment Area is no longer using most of its buildings and properties in connection with the provision of utility services. The buildings west of Main Street represent the Art Deco style of construction and have significant potential to be adaptively reused as an inclusionary housing development and retail. The plan envisions that these buildings will be reused, to the extent feasible.

Townhouse Development: The 2.2 acre site east of Main Street, between Elberon Avenue and Hume Street is proposed to be developed with a townhouse development that will be sensitive to the historic context of the Borough's residential neighborhoods. The Borough's historic district standards will apply.

Gateway to Allenhurst: The Plan encourages the development of a "Gateway" feel at the south end of Main Street. Redevelopment of the Borough-owned DPW/Waterworks property has the potential to revitalize the southern end of the corridor.

REDEVELOPMENT AREA - CONTEXT, LOCATION AND DESCRIPTION

The Borough of Allenhurst is approximately 0.3 square miles in land area and is located on the Atlantic shoreline of Monmouth County, as indicated on the "Regional Context Map". Allenhurst is located within close proximity to New York City, and is located north of the Village of Loch Arbor and City of Asbury Park; east of Ocean Township and the Borough of Interlaken; and south of the Borough of Deal. Deal Lake runs along the western and southern edges of the Borough, separating it from Ocean Township and the Borough of Interlaken.

Alenhurst is a quiet historic Atlantic shore town with a year-round population of approximately 500 people, that is characterized by wide streets, and buildings that belong to Greek Revival, Queen Anne, Italianate, Victorian Eclectic, Vernacular Variations, Colonial Revival, Spanish Mission/Italian Renaissance, Bungalow, English Tudor, and other 19th century architectural styles. Allenhurst has retained many of its original 19th century structures. The streetscape, which exists today, features a typical mix of 19th century domestic architecture and mature shade trees along the residential streets mainly west of Ocean Avenue.

The Redevelopment Area is located in the southwest corner of the Borough and occupies a land area of just over 8 acres, not including roads and other rights of way. A large portion of the Redevelopment Area, 5.7 acres, is located along both sides of Main Street. The two largest property owners in this section of the Redevelopment Area are the Borough of Allenhurst and JCP&L, a public utility company. A smaller section of the Redevelopment Area consists of the Borough owned park area located between Deal Lake to the west and the








North Jersey Coast rail Line right-of-way to the east. This 2.4 acre park area is accessed by Lake Drive.

The Redevelopment Area is currently served by public transportation. The Redevelopment Area is within 600 feet of the Allenhurst Train Station serviced by NJ Transit. Bus service is provided to the general area by New Jersey Transit. Access to regional highways is provided via Sunset Avenue to the south in Asbury Park onto Highway 35. These roadways connect the Redevelopment Area to the Garden State Parkway, state and county highways, and neighboring communities.

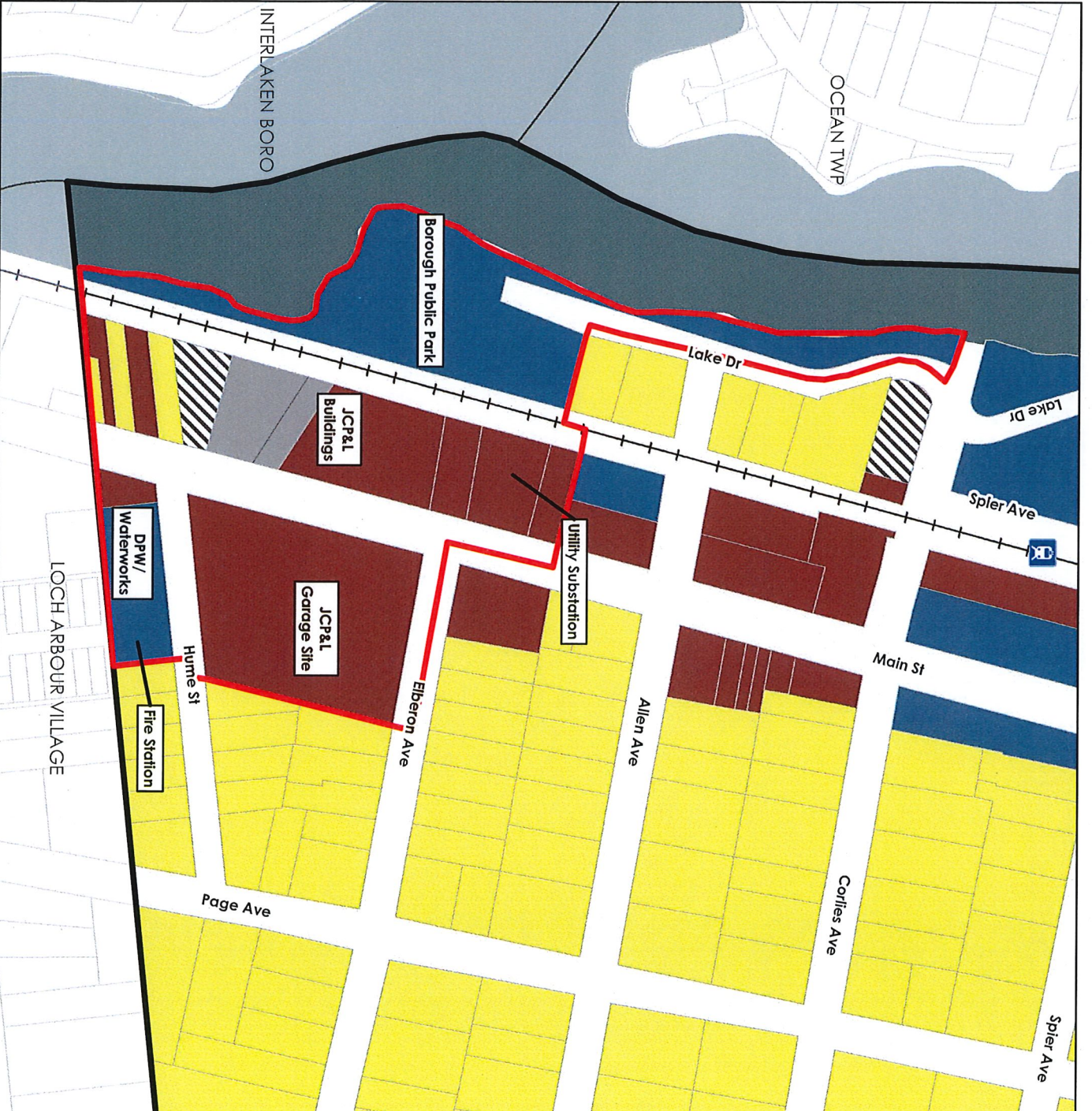
The Redevelopment Area is located within public water and sewer service areas.

Existing Land Use

MAIN STREET REDEVELOPMENT PLAN
ALLENHURST, NJ

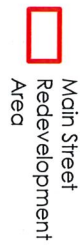
-  Vacant Property
-  Residential
-  Commercial
-  Industrial
-  Public Property
-  Allenhurst Railroad Station
-  Main Street Redevelopment Area

Source: NJDEP, NJGIN, NJOGIS, NJDOT
March 2019



Context Map

MAIN STREET REDEVELOPMENT PLAN ALLENHURST, NJ

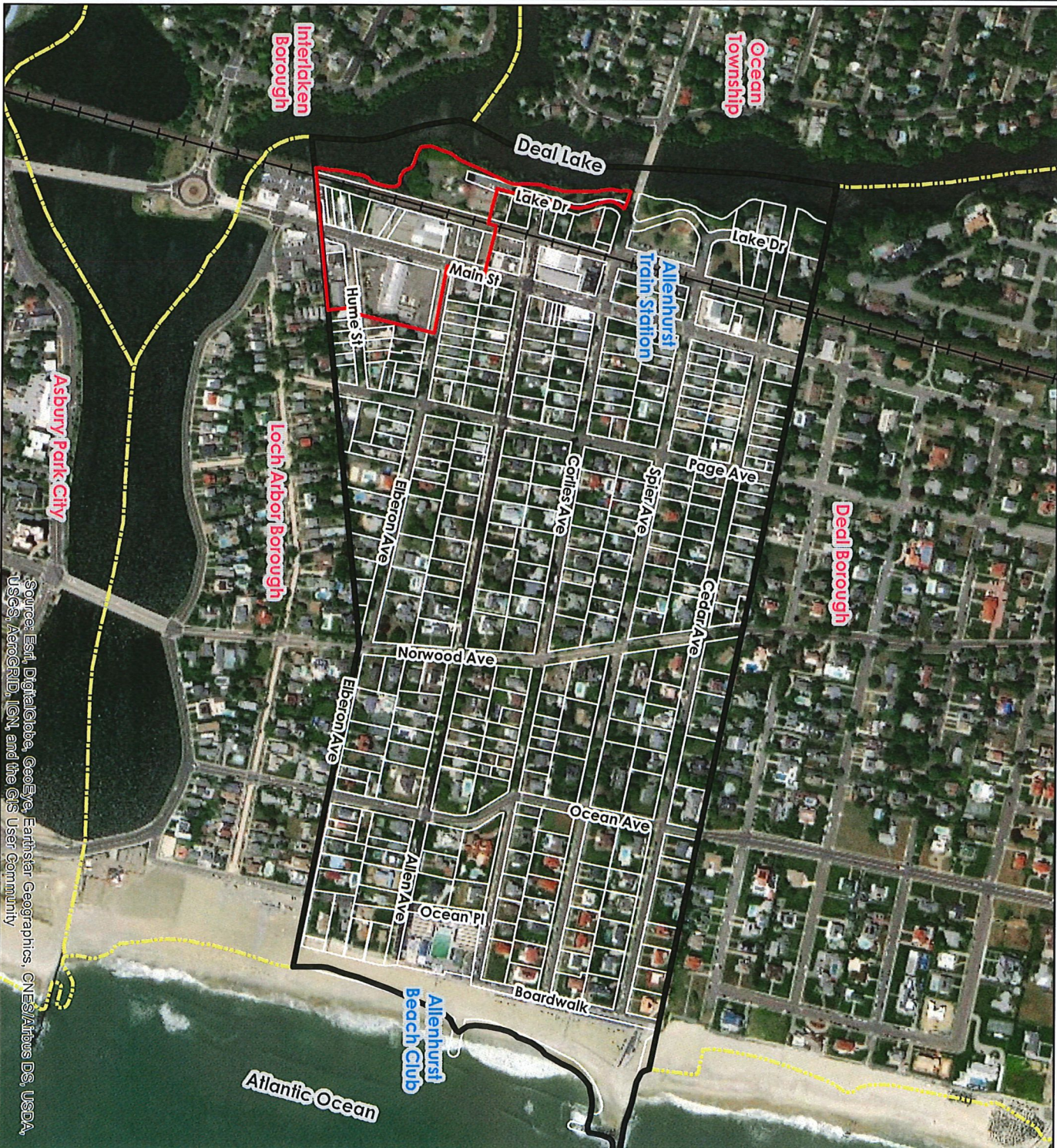


0 100200 Feet

Source: NJDEP, NJGIN,
NJOGIS, NJDOT

March 2019

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HEYER, GRUEL & ASSOCIATES



Source: Esri, DigitalGlobe, GeoEye, Earthstar Geographics, CNES/Airbus DS, USDA, USGS, AeroGRID, IGN, and the GIS User Community

GOALS

The following are the goals of this Redevelopment Plan:

- To encourage a pedestrian oriented mix of residential, retail, restaurant and public uses and capitalize on the area's proximity to the rail station and the beach.
- To develop a redevelopment project that provides an appropriate number of new residential units including townhouses, apartments, and the provision of affordable units.
- To create buildings and streetscapes that are consistent with the architecture and streetscape improvements of the Borough.
- To provide gateways and plaza areas along Main Street.
- To create townhouse housing opportunities east of Main Street.
- To adaptively re-use the JCP&L buildings on the west side of Main Street.
- To improve the public elements of the streetscape (e.g., lighting, paving, pedestrian linkages).
- To encourage parking location and design that provides shared or joint use facilities and integrates parking into the area in an unobtrusive manner.
- To promote creative physical and operational solutions for the provision of parking to ensure that parking requirements are met in an efficient way.
- To promote principles and practices of sustainable design.
- To maintain the historic character and scale of the community by incorporating existing architectural features as well as maintaining the scale, scope and size of the structures which currently exist.
- To promote the utilization of high quality design standards in the construction of buildings and improvements.
- To stimulate economic development opportunities within and adjacent to the Redevelopment Area.

RELATIONSHIP OF PLAN TO THE BOROUGH LAND DEVELOPMENT REGULATIONS

The Redevelopment Area shall be redeveloped in accordance with the standards detailed in this Redevelopment Plan. The Plan supersedes the Borough Land Use Regulations for the Redevelopment Area unless specifically referenced. Other Borough regulations affecting developments that are in conflict are superseded by this Plan; however, existing engineering standards, performance standards, historic district standards, and definitions, unless otherwise defined in the Plan, shall apply.

In connection with site plan or subdivision applications, the Planning Board may grant deviations from the regulations contained within this Redevelopment Plan where by reason of exceptional narrowness, shallowness or shape of a specific piece of property or by reason of exceptional topographic conditions, pre-existing structures and physical features uniquely affecting a specific piece of property, the strict application of any area, yard, bulk or design objective or regulation adopted pursuant to this Redevelopment Plan would result in peculiar and exceptional practical difficulties to, or exceptional or undue hardship upon, the developer or redeveloper of such property. The Planning Board may also grant a deviation from the regulations contained within this Redevelopment Plan related to a specific piece of property where the purposes of this Redevelopment Plan would be advanced by such deviation from the strict application of the requirements of this Plan and the benefits of granting the deviation would outweigh any detriments.

The Planning Board may grant exceptions or waivers from design standards for site plan or subdivision approval as may be reasonable and within the general purpose and intent of the

provisions for site plan review and/or subdivision approval within the Plan, if the literal enforcement of one or more provisions of the Plan is impracticable or would exact undue hardship because of peculiar conditions pertaining to this site. No deviations may be granted under the terms of this section unless such deviations can be granted without resulting in substantial detriment to the public good and will not substantially impair the intent and purpose of the Redevelopment Plan.

No deviations may be granted to permit a use that is not a permitted use within this Redevelopment Plan or any other deviation from standards of this Plan that results in a "d" variance pursuant to N.J.S.A. 40:55D-70d. In addition, deviations shall not be permitted from the required residential parking standards contained in the Plan. A request that involves one or more of these deviations shall be addressed as an amendment to the Plan rather than via variance relief through the Planning Board.








An application requesting a deviation from the requirements of this Redevelopment Plan shall provide public notice of such application in accordance with the public notice requirement set forth in N.J.S.A. 40:55D-12a.&b. All development must be approved by the Planning Board and shall be submitted through the normal site plan and subdivision procedures as identified by N.J.S.A. 40:55D, et seq.

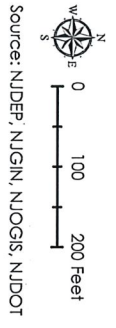
Final adoption of this Redevelopment Plan by the Borough's Board of Commissioners shall be considered an amendment to the Borough of Allenhurst Zoning Ordinance and Zoning Map.

Districts

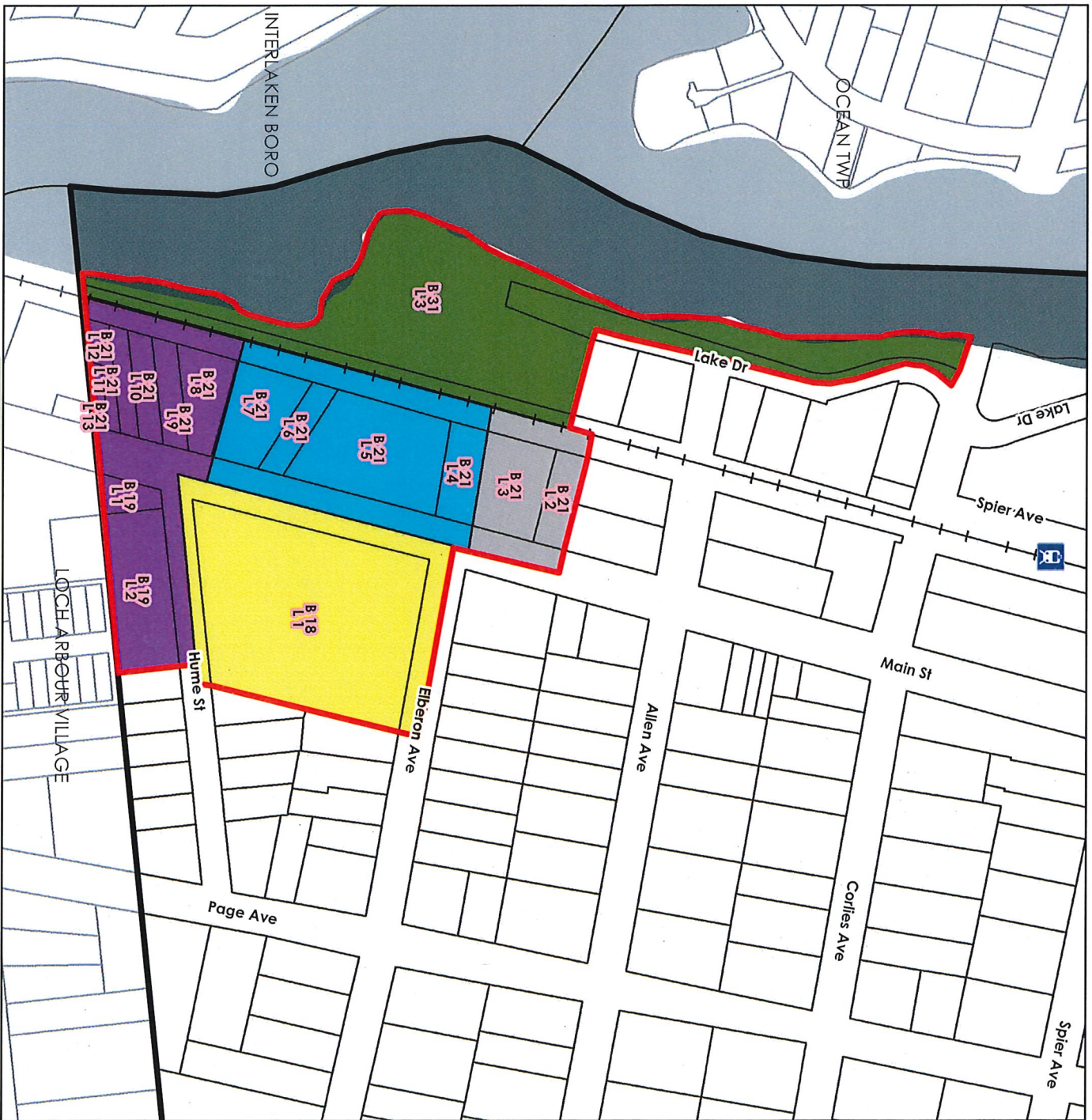
MAIN STREET REDEVELOPMENT PLAN

ALLENHURST, NJ

-  **Allenhurst Railroad Station**
-  **Main Street Redevelopment Area**
- Redevelopment Districts**
 -  Adaptive Re-use District
 -  Public Park District
 -  Public Utility District
 -  Southern Gateway District
 -  Townhouse Residential District



March 2019



DISTRICT STANDARDS

It is the intent of this Plan to encourage the redevelopment of the Redevelopment Area with residential, retail, restaurant, and public park uses that enhance the vitality of Main Street; to take advantage of the proximity to the train station; to preserve and reuse the architecturally unique industrial buildings; to benefit from the presence of Deal Lake as a valuable natural resource; and to provide new accessible and usable park space for the residents.

The following standards apply to the five individual Districts within the Area:

- Adaptive Reuse District (Block 21, Old Lot 4 portion of Lot 3, Lot 5, Lot 6, and Lot 7)
- Public Park District (Block 31, Lot 3)
- Townhouse Residential District (Block 18, Lot 1)
- Southern Gateway District (Block 19, Lots 1 and 2, Block 21, Lots 8-13)
- Public Utility District (Block 21, Lot 2 and Old Lot 3 portion of Lot 3)

The district standards contain information pertaining to the purpose of the district; the permitted and accessory uses; bulk standards; and other district-specific standards. The general design standards apply to all zones. The concept plans provide a site specific framework for the redevelopment of key sites. The evaluation of any proposal submitted under the Redevelopment Plan shall be based upon these concept plans and sections of this Redevelopment Plan entitled Relationship of Plans to the Borough Land Development Regulations including District and Design Standards.

Adaptive Reuse District

Purpose: To adaptively reuse, to the extent feasible, the existing JCP&L buildings in order to preserve portions of the Art Deco style industrial buildings, to provide housing and retail uses, and to create a public plaza area. Demolition and new construction are permitted as necessary to achieve the vision of the Plan.

Principal Permitted uses:

- Residential (second floor and above only)
- Retail uses and building amenities on the first floor
- Restaurants, outdoor dining, and other eating/dining establishments (without drive-throughs)
- Surface Parking on Old Lot 4 portion of Lot 3 if developed and used in common with Lots 5, 6, and 7. Parking on Old Lot 4 portion of Lot 3 shall not be permitted to operate as a separate entity.
- Wireless communication antennas

Accessory uses: Health club, gym and other such recreational facilities associated with the residential uses, parking, including structured parking, signage, roof-mounted solar panels, and other uses customarily incidental to the principal use.

Bulk Standards:

- Maximum Residential Density: 80 Units on Block 21, Lots Old Lot 4 Portion of Lot 3, 5, 6, and 7.
- Minimum Unit Size: 900 Square Feet with an average of 1,050 square feet per unit. Unit sizes shall be calculated based on Net Square Footage (NSF). NSF is defined as the usable space measured from the inside finished surfaces of the unit's walls.

- Maximum Height:
 - o Five (5) Stories and 65 Feet
 - o Rooftop mechanical equipment including elevator towers, HVAC units, antennas and other typical installations may exceed the maximum height limit by up to 10 feet.
 - o Rooftop amenity space associated with a permitted use on site (i.e. roof deck for residential tenants, rooftop dining area for restaurant, etc.) may exceed the maximum height by up to 10 feet provided such space does not occupy more than 20% of the rooftop.
 - o All rooftop appurtenances (mechanical equipment, amenity spaces, solar arrays, etc.) shall be set back a minimum of 10 feet from the edge of the roof to limit visibility from below. Amenity space that is not covered by a roof may be located within the required setback area.
 - The existing front-yard setback shall be maintained.
 - There shall be no required minimum setback for the side and rear yards.
 - A central courtyard area, consisting of a minimum of 5,000 square feet, with landscaping and other amenities accessible to the public shall be provided.
 - Portions of the existing buildings may be demolished if necessary.
- Parking Standards:*
- Off-street parking for the site shall be provided in accordance with the Residential Site Improvement Standards (RSIS), using the "Mid-Rise or Garden Apartment" standard for residential

- uses:
- o 1 Bedroom Units - 1.8 Spaces / Unit
 - o 2 Bedroom Units - 2.0 Spaces / Unit
 - o 3 Bedroom Units - 2.1 Spaces / Unit
 - Parking for mixed-use buildings that include non-residential uses may utilize a shared parking arrangement. At the time of Site Plan application, a demonstration of shared parking calculations based on the Urban Land Institute publication, *Shared Parking*, shall be provided for review by the Board. Shared parking arrangements may consider the availability of on-street parking, valet services, the provision of off-site parking, and other similar parking management strategies.
 - Off-street parking may be provided as surface parking or within a structure.
 - Off-street parking shall be screened from public view.
 - Parking management strategies and creative parking designs are permitted in order to efficiently utilize the site. Some strategies and designs include, but are not limited to, tandem parking, valet parking, stacked parking, and automated parking systems. All parking arrangements shall be presented with technical and operational details at the time of site plan application and are subject to review and approval by the Board.
- Additional Standards:*
- Signage for retail storefronts shall be coordinated throughout the site.
 - Wall sign area shall be limited to 5% of the first floor façade area, and freestanding signs shall be prohibited.

- Adequate lighting should be provided throughout the site, and decorative lighting fixtures should be provided along Main Street, and in the plaza area.
- Sustainable design practices, and LEED certifiable buildings are strongly encouraged. Green roofs are encouraged on all existing buildings.

Concept Plan: JCP&L Mixed-Use

The concept plan for this site proposes a mixed-use building, which includes the adaptive re-use of portions of the existing JCP&L buildings, street-oriented retail, restaurants, residential uses, a public plaza, and surface/structured parking. The existing four-story building should be retrofitted and the existing two-story buildings should be expanded or demolished and replaced. An additional story may be constructed, which would bring the total height of the building to five stories. The development is intended to accommodate residential uses on the upper floors, uses accessory to the residential use (e.g. fitness center), and a restaurant and retail should be provided at street level. The outdoor parking/loading area on Lots 5 and 6 should be converted into a plaza area with green space a fountain or any other form of public art.

Structured parking utilizing creative design and management techniques to maximize the efficient use of space should be provided for the residential units. Surface parking may be provided on Old Lot 4 portion of Lot 3 as supplemental parking or parking if developed and used in common with Lots 5, 6, and 7.

The concept plan is meant to be illustrative and consistent with the standards contained in this Plan. It is expected that the final design of the site will be substantially similar to the concept, but the concept shall not be bind a designated redeveloper or the Borough.



Public Park District

Purpose: To allow for a variety of public uses at the end of Lake Street adjacent to Deal Lake.

Principal Permitted Uses:

- Public Park
- Active and passive recreation
- Municipal uses
- Wireless telecommunication facilities

Accessory Uses: Parking signage and other uses customarily incidental to the principal use.

Townhouse Residential District

Purpose: The purpose of the district is to provide for new townhouse residential development along the east side of Main Street in a form and design consistent with Allenhurst's historic residential character.

Principal Permitted Uses:

- Townhouses - A one-family dwelling in a row of at least three such units in which each unit has its own front and rear access to the outside, no unit is located over another unit, and each unit is separated from any other unit by one or more vertical common fire-resistant walls.

Accessory Uses: Parking, signage, and other uses customarily incidental to the principal use.

Bulk Standards:

- Maximum Residential Density - 28 Units Total
- Unit width: Each townhouse unit shall be a minimum of 24 feet in width.
- Unit size: Each townhouse unit shall have a minimum floor area of 1,680 square feet.
- Maximum Number of Townhouse Units in a Structure: Four (4)
- Setback Requirements:
 - o Minimum 20 feet to Main Street and Elberon Avenue
 - o Minimum 10 feet to Hume Street
 - o Minimum 15 feet to adjacent residential properties
 - o Minimum 12 feet between groups of townhouses
- Maximum height: 3 stories, 35 feet

- Maximum Building Coverage: 40%
- Maximum Impervious Coverage: 70%

Additional Standards:

- No yard setback requirements shall apply between townhouses sold as fee simple units on individual lots with a common area managed by a homeowners association. Standards shall apply to the perimeter of the entire development.
- Each townhouse shall have a front porch.
- A publicly accessible plaza / park shall be provided along a portion of the Main Street frontage. The location of the plaza shall be designed to complement the plaza on the west side of Main Street in the Adaptive Reuse District.
- Parking:
 - o A two-car garage and a two-car driveway with a minimum of 20 feet in width and 20 feet in depth shall be provided for each townhouse unit. Any request for a deviation to reduce this parking requirement shall require a Plan Amendment.
 - o Visitor parking not in a driveway or garage shall be provided on site at a rate of 0.5 spaces per unit.
- Buffer: A buffer area consisting of landscaping 10 feet in width and a 6-foot tall fence subject to Board review shall be provided along the property line adjacent to existing residential uses.
- Driveways and Drive Aisles:
 - o Driveways and curb cuts are prohibited on Main Street
 - o Principal interior drive aisles, defined as a drive aisle with direct access to two public streets, shall be a

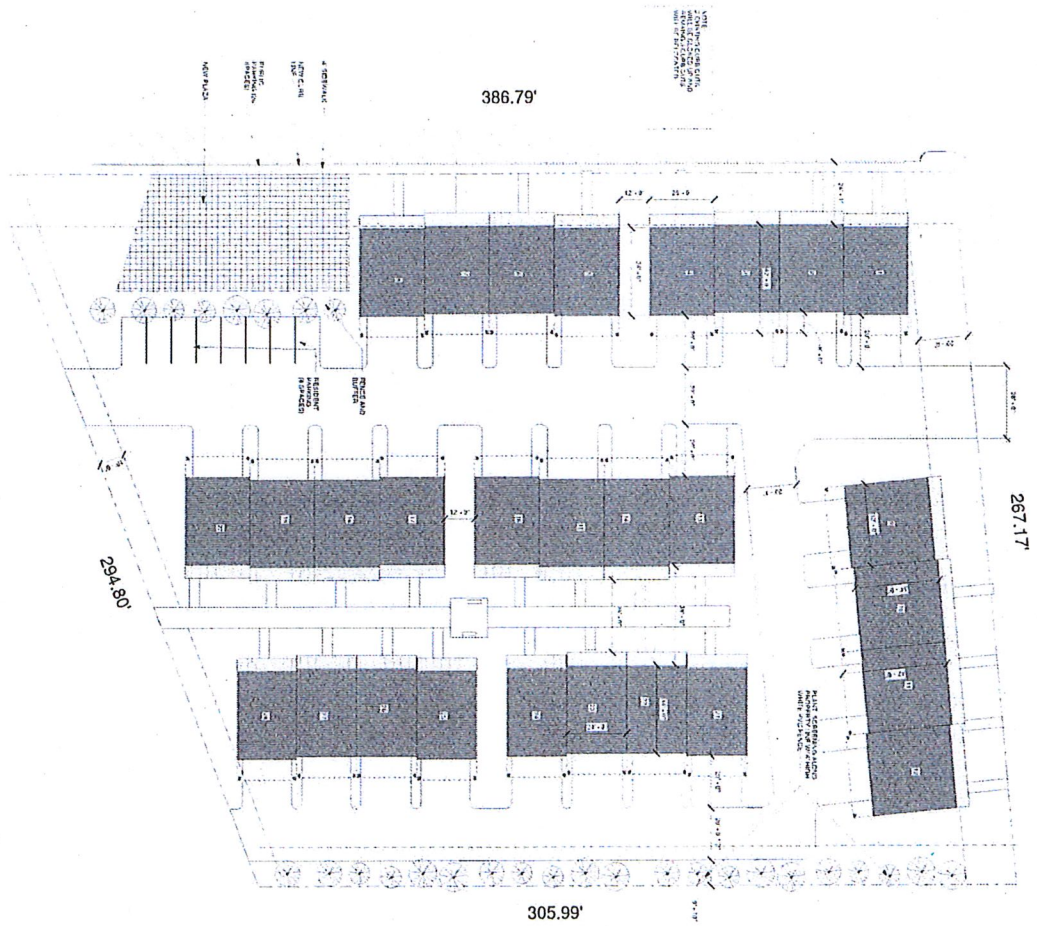
minimum of 24 feet in width. Secondary interior drive aisles without direct access to a public street or with access to one public street shall be a minimum of 20 feet in width.

Concept Plan: Townhouse Development

The concept plan for this site proposes twenty-eight (28) townhouses grouped in seven separate structures. Two groups of townhouses would be oriented toward Main Street, a cluster of four groups of townhouses would be oriented toward a central courtyard, and a single townhouse building would be oriented toward Elberon Avenue. Vehicular access is proposed from Hume and Elberon Streets. Two-car garages and two-car driveways are proposed for each townhouse unit, all oriented toward the site interior. A public plaza area and additional visitor parking are proposed in the southwest corner of the site near Main Street.

The architectural design of the townhouses provides turreted front porches, awnings, and other design elements that are reminiscent of the historic character of Allenhurst's residential district. Front yard landscaping and walkways connect the buildings to the street and provide for a traditional neighborhood feel. A courtyard in the central portion of the site provides a similar feel for the interior units that do not front directly on a public street.

The following concept plan is meant to be illustrative and consistent with the standards contained in this Plan. It is expected that the final design of the site will be substantially consistent to this concept, but the concept shall not bind a designated redeveloper or the Borough.





Southern Gateway District

Purpose: To create an opportunity for adaptive reuse or new construction on the site of the existing Borough DPW/waterworks building; to upgrade the retail mall at the southeast corner of Main and Hume Streets; and to improve the commercial sites south of the JCP&L buildings, and west of Main Street. This plan attempts to shape this district as the southern gateway of Allenhurst by the provision of active retail and restaurant uses at the street level, public plazas, residential uses on upper floors, gateway signage, sidewalk and streetscape improvements.

Principal Permitted Uses:

- Residential (second floor and above only)
- Retail uses (without drive-throughs)
- Restaurants, outdoor dining, and other eating/dining establishments (without drive-throughs)
- Offices
- Municipal uses
- Financial institutions (without drive-throughs)

Accessory Uses: Parking, signage, and other uses customarily incidental to the principal use.

Bulk Standards:

- Maximum Building Height: 2½ Stories or 35 feet
- Maximum Impervious Coverage: 80%
- Minimum Setbacks:
 - o Front Yard: 10 feet

- o Side Yard: combined 20% of lot width; each 10% of lot width
- o Rear Yard: Not less than 20% of the lot depth

Additional Standards:

- The existing Borough DPW/waterworks building should be retrofitted or replaced subject to the approval of the Borough Historic Preservation Commission.
- Parking shall not be permitted between the building and the street line.
- The existing on-street parking shall be maintained.
- Off-street parking for residential uses shall be provided in accordance with RSIS
- Off-street parking for non-residential uses:
 - o Retail and service activities, banks and offices: Four (4) spaces per one thousand (1,000) square feet of gross floor area
 - o Restaurants: one (1) parking space for every ten (10) seats
- Shared parking arrangements among uses shall be encouraged. Some or all of the off street parking requirements for non residential uses may be waived if it is determined that adequate public parking exists within 500 feet of the site.
- Adequate lighting shall be provided on each site, and decorative lighting fixtures shall be provided along Main Street, in the plaza areas, and in the outdoor dining areas.
- Suitable and high quality landscaping shall be provided on all sites.

- Sustainable design practices, and LEED certified buildings are strongly encouraged.

Concept Plan: DPW/waterworks Building

This area currently contains the one-story DPW/waterworks building with a gable roof, large arched doorway openings that are currently sealed, a 60 to 70 foot high smokestack, a retail mall fronting on to Main Street, and a parking lot associated with the building. The concept plan proposes either the adaptive reuse of the DPW/waterworks building or new construction at the site, subject to the approval of the Historic Preservation Commission. The adjacent retail mall at the corner should be updated into a mixed use building with a second story addition.

Public Utility District

Purpose: To recognize the existing use of the parcels for the production of utility services.

Principal Permitted Uses:

- Public Utility Uses

Additional Standards:

- Adequate fences and other safety devices must be provided as may be required. Fences, when used to enclose public utility facilities such as electrical power substations, shall be built in accordance with the applicable requirements of the New Jersey Board of Public Utility Commissioners and the New Jersey Uniform Construction Code.
- Sufficient landscaping, including shrubs, trees and lawn shall

- be provided and must be periodically maintained.
- Adequate off-street parking shall be provided.

General Standards for All Districts

Prohibited Uses:

- All uses not specifically permitted within this Plan.
- Uses specifically prohibited in the Borough Land Use Ordinance.
- Residential units rented for a period of less than one year.

Affordable Housing:

Redevelopment plans are permitted to require the provision of affordable housing units per the Local Redevelopment and Housing Law (N.J.S.A. 40A:12A-7.b).

- In order to provide for the Borough's fair share affordable housing obligation, 10% of the total housing units developed under this Plan shall be set-aside as affordable family rentals.
- If multiple properties are developed concurrently or in phases by one developer, the affordable units to satisfy the set-aside requirement in this Plan may be distributed in one or more phases of the project, provided such terms are set forth in a Redevelopment Agreement.
- Affordable housing units shall comply with the Uniform housing Affordability Controls (UHAC), N.J.A.C. 5:80-26.1 et. seq. or any successor legislation, with the exception that in lieu of 10% of affordable units in rental projects being required to be affordable to households earning at or below 35% of the regional median household income, 13% of affordable units in such projects is required to be affordable to households

earning at or below 30% of the regional median household income, consistent with and as required by the Fair Housing Act.

- Deed restrictions shall be filed ensuring the affordability controls remain in place for at least 30 years pursuant to UHAC.

Historic District Standards:

- All development shall be subject to the Borough's Historic Preservation Ordinance and Design Guidelines.

Work Period Limitation:

- Due to the scope and complexities of Redevelopment projects, the Borough may grant a designated redeveloper a waiver from the provisions of Ordinance Section 26-10 "Work Period Limitation," the terms of which shall be set forth in a redevelopment agreement.

Design Standards

These design standards shall be applied with the use and bulk requirements detailed in this Plan. The design standards are intended to reinforce the physical, visual and spatial characteristics of the Redevelopment Area. Streetscape, parking, lighting, signage and landscape design shall be consistent with the design standards in the Land Use Ordinance of the Borough. In addition, the following standards shall apply:

- Parking structures (if any) shall be integrated into the overall architectural design of the area.
- Design of landscaped areas shall incorporate best management practices regarding maintenance, including, integrated pest management and the use of drought tolerant plantings.
- Loading areas shall be placed in the back or side of buildings and shall not be visible from the public right-of-way or from adjacent properties. Loading and parking areas shall be suitably screened to minimize impacts of noise, lighting, glare and visibility.
- Fire escapes shall be prohibited on the front façade of any building.
- The type, shape, pitch, texture and color of a roof shall be architecturally compatible with the building style, material, colors and details. New rooftop elements shall be screened from public right-of-way.
- Architectural variety within an overall framework of design continuity shall be encouraged in new buildings. Visual variety created by building elements such as storefront entrances, canopies and signage help shorten the sense of distance and

- reduce the monotony of pedestrian strips.
- Buildings shall include, at the street level, design elements that encourage pedestrian interest such as large display windows, multiple entries and clear signage.
- Signage/awnings shall be consistent with the standards detailed in the Borough's Land Use Ordinance. In addition, vinyl waterfall awnings and neon lights shall not be permitted.
- Signs shall be illuminated externally only ("goose neck" lighting and such).
- Lighting: On-site lighting shall be compatible with the architecture of the buildings and be related to the building features.
- Whenever possible and appropriate, all above ground utilities shall be located underground.
- Utility meters and mechanical equipment shall be screened from public view with architectural features that are compatible with the overall design of the structure and/or landscaping.
- Rooftop building amenities are encouraged for multi-family residential development. The design of amenity space shall blend with the aesthetic of the building and shall not distract from the historical quality or overall design of the building. Lighting shall be limited to shielded, low level lighting that does not cast glare or spillage off the rooftop.
- Streetscape Standards: The following streetscape standards apply to all streets within the Redevelopment Area:
 - a. All streetscapes shall have trees planted to the greatest extent possible; spacing shall be maximum thirty (30')

- feet on-center or as appropriate for the tree species unless space is needed for signature entrances and driveway curb-cuts.
- b. Streetlights and traffic signal standards shall be installed consistent with the type currently utilized on Main Street.
- c. Brick pavers, similar to the existing paving on Main Street, shall be installed on all pedestrian crosswalks.
- d. New street furniture and other installations shall maintain uniformity with existing streetscape including tree grates. Street furniture such as benches, planters and bike racks are strongly recommended on Main Street.
- e. Uniform trash receptacles with tops that discourage disposal of household or business refuse.
- f. Planters shall be uniform in style. Planters are permitted and encouraged within any plaza or park area.
- g. Bike racks shall be installed along Main Street.
- h. Traffic Calming Principles shall be employed where necessary.
- i. Textured crosswalks and paving shall be provided at major intersections.
- j. Landscaping, including street trees and planters shall be employed both for aesthetics and safety.
- k. Angled parking should be provided along Main Street to maximize the amount of available on-street parking.

PROPERTY ACQUISITION

The general policy with respect to property acquisition shall require the Borough, if necessary, to facilitate the completion of the Redevelopment Plan within a reasonable period of time. If it appears necessary or prudent for the Borough to acquire title interest in any property, then it may proceed to do so either by negotiation or by eminent domain proceedings in accordance with applicable statute.

Therefore, all of the lands within the Main Street Redevelopment Area not owned by the Borough of Allenhurst are subject to acquisition for redevelopment. This Redevelopment Plan authorizes the Borough to exercise its condemnation powers on all properties in the Redevelopment Area, to acquire property or to eliminate any restrictive covenants, easements or any other property interests which may undermine the implementation of the Plan.

RELOCATION PLAN

The Borough will provide all displaced residents with the appropriate relocation assistance, pursuant to applicable state and federal law, should relocation be necessary. Such relocation shall be provided through an appropriately designated office, which will assist in any relocation of persons, businesses or entities.

This Redevelopment Plan does not include the elimination of any residential units. Therefore, no replacement of residential units is proposed as part of this Redevelopment Plan.

PLAN RELATIONSHIP WITH OTHER PLANS

Borough of Allenhurst Master Plan (2008)

The redevelopment area is located in an area that is designated for commercial and retail use along Main Street. The goals, objectives and standards contained in this Redevelopment Plan are consistent with the Borough's Master Plan.

Borough of Allenhurst Master Plan Reexamination Report (2018)

The 2018 Reexamination Report brings forward the goals and objectives from the 2008 Master Plan, while also identifying some changes that were made to the Borough's Land Use Procedures, Development Regulations, and Historic Preservation Ordinance in response to the 2016 Residential District Study.

The Reexamination Report also identifies the significant impacts of Hurricane Irene and Superstorm Sandy and their role in magnifying the importance of resiliency and sustainability planning to the Borough.

Section D. of the Reexamination Report makes recommended changes to the Master Plan and development regulations. Among these recommended changes are to update the 2009 Housing Element and Fair Share Plan and explore methods to meet the Borough's affordable housing obligation, and to review and implement the Main Street Redevelopment Plan with revisions as necessary.

Section E of the Reexamination Report contains recommendations concerning the incorporation of redevelopment plans and recommended changes to effectuate the plans. One of the recommendations is to encourage year round commercial uses in

the existing Main Street Redevelopment Plan.

Master Plans of Adjacent Municipalities

The Redevelopment Area is located in the southwest corner of the Borough, adjacent to the municipal boundaries of Loch Arbor Village, Interlaken Borough, and Ocean Township. This Redevelopment Plan is not anticipated to have an adverse impact on development within the adjacent municipalities

2016 Monmouth County Plan

The Monmouth County Planning Board adopted the Master Plan in October 2016 which serves to guide the physical development of the County. The County Master Plan provides regional, longer-term recommendations to coordinate numerous programs and policies and achieve consistency in ongoing development and protection efforts. The 2016 Plan updated elements such as Land Use, Community Development and Housing, Agricultural and Economic Development, Farmland Preservation, Utilities, Community Resiliency, Healthy Communities, Transportation and Mobility, Open Space, Arts, Historic, and Cultural Resources, Natural Resources, Planning Services, Outreach, and Coordination, and Sustainable Places.

The Master Plan's Framework for Public Investment Map classifies Allenhurst as a Priority Preservation Investment Area (PPIA) within a Priority Growth Investment Area (PGIA). A PPJA is an area where an investment in land preservation, agricultural development and retention, historic preservation, environmental protection and stewardship is preferred and encouraged. A PGIA is an area with

either existing or planned infrastructure that lends to development and redevelopment opportunities. Public investments related to the efficient development and redevelopment of previously developed sites and optimization of existing settlement patterns should be encouraged.

The Community Landscape Map identifies Allenhurst as an historic town with a commercial business district and a train station.

The Wastewater Management Planning section notes that Allenhurst utilizes the services of the Township of Ocean Sewerage Authority (TOSA).

New Jersey State Development & Redevelopment Plan:

The Redevelopment Plan is consistent with, and effectuates the plans and policies of the New Jersey State Development and Redevelopment Plan (SDRP), adopted in 2001. The SDRP is a unique document that guides State-level development and redevelopment policy as well as local and regional planning efforts. This Plan is consistent with the following statewide goals in the SDRP

- Revitalize the State's cities and towns.
- Promote beneficial economic growth, development and renewal for all residents of New Jersey.
- Protect the environment, prevent and clean up pollution.
- Provide adequate public facilities and services at a reasonable cost.
- Preserve and enhance areas with historic, cultural, scenic, open space, and recreational value.
- Ensure sound and integrated planning and implementation statewide.

The SDRP also includes a State Plan Policy Map, which divides the state into regions, known as Planning Areas, and includes specific goals for each area. The Policy Map also identifies "Centers," locations into which development is to be directed, and "Environs," areas to be protected from future growth. The Borough of Allenhurst falls in the 'Metropolitan Planning Area' (PA1). The State Plan recognizes that all communities in this planning area are essentially fully developed; hence much of the change in land uses will occur as redevelopment.

The State Plan's planning objectives for the 'Metropolitan Planning Area' include:

- Providing for much of the state's future redevelopment;
- Revitalizing cities and towns;
- Redesigning areas of sprawl; and
- Protecting the character of existing stable communities.

IMPLEMENTATION OF THE REDEVELOPMENT PLAN

Redevelopment Entity

The Borough's governing body shall serve as the Redevelopment Entity.

Phasing

The project may be developed in phases. The phasing may include phased start and completion dates among the various land use components, as well as internal phasing schedules within sections.

Selection of a Designated Developer

Potential redevelopers will be required to submit to the Borough of Allenhurst for review and approval prior to the designation of a redeveloper(s) at a minimum:

- Financial responsibility and capability
- Estimated development cost
- Estimated time schedule
- Conceptual site plans including visual plans and elevations at a minimum.
- Fiscal impact analysis

Appointment of a Designated Redeveloper

Upon the selection of one or more redevelopers to become a Designated Redeveloper, the Borough of Allenhurst shall then proceed to negotiate a formal Redevelopment Agreement.

Designation of a Redeveloper(s) by the Borough of Allenhurst shall be subject to the execution of an appropriate Redevelopment Agreement. The estimates referred to in the previous section shall be finalized by the designated Redeveloper(s) at the time of

execution of such agreement.

Prior to the commencement of construction of any improvements on Redevelopment Area land, final plans and specifications must be submitted to the Borough of Allenhurst and then to the Planning Board for site plan approval as required pursuant to the Municipal Land Use Law (NJSA 40:55D-1 et seq.) by the Redeveloper(s) for approval to insure conformance with the approved preliminary submission.

Conditions in Redevelopment Agreement(s)

Each Redevelopment Agreement will be contingent upon the following conditions, restrictions, and/or requirements.

1. Each Redevelopment Agreement will incorporate the pertinent aspects of the selected developer's proposal and will address financial considerations, planning, phasing, development and such other issues as deemed appropriate and/or as required according to state law in order to implement the Redevelopment Plan.
2. A Designated Redeveloper will be obligated to complete on-site improvements as approved, together with any specified off-site improvements, as may be required in accordance with the Redevelopment Plan.
3. No Designated Redeveloper will be permitted to dispose of property until all required improvements are completed, unless the prior written consent of the Borough of Allenhurst has been obtained.
4. The consent of the Borough of Allenhurst shall be required prior

to the disposition of all or any of the Designated Redeveloper's interest in the Redevelopment Area. Such consent shall be effective upon the completion by the Designated Redeveloper of all on and off-site improvements as may have been approved and required.

6. No covenant, agreement, lease, conveyance, or other instrument shall be effective or executed by the Borough of Allenhurst or by purchasers or lessees from them, or by any successors in interest of such purchasers or lessees, by which land in the Redevelopment Area is restricted as to sale, lease, or occupancy upon the basis of race, color, creed, religion, ancestry, national origin, sex, or marital status.

7. The Redeveloper(s) shall pay to the Borough of Allenhurst a fee for the purpose of defraying its costs incurred in connection with this Plan and the Redeveloper's project.

8. The Borough of Allenhurst reserves the right to terminate any Redeveloper Agreement with a Designated Redeveloper subject to the terms and conditions of the Redevelopment Agreement.

Development Review

No application for development or redevelopment in the area may be filed with the Planning Board until such time as the applicant has applied for and received a designation as redeveloper from the Borough of Allenhurst and has executed a Redevelopment Agreement with the Borough providing for the proposed application. Preliminary and Final Site Plans, with details sufficient to comply with the Municipal Land Use Law and local Ordinance,

will be submitted for Planning Board review and approval for each development parcel, pursuant to N.J.S.A. 40:55D-1 et seq.

The Planning Board shall require the developer to provide a bond or bonds of sufficient size and duration to guarantee the completion of the various phases of the project in compliance with the requirements of law and planning approvals.

The objectives, standards and requirements contained in this Redevelopment Plan shall regulate development within the Redevelopment Area and take precedent over the Land Development Ordinance of the Borough of Allenhurst. For standards not specifically addressed within this Redevelopment Plan, the Land Development Ordinance shall apply.

Duration of Redevelopment Plan

During the time that the Redevelopment Plan is in effect, any party acting as a redeveloper (as defined in the LRHL) must obtain the approval of the Borough of Allenhurst. The Redevelopment Plan will remain in effect until it is changed or rescinded. After that period the Zoning Ordinance will regulate the development of the Redevelopment Area.

Amending the Redevelopment Plan

This Redevelopment Plan may be amended from time to time in compliance with the requirements of law, provided that with respect to any land in the project area previously disposed of by the Borough of Allenhurst for use in accordance with the Redevelopment Plan, the Borough will provide notice as required by statute.